

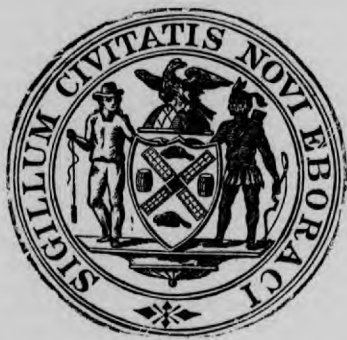
THE CITY RECORD.

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DEPARTMENT OF DOCKS.

Twenty-second Annual Report, for the Year ending April 30, 1892.

CITY OF NEW YORK—DEPARTMENT OF DOCKS,
PIER "A," NORTH RIVER, BATTERY PLACE,
NEW YORK, April 30, 1892.

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, 1892.

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

Yours, very respectfully,

J. SERGEANT CRAM, President.

DEPARTMENT OF DOCKS,
PIER "A," BATTERY PLACE, NORTH RIVER,
NEW YORK, April 30, 1892.

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, 1891, and ending April 30, 1892, containing: 1st. The name, occupation and compensation of all persons appointed and employed by said Department. 2d. A statement of the action of the Board for the past year, classified with reference to the various subjects and duties which have engaged the attention of the Board. 3d. A list of the orders and rules made by said Board, and a description of the contracts made by said Department, the payments made by said Department and the purposes and amounts thereof; and the leases made by said Department, for what term, at what rent, to whom and for what property."

Very respectfully,

J. SERGEANT CRAM,
EDWIN A. POST,
JAMES J. PHELAN, } Commissioners.

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.
J. Sergeant Cram.....	Commissioner (President).....	\$5,000 00
Edwin A. Post.....	" (Treasurer).....	5,000 00
James J. Phelan.....	" (Treasurer).....	5,000 00
Augustus T. Docharty.....	Secretary.....	4,800 00
Francis E. Moon.....	Chief Clerk.....	2,700 00
James Weir.....	Apportionment Clerk.....	2,400 00
John M. Phelan.....	Clerk to Treasurer.....	2,400 00
Louis S. Kellogg.....	Clerk.....	2,000 00
Charles J. Farley.....	Clerk to Commissioners.....	1,800 00
Frank T. McGlynn.....	Stenographer and Typewriter.....	1,200 00
Edwin A. Gregory, Jr.....	Clerk.....	1,500 00
William S. Hillman.....	Collector.....	1,800 00
Henry A. Palmstine.....	Dock Master.....	2,100 00
Charles S. Coxe.....	".....	2,100 00
James A. Monahan.....	".....	2,100 00
Maurice Stack.....	".....	2,100 00
Joseph F. Meehan.....	".....	2,100 00
James W. Carson.....	".....	2,100 00
George A. Woods.....	".....	2,100 00
Edward Abeel.....	".....	2,100 00
Bartholomew F. Kenney.....	".....	2,100 00
Charles Parks.....	".....	2,100 00
James J. Fleming.....	".....	2,100 00
Thomas P. Walsh.....	".....	2,100 00
John J. Martin.....	".....	2,100 00
Mary Dowling.....	Cleaner.....	Per mo., 45 00
Catharine Lyons.....	".....	45 00

Construction and Repairs.

G. S. Greene, Jr.....	Engineer-in-Chief.....	\$6,000 00
W. W. Maclay.....	First Assistant Engineer.....	4,000 00
Winfield S. Lasher.....	Assistant Engineer.....	2,700 00
A. McC. Parker.....	".....	3,000 00
Godfrey P. Farley.....	".....	1,800 00
John A. Bensel.....	".....	2,400 00
F. J. Boller.....	".....	1,500 00
Allen N. Spooner.....	".....	1,800 00
George A. Button.....	".....	1,800 00
S. W. Hoag, Jr.....	".....	2,400 00
John M. Stewart.....	".....	1,500 00
Edward Gottschall.....	Searcher of Water Grants.....	2,000 00
Henry C. Freeman.....	Clerk to Engineer-in-Chief.....	2,000 00
David H. Lane.....	Clerk of Floating Property.....	1,000 00
Berthold Sommer.....	Clerk.....	1,800 00
Joseph Thompson.....	".....	1,200 00
Lucius C. Higgins.....	".....	1,200 00
William McDonald.....	".....	960 00
John W. Ingalls.....	".....	1,000 00
Effingham V. Smith.....	Timekeeper.....	1,000 00
Frederick Lange.....	Stationery Custodian and Messenger.....	1,500 00

NAME.	OCCUPATION.	COMPENSATION.
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
Nicholas J. Van der Weyde.....	".....	1,000 00
Alexander M. Goge.....	".....	1,000 00
Patrick H. McCullough.....	Roundsman.....	1,200 00
Frederick P. Thompson.....	Surveyor.....	3,000 00
C. W. Staniford.....	Assistant Surveyor.....	2,100 00
J. Frank Johnson.....	Transitman.....	1,500 00
William S. White.....	".....	1,500 00
Chandler Davis.....	".....	1,500 00
William Selmer.....	".....	1,500 00
John T. Hilton.....	".....	1,500 00
Bernard Rolf.....	Leveler.....	1,200 00
Peter C. Spence.....	".....	1,200 00
Eugene Lentilhon.....	".....	1,200 00
Wilbur E. Horton.....	".....	1,020 00
J. W. Balet.....	".....	1,020 00
Gerald S. Griffin.....	".....	1,200 00
Hiram C. Calkins.....	Hydrographer.....	1,500 00
George E. Rodgers.....	".....	1,500 00
John T. L. Doughty.....	".....	1,200 00
James J. White.....	".....	1,200 00
Charles Thompson.....	Boatman.....	Per week, 15 00
John Moran.....	".....	15 00
James King.....	".....	15 00
Daniel Sullivan.....	".....	15 00
John Carey.....	".....	15 00
Thomas J. Sullivan.....	".....	15 00
James C. Darby.....	Sounder.....	15 00
Stephen Denton.....	".....	15 00
William J. F. Sullivan.....	".....	15 00
William H. Carman.....	".....	15 00
William H. Reilly.....	".....	15 00
John Walsh, No. 1.....	".....	15 00
Iver Petersen.....	Scowman (Foreman).....	20 00
Ole Olsen.....	".....	15 00
Charles G. Beck.....	".....	15 00
Jeremiah Collins.....	".....	15 00
James Van Houten.....	".....	15 00
Patrick Crowley.....	Rodman.....	18 00
William H. Cherry.....	".....	15 00
John F. Williams.....	".....	18 00
Francis O'Neill.....	".....	15 00
James W. Dikeman, Jr.....	Chainman.....	18 00
Nicholas H. Voorhis.....	".....	15 00
William J. Crowley.....	".....	15 00
David F. McCarthy.....	Superintendent of Repairs.....	3,000 00
Robert M. Sterritt.....	Foreman 57th Street Yard.....	1,200 00
Edward T. Du Bois.....	Foreman 17th Street Yard.....	Per hour, 40 00
Samuel Fitzpatrick.....	Office Keeper and Messenger.....	Per week, 15 00
Theodore F. Alling.....	Blacksmith.....	Per hour, 40 00
Charles McLean.....	".....	35 00
Patrick Drummond.....	".....	35 00
Lawrence F. Maxwell.....	".....	35 00
William O'Connor.....	".....	35 00
John Ronnan.....	".....	35 00
Dennis Hale.....	".....	35 00
Richard McCarthy.....	Blacksmith's Helper.....	20 00
James Brown.....	".....	20 00
John H. Corley.....	Superintendent of Machinery.....	1,980 00
Charles Wilson.....	Captain of Tug.....	1,500 00
John C. Wood.....	Engineer.....	1,200 00
James Vandegrift.....	Fireman.....	720 00
Henry Head.....	".....	720 00
Frank Clendenning.....	".....	720 00
L. C. Sheldon.....	Deck-hand.....	900 00
George W. Haines.....	".....	600 00
William Baker.....	".....	600 00
Thomas Conroy.....	Caulker.....	Per hour, 39 00
Thomas Higgins.....	".....	39 00
Frank Galvin.....	".....	39 00
Benjamin Walker.....	".....	39 00
William Harrigan.....	".....	39 00
Hugh Daly.....	Ship Carpenter.....	39 00
John R. Grant.....	".....	39 00
Stephen J. O'Brien.....	".....	39 00
Daniel McLaughlin.....	".....	39 00
James O'Neill.....	".....	39 00
John McNamara.....	".....	39 00
George Sparks.....	".....	39 00
James Reilly.....	".....	39 00
Matthew Drum.....	".....	39 00
Joseph Kyle.....	".....	39 00
James T. Ruggles.....	".....	39 00
Thomas Floyd.....	".....	39 00
Edward Cavanagh.....	".....	39 00
Bernard Sweeney.....	".....	39 00
Gavin Rutherford.....	".....	39 00
Thomas Roberts.....	".....	39 00
William Whitehart.....	".....	39 00
John Williams.....	".....	39 00
John O'Shea.....	".....	39 00
Patrick McAnanly.....	".....	39 00
Bernard Sheridan.....	".....	39 00
Peter Lang.....	".....	39 00
Abram Van Blarcom.....	".....	39 00
Joseph McVey.....	".....	39 00
Thomas Ferguson.....	".....	39 00
John Earley.....	".....	39 00
Peter Conway.....	".....	39 00
Bartholomew Donohue.....	".....	39 00
Cornelius O'Connor.....	".....	39 00
John Kelly.....	".....	39 00
Andrew Livingston.....	".....	39 00
Peter J. Mitchell.....	".....	39 00
Charles Eagle.....	".....	39 00
James Enright.....	".....	39 00
Patrick Barrett.....	Foreman of Ship Carpenters.....	50 00
John J. Boyle.....	Carpenter.....	1,200 00
James Donnelly.....	".....	Per hour, 39 00
Edward Atwell.....	Rigger.....	Per week, 18 00
William Witte.....	".....	15 00
John McCarthy.....	".....	15 00

NAME.	OCCUPATION.	COMPENSATION.			
George N. Baker.	Painter.	Per hr., \$0 39	Bernard Farley.	Patrick Lynch.	Lawrence Purcell.
William H. Cunliffe.	"	" 39	Arthur Fink.	Thomas Lynch.	Richard Power.
William P. Rogers.	"	" 39	Thomas Finn.	Albert Lyon.	Patrick Quigley.
Hugh Canning.	"	" 39	William Fitzgerald, No. 1.	Daniel Lyons.	James Reardon.
Thomas Stuyvesant.	Captain, derrick "City of New York"	Per wk., 25 50	William Fitzgerald, No. 2.	James McInenly.	Thomas Reagen.
William Love.	Captain of Pile Driver	Per hr., 35	Edward Fitzpatrick.	John McDonald.	Thomas Redman.
Richard Munster.	Captain, 10-Ton Derrick	Per wk., 18 00	William P. French.	Thomas McCabe.	John Reeves.
Edward Rush.	Saw Filer	Per hour, 35	Luke Gallagher.	Thomas McCarthy.	John Reid.
Henry Wenzel.	"	" 35	John Gately.	James McConnell, No. 1.	Samuel Robinson.
Patrick Donnelly.	Watchman	Per wk., 18 00	John F. Gately.	James McConnell, No. 2.	Frederick W. Roth.
Lawrence F. Broderick.	"	Per hour, 23	William Gibbons.	John J. McConnell.	Joseph Ryan.
Montfort Clements.	"	16 2 3	Charles X. Gilligan.	James McDonald.	Patrick Ryan.
John Gannon.	"	16 2 3	John J. Griffin.	Matthew McDonald.	John Ryder.
Nicholas Kinnally.	"	Per wk., 15 00	John Grinnon.	James McEneaney.	Thomas Rutledge.
John Murray.	"	Per hour, 16 2 3	Michael Hammill.	John J. McGuire.	John Shanahan.
Henry Manheimer.	"	" 23	Conrad Hinkler.	Charles McInenly.	Matthew Sheridan.
James O'Reilly.	"	16 2 3	John Howard.	John McInenly.	Timothy F. Shine.
William Strowbridge.	"	16 2 3	Peter Hyland.	Duncan McIsaacs.	James Smith, No. 1.
Edmund K. Stephens.	"	16 2 3	Peter Johnson.	Patrick McLaughlin.	James Smith, No. 2.
Adoniram Fairchild.	Diver.	Per wk., 15 00	Wallace Johnson.	Daniel McLeod.	James Smith, No. 3.
Frank Paul.	Assistant Diver.	Per hr., 1 50	William Jordan.	Neil McLeod.	Michael Stapleton.
John Bundick.	"	Per day, 7 00	Nicholas Kaufman.	Henry McShane.	John Stokely.
Robert S. Russell.	"	"	Thomas Kelly.	Edward Madison.	Frederick Storch.
Peter Gilligan.	"	"	Hugh Kelly.	James Mahoney.	Eugene Sullivan.
Edward Hickman.	"	"	Lawrence J. Kelly.	James E. Maloney.	Mortimer Sullivan.
David Tullock.	"	"	Patrick Kelly.	Thomas Maloney.	Thomas Sullivan.
Bernard Troy.	"	"	Dennis Kennedy.	Michael Monahan.	Charles Swanson.
E. T. Christiansen.	"	"	John Kennedy.	Patrick Monahan, No. 1.	Ambrose C. Tanner.
Frank Newman.	"	"	Maurice Kennedy, No. 1.	John Moran.	Matthew Tavin.
J. Wannenber.	"	"	Thomas Kenny.	Thomas Moran.	Michael Tracy.
Patrick Griffin.	Diver's Tender.	Per hour, 35	Thomas Kiernan.	Michael Morrissey.	John F. Trenly.
John R. Leary.	"	" 35	Patrick G. King.	James Mulgrew.	Henry B. Tyson.
Charles Miller.	"	" 35	William King.	John Murray.	Jackson Vermilyea.
Martin Miller.	Foreman of Dock Builders	" 45	Andrew Knox.	Patrick H. Murray.	William Ward.
Thomas Hanly.	"	" 35	Charles Krepple.	Thomas Nash.	David F. Walsh.
Daniel Darby.	"	" 40	Patrick Lafferty.	George Nelson.	Patrick Ward.
Patrick Geoghegan.	"	" 35	Andrew W. Laine.	William J. Noonan.	Joseph Waters.
James Denney.	"	" 35	Herman Landwehr.	John Norbeck.	William Weldon.
John J. McEntee.	"	" 35	John Lane.	Daniel O'Brien.	Patrick Whalen, No. 1.
William H. Ellis.	"	" 30	John H. Link.	William O'Brien.	John Willis.
Patrick Gately.	"	" 40	Charles Love.	Patrick O'Neill.	Henry Wochtendahl.
Patrick H. Murray.	"	" 35	John Love.	William Porter.	James Woods.
Charles McMenly.	"	" 40			
Edwin A. Gregory.	Foreman of Laborers.	Per hour, 35			
John Jackson.	"	" 35			
Andrew Govan.	"	" 35			
John S. Markham.	"	" 35			
Gordan Hay.	"	" 35			
John McSorley.	"	" 35			
Patrick McCann.	"	" 35			
Thomas F. McGurney.	"	" 35			
Thomas J. Haden.	"	" 35			
Patrick White.	Foreman of Piling and Woodwork.	" 50			
John Bruton.	Stone-cutter	" 50			
John Carroll.	"	" 50			
Myles Cullen.	"	" 50			
Francis Brock.	"	" 50			
William Maloney.	"	" 50			
James McNamee.	"	" 50			
John Baldwin.	"	" 50			
George Archbold.	"	" 50			
James Gaffney.	"	" 50			
James Maune.	"	" 50			
James Lyman.	"	" 50			
Michael J. Neary.	"	" 50			
Lawrence Henry.	"	" 50			
Owen McCabe.	"	" 50			
William Sanderson.	"	" 50			
Andrew Foster.	"	" 50			
William J. Scott.	"	" 50			
Edward D. Saunders.	"	" 50			
Michael McCourt.	"	" 50			
Patrick Byrnes.	"	" 50			
James McKenna.	"	" 50			
Robert L. Humphreys.	"	" 50			
Michael Handy.	"	" 50			
William H. Rose.	"	" 50			
Robert Kyles.	Steam Engineer.	Per wk., 21 00			
William H. Burnham.	"	Per hour, 45			
John O'Connell.	"	" 35			
Dennis F. Eagen.	"	" 35			
Edward S. Gutteraz.	"	" 30			
W. J. Brennan.	"	" 35			
George A. Shevlin.	"	" 35			
William P. Baker.	"	" 35			
John J. Givnan.	"	" 35			
Alfred J. Mayer.	"	" 35			
Tronson Kerr.	"	" 35			
Montraville M. Smith.	"	" 35			
Z. C. Smith.	"	" 30			
I. B. Maslen.	"	" 35			
Franklin Macklin.	"	" 35			
Frederick Yud.	"	" 35			
John Canavan.	"	" 35			
Thomas F. Burns.	"	" 35			
George W. Carpenter.	Inspector of Dredging.	" 25			
John McDonough.	"	" 25			
Mortimer W. Casper.	Inspector of Pier Building.	" 50			
John E. Land.	"	" 50			
Frank E. Doughty.	"	" 50			
Edward E. McCarney.	"	" 50			
John Hogan.	"	" 50			
William White.	"	" 50			

Dock Builders, Thirty Cents per Hour.

James Ahearn.	George T. Cash.	William Dally.
Frederick Ackerstrom.	Charles Charlifour.	John Daniels.
Henry Balke.	Stephen Chisom.	George Deer.
William Barr.	Maurice Chrystal.	Owen Dehen.
George Bloomer.	Michael Chrystal.	Joseph De Temple.
William P. Bloomer.	Charles Clark.	Joseph De Temple, Jr.
Edward Brady.	Patrick Brady.	Peter J. De Temple.
Patrick Brady.	James Clark.	Thomas Dillon.
John Brawley.	Thomas Clark.	Michael Dolan.
Patrick Brennan.	Thomas S. Coar.	Cornelius Dougherty.
William Brannigan.	Christopher Colver.	Henry Doyle.
Dunning Brown.	Michael Connolly.	Joseph Doyle.
Benjamin Burns.	Frank Coughlin.	John Duke.
Michael Burns.	Henry Crum.	George I. Ellis.
Joseph Burns.	Terence Cumiskey.	John Fitzpatrick.
William Carlson.	Richard Cunningham.	Thomas Farrell.
Michael Carroll.		Lewis Furber.

Laborers, Twenty-three Cents per Hour Except as Otherwise Stated.

William J. Armstrong, \$15 wk.	Garrett Dillon.	Frederick Hoffman.
Thomas Ahearn.	John Dillon.	John Horrigan.
Robert Aram, \$15 per week.	John Donohue.	Henry A. Howland.
Edward Barry.	Thomas Dooley.	James J. Hunt.
Thomas E. Brady.	Thomas P. Doran.	Michael Hurley.
William Barrett.	James Doran.	Bernard Igoe.
James Bransfield.	John Dowdell.	Thomas Igoe.
John Bowen.	John Doyle.	Griffith Jones.
Hugh Brady.	Joseph Driscoll.	John Jones.
John Bartlett.	Martin Dunn.	Richard Jones.
John Barr.	James Dunning.	Charles Krenon.
Thomas Burns, No. 1.	Simeon S. Dunning.	James P. Kavanagh.
Patrick J. Barrett.	John Durnin.	Dennis Kane.
James Bagley.	James Duffy.	James Kane.
Jacob Bauer.	John J. Eager.	Richard Kane.
Peter Burke.	John English.	James Keane, No. 1, \$15 per wk.
Thomas Barry.	Peter A. Finnegan.	James Keane, No. 2.
William J. Burke.	James Feeney.	Nicholas Keating.
Michael Boyle.	James Farley, No. 1.	Henry Kearney.
Mark Byrne.	James Farley, No. 2.	John Keegan.
Henry K. Bennett.	Michael Farrell.	William Keegan.
Joseph Brooks.	Patrick Farrell.	William Kehoe.
Thomas Burns, No. 2.	James Ferguson.	William Kelleghan.
James A. Brown.	James P. Finnan.	Patrick Kelly.
William S. Brown, \$15 per week.	Thomas Fitzgerald.	Thomas Kelly, No. 1.
Patrick Broderick.	Jeremiah Fitzpatrick.	Thomas Kelly, No. 2.
Hugh Brady, No. 2.	Thomas Fitzpatrick.	Frank Kennedy.
John Brassell.	James Flynn.	James Kennedy, No. 1.
Edward Beatty.	Thomas E. Foran, \$15 per wk.	John Kennedy.
John Bergin.	James W. Forbes.	Owen Kettle.
John Bavendam.	James Fox.	Patrick Kiernan.
James Barry.	John P. Frech.	William Kiesler.
Turner H. Baylis.	Edward Fullbrook.	Peter King.
Matthew Baldwin.	Patrick Goggins.	Thomas King.
Thomas C. Carroll.	Patrick Goewy.	Joseph Kratky.
Dennis Caniff.	William J. Gately.	Daniel Lynch.
Thomas Coady.	Thomas Gannon.	Z. Lightwoler.
Patrick Cash.	Andrew Gallagher.	F. A. Lubbe.
John P. Canavan.	James Gannon.	Joseph Lantry.
Patrick Cunningham.	William J. Garvey.	Thomas Lahey, Jr.
Bernard Cummings.	James F. Gibbons.	Thomas Lancer.
Patrick Cain.	John Gibbons.	James Lane.
Patrick Carroll.	Bernard P. Gibney.	George F. Lange.
Thomas Croker.	Alger C. Gildersleeve, \$15 wk.	James Laughlin.
William Curtis.	John Gibson.	M. E. Lauterberg.
Peter Canty.	John Gilmore.	Martin E. Lawler.
Matthew Carley.	Michael Gleason.	Michael Lahey.
David Cagney.	John Golden.	James Leavy.
John F. Cherry, \$75 per month.	George Goldie.	Charles Leaycraft.
Terence Cavanagh.	Walter Graham.	Charles Leiser.
Patrick F. Cahill.	Lewis Gravin.	Daniel Lenahan.
Martin Clancy.	Martin Greehy.	Thomas Lestrangle.
John Corcoran.	James Griffin.	Max Levy.
Patrick Callahan.	Martin Griffin.	Thomas S. Lonergan, \$15 wk.
Cornelius Crowley.	Michael Griffin.	Henry Loughran.
Thomas F. Cregan, \$15 per wk.	John G. Guendling.	William Lowrie.
Peter Cullen.	Daniel Gilfoyle.	Owen Lynch.
James Carren.	John R. Grant, Jr.	Thomas Lyons.
Augustin J. Cherry.	Daniel Griffin.	Martin McLean.
Henry Cooney.	Thomas Hanson.	James McGuire.
Thomas Cox.	Max Hahn.	Patrick McCabe, No. 1.
Patrick Collins.	George Hackett.	Patrick McCabe, No. 2.
James R. Cherry.	Nicholas Habing.	James P. McCaffrey.
Patrick Callen.	Daniel Haggerty, No. 1.	Hugh McCann.
William J. Colby.	Edward L. Halstead.	Peter McCarthy.
Martin Carroll.	Adolph Harbert.	Joseph McCloskey.
James Callaghan.	John Hannon.	Arthur McCormack.
Walter Crook.	John Hanevy.	Hugh McCormack.
Joseph Crotty.	John Hanifin.	William McCormack.
John Cuff.	Frederick W. Hardler.	Henry R. McCready, \$15 wk.
James Clare.	James Hartney.	John McCready.
Michael Dunn.	Peter W. Hasnak.	Richard McCullough.
George Dougherty.	James T. Harrigan.	Thomas McCullough.
David Davies.	Charles A. Hawke.	William McDermott.
James Daly.	Thomas Hannigan.	Edward McDonald.
Patrick Davin.	Robert Heaton, \$15 per week.	Cornelius McElligott.
David W. Davis.	William Hennessey.	Thomas McElroy.
Patrick Delaney.	John Herwig.	Hugh McGarry.
Patrick Davin.	Joseph Hickey.	John McGarry.
Frank Devine.	Michael Hickey.	Patrick McGovern.
James Devine, No. 1.	Patrick Hickey.	Thomas McGovern.
Joseph Devlin.	Hugh Higgins.	John McGrane.
Amos H. Dickinson.	John P. Hinckley.	Thomas McGrane.

John McGrath.	James O'Brien.	Adolph Severyn.
Patrick McGrath.	John O'Brien.	Patrick Scullin.
Hugh McGuire.	Patrick J. O'Brien, No. 1.	Milton Sears.
Robert F. McIntyre.	Patrick J. O'Brien, No. 2.	George W. Sephton.
John McKeever.	Nicholas O'Connor, No. 1.	William Shoveller, \$75 per mo.
Luke McLaughlin.	Daniel O'Connell.	Bernard J. Shanley.
Peter McLaughlin.	Maurice O'Connell.	John Shepard.
James McMahon.	Barth. O'Connell.	Edmund Sheridan.
Patrick McManus.	James J. O'Connor.	Laughlin Sheridan.
John McNamee.	Michael O'Flynn.	John J. Slevin.
Thomas C. Mulcare.	James O'Grady.	Edward Smith.
Charles W. Mickle.	John O'Halloran.	John R. Smith.
Jacob Metzler.	Michael O'Keefe.	Patrick Smith, No. 1.
Frank Murphy.	Patrick O'Keefe.	Patrick Smith, No. 2.
Joseph Mulholland.	John J. O'Neill.	Peter Snedden.
Miles Mallon.	Owen O'Neill.	James Spellman.
Charles Mack.	John P. O'Keefe.	Thomas H. Spooner.
Patrick Madden.	William Palmer.	Philip Stark.
Thomas F. Madden.	Charles Pertain.	Edward T. Stedman.
Michael Magee.	Michael Pettit.	James Steele.
Patrick McGuire.	William Poole.	Joseph Steinitz.
Thomas Mahon.	John Prentiss.	William Struve.
Daniel Mahoney.	John O. Prey.	John J. Sullivan.
Patrick Mahoney.	James Quigley.	Luke Sweeney.
James Mallon.	Thomas Quinlan, No. 1.	William J. Sexton, \$15 per wk.
John Manning.	John Quinn.	Allan Steele.
James Misk.	Mortimer Quinn.	Patrick Stafford.
William Mitchell.	Patrick Quinn.	Patrick H. A. Treacy.
Thomas Malloy.	Daniel Rice.	Henry Thomas.
Thomas Moran.	James Rafferty.	Archibald B. Thompson.
Francis J. Morgan.	George Rafferty.	Joseph Trainer.
John L. Moriarty.	Frank Reilly.	Chester P. Traver.
John Moroney.	James Reilly, No. 1.	George Tremper.
Edward C. Morris.	Michael Reilly.	Daniel Tucker.
Charles Morton.	Richard Reilly.	William Tucker.
Wright Morton.	William Reilly.	Richard J. Vinson.
Francis Moss.	John F. Rein.	James Van Houten, \$15 per wk.
Stephen Mullins.	John Reynolds.	Stephen Wade.
Bartholomew Murphy.	Patrick Reynolds.	George Wagner.
Nicholas Murphy.	Frank Rhodes.	Christopher Walsh.
Robert Murphy.	John Ritchie.	Henry Walsh.
Thomas Murphy.	John Roach.	Thomas Walsh.
John Meyers.	David Robinson.	William Wells.
Michael Murray.	Edward Robinson.	William Whalen.
Edward Murtha.	Maurice Roche.	James A. White.
Felix Myers.	John Rod.	Nicholas H. White.
John Neenan.	George Romer.	Joseph Williams.
Thomas P. T. Nash, \$15 per wk.	Dennis Ryan.	Charles H. Wolf.
William T. Nash.	Lawrence Ryan.	William Warren.
William Nethercott.	Matthew Ryan.	Louis Weinheimer.
James Nolan.	Michael Ryan.	John Woods.
Robert Nolan.	James Shanahan.	John Young.
John J. O'Connor.	Bernard Scanlon.	Michael Zeigler.
Michael O'Connell, No. 2.	Thomas Saunders.	

Appointments from May 1, 1891, to April 30, 1892.

1891.	
May 7.	Adolph Harbert, John Glynn, Patrick Callaghan, Patrick Farrell, Richard Reilly, Peter Clark, John J. Lane, John Young, Thomas J. Cartin, Laborers.
" 7.	David F. Walsh, Thomas McCormick, Michael Tracy, Michael Carroll, Patrick Cronin, John Crowe, William J. Jones, John Kennedy, Dock Builders.
" 7.	Andrew Foster, Stone Cutter.
" 14.	Patrick Reilly, John M. Stewart, Andrew Govan, John Hamilton, Laborers.
" 14.	Thomas J. Fitzpatrick, Richard Power, James H. Lundergan, Dock Builders.
" 21.	Robert Murphy, Michael Leghy, Laborers.
" 21.	John Parks, Albert Lyons, John P. Fogarty, Frank Clark, Dock Builders.
" 28.	Thomas Leary, Stone Cutter.
" 28.	Thomas Cox, T. J. Dwyer, David McCausland, Michael O'Keefe, George F. Masterson, James Misk, Thomas McGowan, Laborers.
" 28.	Joseph Burns, James McConnell, Dock Builders.
June 4.	John M. Stewart, Assistant Engineer.
" 4.	Patrick Ward, Dock Builder.
" 4.	John Murphy, Laborer.
" 11.	Michael McNeary, Patrick McGibney, Laborers.
" 18.	John M. Phelan, Clerk to the Treasurer.
" 18.	James A. Monaghan, Dock Master.
" 18.	Michael Reilly, Michael Morrissey, Thomas Coar, James Cummings, Edward C. Morris, John Reid, William King, Edward Simmons, William Burke, William De Stephen, Dock Builders.
" 18.	Mark Connelly, Amiel Lautenbach, William S. Brown, Thomas P. Walsh, Henry McKee, Laborers.
" 25.	David F. Walsh, John F. Gately, Barth. Walsh, John Stewart, Harry B. Tyson, Benjamin Burns, James Cumings, John J. Griffin, Dock Builders.
" 25.	Cornelius Crowley, Patrick Farrell, Laborers.
" 30.	George N. Baker, Painter.
July 2.	William Penney, Boatman.
" 2.	Louis Furrer, William Brennan, John Reilly, Laborers.
" 9.	John Prentice, William Doyle, Gordon Hay, Edward C. Morris, Henry Walsh, John Reynolds, John Rannan, Jacob Miller, Cornelius Crowley, Laborers.
" 9.	Thomas Nash, Owen Dehen, John J. McConnell, Francis McNamara, Dock Builders.
" 16.	John Goss, Nicholas Keating, Thomas E. Foran, Michael Keating, John O'Neill, William Poole, Martin Greehy, Thomas F. Cregan, George W. Sephton, Laborers.
" 16.	Henry Crum, John Murray, John Mahoney, John J. Slevin, Thomas F. McDonough, William Stanton, George W. Rowe, Dennis McLaughlin, Dock Builders.
" 23.	William S. Hillman, Collector.
" 23.	Peter Cullen, Frederick W. Roth, John Hyland, William McCormack, Francis J. Morgan, Laborers.
" 23.	Arthur Fink, Edward Flynn, John Reid, George Bruckner, Patrick Monahan, John Ryder, Dock Builders.
" 23.	John Kuser, Stone Cutter.
" 23.	Hugh Canning, Painter.
" 23.	George J. Tallon, Blacksmith.
" 30.	Michael Ryan, Matthew J. Kerwin, Patrick Cronin, John R. Smith, John G. Eager, F. M. Merritt, Richard J. Vinson, Charles Mack, John Nesbitt.
" 30.	Wallace Johnson, Andrew Heaney, John Willis, Edward Distil, Morris Kerrigan, Philip Goewey, Dock Builders.
" 30.	Michael Dunn, Matthew J. O'Neill, Stone Cutters.
Aug. 6.	Adolph Severyn, James Rock, Christopher Walsh, Laborers.
" 6.	Joseph De Temple, Thomas Murray, Patrick McCabe, Frederick W. Roth, John Shea, Dock Builders.
" 6.	Patrick McCann, Foreman of Laborers.
" 6.	Peter J. Mitchell, Ship Carpenter.
" 13.	Thomas McElroy, Robert Nolan, B. P. Gibney, James Clare, Robert Mentz, Kavanagh, John J. Slevin, Laborers.
" 13.	Thomas Finn, Charles Gilligan, Dock Builders.
" 13.	Felix Meyers, Blacksmith.
" 13.	William J. Scott, Stone Cutter.
" 20.	William White, Inspector of Pier Building.
" 20.	Peter J. Mitchell, Ship Carpenter.
" 20.	Richard McCullough, Patrick Mahoney, Laborers.
" 27.	David O'Shea, Leveler.
" 27.	Wright Morton, John Keefe, Patrick Delaney, Jeremiah Donnelly, James Moran, Laborers.
" 27.	Frederick Storch, Patrick Quigley, Charles Love, Dock Builders.
Sept. 3.	John Moriarty, Hugh Brosnan, James Donovan, Andrew Gallagher, Laborers.
" 3.	Thomas Kelly, Patrick Broderick, Dock Builders.
" 3.	Edward D. Saunders, Stone Cutter.
" 10.	Patrick McCabe, John Doyle, Emil Lautenberg, Laborers.
" 10.	Charles Eagle, Carpenter.
" 17.	Daniel Guilfoyle, Laborer.
1891.	
Sept. 17.	Martin E. Lawler, Laborer.
" 18.	John Young, Laborer.
" 18.	James Cunningham, Saw-filer.
" 24.	Stephen O'Brien, Ship Carpenter.
" 24.	James Donnelly, Carpenter.
" 24.	John Brawley, Joseph De Temple, Jr., Peter J. De Temple, Dock Builders.
" 24.	Michael Hickey, Patrick Broderick, Laborers.
Oct. 1.	John Brophy, Laborer.
" 1.	Patrick Whalen, Dock Builder.
" 1.	Edward Rush, Saw-filer.
" 1.	George A. Roeth, Stone Cutter.
" 2.	John Mulrooney, Dock Builder.
" 2.	John Shea, John McNamee, Laborers.
" 8.	Michael Keating, Henry Treacy, Peter King, James Gannon, James W. Forbes, William Devlin, John Timmons, Laborers.
" 8.	Thomas Leary, Stone Cutter.
" 8.	Dennis Hale, Blacksmith.
" 15.	Hugh McCormick, Cornelius J. Maloney, Laborers.
" 15.	Michael McCourt, Edward Buckley, Stone Cutters.
" 15.	John Carey, Boatman.
" 22.	John Corrigan, Deckhand.
" 22.	Thomas Stanton, Stone Cutter.
" 22.	William Tucker, Walter Graham, George Campbell, Thomas Kelly, Thomas Croker, James Steele, Augustin J. Cherry, Hugh Brady, John McCready, Laborers.
" 29.	Edward Beatty, Charles Leiser, John Roach, James McGuire, Edward Murtha, Bernard P. Gibney, Laborers.
" 29.	James McNeely, Henry Wochtendahl, Joseph Waters, Patrick Quigley, Michael Murray, Thomas McCarthy, Dock Builders.
" 29.	Patrick Byrnes, John H. Doyle, Stone Cutters.
" 29.	John Wood, Deckhand.
Nov. 5.	Michael McNeary, James Flynn, Laborers.
" 5.	Stephen Mullins, Mason's Helper.
" 12.	John Gibbons, James Gibson, John Sheppard, Matthew Ryan, Henry Cooney, Luke McLaughlin, Laborers.
" 19.	Michael Hamell, Dock Builder.
" 19.	James R. Cherry, Thomas Sheridan, Laborers.
" 25.	John McKenna, Stone Cutter.
Dec. 3.	John Hass, Dock Builder.
" 3.	J. Wanneberg, Assistant Diver.
" 3.	Patrick Collins, Felix Myers, Laborers.
" 10.	Isaac A. Cuznauw, Dock Builder.
" 10.	John Bergin, Laborer.
" 17.	Frank Clendenning, Fireman.
" 17.	Michael Hanley, Robert L. Humphries, Stone Cutters.
" 17.	Eugene Sullivan, Dock Builder.
" 17.	Michael Gannon, John R. Grant, William Kelly, Peter A. Finnigan, Laborers.
" 24.	James J. Fleming and Thomas B. Walsh, Dock Masters.
" 24.	Matthew Ryan, Dennis McGinnis, Dock Builders.
" 24.	Hugh McLoughlin, Stephen Wade, John Bavendam, Dennis Kane, Thomas E. Garvey, Hugh McGarry, Michael Flynn, John E. Relyea, Laborers.
" 31.	Patrick Hartnett, Dock Builder.
" 31.	Walter Murphy, Charles Keenan, Laborers.
1892.	
Jan. 7.	Maurice Stack, Dock Master.
" 7.	Frank T. McGlynn, Alger C. Gildersleeve, Thomas Kerrigan, William J. Gilon, George Wagner, Laborers.
" 7.	Michael Baldwin, Michael Enright, Ship Carpenters.
" 7.	Patrick Devlin, Stone Cutter.
" 7.	Thomas J. Sullivan, Boatman.
" 14.	Joseph Mulhally, Jeremiah Sullivan, Laborers.
" 14.	James Reardon, Dock Builder.
" 14.	William Whitehart, Ship Carpenter.
" 14.	Frank Glennon, Stone Cutter.
" 16.	James B. Kavanagh, Bernard Igoe, Laborers.
" 21.	John Mitchell, Owen O'Neill, Michael Brannigan, Matthew Baldwin, William S. O'Brien, John Smith, Edward Kelly, Francis McGrath, William Connor, Patrick Ryan, Philip Smith, George Doherty, James T. Hannigan, Laborers.
" 21.	Thomas Farrell, Dock Builder.
" 21.	Peter Connolly, Ship Carpenter.
" 23.	James Feeney, Matthew Baldwin, Laborers.
" 28.	William H. Cherry, Rodman.
" 28.	Daniel O'Connell, James McConnell, William Keegan, Edward Davis, Laborers.
" 28.	William Brannigan, Thomas McGibney, Dock Builders.
Feb. 4.	Patrick Stafford, William Warren, John J. O'Neil, Thomas Hayes, Patrick Melia, James P. Horan, John Carew, William Kelley, James Barry, Thomas C. Mulcare, Laborers.
" 4.	Edward C. Smith, Thomas Brenson, Nicholas Kaufman, Lawrence Purcell, Dock Builders.
" 4.	Michael Tobin, Stone Cutter.
" 4.	James F. Ruggles, Ship Carpenter.
" 11.	John Daly, Daniel Rice, Walter Crook, Max Hahn, P. H. A. Treacy, Simeon S. Dunning, Thomas Dooley, Laborers.
" 11.	John J. White, Dock Builder.
" 11.	Stephen O'Brien, Ship Carpenter.
" 11.	Patrick Drummond, John Holmes, Blacksmiths.
" 11.	James Brown, Blacksmith's Helper.
" 11.	Thomas F. McGivney, Foreman of Laborers.
" 18.	Chandler Davis, Transitman.
" 18.	John O'Connell, Frederick Yud, Steam Engineers.
" 18.	Michael Mullen, Louis Weinheimer, Michael Dunn, Jeremiah Redden, D. W. Davies, William J. Gately, Laborers.
" 18.	Thomas Rutledge, Patrick Welsh, Dock Builders.
" 18.	John McCarthy, Rigger.
" 18.	Frank Galvin, Caulker.
" 25.	Thomas Walsh, Wallace Johnson, Jacob Metzler, Dixie Drummond, Laborers.
" 25.	Thomas Copland, Dock Builder.
" 25.	Robert Higgins, Stone Cutter.
" 25.	William O'Connor, Blacksmith.
Mar. 3.	William J. Sexton, J. J. O'Connor, Joseph Lantry, John Neenan, Patrick King, Lawrence Ryan, James Rafferty, James Horan, Frank T. McGlynn, Laborers.
" 3.	Patrick O'Neill, Thomas Moore, John McDonnell, Dock Builders.
" 3.	James O'Neill, Ship Carpenter.
" 10.	Hugh McCormick, Peter A. Finigan, Gordon Hay, Peter Masterson, James Daly, John Reilly, Turner H. Bayles, Daniel Lynch, James Smith, Michael McAvoy, James Duffy, Peter O'Donnell, Z. Lightwoler, James Callahan, William J. Colby, Thomas Hannigan, Patrick Walsh, Donald Griffin, Laborers.
" 10.	Joseph Durant, Dock Builder.
" 10.	Thomas J. Hayden, Foreman, Laborers.
" 10.	Bernard Sweeney, Ship Carpenter.
" 10.	William Harrigan, Caulker.
" 17.	Frank T. McGlynn, Stenographer and Typewriter.
" 17.	Joseph W. Balet, Leveler.
" 17.	William J. Crowley, Chainman.
" 17.	William Kealon, Thomas Walsh, John Hanifin, Walter Graham, Charles Hagman, Martin Carroll, Frank Murphy, John Downey, Laborers.
" 17.	Matthew O'Neill, Stone Cutter.
" 17.	Peter Lang, Ship Carpenter.
" 17.	Andrew Govan, Foreman of Laborers.
" 17.	John Shanahan, Dock Builder.
" 17.	George W. Haines, Deck Hand.
" 24.	Robert Dowker, James Shanahan, John Downey, Michael Duffy, Michael Nolan, Laborers.
" 24.	Benjamin Walker, Caulker.
" 24.	Henry Head, Fireman.
" 31.	Michael McLean, Philip Goewy, James Doyle, Allen Steele, James McGuire, John Spain, Thomas Fitzpatrick, Maurice Roche, James Mitchell, Laborers.
" 31.	Martin McEvoy, Michael Lawrence, John Cassie, Dock Builders.
" 31.	John Leyden, Deck Hand.
April 7.	James Leavy, Charles W. Mickle, Michael Murray, Michael Horan, Thomas Igoe, Charles J. Keen, Daniel O'Brien, Edward Tracy, John H. Wissman, Miles Mallon, Laborers.
" 7.	Louis Furber, James Dempsey, William Ward, Patrick King, Dock Builders.
" 7.	Stephen Denton, Sounder.

1892.

- April 7. Thomas Conroy, Caulker.
 " 7. James Reilly, Ship Carpenter.
 " 14. John Wood, Patrick Devine, Martin Carroll, Bernard Carney, Charles Hagman, Laborers.
 " 14. John McNamara, Ship Carpenter.
 " 14. George Liddle, George Spellman, Dock Builders.
 " 21. Frank Cullen, James Coady, Patrick O'Dwyer, Martin Griffin, John Conway, Laborers.
 " 21. Thomas Ahearn, S. T. Fuller, Dock Builders.
 " 21. Maurice Roche, Stone Cutter.
 " 21. Gordon Hay, Foreman of Laborers.
 " 28. Eugene Lentillon, Transitman, to take effect May 1, 1892.
 " 28. John Conroy, John J. Gilligan, P. J. Kerwin, Patrick H. Clark, Thomas Cox, Richard Hill, John Coffey, James Monahan, F. G. Gunther, Hugh Brady, James C. Rogers, Laborers.
 " 28. James Moore, Patrick Reardon, James P. McKenna, Dock Builders.
 " 28. Matthew Baldwin, Jeremiah J. Crowley, Ship Carpenters.
 " 28. Patrick Murray, Boatman.

1891. *Resigned, Discharged, etc., from May 1, 1891, to April 30, 1892.*

- May 7. Michael Carroll, Patrick Cronin, John Crowe, Thomas McCormick, Ship Carpenters.
 " 7. Edward Brennan, James Reilly, John Mason, Michael McNeary, Dock Builders, discharged.
 " 14. Michael O'Keefe, James Hughes, John Kearney, John P. Fogarty, Laborers.
 " 14. George Wright, William J. Jones, Dock Builders.
 " 21. John F. Costello, Laborer, discharged.
 " 28. James Devlin, John Devine, Laborers, discharged.
 " 28. William J. Devine, Davis H. Dunn, Thomas Gilluley, Timothy Madden, Patrick Ward, Patrick Cronin, Dock Builders, discharged.
 " 28. James Briody, Francis Briody, Joseph Crotty, Nicholas A. Curtin, John P. Dempsey, Michael Dunn, John H. Dawson, Francis Farney, Charles Fullbrook, William Hutchinson, Francis S. Hickey, Patrick Jordan, Otto Junkerman, Thomas Julian, Frank Kelleher, William Lattimer, John Miller, Jr., John Mullin, Percy E. Naylor, Michael O'Connor, Michael Ryan, Louis Rosenberg, John Tuomey, Laborers, discharged.
 June 11. Robert Murphy, Thomas J. Cartin, Laborers; Thomas J. Fitzpatrick, Dock Builder.
 " 18. John H. Matthews, Clerk to the Treasurer, discharged.
 " 18. Patrick J. Brady, Dock Master, discharged.
 " 18. Frederick Able, Edward Ahearn, Thomas Burns, Peter Clark, Frank Daeder, Bernard Degnan, John Devlin, Patrick Donahue, Lawrence Dugan, Patrick Farrell, John Gough, John Guion, William Hamersley, Henry F. Holland, James Kelly, John J. Lane, John A. Lowe, James F. McNeary, Thomas Madden, Edward H. Miles, James Mulqueen, Patrick O'Rourke, John Ronnan, Matthew Sheridan, Thomas Sullivan, Edward Tuohy, Laborers, discharged.
 " 18. Edward Burke, James Doran, Michael Enright, Edward Harris, John Jones, William Kennedy, Thomas McCormick, George McGuinness, Patrick O'Brien, Michael O'Flynn, David F. Walsh, Dock Builders, discharged.
 " 18. Bartholomew Gurrin, Stone Cutter, discharged.
 " 18. Michael Carroll, Thomas Donohue, H. S. Hulbert, William Purcell, Ship Carpenters, discharged.
 " 18. James Morgan, Deckhand, discharged.
 " 18. John Ritchie, Daniel Corcoran, Blacksmith's Helpers, discharged.
 " 25. Louis Muller, John Glynn, Laborers, resigned.
 " 25. Joseph Burns, John P. Fogarty, Owen Dehen, Francis J. Clark, James McConnell, J. H. Lundergan, Edward Flynn, John Parks, Thomas Traynor, Dock Builders, discharged.
 " 25. James Rooney, Henry Loughran, Patrick Walsh, Laborers, discharged.
 July 2. John Choisset, Bernard Igoe, Laborers, discharged.
 " 2. James P. Murphy, Stone Cutter, resigned.
 " 9. James W. Strickland, Laborer, and Matthew De Stephano and Edward C. Morris, Dock Builders, discharged.
 " 9. Nelse Nelson, William Poole, Laborers, discharged.
 " 9. Patrick Brennan, Dock Builder, discharged.
 " 9. John Carney, Ship Carpenter, discharged.
 " 16. Bartholomew Walsh, Dock Builder, resigned.
 " 16. James Hammill, Laborer, discharged.
 " 16. Michael Connors, Edward Beatty, Laborers, discharged.
 " 23. August Eichell, George Farren, Thomas Kelly, John McGarry, Laborers, discharged.
 " 23. James Hughes, John Crow, Dock Builders, discharged.
 " 30. Thomas Lalor, Blacksmith, resigned.
 " 30. John G. Guendling, Laborer, resigned.
 " 30. Luke Gallagher, Edward Simmons, Alois Ludwig, T. F. McDonough, J. J. Slevin, James Gaffney, John Stewart, R. J. Vinson, Dock Builders, discharged.
 " 30. Max Drucker, Collector, discharged.
 " 30. Robert Nolan, Laborer, discharged.
 " 30. Edward Flynn, Peter J. De Temple, Joseph De Temple, Joseph De Temple, Jr., Dock Builders, discharged.
 " 30. Edward Saunders, Joseph Kuser, Stone Cutters, discharged.
 Aug. 6. William Witte, Rigger, and John Holmes, Laborer, discharged.
 " 6. Andrew Gallagher, Laborer, discharged.
 " 6. Peter Lang, Ship Carpenter, discharged.
 " 13. Philip Goewey, Dock Builder, discharged.
 " 13. Frederick H. Michaelis, Laborer, discharged.
 " 13. Peter J. Mitchell, Ship Carpenter, discharged.
 " 13. John J. Slevin, Dock Builder, discharged.
 " 13. John Holmes, Patrick Coyle, Laborers, discharged.
 " 20. William Doyle, Laborer, discharged.
 " 27. Peter King, Laborer, discharged.
 " 27. Thomas Murray, Dock Builder, discharged.
 Sept. 3. Maurice Kerrigan, Patrick McCabe, James Moran, Dock Builders, discharged.
 " 3. Charles Eagle, Ship Carpenter, discharged.
 " 3. John Nesbitt, John Goss, John Young, Michael Keating, James A. White, Amiel Lauterbach, Lawrence Ryan, Laborers, discharged.
 " 10. Patrick Quigley, Dock Builder, discharged.
 " 10. James Donnelly, Carpenter, discharged.
 " 10. Patrick Broderick, Dock Builder, discharged.
 Oct. 1. James Cunningham, Saw-filer, and Thomas Leary, Stone Cutter, discharged.
 " 8. Michael Neary, William F. Martin, Edward Lynch, Laborers, discharged.
 " 15. Thomas Moran and Joseph Hickey, Laborers, discharged.
 " 15. John J. Grant, Patrick Byrnes, Stone Cutters, discharged.
 " 15. Michael Reilly, Dock Builder, discharged.
 " 15. John Brophy, Peter McLaughlin, Matthew Kirwin, John Keefe, Bernard P. Gibney, Laborers, discharged.
 " 15. William Penny, Boatman, resigned.
 " 22. Thomas J. Larkin, Watchman, discharged.
 " 22. Patrick Kelly, Charles Leiser, Laborers, discharged.
 " 22. Robert L. Humphrey, Stone Cutter, discharged.
 " 29. William Devlin, Edward D. Stevens, Laborers, resigned.
 " 29. Patrick Whalen, Patrick Monahan, John Mahony and James W. Cummings, Dock Builders, discharged.
 " 29. John Corrigan, Deck Hand, appointment revoked.
 Nov. 12. John McNamee, Patrick Hughes, Laborers, discharged.
 " 19. James Cadden, Laborer, resigned.
 " 19. Edward Kelty, Dock Builder, discharged.
 Dec. 3. Truman D. Hyde, Dock Builder, discharged.
 " 3. Patrick Smith, No. 1, Laborer, discharged.
 " 3. Felix Myers, Blacksmith, appointment revoked.
 " 10. Patrick Ward, deceased, name taken from roll.
 " 10. Eugene Sullivan, Dock Builder, discharged.
 " 10. John Corker, Laborer, discharged.
 " 17. John Canavan, Dock Builder, appointment revoked.
 " 17. Frederick McManus, John Shea, Dennis McLaughlin, Michael Reilly, Michael Murray, Henry Wochtendahl, Dock Builders, discharged.
 " 17. Patrick Barry, William Brennan, William Decker, John Doyle, John Handy, Michael Leahey, Nimrod Lindgren, James McGill, John Murphy, Frederick Ward, Charles Bennett, Mark Connolly, Edward A. Doran, James Gresham, Matthew Kirwin, Charles Leaycraft, Hugh McGarry, Joseph Mauder, Edward T. Steadman, William Warren, John Wilmot, Laborers, discharged.
 " 17. Henry Head, Fireman, discharged.
 " 24. William T. Coggeshall, Dock Master, resigned.
 " 24. James Thomas, Frank Meyer, John Hyland, F. M. Merritt, Robert Mentz, Hugh Brosnan, Patrick Cronin, John Shea, Michael Keating, Morris Kerrigan, Laborers, discharged.

1891.

- Dec. 24. Thomas Leary, Thomas Stanton, John H. Doyle, Stone Cutters, discharged.
 " 24. Stephen O'Brien, Ship Carpenter, discharged.
 " 24. John Mulrooney, Dock Builder, discharged.
 1892.
 Jan. 7. Joseph B. Erwin, Dock Master, resigned.
 " 7. George A. Roeth, Stone Cutter, resigned.
 " 7. John Post, Boatman, discharged.
 " 7. Charles Miller, Jr., Recording Clerk, discharged.
 " 14. Hugh McLaughlin, Laborer, discharged.
 " 21. William Barr, Dock Builder, discharged.
 " 23. John Mitchell, Laborer, discharged.
 Feb. 4. John Downing, Thomas Kelly, No. 1, John Reilly, Laborers, discharged.
 " 11. John R. Smith, Laborer, discharged.
 " 11. Duncan McPhail, Laborer, deceased, name taken from the roll.
 " 11. Walter Graham, Laborer, discharged.
 " 11. John Timmons, Thomas Kerrigan, Thomas J. Dyer, John Hamilton, John R. Smith, David McCausland, William Kelly, Walter Graham, Matthew Ryan, Henry Treacy, Thomas Cox, Patrick McGibney, John Ronnan, Peter A. Finnegan, Laborers, discharged.
 " 11. Michael Dunn, Stone Cutter; Patrick Hartnett and Thomas F. McGivney, Dock Builders; Daniel Corcoran, Blacksmith's Helper, and Simeon S. Dunning, Foreman of Laborers, discharged.
 " 18. Nelson Parker, Laborer, deceased, name taken from the roll; also Louis J. Quistwater, Rigger, deceased, name taken from the roll.
 " 25. Wallace Johnson and Michael Carroll, Dock Builders, discharged.
 " 25. Walter Murphy, Laborer, discharged.
 " 25. Peter McAvoy, Michael Tobin, Stone Cutters, discharged.
 " 25. Isaac A. Cauznaw, Dock Builder, discharged.
 Mar. 3. David O'Shea, Leveler, resigned.
 " 3. Luke Hazard, Chainman, discharged.
 " 3. Patrick King, Laborer, discharged.
 " 10. Webster H. Gilon, Stenographer and Typewriter, resigned.
 " 10. Francis McGrath, Laborer, discharged.
 " 10. Henry Balke, Louis Fabur, John Hillis, Francis McNamara, Thomas Moran, John Reid, Edward C. Smith, Charles Chalifour, John J. Griffin, Patrick G. King, Dennis McGuinness, Thomas Nash, Joseph Waters, Richard Cunningham, John Lane, Michael Monahan, Dock Builders, discharged.
 " 10. Patrick Broderick, Michael Gleason, Thomas Hayes, James Mallon, Cornelius Crowley, Phillip Smith, Martin Greeley, John Hanifin, Michael McNeary, Thomas E. Garvey, John L. Moriarty, Laborers, discharged.
 " 10. Matthew J. O'Neil, Stone Cutter, discharged.
 " 17. Matthew Ryan, Dock Builder, deceased, name taken from the list.
 " 17. Thomas Fitzpatrick, Laborer, discharged.
 " 17. James Leavy, Laborer, discharged.
 " 17. George Coffin, Deckhand, resigned.
 " 17. William Keelson, Foreman of Laborers, and Andrew Govan, John Conway, Martin Griffin and Peter Masterson, Laborers, discharged.
 " 24. John English, Laborer, and Thomas Conroy, Caulker, discharged.
 " 31. Hugh Brady and John English, Laborers, discharged.
 April 7. Patrick Devin, Laborer, discharged.
 " 7. John Carew, James McConnell, Jeremiah Sullivan, James Smith, William Kelly, James Horan, Martin Carroll, Thomas Sheridan, Michael Mullen, John B. Dunning, Charles Hagman, Peter O'Donnell, Laborers, discharged.
 " 7. John J. White, Patrick Welsh, Thomas Copland, Dock Builders, discharged.
 " 14. Thomas Brenson, Dock Builder, resigned.
 " 14. Patrick Collins, Laborer, Acting Watchman, discharged.
 " 14. John Conway and Martin Griffin, Laborers, and John Wood, Deckhand, discharged.
 " 21. Michael Lawrence, Dock Builder, discharged.
 " 28. Charles A. Hawke, Laborer, discharged.

1891.

Compensation Fixed as Follows:

- May 7. Dock Masters, \$175 per month.
 " 28. Augustus T. Docharty, Secretary, \$400 per month.
 " 28. John H. Corley, Superintendent of Machinery, \$165 per month.
 " 28. Hiram C. Calkins and George E. Rodgers, Hydrographers, \$125 per month.
 " 28. James W. Dikeman, Jr., Chainman, \$18 per week.
 " 28. Robert Kyles, Engineer on Pile Driver, 45 cents per hour.
 " 28. Robert Heaton, Laborer, \$15 per week.
 June 4. John M. Stewart, Assistant Engineer, \$125 per month.
 " 18. John M. Phelan, Clerk to the Treasurer, \$200 per month.
 " 18. James A. Monaghan, Dock Master, \$175 per month.
 July 2. William Penny, Boatman, \$15 per week.
 " 9. Daniel Sullivan, Boatman, \$15 per week.
 " 23. Patrick Gately, Foreman Dock Builders, 40 cents per hour.
 " 23. William S. Hillman, Collector, \$150 per month.
 Aug. 6. Patrick Barrett, Foreman of Ship Carpenters, 50 cents per hour.
 " 6. Martin Miller, Foreman of Dock Builders, 45 cents per hour.
 " 6. Edward T. Dubois, Foreman of East Seventeenth Street Yard, 40 cents per hour.
 " 6. Louis J. Quistwater, Rigger, \$18 per week.
 " 20. William White, Inspector of Pier Building, 50 cents per hour.
 " 20. S. W. Hoag, Jr., Assistant Engineer, \$200 per month.
 " 27. David O'Shea, Leveler, \$85 per month.
 Sep. 17. Thomas S. Loneragan, \$15 per week.
 " 17. Thomas F. Cregan and Thomas E. Foran, Laborers, \$15 per week.
 " 24. James J. White, Hydrographer, \$100 per month.
 " 24. Gerald S. Griffin, Leveler, \$100 per month.
 Oct. 15. Thomas J. Larkin, Watchman, 16 2/3 cents per hour.
 " 15. William S. Brown and Robert Aram, Laborers, \$15 per week.
 Nov. 5. Masons' Helpers, 30 cents per hour.
 " 12. Mary Dowling, Catherine Lyons, Cleaners, \$45 per month.
 Dec. 24. James J. Fleming, Dock Master, \$175 per month.
 " 24. Thomas P. Walsh, Dock Master, \$175 per month.
 " 24. Henry Manheimer, Watchman, 23 cents per hour.
 " 31. Berthold Sommer, Clerk, \$150 per month.
 1892.
 Jan. 7. Maurice Stack, Dock Master, \$175 per month.
 " 7. John A. Bensel, Assistant Engineer, \$200 per month.
 " 14. Patrick Donnelly, Office Keeper and Messenger, \$18 per week.
 " 16. Thomas Ahearn and Thomas E. Brady, Laborers, \$15 per week.
 " 28. William H. Cherry, Rodman, \$15 per week.
 " 28. Edmund Sheridan, Laborer, Acting Watchman, 23 cents per hour.
 " 28. Thomas P. T. Nash, Laborer, \$15 per week.
 Feb. 18. Chandler Davis, Transitman, \$125 per month.
 " 18. John O'Connell and Frederick Yud, Steam Engineers, 35 cents per hour.
 " 25. Charles J. Farley, Clerk to the Commissioners, \$1,800 per annum.
 " 25. Edwin A. Gregory, Jr., Clerk, \$1,500 per annum.
 Mar. 17. Frank T. McGlynn, \$100 per month.
 " 17. Joseph W. Balet, Leveler, \$85 per month.
 " 24. James Keane, No. 1, \$15 per week.
 Apr. 7. Thomas Carroll, Cleaner, \$75 per month.
 " 28. Eugene Lentillon, Transitman, \$125 per month.
 " 28. William J. Sexton and Alger C. Gildersleeve, Laborers, \$15 per week.

Official Designation.

1891.
 July 9. Daniel Sullivan, Laborer to Boatman.
 " 16. John Walsh, No. 1, Laborer to Sounder.
 " 30. William J. Noonan and Frank Coughlin, Laborers to Dock Builders.
 Sep. 24. James J. White, Chainman to Hydrographer.
 " 24. Gerald S. Griffin, Chainman to Leveler.
 1892.
 Mar. 31. James Brown, Blacksmith's Helper to Blacksmith.
 Apr. 7. Thomas Carroll, Laborer to Cleaner, \$75 per month.

SECOND.—GENERAL DUTIES.

The duties imposed, under existing statutes, upon this Department, which the Board is empowered to perform, are partly legislative and partly executive, and relate to the general government, management and supervision of the water front of the City of New York, of which the following are substantially the leading features:

To manage and supervise the entire water front of the City, private as well as public, to see that these properties are kept in suitable condition and repair for general use, and that the slips and basins are properly dredged.

To adopt such rules and regulations as may be necessary concerning the use of the water front, and to set aside such portions thereof for special kinds of commerce as may be deemed best calculated to promote the business interests and commercial welfare of the City.

To carefully investigate all plans relating to the erection of sheds, structures and superstructures of every kind along the water front, as well as to examine into and pass upon every proposed modification or increase of terminal facilities.

To protect and promote the commercial prosperity of the City by adopting practical plans for the improvement of its water front, and to carry out a reconstruction on the New Plan; subject, however, to the approval of the Commissioners of the Sinking Fund, in whom authority is vested to make such changes and modifications as in their judgment may seem necessary and proper.

THIRD.

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

I.—ORDERS AND RULES ADOPTED BY THE BOARD.

June 18, 1891. Section 1 of Article VII. of the By-Laws (referring to the duties of the Engineer-in-Chief) was amended by adding thereto the following, "he shall also report to the Board within the time that may be specified all matters referred to him."

June 18, 1891. Section 7 of Article XI. of the By-Laws (referring to the hour at which Dock Masters will submit their weekly returns) was amended by striking out the words "12 o'clock" and inserting in lieu thereof "10 o'clock."

June 18, 1891. Section 1 of Article XII. of the By-Laws was amended so as to read as follows: "The Secretary, Chief Clerk, Executive Clerk, Dock Superintendent (should such be

appointed), and Dock Masters shall, before entering upon the performance of their duties, each give a bond to the Comptroller of the City of New York, in a penal sum not to exceed three thousand dollars, conditional upon the faithful performance of their respective duties, and that correct and accurate returns shall be made by them respectively of all moneys belonging to the Department which shall come into their possession."

July 9, 1891. Section 1 of Article XII. of the By-Laws (referring to the bonds) was amended by striking out the word "and" before "Dock Masters" and inserting the words "and Collectors" after "Dock Masters."

July 16, 1891. The regulations for the conduct of the business of the Department adopted December 29, 1880 and December 18, 1887 were amended so as to read as follows:

"1st. The official hours (except for employees engaged in out-door work) will be from 9 A. M. to 4 P. M., except on Saturdays, when they will be from 9 A. M. to 12 M. A daily recess (except on Saturdays) of forty-five minutes will be allowed to each employee. The hours for recess to be arranged by the Secretary, so that not more than one-half the employees shall be absent from the office at the same time.

"2d. A record will be kept of the daily attendance of all clerks and employees. All absentees at the morning hour, or those who are not diligently employed during business hours, will be duly reported to the President, which report will be submitted to the Board for action.

"3d. The reading of newspapers, smoking, loud conversation or other conduct interfering with the orderly dispatch of public business will not be allowed.

"4th. Access to official records of the Department or the furnishing of original papers or copies thereof to any person, will not be permitted, except on application to one of the Commissioners or the Engineer-in-Chief.

"5th. That no compensation be paid to employees when absent from duty by sickness or otherwise, unless excused by one of the Commissioners in writing, such written excuse to be placed on file.

"The willful violation of these regulations will be considered sufficient cause for removal."

II.—DESCRIPTION OF CONTRACTS MADE BY THE BOARD.

No.	DESCRIPTION OF CONTRACT.	CONTRACTOR.	CONTRACT PRICE.	DATE OF AWARD.	DATE OF CONTRACT.	DATE OF EXPIRATION.
375	Dredging at Pier, new 29, N. R.	P. Sanford Ross	19 cents per cubic yard	May 7, 1891	May 12, 1891	June 25, 1891.
376	For extending Pier, new 26, N. R.	John H. Staats	\$17,147 00	May 14, 1891	May 20, 1891	October 1, 1891.
377	Repairing bulkhead between Piers 48 and 49, E. R.	John D. Walsh	2,869 00	May 21, 1891	June 5, 1891	September 1, 1891.
378	Repairing bulkhead platform between East Sixtieth and East Sixty-second streets, E. R.	Thomas E. Booth	Class 1: \$3,790; Class 2: 60 cents per cubic yard; Class 3: \$8,731	May 28, 1891	June 5, 1891	October 15, 1891.
379	Repairing pier at East Seventy-ninth street, bulkhead platform from East Seventy-eighth to East Seventy-ninth street and bulkhead at East Seventy-eighth street.	John D. Walsh	Class 1: \$932; Class 2: \$4,981; Class 3: \$1,667	June 4, 1891	June 10, 1891	October 1, 1891.
380	Dredging at sundry places on the North river.	Morris & Cumings Dredging Co.	22½ cents per cubic yard.	June 25, 1891	July 1, 1891	August 1, 1891.
381	Dredging at dumping-boards at West Thirty-seventh and West Forty-seventh streets, N. R.	Atlantic Dredging Co.	20 cents per cubic yard.	June 18, 1891	June 22, 1891	July 31, 1891.
382	Building pier at East Thirty-fifth street, E. R.	John W. Flaherty	Class 1: \$1,325; Class 2: \$3,992	June 26, 1891	July 7, 1891	September 30, 1891.
383	For furnishing yellow pine	Graves & Steers	\$21.50 per M.	June 26, 1891	July 6, 1891	December 23, 1891.
384	For dredging pier at West Seventeenth street, N. R.	Morris & Cumings Dredging Co.	20 cents per cubic yard.	June 25, 1891	July 1, 1891	July 25, 1891.
385	Repairing crib-bulkhead at East Forty-ninth street, E. R.	George Humphreys	\$2,375 00	Aug. 20, 1891	Sept. 4, 1891	December 31, 1891.
386	Building pier and approach at West Forty-eighth street, N. R.	Edward A. Cronin	35,935 00	July 15, 1891	Aug. 26, 1891	December 31, 1891, or within specified time thereafter.
387	Dredging at sundry-named places on the East river.	Atlantic Dredging Co.	Class 1: 20 cents per cubic yard; Class 2: \$1 per cubic yard; Class 3: 45 cents per cubic yard.	July 22, 1891	Aug. 1, 1891	September 15, 1891.
388	Dredging site for pier foot of West Forty-eighth street, N. R.	Atlantic Dredging Co.	20 cents per cubic yard.	July 22, 1891	Aug. 1, 1891	September 1, 1891.
389	Dredging at timber basin south of West Seventy-fifth street, N. R.	Atlantic Dredging Co.	20 cents per cubic yard.	July 29, 1891	Aug. 26, 1891	September 20, 1891.
390	For dredging at pier foot of East Twenty-eighth Street, E. R., slip between Piers 20 and 21, E. R., and slip adjoining the south side of Pier, old 54, N. R.	Morris & Cumings Dredging Co.	20 cents per cubic yard.	Aug. 13, 1891	Aug. 20, 1891	October 31, 1891.
391	Extending and widening pier and approach at West Twenty-first street, N. R.	John Gillies	Class 1: \$1,200; Class 2: \$35,422	Aug. 20, 1891	Aug. 28, 1891	December 15, 1891.
392	Paving new-made land on West street from Franklin to Vestry street.	Matthew Baird	\$25,384 00	Sept. 22, 1891	Oct. 14, 1891	February 1, 1892.
393	Paving new-made land on and in rear of crib-bulkhead from East One Hundred and Thirty-eighth street to East One Hundred and Fortieth street, H. R.	Thomas Smith	8,550 00	Sept. 11, 1891	Sept. 16, 1891	November 15, 1891.
394	Repairing crib-bulkhead between Piers 47 and 48, E. R.	John D. Walsh	989 00	Sept. 11, 1891	Sept. 21, 1891	December 1, 1891.
395	Extending Piers, old 57 and 58, and repairing existing crib-bulkhead at Pier, old 58, N. R.	Barth. S. Cronin	Class 1: \$850; Class 2: \$5,550; Class 3: \$5,500	Oct. 6, 1891	Oct. 29, 1891	February 1, 1892.
396	Furnishing granite.	James Symington	97 cents per cubic foot.	Oct. 6, 1891	Oct. 21, 1891	January 20, 1892.
397	For preparing for and paving the area between a line 70 feet westerly of the line of West street and a line 50 feet westerly therefrom, and extending from about the northerly side of Dey street, extended, to about the centre of Vesey street, extended.	Joseph Moore	\$11,500 00	Oct. 6, 1891	Nov. 12, 1891	December 31, 1891.
398	Furnishing granite.	James Baird	Class 1: 91 cents per cubic foot; Class 2: \$1.11 per cubic foot.	Oct. 15, 1891	Oct. 28, 1891	July 1, 1892.
399	For dredging and building a crib-bulkhead about 453 feet 2 inches in length from a point about 100 feet north of West Ninety-seventh street to a point about 29 feet 6 inches north of West Ninety-ninth street, N. R.	James D. Leary	Class 1: 30 cents per cubic yard; Class 2: \$36,440	Oct. 6, 1891	Oct. 8, 1891	March 1, 1892.
400	Dredging at sundry-named places on the North and East rivers.	Charles Du Bois	20 cents per cubic yard.	Oct. 22, 1891	Oct. 28, 1891	December 30, 1891.
401	Extending pier at Jane street, N. R.	John W. Flaherty	\$6,494 00	Oct. 29, 1891	Nov. 10, 1891	February 15, 1892.
402	Dredging site for pier at West Twentieth street, N. R.	Atlantic Dredging Co.	Class 1: 20 cents per cubic yard; Class 2: \$1 per cubic yard.	Nov. 6, 1891	Nov. 12, 1891	February 1, 1892.
403	Building pier and approach, with sewer-box, and repairing bulkhead at foot of West Twentieth street, N. R.	John S. Gillies	Class 1: \$1,000; Class 2: \$38,000.	Nov. 6, 1891	Nov. 13, 1891	May 1, 1892.
404	Dredging at sundry-named places on the North and East rivers.	Atlantic Dredging Co.	20 cents per cubic yard.	Nov. 12, 1891	Nov. 13, 1891	January 31, 1892.
405	Building Pier, new 15, N. R.	John W. Flaherty	Class 1: \$23,216; Class 2: 57 cents per cubic yard.	Dec. 23, 1891	Jan. 9, 1892	June 15, 1892.
406	Dredging at West Washington Market Section.	Morris & Cumings Dredging Co.	\$53,995 00	Jan. 7, 1892	Jan. 8, 1892	May 16, 1892.
407	Dredging at sundry-named places on North river	Atlantic Dredging Co.	19½ cents per cubic yard.	Jan. 14, 1892	Jan. 18, 1892	April 30, 1892.
408	For building steam launch	Gas Engine and Power Co.	\$3,045 00	Jan. 26, 1892	Jan. 29, 1892	April 30, 1892.
409	Dredging pier at West Eighteenth street, N. R.; pier at West Twenty-first street, N. R.; pier at West Forty-eighth street, N. R.	Charles Du Bois	19½ cents per cubic yard.	Feb. 4, 1892	Feb. 5, 1892	May 15, 1892.
410	Furnishing yellow pine.	Graves & Steers	\$21.95 per M.	Feb. 4, 1892	Feb. 25, 1892	July 10, 1892.
411	Extending pier at West Eleventh street, N. R.	Barth. S. Cronin	\$11,870 00	Feb. 11, 1892	Mar. 12, 1892	May 10, 1892.
412	Furnishing granite	Matthew Baird	Class 1: 97 cents; Class 2: \$1.23	Feb. 25, 1892	Mar. 2, 1892	July 1, 1892.
413	Building Pier 22, E. R., and repairing crib-bulkhead thereat.	Fearon & Jenks	Class 1: \$942; Class 2: \$16,000	Mar. 10, 1892	Mar. 23, 1892	July 1, 1892.
414	Furnishing granite.	John Pierce	Class 1: 99 cents per cubic foot; Class 2: \$1.45 per cubic foot.	Mar. 17, 1892	Apr. 14, 1892	September 1, 1892, or August 30, 1892, or within specified time thereafter.
415	Building pier at foot of East Third street, E. R., and repairing crib-bulkhead thereat.	M. Engle	Class 1: \$1,200; Class 2: \$23,892	Apr. 14, 1892	May 3, 1892	
416	Repairing crib-bulkhead between West Tenth and Charles streets, N. R., and paving a portion of West street in rear of bulkhead.	Bids rejected by resolution of the Board, April 28, 1892.				

III.—REVENUE.

The total revenues of the Department which have accrued within the year amount to \$1,662,437.70, not including \$353,445.11 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, 1892, and also those in force on the 1st of May, 1892.

STATEMENT OF REVENUES AND DISBURSEMENTS.

Account with the Mayor, Aldermen and Commonalty, and Balance Sheet for April 30, 1892.

STATEMENT OF THE REVENUES AND DISBURSEMENTS OF THE DEPARTMENT OF DOCKS FOR AND DURING THE YEAR ENDING APRIL 30, 1892.

DOCK AND SLIP RENT.

I.—REVENUE:

Amount of rents accruing and wharfage collected during the year ending April 30, 1892, 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. \$1,547,227 62

2. Amount of wharfage collected within the year from unleased corporation wharf property. 115,210 08

\$1,662,437 70

James J. Phelan	\$2,065 76
H. A. Rogers	15,393 90
Bell Bros.	4,908 77
P. Sanford Ross	4,221 99
The E. R. Mill and Lumber Company	168 90
John A. Bouker	10,413 14
C. L. Bucki & Co.	3,039 20
W. Ames & Co.	6,875 01
Meeker & Co.	5,390 46
Brown & Fleming	34,940 63
Willson, Adams & Co.	1,547 62
James Lawlor	12 50
H. N. Squires & Son	6 00
DeGrauw, Aymer & Co.	869 49
Ricketts & Banks	458 90
Rendrock Powder Company	112 02
Thomas Smith	9,012 00
The Branford Granite Company	7,095 20
William R. Cock	134 00
H. H. Walker	160 00
Manning, Maxwell & Moore	325 00
James D. Leary	35,954 89
"New Yorker Zeitung"	303 85
Rand Drill Company	8 75
Theo. Smith & Bro.	969 41
C. & R. Poillon	22 00
Woodruff, Conklin & Bayer	15 40
Samuel Vallean	2,497 48
William Wall's Sons	395 70
Stackpole & Bro.	37 00
Revere Rubber Company	360 00
William D. Wheelwright & Co.	2,287 96
Corn Exchange Bag Company	279 00
G. L. Schuyler & Co.	66 35
Annn & Co.	5 00
Estate of John Early	70 15
"New Yorker Staats Zeitung"	224 35
The Haskins Wood Vulcanizing Company	271 98
Graves & Steers	43,008 36
New York City Bolt and Nut Company	407 33
Hodgeman Rubber Company	599 94
John Pierce	8,677 10
Charles Du Bois	21,506 36
F. Eckel	35 00
Fernoline Chemical Company	73 25
Joseph Edwards & Co.	85 00
David Kahnweiler	154 00
Richard Dudgeon	40 50
Thomas Ward	245 00
William W. Hegeman	13,405 79
Edward T. Cronin	35,935 00
John Loyd	3,475 09
Rapp & Johnson Lumber Company	414 35
Eppinger & Russell	3,740 55
John H. Staats	18,472 00
Ward Phillips	1,686 50
Jacob Lawson	241 50
Patterson Bros.	160 44
David Clark	95 00
John C. Moore	5,167 50
G. & R. Hutson	18 00
Francis H. Smith	21,947 81
Sheridan & Shea	13,411 06
S. Roebuck	9 67
D. M. Cuminsky	420 00
George E. Lanagan	107 00
Pioneer Iron Works	525 00

\$1,061,366 74

SCHEDULE C.

PAY-ROLLS AUDITED ON CONSTRUCTION ACCOUNT.

Commissioners.

Edwin A. Post	\$5,000 00
James Matthews	416 66
J. Sergeant Cram	5,000 00
James J. Phelan	4,583 34

Construction Force.

George S. Greene, Jr.	\$6,000 00
William W. MacLay	3,999 96
David F. McCarthy	3,000 00
Andrew McC. Parker	3,000 00
Frederick P. Thompson	3,000 00
Winfield S. Lasher	2,700 00
S. W. Hoag, Jr.	2,266 64
C. W. Stamford	2,100 00
Henry C. Freeman	2,000 00
Edward Gottschall	2,000 00
John H. Corley	1,952 50
John A. Bensel	1,950 00
Allen N. Spooner	1,800 00
Godfrey P. Farley	1,800 00
George A. Button	1,800 00
Barthold Sommer	1,575 00
J. Frank Johnson	1,500 00
William S. White	1,500 00
William Selmer	1,500 00
F. J. Boller	1,500 00
Robert M. Kid	1,500 00
John A. Duntze	1,500 00
Frederick Lange	1,500 00
Otto H. Klein	1,500 00
John T. Hilton	1,500 00
Charles Wilson	1,500 00
Hiram C. Calkins	1,475 00
George E. Rodgers	1,475 00
John M. Stewart	1,354 17
Chandler Davis	1,250 00
Robert M. Sterritt	1,200 00
Patrick H. McCullough	1,200 00
Peter C. Spence	1,200 00
Eugene Lentilhon	1,200 00
John T. L. Doughty	1,200 00
Bernard Rolf	1,200 00
Joseph Thompson	1,200 00
Lucius C. Higgins	1,200 00
William G. Johnson	1,200 00
John C. Wood	1,200 00
John J. Boyle	1,035 48
John W. Ingalls	1,000 00
Alexander M. Goge	1,000 00
Effingham V. Smith	999 96
David H. Lane	999 96
Nicholas J. Vander Weyde	999 96
William McDonald	960 00
Luther C. Sheldon	900 00
Wilber E. Horton	879 68
James J. White	700 00
Gerald S. Griffin	700 00

15,000 00

William Baker	\$600 00
David O'Shea	518 23
George H. Coffin	451 61
Henry Head	498 58
Charles Campbell	277 42
Frank Clendenning	231 33
John Wood	216 65
J. M. Balet	120 65
Patrick H. Murray	50 00
George W. Haines	26 00

\$86,813 78

Surveying Force, Captains, Engineers, Crews and Watchmen on Floating Property,
Dock Builders, Laborers, etc., on Construction Force:

Weekly pay-rolls from May 1, 1891, to May 1, 1892. 446,170 85

\$1,609,351 37

SCHEDULE D.

BILLS AND CLAIMS ON GENERAL REPAIRS ACCOUNT.

Contract for Repairing Piers, Dredging and General Expenses.

Joseph Walsh	\$13,758 20
H. & H. Murray	21 00
P. W. Valley	29 00
W. Murray	21 00
N. W. Godfrey	142 50
Bell Brothers	10,061 01
Atlantic Dredging Company	46,069 33
Isaac Hall's Son	234 80
Central Ice Company	22 80
Henry Du Bois' Sons	495 00
George Humphreys	2,375 00
Garrett E. Green	163 12
Thomas C. Townsend	11 14
Morris & Cumings Dredging Company	34,867 00
C. Rudman	17 00
Fairbanks & Co.	48 25
The "Sun"	302 80
Thomas Martin	106 40
John D. Walsh	11,338 00
Thomas E. Booth	12,731 00
F. W. Devoe & Co.	12 75
Patterson Brothers	23 39
A. J. Murray	2,477 50
Charles Du Bois	9,006 80
W. & J. Sloane	44 87
John Timmons	113 50
James Lawlor	2,531 00
J. L. Mott Iron Works	614 86
Willson, Adams & Co.	422 00
Graves & Steers	598 31
The New York Coal Tar Chemical Company	336 00
"New York Staats Zeitung"	114 15
"New Yorker Zeitung"	96 00
New York News Publishing Company	284 95
T. McGowan	17 50
Frank Phelps	16,678 43
Martin B. Brown	1,194 75
Ricketts & Banks	8 00

\$167,389 11

SCHEDULE E.

PAY-ROLLS AUDITED ON GENERAL REPAIRS ACCOUNT.

Dock Builders, Laborers, Watchmen, Carpenters, Inspectors and Engineers of
General Repairs Force.

24 half-monthly pay-rolls, from May 1, 1891, to May 1, 1892. 35,216 77

\$202,605 88

SCHEDULE F.

BILLS AND CLAIMS AUDITED ON ANNUAL EXPENSE ACCOUNT.

Stationery, Printing and Annual Expense Account.

James Matthews	\$250 51
James J. Phelan	250 34
James S. Barron & Co.	149 00
W. W. Brinkerhoff	30 00
Martin B. Brown	7,360 49
The "Sun"	125 10
Consolidated Gas Company	235 75
Commonwealth Ice Company	679 38
Ward Phillips	37 50
Michael Magee	1,381 31
Smith Premier Typewriter Company	90 00
John Early & Co.	105 00
"New Yorker Staats Zeitung"	28 00
Tiffany & Co.	30 00
"New Yorker Zeitung"	43 35
Clark & Wilkins	30 00
Baker, Voorhis & Co.	33 00
E. K. Conant	7 00
W. & J. Sloane	35 40
P. W. Valley	78 75
New York News Publishing Company	160 75

\$11,140 63

SCHEDULE G.

BILLS AND CLAIMS AUDITED ON ACQUIRED PROPERTY ACCOUNT.

Claims for wharf property purchased during the year. \$7,848 93

SCHEDULE H.

SALARIES AUDITED TO ANNUAL EXPENSE ACCOUNT.

Augustus T. Docharty	\$4,650 00
Francis E. Moon	2,700 00
James Weir	2,400 00
John M. Phelan	2,086 67
Louis S. Kellogg	2,000 00
Charles J. Farley	1,550 00
Charles Miller, Jr.	1,499 94
Webster H. Gilon	1,375 00
William S. Hillman	1,350 00
Edwin A. Gregory, Jr.	1,250 00
Edward Abeel	2,075 00
Charles Parks	2,075 00
John J. Martin	2,075 00
Charles S. Coye	2,075 00
George A. Woods	2,075 00
Bartholomew F. Kenney	2,075 00
James W. Carson	2,075 00
Joseph F. Meehan	2,075 00
Henry A. Palmstine	2,075 00
James A. Monaghan	1,796 67
Joseph B. Erwin	1,550 00

John J. Ryan.....	\$1,375 00
William T. Coggeshall.....	1,375 00
Thomas P. Walsh.....	700 00
James J. Fleming.....	700 00
Maurice Stack.....	525 00
Patrick J. Brady.....	319 16
William Shoveller.....	900 00
John F. Cherry.....	900 00
Thomas C. Carroll.....	900 00
Max Drucker.....	450 00
Mary Dowling.....	250 50
Catharine Lyons.....	250 50
John H. Matthews.....	249 99
Frank T. McGlynn.....	148 39

\$51,926 82

SCHEDULE I.

WHARFAGE COLLECTED DURING THE YEAR ENDING APRIL 30, 1892.

North River.

Bulkhead at Castle Garden.....	\$15 53
" between Piers "A," and new 1.....	63
" " old 20 and 21.....	379 99
Pier, old 23.....	18 50
" 24.....	44 16
Bulkhead at Pier, old 33.....	29 00
Pier, old 34.....	87
" new 14.....	1,415 98
Bulkhead at Pier, new 14.....	7 25
" between Piers, new 23 and 24.....	61 11
" " 24 and 25.....	779 47
" " 28 and 29.....	349 31
New-made land south of Jay street.....	280 00
" foot of Franklin street.....	245 00
Bulkhead between Piers, old 41 and 42.....	1,723 50
Pier, old 42.....	4,180 48
Bulkhead between Piers, new 34 and 35.....	825 00
" " 35 and 36.....	448 93
" " 36 and 37.....	936 00
" " 37 and 38.....	435 46
" " 38 and 39.....	781 54
" " 39 and 40.....	652 25
" " 41 and 42.....	345 47
" " 42 and 43.....	374 81
" south side Pier, old 54.....	17 14
Pier, old 54.....	1,711 30
North half of pier and east half of bulkhead, south side of West Eleventh street.....	1,269 90
Bulkhead and Pier at Bogert street.....	1,272 15
Pier at Bloomfield street.....	54 34
Bulkhead at Bloomfield street.....	3,667 72
Pier at Little West Twelfth street.....	1,267 06
" West Thirteenth street.....	633 03
" West Fifteenth street.....	678 88
" West Nineteenth street.....	803 27
" West Twenty-first street.....	326 35
Bulkhead at West Twenty-fourth street.....	225 55
" between Piers, new 54 and 55.....	1,424 50
" " new 56 and 57.....	26 46
Pier, new 58.....	2,658 96
" new 59.....	1,973 12
Pier at West Thirty-fourth street.....	2,510 36
" West Thirty-seventh street.....	147 00
" West Forty-fifth street.....	186 38
Bulkhead between Piers at West Forty-seventh and West Forty-eighth sts.....	2 00
Pier at West Forty-seventh street.....	1,220 42
" West Forty-eighth street.....	185 08
" West Forty-ninth street.....	649 75
" West Fiftieth street.....	2,332 52
Bulkhead between Piers at West Fiftieth and West Fifty-first streets.....	269 50
" at West Fifty-first street.....	504 80
Pier at West Fifty-first street.....	18 62
" West Fifty-second street.....	804 12
" West Fifty-third street.....	1,508 71
" West Fifty-sixth street.....	1,720 63
Bulkhead at West Seventy-fifth street.....	157 50
Bulkhead between West Seventy-fifth and West Seventy-sixth streets.....	1,177 18
" West Seventy-sixth and West Seventy-seventh streets.....	761 69
" West Seventy-seventh and West Seventy-eighth streets.....	924 34
" West Seventy-eighth and West Seventy-ninth streets.....	1,226 00
Pier at West Seventy-ninth street.....	1,083 66
Bulkhead between West Seventy-ninth and West Eightieth streets.....	1,029 15
" West Eighty-first and West Eighty-second streets.....	2 50
" West Eighty-fourth and West Eighty-fifth streets.....	150 00
Bulkhead at West Ninety-fifth street.....	50 00
" West Ninety-sixth street.....	319 08
Bulkhead between West One Hundred and Twenty-ninth and West One Hundred and Thirtieth streets.....	496 52
Bulkhead between West One Hundred and Thirty-first and West One Hundred and Thirty-second streets.....	83 98
Pier at West One Hundred and Thirty-second street.....	649 15
Bulkhead between West One Hundred and Thirty-second and One Hundred and Thirty-third streets.....	70 50
Pier at West One Hundred and Thirty-third street.....	424 72
" West One Hundred and Thirty-fourth street.....	193 89
" West One Hundred and Fifty-first street.....	8 00
" West One Hundred and Fifty-second street.....	11 00
" West One Hundred and Fifty-fourth street.....	70 00
" West One Hundred and Fifty-fifth street.....	127 49
" West One Hundred and Fifty-sixth street.....	41 18
" West One Hundred and Fifty-seventh street.....	135 50
" West One Hundred and Fifty-eighth street.....	43 40

\$53,696 29

On East River.

Battery bath.....	\$1,000 00
Pier, new 6.....	5,914 37
Pier, new 12.....	2,676 66
Bulkhead between Piers 16 and 17.....	1,618 46
Pier 19.....	5,533 42
Bulkhead at Pier 20.....	366 00
Pier, new 29.....	6,076 01
" 32.....	6,793 12
Bulkhead at Pier 40.....	442 86
Pier 43.....	1,498 70
Pier 44.....	862 55
Pier 48.....	4,387 86
Bulkhead at Corlears street.....	57 98
Pier 55.....	915 12
Pier 56.....	717 04
Pier 57.....	739 34
Pier 58 and bulkhead.....	944 67
Bulkhead between Rivington and Delancey streets.....	25 00
Pier 60 and bulkhead, north side.....	992 24
Pier 61.....	2,649 40
Pier 62.....	349 49
Pier at East Third street.....	217 31
Bulkhead at East Fourteenth street.....	232 99
" East Sixteenth street.....	105 88
" East Seventeenth street.....	21 50
" East Eighteenth street.....	105 72

Pier at East Twenty-fourth street.....	\$30 32
" East Twenty-fifth street.....	384 62
Bulkhead at East Twenty-fifth street.....	30 98
Pier at East Twenty-sixth street.....	72 57
" East Twenty-eighth street.....	1,149 47
Bulkhead at East Twenty-ninth street.....	76 00
" East Thirtieth street.....	95 35
" East Thirty-third street.....	11 50
Pier at East Thirty-fifth street.....	176 29
" East Thirty-eighth street.....	563 92
Bulkhead at East Forty-second street.....	198 82
" East Forty-fifth street.....	110 00
" East Forty-sixth street.....	1,071 00
" East Forty-eighth street.....	159 62
Bulkhead at East Fiftieth street.....	167 50
" East Fifty-third street.....	329 07
" East Fifty-fourth street.....	280 08
" East Fifty-sixth street.....	103 18
Bulkhead between East Sixtieth and East Sixty-first streets.....	708 01
" East Sixty-first and East Sixty-second streets.....	789 76
Bulkhead at East Sixty-second street.....	474 58
Land under water for platform in front of south half of bulkhead between East Sixty-second and East Sixty-third streets.....	377 40
Bulkhead at East Seventy-first street.....	272 47
" East Seventy-fifth street.....	283 13
" East Seventy-sixth street.....	260 56
Bulkhead between East Seventy-eighth and East Seventy-ninth streets.....	2,689 91
Bulkhead at East Seventy-ninth street.....	208 06
" East Eighty-sixth street.....	816 04
Pier at East Ninety-fifth street.....	1,624 70

\$58,848 60

Harlem River.

Slip between East Ninety-ninth and East One Hundredth streets.....	\$94 50
Bulkhead at East One Hundred and Second street.....	6 70
" East One Hundred and Fourth street.....	11 50
" East One Hundred and Seventh street.....	477 19
Bulkhead between East One Hundred and Seventh and East One Hundred and Ninth streets.....	141 50
Pier at East One Hundred and Tenth street.....	816 61
Bulkhead at East One Hundred and Twelfth street.....	18 70
" East One Hundred and Twenty-fifth street.....	45 28
" East One Hundred and Twenty-ninth street.....	306 27
" Lincoln avenue.....	150 00
" East One Hundred and Thirty-fifth street.....	1 50
" East One Hundred and Thirty-seventh street.....	1 50
Bulkhead between East One Hundred and Thirty-eighth and East One Hundred and Fortieth streets.....	228 13
Bulkhead at East One Hundred and Thirty-eighth street, east end.....	99 64
" East One Hundred and Thirty-eighth street, north side.....	16 00
Pier at East One Hundred and Thirty-ninth street, east side.....	6 50
Bulkhead at East One Hundred and Thirty-ninth street, south side.....	26 00
Pier at East One Hundred and Thirty-ninth street, north side.....	2 00
Bulkhead at East One Hundred and Fortieth street.....	2 50
" Lexington avenue.....	200 00
Bulkhead at East One Hundred and Forty-ninth street, Long Island Sound.....	9 00

\$2,661 02

Wharfage Collected for the Year ending April 30, 1892.

On North river.....	\$53,696 29
On East river.....	58,848 60
On Harlem river.....	2,661 02
Overpaid to Treasurer.....	\$115,205 91
Total wharfage collected.....	4 17
	\$115,210 08

SCHEDULE J.

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

Against John Darrow.....	Nov. 1, 1870.....	\$1,200 00
William Bradley.....	July 1, 1874.....	8,750 00
Oyster Bay and Huntington Steamboat Co.....	Dec. 17, 1874.....	125 00
Henry Smith.....	Feb. 1, 1875.....	9,750 00
Benjamin Terwilliger.....	May 1, 1875.....	900 00
David Tracy.....	May 1, 1878.....	2,017 50
Alexander Mason and Robert Foster.....	May 1, 1878.....	4,227 50
Morrisania Steamboat Co.....	May 1, 1879.....	250 00
John G. Dale.....	Sept. 23, 1879.....	322 78
Sundry deficits prior to June, 1878, awaiting legal disposition by the Law Department.....		28,038 45
Thomas C. Burke.....	July 12, 1880.....	852 99
Thomas Fitzpatrick.....	Sept. 15, 1880.....	1,237 50
Steam Yacht "Yosemite".....	June 1, 1881.....	935 93
Joseph Cooper.....	Feb. 1, 1883.....	1,375 00
John H. Baxter.....	Feb. 1, 1883.....	175 00
Joseph Cooper.....	May 1, 1883, to May 1, 1884.....	2,750 00
William H. Wood.....	May 1, 1883, to May 15, 1884.....	1,562 50
Peter H. Walsh.....	Aug. 1, 1883, to May 1, 1886.....	3,843 75
Booth & Edgar.....	Dec. 5, 1883.....	250 00
Alexander Mason.....	Mar. 5, 1884.....	1,750 00
Morris Wazel.....	Aug. 1, 1884, to May 1, 1885.....	900 00
Patrick Murray.....	Nov. 1, 1884, to Feb. 11, 1885.....	28 01
Dennis Devine.....	For wharfage May 1, 1885.....	58 90
Thomas Dore.....	For wharfage May 1, 1885.....	235 50
James L. Miller.....	21 mos. and 26 days' rent to May 1, 1887.....	538 75
Daniel T. Robinson.....		177 08
F. W. Wright.....	12 mos. rent to May 1, 1890.....	4,000 00
Thomas Patten.....		200 00
Ridgewood Ice Co.....		3,325 00
		\$79,776 54

SCHEDULE K.

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

WHOM AGAINST.	DATE FILED.	INTEREST INCLUDED.	AMOUNT.
John D. Tracy.....	Apr. 14, 1880.....	\$504 75	\$3,479 75
David Tracy.....	Dec. 14, 1880.....	1,319 80	5,919 80
".....	Dec. 29, 1880.....	3,133 56	14,213 96
".....	Mar. 9, 1881.....	4,063 67	\$17,687 42
" Less received.....	Apr. 25, 1883.....		780 00
".....	Mar. 20, 1891.....		1,395 00
".....	Mar. 10, 1881.....	2,436 34	15,512 42
".....	Mar. 15, 1881.....	377 18	10,430 46
".....	Apr. 26, 1881.....	637 85	1,839 68
".....	July 29, 1881.....	1,366 67	3,105 56
			6,240 53

WHOM AGAINST	DATE FILED.	INTEREST INCLUDED.	AMOUNT.
James H. Graham.....	June 4, 1880	\$99 60	\$540 35
H. A. Tiedemann.....	Mar. 30, 1881	871 53	4,721 53
".....	Oct. 6, 1881	611 10	2,604 43
Thomas Gaynor.....	Apr. 9, 1881	439 22	2,531 72
Thomas C. Burke.....	Jan. 15, 1881	2,389 60	13,139 60
".....	Oct. 20, 1881	739 05	6,114 05
James Savage.....	Mar. 16, 1881	16 70	141 70
Herman Hastorf.....	May 17, 1880	439 63	2,214 63
".....	Apr. 30, 1881	1,806 36	7,426 36
John E. Hoagland.....	Nov. 26, 1881	292 13	942 13
Jesse Ryder.....	Nov. 26, 1881	193 86	658 86
Empire City Ice Company.....	Jan. 27, 1882	43 15	193 15
William H. Brown.....	Feb. 16, 1882	636 31	2,011 31
John Burns.....	Apr. 29, 1882	7 35	57 35
John Brennan and others, composing West India Fruit Dealers' Association.....	July 6, 1882	2,405 55	11,780 55
Daniel Dailey.....	Sept. 14, 1882	3 05	140 55
".....	Oct. 13, 1882	1 45	138 95
Frederick Schecker.....	Oct. 12, 1882	46 47	883 97
Collateral judgment against estate of Thomas Tone, surety for David Tracy.....	Oct. 23, 1882		231 67
John D. Tracy.....			991 19
Dillon Ransom.....			1,300 00
Patrick Grace.....			251 25
Adolph L. Herker.....	Oct. 9, 1882		2,100 00
			\$121,857 46

SCHEDULE L.

Statement of Valuation of Floating Plant, April 30, 1892.

100-ton derrick.....	\$90,000 00
12-ton " No. "1".....	12,000 00
12-ton " No. "2".....	19,800 00

10-ton derrick.....	\$3,000 00
Tug "Manhattan".....	15,000 00
Tug "Pier".....	41,800 00
Pile-driver No. "1".....	1,000 00
" "2".....	1,200 00
" "3".....	1,000 00
" "4".....	6,200 00
" "5".....	6,200 00
" "6".....	1,000 00
" "7".....	1,000 00
" "8".....	1,000 00
" "9".....	4,000 00
" "10".....	3,000 00
" "11".....	3,000 00
" "12".....	6,000 00
Deck Scow "B".....	700 00
" "C".....	700 00
" "D".....	700 00
" "E".....	1,500 00
" "F".....	300 00
" "H".....	5,000 00
" "I".....	5,000 00
" "K".....	5,000 00
" "L".....	5,300 00
" "N".....	5,300 00
" "O".....	5,300 00
" "R".....	700 00
Boring machine "Woodcock".....	2,000 00
Diver's Scow "A".....	800 00
" "G".....	400 00
" "N".....	800 00
" "S".....	800 00
Naphtha engine launch.....	500 00
Small boats (23 yawl boats, 2 skiffs, 5 sounding-boats, 2 batteaux and 1 row-boat).....	1,350 00
Steam launch "Inspector".....	3,045 00
Total value of floating plant.....	\$261,395 00

STATEMENT

Of Revenues and Expenditures of the Department of Docks from the Organization of the Department in May, 1870, to April 30, 1892.

FOR YEARS ENDING APRIL 30.	TOTAL GROSS REVENUE FROM LEASED WHARVES AND WHARFAGE.	TOTAL ANNUAL EXPENDITURES AUDITED.	SALARIES OF COMMISSIONERS.	SALARIES OF SECRETARY, CLERKS, DOCK MASTERS, ETC.	STATIONERY AND INCIDENTALS OF COMMISSIONERS' OFFICE.	SALARIES OF ENGINEER-IN-CHIEF AND SUBORDINATES.	BILLS AND CLAIMS AUDITED ON CONSTRUCTION, INCLUDING LABOR PAY-ROLLS.	BILLS AND CLAIMS AUDITED ON GENERAL REPAIRS, INCLUDING LABOR PAY-ROLLS.	ACQUIRED PROPERTY.
For year ending—									
1871.....	\$315,524 54	\$486,449 12	\$50,000 00	\$48,182 56	\$34,258 68	\$40,015 20	\$313,992 68		
1872.....	412,859 93	1,075,605 61	48,252 65	59,544 40	20,702 69	69,473 94	877,631 93		
1873.....	447,328 01	628,878 03	50,000 00	54,787 41	28,754 09	60,791 45	428,545 08		
1874.....	479,361 51	932,710 32	14,574 73	48,738 55	20,913 32	32,383 62	816,100 10		
1875.....	589,361 06	1,536,204 33	12,443 52	52,788 12	24,029 20	37,674 30	1,409,269 19		
1876.....	650,781 88	692,603 96	12,500 00	31,973 61	15,844 34	28,560 33	603,725 68		
1877.....	706,607 78	433,089 90	12,500 00	24,664 53	10,999 82	29,965 95	354,959 60		
1878.....	853,816 92	486,934 69	11,850 81	21,817 40	9,957 41	31,505 72	388,234 93		
1879.....	762,122 37	373,425 68	11,281 18	20,859 62	13,021 17	28,449 84	249,068 36	\$23,568 42	
1880.....	810,465 41	599,768 63	6,000 00	19,706 94	12,786 96	28,450 00	284,808 89	50,745 51	
1881.....	865,071 89	640,481 57	7,169 35	20,263 22	9,776 22	30,735 50	515,044 45	44,485 84	\$203,530 00
1882.....	1,062,162 54	1,180,097 44	9,000 00	22,503 41	12,391 22	32,869 91	829,050 27	57,492 83	
1883.....	1,162,893 96	953,007 85	9,000 00	25,999 07	13,756 80	33,084 00	715,641 01	274,282 37	
1884.....	1,246,858 19	760,106 80	9,000 00	30,225 31	13,213 81	37,860 85	575,080 87	155,526 97	
1885.....	1,187,217 14	1,020,207 51	9,000 00	31,416 67	11,779 73	45,703 41	416,151 29	94,723 96	
1886.....	1,228,151 80	376,789 72	9,000 00	43,192 19	13,140 00	41,159 25	199,258 44	178,493 66	328,062 75
1887.....	1,260,036 58	389,169 82	9,000 00	46,693 71	6,472 12	44,960 89	162,621 52	70,918 19	121 65
1888.....	1,320,684 81	1,069,538 62	9,000 00	41,469 87	6,315 92	53,070 07	653,434 14	119,421 58	
1889.....	1,418,440 62	1,218,483 76	8,614 52	39,247 76	8,064 44	58,758 73	941,878 01	230,635 17	75,613 45
1890.....	1,487,930 71	1,316,370 65	9,000 00	37,804 69	1,454 44	67,727 67	850,422 54	155,620 30	6,300 00
1891.....	1,508,554 93	1,971,844 84	10,999 98	43,824 24	6,105 71	78,337 98	1,265,698 26	169,923 78	180,037 53
1892.....	1,662,437 70	1,882,823 63	15,000 00	51,926 82	11,140 63	86,763 78	1,507,537 59	130,093 78	436,784 89
Total.....	\$21,438,670 28	\$20,018,592 48	\$343,136 74	\$817,630 10	\$304,478 98	\$998,302 39	\$14,358,154 83	\$1,958,540 24	\$1,238,299 20

RENT-ROLL Showing the Occupancy on May 1, 1892, of all Corporation Wharf Property under Leases and Permits of the Department of Docks, including all Leases sold within the Year by Public Sale, and of all Leases and Permits terminated during the Year then ended.

PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED.
<i>North River.</i>					
Pier, new 1.....	Iron Steamboat Co.....	May 1, 1891, to May 1, 1901	\$35,100 per ann.	By public sale, March 22, 1881	\$35,100 00
Bulkhead between Pier, new 1 and Pier, old 1.....	Cavanagh & Collins.....	May 1, 1891, to May 1, 1896	1,000 "	By public sale, April 14, 1891.	1,000 00
Reclaimed land south of Pier, old 1.....	Pennsylvania R. R. Co.....	At pleasure of the Board...	1,000 "	By resolution, August 16, 1882	1,000 00
Land under water for platform between Piers 2 and 3, 2,210 square feet.....	Lehigh Valley Railroad Co.....	Pleasure of the Board.....	550 "	By resolution, August 18, 1886	550 00
Land under water for extension to bulkhead, between Piers 3 and 6 and widening Piers 4 and 5.....	Pennsylvania R. R. Co.....	May 1, 1883, to May 1, 1893	18,000 "	By resolution, August 8, 1883.	18,000 00
Land under water for platforms at bulkheads between Piers 6 and 8.....	N. Y. & Baltimore Transportation Line.....	At pleasure of the Board...	400 "	By resolution, April 30, 1884..	400 00
Land under water for platform, south side Pier 8, 4,290 square feet.....	Central R. R. Co. of New Jersey.....	At pleasure of the Board...	1,500 "	By resolution, January 5, 1887	1,500 00
Land under water for platform, between Piers 8 and 9.....	Clark & Seaman.....	At pleasure of the Board...	1,500 "	By resolution, April 30, 1884..	1,500 00
Land under water for extension to Pier 9, 4,455 square feet.....	William Cruikshank, agent.....	At pleasure of the Board...	800 "	By resolution, April 30, 1884..	800 00
Land under water for platform at bulkhead, north side Pier 10, and widening north side of pier about 4,700 square feet.....	Metropolitan Steamship Co.....	At pleasure of the Board..	750 "	By resolution, July 26, 1882..	750 00
North half Pier 12 and half bulkhead northerly.....	Central R. R. Co. of New Jersey.....	May 1, 1890, to May 1, 1895	11,000 "	By public sale, April 17, 1890.	11,000 00
Pier 13 and half bulkhead southerly.....	Central R. R. Co. of New Jersey.....	May 1, 1890, to May 1, 1895	24,000 "	By public sale, April 17, 1890.	24,000 00
Land under water for platforms between Piers 12 and 13 and 13 and 14, about 10,672 square feet.....	Central R. R. Co. of New Jersey.....	At pleasure of the Board...	1,600 "	By resolution, August 5, 1879.	1,600 00
South half Pier 14, and bulkhead adjoining.....	Francis S. Lathrop.....	Nov. 1, 1881, to May 1, 1891 (holding over).....	17,250 "	By public sale, Oct. 31, 1881..	17,250 00
Land under water for platform, south of Pier 16, and extension west, 5,625 square feet.....	Pennsylvania R. R. Co.....	At pleasure of the Board...	1,000 "	By resolution, April 30, 1884..	1,000 00
South half Pier 18 and 23 feet bulkhead southerly.....	Associates of the Jersey Co.....	May 1, 1886, to May 1, 1891 (holding over).....	8,000 "	By public sale, April 15, 1886..	8,000 00
Land under water for platform between Piers 18 and 19, etc., 9,741 square feet.....	Delaware, Lackawanna and Western R. R. Co.....	3 month's notice.....	1,500 "	By resolution, April 30, 1884..	1,500 00
Land under water for platforms between Piers 18 and old 20, 7,400 square feet.....	John H. Starin.....	At pleasure of the Board...	1,200 "	By resolutions, May 15, 1873, and December 15, 1875....	1,200 00
Pier, old 20, and bulkhead on southerly side, the bulkhead between Pier, old 20 and Pier, old 21, and Pier, old 21.....	Baltimore & Ohio R. R. Co.....	May 1, 1887, to May 1, 1892.	36,000 "	By public sale, April 9, 1887...	19,126 62
Land under water for platforms between Piers, old 25 and 26, and 26 and 27.....	N. Y. Central & Hudson R. R. Co.....	Aug. 1, 1876, at pleasure of the Board.....	3,150 "	By resolution, May 10, 1876..	3,150 00
Land under water for ferry structure south of Barclay street, 34,417 square feet.....	Hoboken Land & Improvement Co.....	Feb. 1, 1888, at pleasure of the Board.....	8,604.25 "	By resolution, May 14, 1887...	8,604.24
Land under water for platform between Piers, old 27 and old 28, 8,598 square feet.....	N. Y. Central & Hudson R. R. Co.....	Jan. 1, 1888, at pleasure of the Board.....	2,149.50 "	By resolutions, January 5, 1887, and February 17, 1888	2,149.52
Land under water for platform on southerly side of Pier, old 28, 504 square feet.....	Old Colony Steamboat Co.....	Oct. 27, 1887, at pleasure of the Board.....	126 "	By resolution, Feb. 17, 1888...	126 00

PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED.
Land under water for platform north of Pier, old 28, 10,836 square feet	Old Colony Steamboat Co.	At pleasure of the Board	\$2 709 per ann.	By resolution, Oct. 27, 1887...	\$2,709 00
Pier 29 (except use of water on north side)	Providence & Stonington S. S. Co.	May 1, 1886, to May 1, 1891 (holding over)	27,500 "	{ By resolution, May 1, 1891 { By public sale, April 15, 1886	18,750 00
Piers, new 20 and new 21, and 560 feet bulkhead northerly from north side of Pier, old 29	N. Y., Lake Erie & Western R. R. Co.	Aug. 1, 1881, to Aug. 1, 1891 Aug. 1, 1891, to Aug. 1, 1901	95,000 " 100,000 "	{ By resolutions, July 14, 1875, { and August 12, 1881,	98,750 00
Land under water for platform on southerly side of Pier, old 29	Providence & Stonington S. S. Co.	Mar. 21, 1887, to termination of lease of Pier 29, North river	160 "	By resolution, Feb. 25, 1887...	120 00
Land under water for platform on north side of Pier, old 33	N. Y. Central & Hudson R. R. Co., lessee.	At pleasure of the Board	1,000 "	By resolution, April 29, 1885...	1,000 00
South half Pier, old 33, and bulkhead adjoining	Catskill and New York Steamboat Co., Limited.	May 1, 1888, to May 1, 1891 Oct. 1, 1891, to Oct. 1, 1901, to removal for new pier	10,000 " 42,000 " 26,685 "	By public sale, April 11, 1888.. By resolution, Sept. 17, 1891.. By resolutions, Nov. 27, 1878, and Feb. 6, 1889,	6,913 23 31,500 00 26,685 00
Pier, new 24	Homer Ramsdell.	Feb. 1, 1889, to Feb. 1, 1899.	30,000 "	By resolutions, Nov. 27, 1888, and Jan. 11, 1889,	30,000 00
Pier, new 25	Morgan's Louisiana & Texas R. R. & S. S. Co.	July 13, 1891, to termination of lease.	3,388 "	By resolution, Oct. 23, 1890...	2,708 17
Extension to Pier, new 25	Morgan's Louisiana & Texas R. R. & S. S. Co.	May 1, 1891, to May 1, 1901.	30,500 "	By resolution, Nov. 2, 1888...	30,500 00
Pier, new 26	Old Dominion S. S. Co.	Oct. 1, 1891, to termination of lease.	3,539.07 "	By resolution, Jan. 9, 1891...	1,679 85
Extension to Pier, new 26	Old Dominion S. S. Co.	May 1, 1891, to May 1, 1901.	10,100 "	By resolution, Nov. 2, 1888...	10,100 00
Bulkhead from a point 125 feet south of Pier, new 26, northerly to the southerly side of Pier, new 27.	Old Dominion S. S. Co.	Sept. 1, 1884, to Sept. 1, 1894	55,000 "	By resolution, May 25, 1882...	55,000 00
Piers, new 27 and new 28, and bulkhead between	Pennsylvania R. R. Co.	Mar. 1, 1891, to Mar. 1, 1901	30,000 "	By resolution, Nov. 27, 1878...	37,500 00
Pier, new 29	Associates of the Jersey Co. and A. Van Santvoord and H. P. Farrington	At pleasure of the Board	1,000 "	By resolution, Nov. 2, 1871...	1,000 00
Land under water for platform, north side of Desbrosses street	New Jersey R. R. & Transportation Co.	May 1, 1883, to May 1, 1893	20,000 "	By resolution, April 25, 1883.. By resolutions, July 23, 31 and Aug. 3, 1874, and Apr. 2, 1889	20,000 00 55,000 00
Pier, old 40, and bulkhead northerly	Harvey P. Farrington.	May 1, 1883, to May 1, 1893	35,000 "	By resolutions, June 6, 1883, and May 28, 1891,	36,837 79
Pier, new 34, and 75 feet bulkhead each side	Pacific Mail S. S. Co.	Nov. 13, 1891, to termination of lease.	3,040.04 "	By resolutions, Nov. 20, 1879, and April 27 and June 22, 1881, and July 3, 1885,	30,500 00
Pier, new 35	Ocean S. S. Co. of Savannah, Ga.	June 1, 1881, to June 1, 1891	30,000 "	By public sale, April 27, 1883, and resolution, Oct. 23, 1890	70,000 00
Extension to Pier, new 35	Ocean S. S. Co. of Savannah, Ga.	May 1, 1883, to May 1, 1893	70,000 "	By resolution, Oct. 23, 1890...	3,340 46
Pier, new 36	Providence and Stonington S. S. Co., assignees.	Sept. 17, 1891, to termination of lease.	4,507.48 "	By resolution, June 24, 1886.. By resolution, April 21, 1888.. By resolution, April 23, 1891..	3,500 00 31,500 00 32,675 00
Pier, new 37	C. P. Huntington.	To May 1, 1893.	3,500 "	Renewal lease.	30,500 00
Extension to Pier, new 37	C. P. Huntington (with covenant for 10 years renewal)	May 1, 1888, to May 1, 1898	31,500 "	{ By resolution, April 20, Sept. 1, 1881, Dec. 21, 1881, and April 14, 1892,	30,375 00
Half bulkhead southerly and half bulkhead northerly of Pier, new 37	A. M. Underhill & Co., agents.	May 1, 1891, to May 1, 1901	33,400 "	{ By resolutions, Aug. 20, 1886, Feb. 9, July 14, 1887, and April 14, 1892,	5,225 00
Pier, new 38	Francis W. J. Hurst (National S. S. Co., Limited)	May 1, 1889, to May 1, 1899	22,875 "	By resolution, Dec. 8, 1887...	2,000 00
Pier, new 39, extended	Cunard Steamship Co. (Limited)	May 1, 1889, to May 1, 1899	7,625 "	By resolution, Dec. 23, 1890.. By resolution, June 1 and 21, 1888, and Oct. 5, 1888,	38,500 00 24,000 00
Pier, new 40—Width, 75 feet; length on each side, 577 feet (excepting water rights at northerly side)	Cunard Steamship Co. (Limited). Suit pending to compel removal.	May 1, 1889, to May 1, 1899	7,625 "	By resolution, Feb. 14, 1889	64,625 97
Water rights at northerly side of Pier, new 40	Delaware, Lackawanna & Western R. R. Co. (as-signee)	Sept. 1, 1881, to Sept. 1, 1891 Sept. 1, 1891, to Sept. 1, 1901	30,000 " 30,500 "		
Pier, new 41	Delaware, Lackawanna & Western R. R. Co.	Sept. 1, 1886, to Sept. 1, 1891 Sept. 1, 1891, to Sept. 1, 1901	5,000 " 5,300 "		
Bulkhead 94 feet each side of Pier, new 41	Delaware, Lackawanna & Western R. R. Co.	Nov. 1, 1887, at pleasure of the Board.	2,000 "		
Reclaimed land south of Pier, new 42	Hudson Tunnel Railway Co.	Nov. 1, 1891, to Nov. 1, 1901 June 15, 1888, to May 1, 1899	46,500 " 24,000 "		
Pier, new 42	Compagnie Générale Transatlantique	July 1, 1889, to July 1, 1899.	49,000 1st year. 60,000 per ann. balance of term		
Pier, new 43	International Navigation Co.	Jan. 28, 1891, to July 1, 1899	2,600 per ann.		
Piers, new 44 and new 45, bulkhead between and one-half bulkhead north of Pier, new 45	Oceanic Steam Navigation Co.	Feb. 4, 1892, to July 1, 1899	2,303.76 "		
Extension to Pier, new 45	Oceanic Steam Navigation Co.	May 1, 1889, to May 1, 1899	30,500 "		
Extension to Pier, new 44	The Citizens' Steamboat Co. of Troy	May 1, 1891, to May 1, 1899	3,017.40 "		
Pier, new 46	The Citizens' Steamboat Co. of Troy	May 1, 1890, to May 1, 1892	10,250 "		
Extension to Pier, new 46	Frank Flandreau.	May 1, 1891, to May 1, 1901	20,000 "		
Bulkhead northerly of the approach to Pier, new 47, about 308 feet (set aside during the pleasure of the Board for the use of the oyster business, pursuant to chapter 521 of the Laws of 1889)	Quebec Steamship Co.	At pleasure of the Board.	83.33 per mo.		
Pier, new 47, and bulkhead southerly, and bulkhead along easterly side of approach to Piers, new 46 and new 47	Quebec Steamship Co.	Nov. 1, 1888, to Nov. 1, 1898	1,850 "		
Bulkhead along easterly side of approach to Pier, new 46, and Pier, new 47—Two hundred feet in length of bulkhead on southerly side of West Eleventh street, beginning at a point on the said bulkhead 35 feet westerly of a point where the easterly line of Thirteenth avenue, between West Eleventh and Bank streets, produced, southerly crosses said bulkhead, and extending 200 feet east from said point.	Emory M. Van Tassell.	Nov. 1, 1888, to Nov. 1, 1898	1,900 "		
On the southerly side of pier at foot of West Eleventh street, and on a portion of the bulkhead at the southerly side of Thirteenth avenue, at West Eleventh street, beginning at a point where the easterly line of Thirteenth avenue, between West Eleventh and Bank streets, produced, southerly crosses said bulkhead, and extending westerly along said bulkhead and the southerly side of said pier 225 feet, etc.	Joseph Cornell.	May 1, 1892, to Nov. 1, 1898	3,500 "		
Pier at West Eleventh street. The outer 160 feet on the southerly side, the end and the whole of the northerly side of said pier outside and westerly of Thirteenth avenue.	Catskill and New York Steamboat Co.	May 1, 1891, to May 1, 1896	850 "		
Bulkhead at Bank street	Knickerbocker Ice Co.	May 1, 1890, to May 1, 1895	1,200 "		
Pier at Bethune street	A. T. Decker & Co.	May 1, 1892, to May 1, 1897	1,400 "		
Pier at Little West Twelfth street	John L. Eccles.	May 1, 1890, to May 1, 1895	2,100 "		
Northerly half and outer end of pier foot of West Twelfth street, with privilege of placing dumping-board thereon	John A. Bouker	May 1, 1891, to May 1, 1896	1,500 "		
Pier at Jane street	Joseph Cornell.	Feb. 1, 1892, to May 1, 1896	1,979.18 "		
Extension to Pier at Jane Street	Joseph Cornell.	May 1, 1891, to May 1, 1896	1,500 "		
Pier at Horatio street, except reservation, etc.	Consumers' Ice Co.	May 1, 1888, to May 1, 1891 holding over	3,500 "		
Pier, old 56 (with reservation to cancel, if required, for new public market)	Lehigh Valley R. R. Co., assignee.	Feb. 1, 1890, to Feb. 1, 1895	1,000 "		
Pier at West Sixteenth street	Bernard Campbell	May 1, 1891, to May 1, 1896	4,500 "		
Pier at West Seventeenth street	Baltimore & Ohio R. R. Co.	Sept. 1, 1889, to Sept. 1, 1892	2,000 "		
Pier at West Eighteenth street	Robert S. Briggs.	Feb. 1, 1892, to Feb. 1, 1902	25,000 "		
Pier at West Twenty-first street	H. & A. Allan.	May 1, 1891, to May 1, 1896	11,500 "		
Pier at West Twenty-second street	C. T. Van Santvoord.	March 18, 1887, at pleasure of the Board.	1,711.50 "		
Land under water for platform and ferry racks, between West Twenty-second and West Twenty-third streets, 6,846 square feet.	N. Y., Lake Erie & Western R. R. Co.	At pleasure of the Board	100 per mo.		
Land under water for platform north of ferry at West Twenty-third street, 45,000 square feet.	Twenty-third Street Railway Co.	Jan. 1, 1892, to Jan. 1, 1902	25,000 per ann.		
Pier, new 54	Sanderson & Son, assignees.	May 1, 1882, to May 1, 1892	20,000 "		
Pier, new 55	Pim, Forwood & Co., agents.	July 1, 1882, to July 1, 1892	25,000 "		
Pier, new 56	Simpson & Spence, agents.	July 1, 1890, to July 1, 1900	2,500 "		
Bulkhead between Piers, new 56 and new 57	J. B. & J. M. Cornell.	Feb. 15, 1891, to Feb. 15, 1901	25,000 "		
Pier, new 57	W. W. Rossiter	May 1, 1892, to May 1, 1902	12,500 "		
Pier, new 58	John H. Starin.	May 1, 1887, to May 1, 1892	2,000 "		
Pier, new 60	James McClenahan.	Nov. 1, 1887, to date of lease	20,000 "		
Pier, new 61	N. Y. Central & Hudson River R. R. Co.	Nov. 1, 1888, to date of lease	20,000 "		
Pier, new 62	N. Y. Central & Hudson R. R. Co.	Aug. 26, 1889, to date of lease	15,000 "		
Pier, new 63	N. Y. Central & Hudson R. R. Co.	May 1, 1892, to termination of leases.	1,000 "		
Bulkhead and float north of Pier, new 63	N. Y. Central & Hudson R. R. Co.				

PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED.
Pier at West Thirty-fifth street.....	Pennsylvania R. R. Co.	May 1, 1887, to May 1, 1892.	\$4,500 per ann.	By public sale, April 9, 1887..	\$4,500 00
Pier at West Thirty-sixth street	N. Y. Central & Hudson R. R. Co., lessee.	Dec. 5, 1886, to Oct. 8, 1894.	15,000 "	By resolution, Oct. 8, 1884....	15,000 00
Pier at West Thirty-seventh.....	Pennsylvania R. R. Co.	July 1, 1891, to July 1, 1901.	10,000 "	By resolution, Jan. 30, 1891..	5,000 00
Pier at West Thirty-eighth street.....	Pennsylvania R. R. Co.	Feb. 15, 1890, to Feb. 15, 1901.	10,000 "	By resolution, Jan. 30, 1891..	10,000 00
Land under water for platform southerly about 66 feet from West Fortieth street, 924 square feet.....	John R. McPherson.....	May 15, 1887, at pleasure of the Board.....	231 "	By resolution, Feb. 2, 1887....	231 00
Pier and temporary approach at West Fortieth street.....	Western Stock Yard Co.....	May 1, 1887, to May 1, 1892.	7,000 "	By public sale, April 9, 1887..	7,000 00
Land under water for extension to Pier at West Forty-third street.....	Knickerbocker Ice Co.....	At pleasure of the Board....	100 "	{ By resolution, Sept. 25 and Nov. 21, 1873.....	100 00
Pier at West Forty-fifth street.....	New York Horse Manure Co.	May 1, 1887, to May 1, 1892.	3,500 "	By resolution, Dec. 3, 1891...	3,500 00
Pier at the foot of West Forty-sixth street, with privilege of dumping-board on outer end of pier.....	John A. Bouker.....	May 1, 1890, to May 1, 1895	3,000 "	By public sale, April 17, 1890.	3,000 00
Pier and approach at West Forty-ninth street.....	N. Y., Lake Erie & Western R. R. Co.....	Nov. 1, 1891, to Nov. 1, 1901	2,609.56 "	By resolution, Oct. 29, 1891...	2,609 56
The northerly 83 feet of bulkhead, between West Forty-ninth and West Fiftieth streets.....	James Gillies & Sons.....	May 1, 1890, to May 1, 1895	350 "	By public sale, April 17, 1890.	350 00
Pier at West Fifty-first street	Geo. W. Plunkitt & Thos. Smith.....	May 1, 1890, to May 1, 1895	3,900 "	By public sale, April 17, 1890.	3,900 00
Pier at foot of West Fifty-eighth street northerly side, end and surface. Southerly side reserved for Department of Docks.....	Union Stock Yard & Market Co.....	May 1, 1891, to May 1, 1896	3,000 "	By public sale, April 14, 1891.	3,000 00
Land under water for site for Pier at West Fifty-ninth street.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1890, to ten years { from Nov. 1, 1892.....	2,800 "	{ By resolution, Aug. 16, 1876, and Nov. 7, 1877.....	2,800 00
Southerly half of bulkhead at the foot of West Sixtieth street	N. Y. Central & Hudson R. R. Co.....	May 1, 1890, to May 1, 1895	60 "	By public sale, April 17, 1890.	60 00
Land under water between West Sixtieth and West Sixty-fifth streets (for erection of two piers).....	N. Y. Central & Hudson R. R. Co.....	Aug. 1, 1884, to Aug. 1, 1894	6,000 "	By resolution, April 23, 1884..	6,000 00
Land under water between south line of West Sixty-fifth and south line of West Seventy-second streets, westerly, to established pier line of 1868.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1890, to May 1, 1900	21,000 "	By resolution, April 28, 1880..	21,000 00
Crib and float between West Ninety-fourth and West Ninety-fifth streets, North river.....	Garret May.....	At pleasure of the Board...	50 "	By resolution, Sept. 10, 1891..	25 00
Bulkhead at southerly half of West Ninety-seventh street.....	Canda & Kane.....	May 1, 1890, to May 1, 1893	250 "	By public sale, April 17, 1890.	250 00
Land under water for pile-platform, about 137 feet north of the northerly line of West Ninety-seventh street.....	National Transit Co.....	Feb. 1, 1889, at pleasure of the Board.....	100 "	By resolution, Nov. 21, 1888...	100 00
Land under water for platform north of West One Hundred and Eighth street.....	Bernheimer & Schmid.....	June 10, 1888, at pleasure of the Board.....	601.50 "	By resolution, April 19, 1889..	601 48
Pier at West One Hundred and Twenty-ninth street, except southerly side, used for dump of Street Cleaning Department.....	McDermott & Co.....	May 1, 1892, to May 1, 1897	1,000 "	By public sale, April 5, 1892..	.....
Pier at West One Hundred and Twenty-ninth street.....	Homer Ramsdell Transportation Co.....	May 1, 1891, to pleasure of the Board.....	1,000 "	By resolution, April 11, 1888..	916 66
Bulkhead at foot of West One Hundred and Thirtieth street, and 50 feet northerly, and platform in front of same.....	Riverside and Fort Lee Ferry Co.....	May 1, 1891, to May 1, 1896	400 "	By public sale, April 14, 1891.	379 17
Bulkhead southerly of West One Hundred and Thirty-first street, and Pier at West One Hundred and Thirty-first street, southerly side.....	Riverside and Fort Lee Ferry Co.....	May 1, 1891, to May 1, 1896	500 "	By public sale, April 14, 1891.	500 00
North side and end of Pier at West One Hundred and Thirty-first street.....	Ridgewood Ice Co.....	May 1, 1889, to May 1, 1892	950 "	By public sale, April 18, 1889.	.....
Bulkhead at the southerly half of West One Hundred and Thirty-fifth street.....	Orrin D. Person.....	May 1, 1890, to May 1, 1893	120 "	By public sale, April 17, 1890.	.....
Pier at West One Hundred and Thirty-eighth street.....	John M. Rogers.....	May 1, 1891, to May 1, 1894	150 "	By public sale, April 14, 1891.	150 00
<i>East River.</i>					
Easterly half of Pier 4.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1891, to May 1, 1896	4,400 "	By public sale, April 14, 1891.	4,400 00
Bulkhead and platform between Piers 4 and 5.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1891, to May 1, 1896	1,100 "	By public sale, April 14, 1891.	1,100 00
Pier 5.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1891, to May 1, 1896	16,500 "	By public sale, April 14, 1891.	16,500 00
Bulkhead between Piers 5 and 6.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1891, to May 1, 1896	1,100 "	By public sale, April 14, 1891.	1,100 00
Pier, old 6.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1891, to May 1, 1896	8,800 "	By public sale, April 14, 1891.	8,800 00
West half of Pier 8.....	N. Y., Lake Erie & Western R. R. Co.....	May 1, 1888, to May 1, 1898	10,000 "	By public sale, April 11, 1888.	10,000 00
Land under water for widening Pier 8.....	N. Y., Lake Erie & Western R. R. Co.....	Aug. 1, 1889, to May 1, 1898	1,500 "	By resolution, March 7, 1889.	1,500 00
Land under water to widen Pier 10.....	J. M. Ceballos.....	Dec. 1, 1891, to pleasure of the Board.....	500 "	By resolution, May 14, 1891..	250 00
East half of Pier 18	Charles L. Morgan.....	May 1, 1889, to May 1, 1892	4,500 "	By public sale, April 18, 1891.	4,500 00
East half of Pier 20	N. Y. & Texas Steamship Co.....	May 1, 1891, to May 1, 1896	7,700 "	By public sale, April 14, 1891.	7,700 00
Westerly half of Pier 21, including whole surface of pier.....	N. Y. & Texas Steamship Co.....	May 1, 1891, to May 1, 1896	6,600 "	By public sale, April 14, 1891.	6,600 00
East half of Pier 24 and half the bulkhead adjoining.....	Hartford & N. Y. Transportation Co.....	May 1, 1891, to May 1, 1896	6,500 "	By public sale, April 14, 1891.	6,500 00
Pier 25 and half the bulkhead adjoining the westerly side thereof.....	New Haven Steamboat Co.....	May 1, 1891, to May 1, 1896	9,000 "	By public sale, April 14, 1891.	9,000 00
West half of Pier 26 and half bulkhead adjoining.....	New Haven Steamboat Co.....	May 1, 1891, to May 1, 1896	3,000 "	By public sale, April 15, 1891.	3,000 00
Land under water for platform, easterly and westerly of Pier 27, 4,300 square feet.....	Baltimore & Ohio R. R. Co.....	Nov. 1, 1886, at pleasure of the Board.....	1,075 "	By resolution, Sept. 15, 1886..	1,075 00
Land under water for platform, between Piers 32 and 33, etc.....	Long Island R. R. Co.....	At pleasure of the Board...	2,000 "	By resolution, Dec. 24, 1884..	2,000 00
East half of Pier 33, west half of Pier 34, and bulkhead-platform between.....	B. F. Clyde.....	May 1, 1887, to May 1, 1892	8,000 "	By public sale, April 9, 1887..	8,000 00
Wharf structures at Pier 35	Bridgeport Steamship Co.....	May 1, 1889, to May 1, 1894	1,500 "	By public sale, April 18, 1889.	1,500 00
Land under water for widening east side and extension to Pier 36.....	George H. Penniman.....	May 1, 1889, to May 1, 1899	3,000 "	By public sale, March 20, 1889.	3,000 00
Land under water for temporary platform adjoining westerly side of Pier 38.....	Maine Steamship Co.....	Aug. 1, 1888, at pleasure of the Board.....	398.50 "	By resolution, July 28, 1887...	398 52
Pier 38 and half bulkhead westerly.....	Maine Steamship Co.....	May 1, 1887, to May 1, 1892	12,000 "	By public sale, April 9, 1887..	12,000 00
Land under water for platform between Piers 38 and 39, 2,175 square feet.....	Peter Charles.....	At pleasure of the Board....	400 "	By resolution, June 16, 1875...	400 00
Pier 40 and half bulkhead easterly, including platform.....	Frank Phelps.....	May 1, 1887, to May 1, 1892	11,000 "	By public sale, March 29, 1881.	11,000 00
Pier 40.....	New York City & Northern Railway Co.....	May 1, 1892, until to removal for new pier.....	12,500 "	By resolution, Dec. 17, 1891..	.....
Undivided ninth part of Pier, old 42.....	J. A. McCarthy.....	May 1, 1890, to May 1, 1895	50 "	By public sale, April 9, 1887..	50 00
Berth at Pier 43.....	George V. Brower, Receiver Ridgewood Ice Co.....	At pleasure of the Board..	100 per mo.	By resolution, Sept. 10, 1891..	1,100 00
Land under water for platform, between Piers, old 45 and new 36, 644 square feet.....	Jabez A. B. stwick.....	June 1, 1890, at pleasure of the Board.....	1,602.75 per ann.	By resolution, Aug. 10, 1888..	1,602 72
Pier, new 36.....	New England Terminal Co.....	Dec. 31, 1888, to Dec. 31, 1898	15,000 "	By resolutions, November 9, 1888, and January 3, 1889..	15,000 00
Land under water for platform between Piers 49 and 50.....	N. Y., New Haven & Hartford R. R. Co., assignee.....	January 1, 1881, at pleasure of the Board.....	1,000 "	{ By resolutions, November 22, 1880, and July 21, 1886....	1,000 00
Land under water for platform at bulkhead south of Pier 50, 18,958 square feet.....	N. Y., New Haven & Hartford R. R. Co.....	At pleasure of the Board....	4,000 "	By resolution, May 26, 1880..	4,000 00
Land under water for platform between Piers 50 and 51, 2,535 square feet.....	Harlem River & Port Chester R. R. Co.....	At pleasure of the Board....	1,500 "	By resolution May 7, 1874, and November 6, 1879....	1,500 00
East half of Pier 51, west half of Pier 52, and bulkhead, etc., between (except reservation for Public Bath at Pier 51).....	New York, New Haven & Hartford R. R. Co.....	May 1, 1888, to May 1, 1898	8,000 "	By public sale, Sept. 20, 1887..	8,000 00
Land under water for platform, between Piers 51 and 52.....	New York, New Haven & Hartford R. R. Co.....	Dec. 30, 1890, to pleasure of the Board.....	2,094.50 "	By resolution, Sept. 11, 1890..	2,721 38
Platform for discharging ice west side Pier 53, East river.....	Morgan & McGovern.....	At pleasure of the Board...	125 per mo.	By resolution, Dec. 3, 1891..	638 00
Land under water for platform, north side of Pier 53	H. D. Mould.....	May 1, 1891, pleasure of the Board.....	125 per ann.	{ By resolutions, February 26 and April 2, 1891.....	125 02
Pier 60 and bulkhead at the northerly side of Rivington street, and bulkhead on Tompkins street and Pier 61, East river.....	John A. McCarthy.....	May 1, 1892, to May 1, 1897	1,500 "	By public sale, April 5, 1892..	.....
Bulkhead, etc., at and south of Houston street.....	Nassau Ferry Co.....	Nov. 1, 1878, to May 1, 1894	2,000 \$" for first five yrs., 2,250 ad five yrs., 2,500 bal. of term.	By public sale, Dec. 16, 1878..	2,500 00
Land under water for Pier, 130 feet south of Houston street.....	Nassau Ferry Co.....	May 1, 1879, to May 1, 1894	300 per ann.	By resolution, June 8, 1879....	300 00
Pier at East Third street	J. Rheinfrank & Sons.....	June 1, 1891, to pleasure of the Board.....	250 per mo.	By resolution, May 14, 1891..	2,750 00
Bulkhead at East Fourth street	Henken & Co.....	May 1, 1891, to pleasure of the Board.....	150 per ann.	By resolution, July 9, 1891....	112 50
Pier at East Fourth street	John Rheinfrank.....	May 1, 1891, to May 1, 1894	1,500 "	By public sale, April 14, 1891..	750 00
Pier at Fifth street.....	Sheridan & Byrne.....	May 1, 1891, to May 1, 1896	3,700 "	By public sale, April 14, 1891..	3,700 00
Bulkhead at the foot of East Fifteenth street.....	Consolidated Gas Co.....	May 1, 1891, to May 1, 1894	275 "	By public sale, April 14, 1891..	275 00
Bulkhead at East Twentieth street.....	H. L. Herbert.....	Feb. 1, 1890, to Feb. 1, 1895	500 "	By public sale, Jan. 22, 1890...	500 00
Bulkhead foot of East Twenty-second street.....	Brooklyn & N. Y. Ferry Co.....	Feb. 15, 1891, to Feb. 15, 1901	150 "	By public sale, Jan. 22, 1891...	150 00
Bulkhead south of East Twenty-fourth street, north of ferry premises.....	Greenpoint Ferry Co.....	June 1, 1881, to June 1, 1891	4,100 "	By public sale, March 22, 1881	4,100 00
Land under water for ferry structure between East Twenty-second and East Twenty-third streets	Brooklyn & N. Y. Ferry Co.....	Nov. 1, 1890, to May 1, 1894	6,406.50 "	By resolution, Oct. 16, 1891...	3,203 25

PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED.
Pier at East Thirty-first street.....	Joseph V. Brown.....	May 1, 1887, to May 1, 1892 May 1, 1892, to May 1, 1897	\$2,500 per ann. 2,750 "	By public sale, April 9, 1887 By public sale, April 5, 1892	\$2,500 00
Pier at the foot of East Thirty-second street.....	J. H. Starin.....	May 1, 1887, to May 1, 1892 May 1, 1892, to May 1, 1897	1,200 " 1,400 "	{ By public sales, April 9, 1887, and April 5, 1892.....	1,200 00
Southerly half of Pier at East Thirty-third street.....	Knickerbocker Ice Co.....	June 1, 1891, at pleasure of the Board.....	750 "	By resolution, May 21, 1891..	875 00
Bulkhead at foot of East Thirty-sixth street.....	Popham & Co.....	May 1, 1890, to May 1, 1895	260 "	By public sale, April 17, 1890.	260 00
Pier at East Thirty-seventh street (with reservation for Public Bath).....	Baltimore & Ohio R. R. Co.....	May 1, 1891, to May 1, 1896	1,000 "	By public sale, April 14, 1891.	1,000 00
Bulkhead and dump at East Thirty-ninth street.....	Long Island Land Fertilizing Co.....	May 1, 1886, to May 1, 1891 (holding over).....	2,000 "	By public sale, April 15, 1885.	2,000 00
Bulkhead at foot of East Fortieth street.....	Equitable Gas-light Co.....	May 1, 1890, to May 1, 1895	150 "	By public sale, April 17, 1890.	150 00
Bulkhead at foot of East Forty-first street.....	Equitable Gas-light Co.....	May 1, 1890, to May 1, 1895	110 "	By public sale, April 17, 1890.	110 00
Bulkhead at foot of East Forty-third street.....	Lehigh Valley Railroad Co., assignee.....	May 1, 1890, to May 1, 1895	300 "	By public sale, April 17, 1890.	300 00
Bulkhead at foot of East Forty-fourth street.....	Lehigh Valley Railroad Co., assignee.....	May 1, 1890, to May 1, 1895	25 "	By public sale, April 17, 1890.	25 00
Bulkhead at East Forty-seventh street.....	Owens & Co.....	May 1, 1891, to May 1, 1896	550 "	By public sale, April 14, 1890.	550 00
Bulkhead at East Forty-ninth street.....	Brown & Fleming.....	May 1, 1892, to May 1, 1897	525 "	By public sale, April 5, 1892..	.....
Bulkhead at East Fifty-third street.....	Ridgewood Ice Co.....	May 1, 1883, to May 1, 1892	1,000 "	By public sale, April 18, 1889.	.....
Bulkhead, etc., between East Fifty-fourth and East Fifty-fifth streets.....	Isaac Untermeyer.....	May 1, 1887, to May 1, 1892	300 "	By public sale, April 9, 1887..	300 00
Site for bulkhead between East Fifty-sixth and East Fifty-seventh streets.....	Schmidt & Koehne.....	At pleasure of the Board...	100 "	By resolution, April 30, 1884..	100 00
Land under water for coal-hoist near the bulkhead on northerly side of East Fifty-sixth street.....	G. D. Curtis.....	Sept. 1, 1887, at pleasure of the Board.....	250 "	By resolution, Sept. 1, 1887....	250 00
Land under water for platform, etc., south of East Sixty-third street, 1,300 square feet.....	Ehrenreich Brothers.....	At pleasure of the Board...	100 "	By resolution, Dec. 24, 1878..	100 00
Filled in land between East Sixty-second and East Sixty-third streets, East river.	Ehrenreich Bros.	Nov. 1, 1891, to Nov. 1, 1894	100 "	{ By resolutions, Oct. 1, 1891, and Nov. 5, 1891.....	50 00
Filled-in land north of East Sixty-second street, East river.....	Farmers' Feed Co.	At pleasure of the Board. .	115.25 "	By resolution, April 1, 1890..	25 00
Bulkhead at the foot of East Sixty-third street.....	Neidlinger, Schmidt & Co.....	May 1, 1890, to May 1, 1895	480 "	By public sale, April 17, 1890.	480 00
Bulkhead, etc., between East Sixty-third and East Sixty-fourth streets.....	Neidlinger, Schmidt & Co.....	May 1, 1887, to May 1, 1892	750 "	By public sale, April 9, 1887..	750 00
Bulkhead at foot of East Seventy-third street.....	John A. Bouker.....	May 1, 1890, to May 1, 1895	800 "	By public sale, April 17, 1890.	800 00
Land under water for bulkhead at East Seventy-fourth street.....	Thomas Patten.....	At pleasure of the Board...	100 "	By resolution, Nov. 21, 1877..	.....
Bulkhead at East Ninety-third street.....	Knickerbocker Ice Co.....	May 1, 1891, to May 1, 1896.	1,320 "	By public sale, April 14, 1891.	1,320 00
Bulkhead at East Ninety-ninth street.....	Cavanagh & Collins.....	May 1, 1890, to May 1, 1895.	1,500 "	By public sale, April 17, 1890.	1,500 00
<i>Harlem River.</i>					
Bulkhead at East One Hundred and Fifth street.....	Kane & Wright.....	May 1, 1890, to May 1, 1893.	410 "	By public sale, April 17, 1890.	410 00
Bulkhead at foot of East One Hundred and Sixth street.....	Nathaniel Wise.....	May 1, 1890, to May 1, 1893.	600 "	By public sale, April 17, 1890.	600 00
Bulkhead between East One Hundred and Fourteenth and East One Hundred and Fifteenth streets.....	Standard Gas Light Co.....	May 1, 1890, to May 1, 1893.	250 "	By public sale, April 17, 1890.	250 00
Pier at East One Hundred and Sixteenth street.....	John H. McCarthy, assignee.....	Feb. 1, 1890, to Feb. 1, 1895.	725 "	By public sale, June 22, 1890, and resolution, June 20, 1890	725 00
Pier at East One Hundred and Nineteenth street.....	Ridgewood Ice Co.....	May 1, 1890, to May 1, 1892.	500 "	By public sale, April 18, 1889.	.....
Land under water for pile platform at bulkhead between East One Hundred and Twenty-second and East One Hundred and Twenty-third streets, 436 square feet.....	Canda & Kane.....	May 30, 1887; pleasure of the Board.....	109 "	By resolution, June 22, 1887..	81 75
Land under water for bridge pier at East One Hundred and Twenty-ninth street and Second avenue.....	Suburban Rapid Transit Co.....	At pleasure of the Board...	500 "	{ By resolution, April 4, and June 20, 1883.....	500 00
Bulkhead at East One Hundred and Thirty-seventh street.....	Bernard Campbell.....	Feb. 1, 1890, to Feb. 1, 1895.	200 "	By public sale, Jan. 22, 1890..	200 00
Land under water north of West One Hundred and Fifty-ninth street, Harlem river, extending northerly about 500 feet from the estate of William Lynch, and about 350 feet in width from the established bulkhead line westerly.)	Manhattan Railway Co.....	{ Dec. 29, 1887, to Dec. 29, 1897. (Ten years, with privilege of two renewals at ten years each).....	5,000 1st term 6,500 2d " 8,000 3d "	{ By resolution, Dec. 28, 1887..	5,000 00

On Construction Account.

APPORTIONMENT OF AUDITED DISBURSEMENTS FOR THE YEAR ENDING
APRIL 30, 1892.DEPARTMENT OF DOCKS, PIER "A," BATTERY, }
NEW YORK, N. Y., May 1, 1892.

To the Board of Docks:

GENTLEMEN—The following "Apportionment of the Audited Disbursements of the Department for the year ending April 30, 1892," is respectfully submitted, viz.:

ON CONSTRUCTION ACCOUNT—NEW PLAN—PERMANENT WORK.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
West Washington Market Section.				
<i>(Resolutions, February 6, 1889, and July 9, 1891.)</i>				
<i>Bulkhead-wall Proper.</i>				
Dredging north of Pier, old 23, N. R.....	\$504 86	\$12,102 12	\$12,606 98	
Stone filling.....	538 83	4,861 76	5,400 59	
Piling and woodwork.....	5,226 07	4,935 20	10,161 27	
Masonry.....	8,373 08	11,832 34	20,205 42	
<i>General Charges.</i>				\$48,374 26
Removing old work.....	\$13,830 04	\$585 93	\$14,415 97	
Sewers.....	101 46	102 25	203 71	
Reclaimed land rear of the bulkhead-wall.....	1,662 67	77 50	1,740 17	
Temporary plank approach to Pier, old 20, N. R.....	8 00	.....	8 00	
Temporary plank approach to Pier, old 23, N. R.....	24 15	8 32	32 47	
Temporary plank approach to Pier, new 14, N. R.....	479 54	458 92	938 46	
Temporary tool-house and fences.....	111 57	.....	111 57	
<i>Pier, new 13, N. R.</i>				17,450 35
Dredging under Contract No. 406—				
Specifications.....	.....	\$22 92	\$22 92	
Inspection.....	\$391 09	.....	391 09	
Payments.....	.....	17,490 00	17,490 00	
Construction under Contract No. —				
Specifications, Secretary's Order No. 11279.....	101 47	32 61	134 08	
<i>Pier, new 14, N. R.</i>				13,038 09
<i>(Resolution, November 6, 1890.)</i>				
Dredging under Contract No. 362—				
Specifications, Secretary's Order No. 9790.....	.....	\$1 92	\$1 92	

On Construction Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Dredging under Contract No. 406—				
Specifications.....	.....	\$22 91	.....
Inspection.....	\$119 43	.....	.....
Payments.....	.....	1,830 00	.....
Dredging under resolution of July 9, 1891.....	511 53	9,382 00	\$11,927 79	
Construction under Contract No. 360—				
Specifications, Secretary's Order No. 10317.....	.....	\$3 85	.....
Inspection.....	\$1,580 18	13 38	.....
Payments (less \$3,450 for 69 days' delay in completing work).....	.....	63,508 35	65,105 76	
<i>Pier, new 15, N. R.</i>				\$77,033 55
Dredging under resolution of July 9, 1891.....	\$1,065 45	\$21,932 70	\$22,998 15	
Construction under Contract No. 405—				
Specifications.....	\$116 22	\$186 20	.....
Inspection.....	913 03	.....	.....
Payments.....	.....	7,964 18	.....
Timber furnished by Department.....	799 95	4,062 15	14,041 73	
<i>Chambers Street Section.</i>				37,039 88
<i>(Resolutions, November 24, 1877, and November 21, 1878.)</i>				
<i>Bulkhead-wall, Proper.</i>				
Dredging.....	\$50 19	\$836 20	\$886 39	
Piling and woodwork.....	734 89	624 29	1,359 18	
Masonry.....	571 34	.....	571 34	
<i>General Charges.</i>				2,816 91
Removing old work.....	\$104 62	.....	\$104 62	
Reclaimed land rear of the bulkhead-wall.....	467 80	\$124 62	592 51	
Dredging along north side of Pier, new 21, N. R.....	59 04	3,338 20	3,397 24	
<i>Jay Street Section.</i>				4,094 37
<i>(Resolutions, September 18, 1891, and January 30, 1892.)</i>				
<i>Bulkhead-wall, Proper.</i>				
Dredging.....	\$329 29	\$4,857 40	\$5,186 69	
Stone-filling.....	168 94	141 00	309 94	
Piling and woodwork.....	2,597 58	1,916 41	4,513 99	
Masonry.....	291 24	318 12	609 36	
				10,619 98

On Construction Account.

On Construction Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.		PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
<i>General Charges.</i>					Construction under Contract No. 403—				
Removing old work.....	\$4,860 62	\$202 51	\$5,063 13		Specifications (Secretary's Order No. 11178).....	\$95 63	\$102 38		
Temporary plank approach to Pier, old 33, N. R.....	171 61	226 57	398 18		Inspection.....	804 91	2 35		
Examination of river bottom.....	40 70		40 70		Payments.....		14,614 88	\$15,620 15	\$24,564 19
Dredging in slip west of bulkhead area.....	74 37	1,863 40	1,937 77	\$7,439 78	West Twenty-third Street Section (south end).				
<i>Franklin Street Section.</i>					<i>(Resolution, November 5, 1880.)</i>				
<i>(Resolutions, October 6, 1877, and November 13, 1890.)</i>					<i>Bulkhead-wall, Proper.</i>				
<i>Bulkhead-wall, Proper.</i>					Piling and woodwork.....		\$16 40	\$16 40	
Dredging.....	\$153 77	\$3,662 40	\$3,816 17		Masonry.....	\$183 36	455 64	639 00	655 40
Stone-filling.....	969 45	9,508 71	10,478 16		<i>General Charges.</i>				
Piling and woodwork.....	6,939 05	7,806 44	14,745 49		Reclaimed land rear of bulkhead-wall.....	\$24 42		\$24 42	
Masonry.....	10,416 94	11,380 03	21,796 97	50,836 79	Temporary plank approach to Pier, new 54, N. R.....	39 30		39 30	
<i>General Charges.</i>					Temporary plank approach to Pier, new 55, N. R.....	68 60	\$13 60	82 20	
Removing old work.....	\$5,838 12	\$450 03	\$6,288 15		Temporary plank approach to Pier, new 56, N. R.....	1,438 90	679 50	2,118 40	
Reclaimed land rear of the bulkhead-wall.....	3,118 74	91 76	3,210 50		Temporary plank approach to Pier, new 57, N. R.....	862 97	1,203 39	2,066 36	
Temporary plank approach to Pier, new 23, N. R.....	513 70	819 24	1,332 94		Levels for paved approaches to Piers.....	60 40		60 40	
Temporary plank approach to Pier, new 24, N. R.....	350 20	27 67	377 87		Raising inner end of Pier, new 57, N. R.....	278 32	22 00	300 32	
Temporary paved approach to Pier, new 24, N. R.....	778 40		778 40		Levels on and examination of bulkhead-wall.....	8 06		8 06	4,699 46
Sewer.....	114 01		114 01		West Twenty-third Street Section (north end).				
Temporary fences.....	12 30		12 30		<i>(Resolution, June 28, 1882.)</i>				
Water connection.....	14 36		14 36	12,128 53	<i>Bulkhead-wall, Proper.</i>				
<i>Pier, new 23, N. R.</i>					Masonry.....	\$2,497 24	\$3,748 81	\$6,246 05	6,246 05
<i>(Resolution, January 8, 1891.)</i>					<i>General Charges.</i>				
Dredging under Treasurer's Orders.....	\$182 08	\$12,223 40	\$12,405 48		Reclaimed land rear of bulkhead-wall.....	\$6,017 18	\$6 31	\$6,023 49	
Woodwork.....	16,605 56	33,248 49	49,854 05	62,259 53	Temporary plank approach between Piers, new 57 and } new 58, N. R.....	630 68	580 08	1,210 76	
<i>North Moore Street Section.</i>					Temporary plank approach between Piers, new 58 and } new 59, N. R.....	389 76	496 30	886 06	
<i>(Resolution, April 28, 1880.)</i>					Temporary paved approach between Piers, new 59 and } new 60, N. R.....	78 47	1,996 93	2,075 40	
<i>General Charges.</i>					Temporary plank approach to Pier, new 58, N. R.....		93 43	93 43	
Removing old work.....	\$1,086 16	\$7 66	\$1,093 82		Temporary plank approach to Pier, new 60, N. R.....	1 20		1 20	
Reclaimed land rear of bulkhead-wall.....	63 43		63 43		Raising inner end of Pier, new 58, N. R.....	498 78	28 00	526 78	
Clearing the bulkhead of obstructions.....	138 32		138 32		Raising inner end of Pier, new 59, N. R.....	182 21	28 00	210 21	
Temporary plank approach to Pier, new 25, N. R.....	166 80	6 70	173 50		Raising inner end of Pier, new 60, N. R.....	113 13	6 97	120 10	
Temporary paved approach to Pier, new 25, N. R.....	671 65	15 50	687 15	2,156 22	Levels on and examination of bulkhead-wall.....	27 95		27 95	11,175 38
<i>Beach Street Section.</i>					<i>Pier, new 58, N. R.</i>				
<i>(Resolution, July 16, 1879.)</i>					Dredging under Contract No. 346—				
<i>General Charges.</i>					Specifications.....		\$2 14		
Removing old work.....	\$473 58	\$7 67	\$481 25		Dredging under Contract No. 404—				
Temporary plank approach to Pier, new 26, N. R.....	57 70	2 20	59 90		Specifications.....		10 22		
Temporary paved approach to Pier, new 26, N. R.....	\$32 95		32 95	774 10	Inspection.....	\$87 25			
<i>Laight Street Section.</i>					Payments.....		2,994 00	\$3,093 61	
<i>(Resolutions, July 30, and November 3, 1880, and Sep-</i>					Construction under Contract No. 350—				
<i>tember 20, 1889.)</i>					Specifications.....		\$3 15		
<i>Bulkhead-wall, Proper.</i>					Payments.....		15,275 20	\$15,278 35	18,371 96
Dredging.....		\$3 00	\$3 00		West Thirty-first Street Section.				
Stone-filling.....		2 60	2 60		<i>(Resolutions, August 8 and September 19, 1883.)</i>				
Piling and woodwork.....		31 73	31 73	37 33	<i>Bulkhead-wall, Proper.</i>				
<i>General Charges.</i>					Masonry.....	\$186 91	\$31 50	\$218 41	218 41
Removing old work.....	\$404 64		\$404 64		<i>General Charges.</i>				
Reclaimed land rear of bulkhead-wall.....	127 59		127 59		Reclaimed land rear of bulkhead-wall.....	\$18 40		\$18 40	
Temporary plank approach to Pier, new 27, N. R.....	76 70	\$2 20	78 90		Raising inner end of Pier, new 61, N. R.....	9 26		9 26	27 66
Temporary paved approach to Pier, new 28, N. R.....	31 51		31 51		West Thirty-second Street Section.				
Temporary plank approach to Pier, new 28, N. R.....	58 40	2 20	60 60		<i>(Resolution, October 22, 1885.)</i>				
Temporary plank approach to Pier, new 29, N. R.....	44 82	2 20	47 02		<i>General Charges.</i>				
Temporary fences.....	13 35		13 35		Raising inner end of Pier, new 62, N. R.....	\$8 84		\$8 84	
Clearing the bulkhead of obstructions.....	90 83		90 83		" " 63, ".....	312 21	\$0 73	312 94	321 78
Levels on and examination of the bulkhead-wall.....	3 12		3 12	857 56	West Thirty-third Street Section.				
<i>Pier, new 29, N. R.</i>					<i>(Resolution, February 20, 1890.)</i>				
<i>(Resolution, October 10, 1889.)</i>					<i>Bulkhead-wall, Proper.</i>				
Dredging under Treasurer's Orders.....	\$64 40		\$64 40		Dredging.....		\$3 15	\$3 15	
Dredging under Contract No. 321—		\$3 00	3 00		Stone-filling.....		29 70	29 70	
Specifications.....					Piling and woodwork.....		5 20	5 20	
Dredging under Contract No. 375—		81 70	81 70		Masonry.....		130 22	130 22	168 27
Specifications.....					<i>General Charges.</i>				
Inspection.....	65 90		65 90		Reclaimed land rear of bulkhead-wall.....	\$837 96	\$2,442 15	\$3,287 11	3,287 11
Payments.....		4,221 99	4,221 99	4,436 99	Pier, new 71, at West Forty-first Street, N. R.*				
<i>Canal Street Section.</i>					<i>(Resolution, May 22, 1890.)</i>				
<i>(Resolutions, June 13, 1872, and December 10, 1891.)</i>					Construction under Contract No. 337—				
<i>General Charges.</i>					Specifications, Secretary's Order No. 9796.....		\$5 50	\$5 50	5 50
Examination of river bottom.....	\$37 75		\$37 75		West Forty-third Street Section.				
Shifting, temporarily, the Street Cleaning Department's } Dump.....	1,805 83	\$563 70	2,369 53	2,407 28	<i>(Resolution, September 3, 1891.)</i>				
<i>Pier at West Twentieth Street, N. R.</i>					<i>Bulkhead-wall, Proper.</i>				
Dredging under Contract No. 402—					Dredging.....	\$302 52	\$8,970 40	\$9,272 92	
Specifications.....		\$91 35			Stone-filling.....	499 94	4,298 37	4,798 31	
Inspection.....	\$144 89				Piling and woodwork.....	6,916 45	9,972 94	16,889 39	
Payments.....		8,707 80		\$8,944 04	Masonry.....	712 93	1,956 88	2,669 81	33,630 43

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

On Construction Account.

On Construction Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
<i>General Charges.</i>				
Removing old work.....	\$1,176 83	\$77 25	\$1,254 08	
Examination of river bottom.....	52 35	7 62	59 97	
Temporary mooring piles.....	24 83		24 83	
Water connection.....	32 31	1 15	33 46	
				\$1,372 34
Pier, new 75, at West Forty-fifth Street, N. R.				
<i>(Resolution, February 20, 1890.)</i>				
Dredging under Contract No. 328—				
Specifications.....		\$3 15	\$3 15	
Construction under Contract No. 327—				
Specifications, Secretary's Order No. 9676.....		\$8 00		
Inspection.....		31 75		
			39 75	42 90
Pier, new 78, at West Forty-eighth Street, N. R.				
Dredging under Contract No. 328—				
Specifications.....	\$27 84	\$111 40		
Inspection.....	89 12			
Payments.....		5,983 80		
Dredging under Contract No. 409—				
Specifications.....		43 37		
Inspection.....	144 12			
Payments.....		7,159 43	\$13,559 08	
Construction under Contract No. 386—				
Specifications, Secretary's Order No. 9849.....		\$155 25		
Inspection.....	\$644 59	12 00		
Payments.....		35,935 00	36,746 84	50,305 92
Pier, new 79, at West Forty-ninth Street, N. R.				
<i>(Resolution, June 12, 1890.)</i>				
Construction under Contract No. 340—				
Specifications, Secretary's Order No. 9850.....		\$8 55	\$8 55	8 55
West Fifty-second Street Section.				
<i>(Resolutions, October 6, 1887, and February 6, 1889.)</i>				
<i>Bulkhead-wall, Proper—South End.</i>				
Masonry.....	\$36 32	\$36 28	\$72 60	72 60
<i>Bulkhead-wall, Proper—North End.</i>				
Dredging.....	\$309 07	\$2,543 40	\$2,852 47	
Stone-filling.....	4 88		4 88	
Masonry.....	14,919 55	11,444 90	26,364 45	29,221 80
<i>General Charges.</i>				
Examination of river bottom.....	\$270 51		\$270 51	
Levels on and examination of bulkhead-wall.....	24 73		24 73	
Temporary paved approach to Pier, new 82, N. R.....	18 24		18 24	
Temporary plank and pile approaches to Pier, new 85, } N. R.....	123 93	\$568 25	692 18	
Temporary paved approach to Piers, new 80 and new 81, N. R., under Contract No. 336—				
Specifications.....		7 70	7 70	1,013 36
Pier, new 82, at West Fifty-second street, N. R.				
<i>(Resolution, June 20, 1890.)</i>				
Dredging under Contract No. 347—				
Payments.....		\$5,726 97	\$5,726 97	5,729 77
Construction under Contract No. 344—				
Specifications, Secretary's Order No. 9851.....		2 80	2 80	
West Fifty-seventh Street Section.				
<i>(Resolutions, December 20, 1888, and August 1, 1889.)</i>				
<i>Bulkhead-wall, Proper.</i>				
Stone-filling.....	\$370 15	\$532 14	\$902 29	4,203 63
Piling and woodwork.....	271 96	428 94	700 90	
Masonry.....	1,209 85	1,390 59	2,600 44	
<i>General Charge.</i>				
Reclaimed land rear of bulkhead-wall.....	\$4,899 02	\$20 73	\$4,919 75	
Temporary plank and pile approach to Pier, new 86, N. R.....	2,325 67	2,404 40	4,730 07	
Level's on and examination of bulkhead-wall.....	51 78		51 78	9,701 60
Pier, new 86, at West Fifty-sixth Street, N. R.				
<i>(Resolution, September 12, 1889.)</i>				
Woodwork.....		\$85 56	\$85 56	85 56
Pier, new 87, at West Fifty-seventh Street, N. R.				
<i>(Resolution, February 6, 1889.)</i>				
Woodwork.....		\$640 80	\$640 80	640 80
Paving Reclaimed Land on North River Water-front.				
Between Franklin and Vestry streets, N. R., under Contract No. 392—				
Specifications, Secretary's Order No. 11066.....	\$113 97	\$138 50		
Inspection.....	1,263 40	32 00		
Payments (less \$300 for six days' delay in com- pleting work).....		18,450 00		
Removing old work.....	25 28			
Tarring and graveling, under Resolution, Decem- ber 17, 1891.....	2,210 78			
			\$22,233 93	

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Between Dey and Vesey streets, N. R., under Contract No. 397—				
Specifications, Secretary's Order No. 11066.....	\$63 56	\$200 80		
Inspection.....	628 43			
Payments.....		11,500 00		
Removing old work.....	147 57			
Tarring and graveling, under Resolution, Decem- ber 17, 1891.....	628 49			
			\$13,168 85	\$35,402 78
Extending Piers to Pierhead-line of 1890.				
<i>Pier, new 25, N. R.</i>				
Under Contract No. 369—				
Specifications, Secretary's Order No. 10543.....		\$79 53	\$79 53	
Inspection.....	\$331 67	31 25	362 92	
Payments.....		17,700 00	17,700 00	18,142 45
<i>Pier, new 26, N. R.</i>				
Under Contract No. 376—				
Specifications.....		\$185 75	\$185 75	
Inspection.....	\$560 47	27 23	587 70	
Payments.....		17,147 00	17,147 00	
Extra work under Treasurer's Order No. 15385.....	10 65	1,325 00	1,335 65	19,256 10
<i>Pier, new 34, N. R.</i>				
<i>(Resolution, December 17, 1891.)</i>				
Examination of river bottom (including \$32.12 for services of Department tugs).....	\$152 26	\$37 12	\$189 38	
Extension proper (including \$470.48 for services of Department tugs).....	7,287 25	11,100 88	18,388 13	18,577 51
<i>Pier, new 35, N. R.</i>				
<i>(Resolution, May 28, 1891.)</i>				
Examination of river bottom (including \$8.73 for services of Department tugs).....	\$41 23	\$8 73	\$49 96	
Extension proper (including \$307.14 for services of Department tugs).....	6,588 46	14,710 46	21,298 92	21,348 88
<i>Pier, new 37, N. R.</i>				
Under Contract No. 372—				
Specifications, Secretary's Order 10544.....		\$183 15	\$183 15	
Inspection.....	\$522 73	26 25	548 98	
Payments (less \$100 for 2 days' delay in completing work).....		21,610 20	21,610 20	22,342 33
<i>Pier, new 42, N. R.</i>				
<i>(Resolution, February 18, 1891.)</i>				
Extension proper (including \$270.81 for services of Department tugs).....	\$5,314 28	\$9,865 07	\$15,179 35	
Extra work under Secretary's Order 11142.....	24 85	10 13	34 98	15,214 33
<i>Pier, new 44, N. R.</i>				
<i>(Resolution, September 3, 1891.)</i>				
Extension proper (including \$313.92 for services of Department tugs).....	\$5,231 28	\$8,166 54	\$13,397 82	13,397 82
<i>Pier, new 46 N. R.</i>				
Under Contract No. 359—				
Specifications, Secretary's Order No. 10151.....		\$3 37	\$3 37	
Dredging—Payments.....		159 90	159 90	
Extension— ".....		14,187 13	14,187 13	14,350 40
<i>Pier, new 47, N. R.</i>				
<i>(Resolution, November 13, 1890.)</i>				
Extension proper.....		\$2,708 17	\$2,708 17	2,708 17
<i>Pier at West Twenty-first Street, N. R.</i>				
Dredging under Contract No. 409—				
Specifications, Secretary's Order No. 11610.....	\$21 83	\$43 36		
Inspection.....	194 56			
Payments.....		11,647 74	\$11,907 49	
Extension proper under Contract No. 391—				
Specifications, Secretary's Order No. 10998.....	\$47 39	\$85 52		
Inspection.....	636 83	24 00		
Payments (less \$100 for 2 days' delay in completing work).....		31,361 82	32,155 56	44,063 05
<i>Pier at West Twenty-second Street, N. R.</i>				
<i>(Resolution, February 25, 1892.)</i>				
Examination of river bottom.....	\$36 77		\$36 77	
Removing old work.....	138 32		138 32	
Extension proper (including \$212.25 for services of De- partment tugs).....	1,660 70	\$2,184 29	3,844 99	4,020 08
Pier, new 6, E. R.				
<i>(Resolution, December 20, 1888.)</i>				
Construction under Contract No. 293—				
Specifications, Secretary's Order No. 8166.....		\$7 80	\$7 80	7 80
Pier at East Third Street, E. R.				
Construction under Contract No. 415—				
Specifications, Secretary's Order No. 11487.....	\$157 73	\$175 19	\$332 92	332 92
Pier at East Eighteenth Street, E. R.				
<i>(Resolution, January 29, 1891.)</i>				
Pier Proper—Dredging.....	\$31 03			
" Sewer.....	5,021 43	\$7,011 51		
" Woodwork.....	16,982 82	26,541 28	\$55,588 07	

On Construction Account.

On Construction Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Temporary fences, tool-house, etc.....	\$72 54	\$126 11		
Grading entrance	21 35			
Watching	1,231 92		\$1,451 92	\$57,039 99
Pier at East Twentieth Street, E. R.				
Dredging under Contract No. 361—				
Specifications		\$1 93	\$1 93	1 93
Pier at East Twenty-second Street, E. R.				
Dredging under Contract No. 355—				
Specifications		\$3 20	\$3 20	3 20
East Twenty-fourth Street Section.				
(Resolutions, April 25, 1889, and June 18, 1891.)				
Bulkhead-wall, Proper.				
Dredging	\$51 87		\$51 87	
Stone-filling	228 38	\$2,160 62	2,389 00	
Piling and woodwork	3,832 24	2,262 80	6,095 04	
Masonry	4,681 67	8,137 05	12,818 72	21,354 63
General Charges.				
Removing old work	\$193 45		\$193 45	
Reclaimed land rear of bulkhead-wall	2,968 29	\$111 05	3,079 34	
Temporary plank approach to Pier at East Twenty-fourth street	455 56	47 15	502 71	
Temporary tool-house		3 00	3 00	
Watching	1,145 84	1 82	1,147 66	4,926 16
Bellevue Section.				
(Resolutions, April 25, 1889, and June 18, 1891.)				
Bulkhead-wall, Proper.				
Dredging	\$28 80		\$28 80	
Stone-filling	92 88	\$4,104 28	4,197 16	
Piling and woodwork	2,074 50	1,329 25	3,403 75	
Masonry	8,494 21	13,700 51	22,194 72	29,824 43
General Charges.				
Removing old work	\$529 87	\$66 20	\$596 07	
Reclaimed land rear of bulkhead-wall	2,756 63	65 36	2,821 99	
Temporary mooring-cleats		26 35	26 35	
Sewer	11 84		11 84	
Watching	1,469 91		1,469 91	4,926 16
Per at East Twenty-eighth Street, E. R.				
(Resolution, August 16, 1889.)				
Dredging under Contract No. 321—				
Specifications, Secretary's Order No. 9768		\$3 00	\$3 00	
Construction under Contract No. 312—				
Inspection		43 00	43 00	46 00
Water-front, between East Seventieth and East Seventy-sixth Streets, E. R.				
Examination of river bottom	\$8 10		\$8 10	8 10
Proposed Section between East Seventy-sixth and East Seventy-eighth Streets, E. R.				
General Charges.				
Examination of river bottom	\$18 29		\$18 29	18 29
East Ninety-fourth Street Section.				
(Resolutions, April 25, 1889, and June 18, 1891.)				
Bulkhead-wall, Proper.				
Dredging	\$269 50	\$4,195 20	\$4,464 70	
Stone-filling	262 63	1,743 30	2,005 93	
Piling and woodwork	2,266 56	1,307 09	3,573 65	
Masonry	12,106 12	11,349 62	23,455 74	33,500 02
General Charges.				
Removing old work	\$765 09	\$56 07	\$821 16	
Reclaimed land rear of bulkhead-wall	799 43	8 00	807 43	
Watching	1,130 39		1,130 39	2,758 98
Pier at East Ninety-fifth Street, E. R.				
(Resolution, October 31, 1889.)				
Construction under Contract No. 333—				
Specifications		\$2 50	\$2 50	
Inspection		26 00	26 00	28 50
East Ninety-sixth Street Section.				
(Resolution, October 31, 1889.)				
Bulkhead-wall, Proper.				
Dredging	\$199 80	\$3,051 80	\$3,251 60	
Stone-filling	94 74	427 20	521 94	
Piling and woodwork	2,454 14	333 67	2,787 81	
Masonry	4 06	48	4 54	6,565 89

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
General Charges.				
Examination of river bottom	\$107 58	\$2 81	\$110 39	
Temporary tool-house, etc	145 85	65 95	211 80	
Temporary timber-basin	39 08		39 08	
Water connection	26 27	23	26 50	
Watching	126 75		126 75	\$514 52
East One Hundred and Second Street Section.				
(Resolutions, July 17, 1890, and May 21, 1891.)				
Bulkhead-wall, Proper.				
Dredging	\$597 86	\$20,808 55	\$21,406 41	
Stone-filling	2,044 05	1,827 20	3,871 25	
Piling and woodwork	10,040 18	14,048 26	24,088 44	
Masonry	20,143 04	27,038 74	47,181 78	96,547 88
General Charges.				
Examination of river bottom	\$92 65		\$92 65	
Removing old work	666 52	\$23 36	689 88	
Reclaimed land rear of the bulkhead-wall	1,442 07		1,442 07	
Sewer	81 04	14 40	95 44	
Temporary timber-basin	38 82		38 82	
Temporary mooring-piles	91 93		91 93	
Temporary tool-house	14 04	29 58	43 62	
Replacing curb	35 16		35 16	
Removing old crib and replacing same after dredging	599 41	548 36	1,147 77	
Replacing fences disturbed by dredging	177 48	102 02	279 50	
Protecting the Dog Pound foot East One Hundred and Second Street	13 50	11 52	25 02	
Dredging between East One Hundred and Fourth and East One Hundred and Fifth streets	16 25		16 25	
Watching	998 37		998 37	4,996 48
East One Hundred and Tenth Street Section.				
(Resolutions, April 25, 1889, and June 18, 1891.)				
Bulkhead-wall, Proper.				
Dredging	\$99 08	\$652 05	\$751 13	
Stone-filling	293 81	5,378 26	5,672 07	
Piling and woodwork	3,497 03	3,544 77	7,041 80	
Masonry	10,199 88	17,826 24	28,026 12	41,491 12
General Charges.				
Reclaimed land rear of the bulkhead-wall	\$3,836 59	\$34 58	\$3,871 17	
Dredging in slip east of bulkhead-wall		3,074 85	3,074 85	
Watching	973 75		973 75	7,919 77
Pier and Dump at East One Hundred and Tenth Street.				
(Resolution, October 31, 1889.)				
Construction under Contract No. 339—				
Specifications		\$6 00	\$6 00	
Inspection		25 25	25 25	
Payments (less \$996.83 for completion of work)		13,465 79	13,465 79	
Completion of the work, Secretary's Order No. 10849	\$914 24	82 59	996 83	14,493 87
Proposed Section, East One Hundred and Twentieth to East One Hundred and Twenty-fourth Street.				
General Charges.				
Examination of river bottom	\$508 67	\$47 61	\$556 28	556 28
East One Hundred and Twenty-fifth Street Section.				
(Resolution, March 28, 1889.)				
Bulkhead-wall, Proper.				
Stone-filling	\$20 92		\$20 92	
Masonry	1,583 05	\$2,371 17	3,954 22	3,975 14
General Charges.				
Removing old work	\$37 65		\$37 65	
Reclaimed land rear of the bulkhead-wall	1,255 91	\$2 03	1,257 94	
Sewer	8 44		8 44	
Removing rock bottom and dredging east of bulkhead-wall	6,300 33	953 39	7,253 72	
Watching	1,084 25	10 40	1,094 65	9,652 40
Water-front at Dyckman street.				
Examination of river bottom, etc., Secretary's Order No. 11230	\$1,006 49	\$4 47	\$1,010 96	1,010 96
Total				\$1,135,897 25

ON CONSTRUCTION ACCOUNT—NEW PLAN—TEMPORARY WORK.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Extending Piers to Pierhead-line of 1890.				
Pier at West Eleventh Street, N. R.				
Under Contract No. 411—				
Specifications, Secretary's Order No. 11608	\$37 00	\$125 00	\$162 00	
Inspection	461 33		461 33	
Payments		3,342 84	3,342 84	\$3,966 17

On Construction Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
<i>Pier at Jane Street, N. R.</i>				
Under Contract No. 401—				
Specifications, Secretary's Order No. 11127.....	\$39 24	\$173 85	\$213 09	
Inspection.....	373 20	24 00	397 20	
Payments.....		6,494 00	6,494 00	\$7,104 29
<i>Pier at Bethune Street, N. R.</i>				
Under Contract No. 419—				
Specifications, Secretary's Order No. 11469.....	\$98 40		\$98 40	98 40
<i>Pier, old 57, N. R.</i>				
Under Contract No. 395—				
Specifications, Secretary's Order No. 10480.....	\$28 12	\$80 50	\$108 62	
Inspection.....	253 92		253 92	
Payments (less \$50 for one day's delay in completing work).....		5,450 00	5,450 00	5,812 54
<i>Pier, old 58, N. R.</i>				
Under Contract No. 395—				
Specifications, Secretary's Order No. 10480.....	\$28 12	\$80 50	\$108 62	
Inspection.....	273 45		273 45	
Payments.....		5,550 00	5,550 00	5,932 07
<i>Pier 22, E. R.</i>				
Construction under Contract No. 413—				
Specifications, Secretary's Order No. 11599.....	\$194 22	\$251 50	\$445 72	
Inspection.....	176 91		176 91	622 63
<i>Pier at East Thirty-third Street, E. R.</i>				
Construction under Contract No. 420—				
Specifications, Secretary's Order No. 11618.....	\$122 08	\$25 23	\$147 31	147 31
Totals.....				\$23,683 41

ON CONSTRUCTION ACCOUNT—NOT NEW PLAN.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Reclaimed Land from West Seventy-seventh to West Eightieth Streets, N. R.	\$676 20		\$676 20	\$676 20
Reclaimed Land from West Eighty-first to West Eighty-third Streets, N. R.	\$3,988 77	\$32 80	\$4,021 57	4,021 75
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.....		\$130 60	\$130 60	
Dredging—Inspection.....	\$204 97			
“ Payments.....		9,678 69	9,883 66	
Crib—Inspection.....	780 98			
“ Payments.....		24,500 00	25,280 98	35,295 24
Crib-bulkhead from a point about 100 feet north of West Ninety-seventh Street to a point about 29 feet 6 inches north of West Ninety-ninth Street, N. R.				
Construction under Contract No. 399—				
Specifications.....		\$121 90	\$121 90	
Dredging—Inspection.....	\$194 45			
“ Payments.....		11,574 09	11,768 54	
Crib—Inspection.....	1,386 97	36 00		
“ Payments.....		16,200 00	17,622 97	29,513 41
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.....		\$2 20	\$2 20	
Dredging—Payments.....		1,272 28	1,272 28	
Crib—Payments (less \$300 for 6 days' delay in completing work).....		2,073 71	2,073 71	3,348 19
Pier at West One Hundred and Thirty-third Street, N. R.				
Construction under Contract No. 348—				
Specifications, Secretary's Order No. 9576.....		\$2 20	\$2 20	
Dredging—Payments.....		26 75	26 75	
Woodwork—Payments.....		14,222 18	14,222 18	14,251 13
Pier at West One Hundred and Thirty-fourth Street, N. R.				
Construction under Contract No. 349—				
Specifications, Secretary's Order No. 10268.....		\$5 40	\$5 40	5 40

On Construction Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Water-front at West One Hundred and Sixty-fifth Street, N. R.				
Examination of river bottom, Secretary's Order No. 11695.....	\$34 59		\$34 59	\$34 59
<i>Pier 43, E. R.</i>				
Construction under Contract No. 365—				
Specifications.....		\$8 30	\$8 30	
Inspection.....	\$147 99		147 99	
Payments.....		9,030 10	9,030 10	9,186 39
<i>Pier 57, E. R.</i>				
Construction under Contract No. —				
Specifications, Secretary's Order No. 10810.....	\$27 55		\$27 55	27 55
<i>Pier at East Thirty-fifth Street, E. R.</i>				
Construction under Contract No. 382—				
Specifications, Secretary's Order No. 10630.....		\$61 12	\$61 12	
Inspection.....	\$277 71	20 00	297 71	
Payments.....		3,992 00	3,992 00	4,350 83
Crib-bulkhead, East One Hundred and Thirty-eighth to East One Hundred and Fortieth Street, H. R.				
Reclaimed land rear of the bulkhead—				
Under Contract No. 368—Specifications.....		\$74 15		
“ Inspection.....	\$734 62			
“ Payments.....		6,357 02		
Under Secretary's Order No. 10381.....	203 43			
“ “ 11099.....	270 00	7 70		
“ “ 11226.....	1,793 55	57		
Under Engineer's Order.....	34 32			
Paved and plank approaches—				
Under Contract No. 393—Specifications.....		\$140 30		
“ Inspection.....	\$194 62	28		
“ Payments.....		8,550 00		
Under Treasurer's Order No. 15577.....	11 22	462 00		
			9,358 42	18,833 78
For Department of Public Charities and Correction.				
Crib-bulkhead at Charity Hospital, Blackwell's Island.				
Construction under Contract No. 353—				
Specifications.....		\$9 35	\$9 35	
Dredging—Inspection.....	\$11 15			
“ Payments.....		102 06	113 21	
Crib—Inspection.....	235 05			
“ Payments (less \$350 for 7 days' delay in completing work).....		11,587 40	11,822 45	11,945 01
Total.....				\$131,489 29

ON REPAIRS ACCOUNT.

On Repairs Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
<i>Platform at Battery Wall.</i>				
Repairs under Secretary's Order No. 11757.....	\$164 72	\$9 37	\$174 09	\$174 09
<i>Boat Landing, east of Pier "A."</i>				
Repairs under Secretary's Order No. 10851.....	\$40 61	\$26 98	\$67 59	
“ “ 11826.....	4 54		4 54	72 13
<i>Pier "A."</i>				
Repairs to berth of the "Patrol," under Secretary's Order No. 11287.....	\$29 96	\$2 85	\$32 81	
Repairs under Secretary's Order No. 11104.....	5 10		5 10	
“ “ 11759.....	14 84		14 84	
Watching at outer end.....	2,338 61	2 02	2,340 63	
<i>Building on the Pier.</i> (Dock Department Quarters.)				
Repairs and painting under Secretary's Order No. 11070.....	430 65	287 82	718 47	
Painting under Treasurer's Order No. 15482.....		140 00	140 00	
Painting under Secretary's Order No. 11171.....	10 53	955 00	965 53	
“ “ 11352.....	155 22	941 00	1,096 22	
“ “ 11576.....		165 00	165 00	
“ “ 11616.....		150 00	150 00	
“ “ 11659.....	15 60		15 60	
Repairs to heating apparatus.....	169 39	30 56	199 95	
Sundry repairs during the year.....	1,120 35	397 90	1,518 25	
Repairs to roof (See Voucher No. 12238).....		113 50	113 50	
<i>(Police Department Quarters.)</i>				
Painting under Secretary's Order No. 11355.....		30 00	30 00	7,505 90

On Repairs Account.

On Repairs Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Bulkhead-wall between Pier "A" and Pier, new 1, N. R.				
Repairs to floating fenders under Secretary's Order No. 10936.....	\$90 10	\$51 13	\$141 23	
Repairs to floating fenders under Engineer's Order.....	1 80		1 80	
Examination of wall.....	4 80		4 80	\$147 83
Pier, new 14, N. R.				
Repairs under Secretary's Order No. 11698.....	\$62 35	\$13 53	\$75 88	75 88
Pier, old 33, N. R.				
Repairs under Secretary's Order No. 11377.....	\$48 07	\$34 70	\$82 77	82 77
Pier, old 34, N. R.				
Repairs under Engineer's Order.....	\$8 45		\$8 45	8 45
Pier, old 42, N. R.				
Repairs under Secretary's Order No. 10683.....	\$132 17	\$148 27	\$280 44	
" " 11035.....	28 35	86 20	114 55	
" " 11378.....	20 72	23 00	43 72	
" " 11482.....	198 77	292 10	490 87	
" Engineer's Order.....	45 43	26 39	71 82	1,001 40
Pier, new 34, N. R.				
Repairs to extension (during its construction).....	\$99 74	\$48 00	\$147 74	147 74
Bulkhead-wall between Piers, new 35 and new 36, N. R.				
Repairs under Secretary's Order No. 11680.....	\$42 00	\$7 78	\$49 78	49 78
Pier, new 42, N. R.				
Repairs to extension (during its construction).....	\$49 70	\$9 94	\$59 64	59 64
Bulkhead-wall between Piers, new 42 and new 43, N. R.				
Repairs under Secretary's Order No. 10887.....	\$63 10	\$31 27	\$94 37	94 37
Pier, new 43, N. R.				
Repairs to water supply pipe.....		\$11 14	\$11 14	
Repairs under Contract No. 292—				
Specifications, Secretary's Order No. 8418.....		6 60	6 60	17 74
Pier, new 44, N. R.				
Repairs to extension (during its construction)—				
Under Secretary's Order No. 11520.....	\$50 45		\$50 45	
Under Engineer's Order.....	228 53	\$53 86	282 39	332 84
Bulkhead between West Tenth and Charles Streets, N. R.				
Repairs under Contract No. 416—				
Specifications.....	\$42 59	\$24 00	\$66 59	66 59
Pier, new 46, N. R.				
Repairs under Contract No. 359—				
Specifications.....		\$3 38	\$3 38	
Payments.....		13,758 20	13,758 20	13,761 58
Pier, new 47, N. R.				
Repairs under Secretary's Order No. 10940.....	\$6 50	\$2 84	\$9 34	9 34
Approach to Piers, new 46 and new 47, N. R.				
Repairs under Secretary's Order No. 11080.....	\$216 79	\$638 85	\$855 64	
" " 11162.....	69 00	8 21	77 21	
" " 11366.....	18 66	12 47	31 13	
" " 11641.....	36 55	43 76	80 31	1,044 29
Pier, old 54, N. R.				
Repairs under Secretary's Order No. 11081.....	\$73 06	\$115 88	\$188 94	
" " 11357.....	181 77	253 39	435 16	624 10
Pier at West Eleventh Street, N. R.				
Repairs under Secretary's Order No. 10831.....		\$15 21	\$15 21	
" " 10945.....	\$31 21		31 21	46 42
Pier at Jane Street, N. R.				
Repairs under Secretary's Order No. 10948.....	\$46 70	\$26 76	\$73 46	73 46
Bulkhead between Piers, old 56 and old 57, N. R.				
Repairs under Contract No. 334—				
Specifications, Secretary's Order No. 9649.....		\$2 80	\$2 80	2 80
Bulkhead under Pier, old 58, N. R.				
Repairs under Contract No. 395—				
Specifications.....		\$80 50	\$80 50	
Inspection.....	\$128 23		128 23	
Payments.....		850 00	850 00	1,058 73

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Bulkhead between Piers, old 58 and old 59, N. R.				
Repairs under Contract No. 334—				
Specifications, Secretary's Order No. 9649.....		\$2 80	\$2 80	\$2 80
Pier at West Thirteenth Street, N. R.				
Repairs under Secretary's Order No. 11002.....	\$10 20	\$6 90	\$17 10	
" " 11372.....	111 19	177 73	288 92	
" " 11719.....	475 87	44 99	520 86	826 88
Pier at West Fifteenth Street, N. R.				
Repairs under Secretary's Order No. 10950.....	\$113 77	\$44 27	\$158 04	
" " 11740.....	120 25	18 40	138 65	296 69
Pier at West Nineteenth Street, N. R.				
Repairs under Secretary's Order No. 11119.....	\$53 50	\$82 87	\$136 37	
" " 11184.....	20 90		20 90	
" " 11346.....	13 12		13 12	
" " 11371.....	22 49	86 46	108 95	
" " 11578.....	22 00	3 60	25 60	304 94
Bulkhead under Pier at West Twentieth Street, N. R.				
Repairs under Contract No. 403—				
Specifications.....		83 17	\$83 17	
Inspection.....	\$15 50		15 50	
Payments.....		223 70	223 70	322 37
Pier at West Twenty-first Street, N. R.				
Repairs under Secretary's Order No. 11078.....	\$48 61	115 72	164 33	
" " 11159.....	37 36	43 65	81 01	
Repairs to approach, under Contract No. 391—				
Specifications.....		\$85 52	85 52	
Inspection.....	67 34		67 34	
Payments.....		3,960 18	3,960 18	4,358 38
Bulkhead under Pier at West Twenty-first Street, N. R.				
Repairs under Contract No. 391—				
Specifications.....		\$85 51	\$85 51	
Inspection.....	\$29 39		29 39	
Payments.....		1,200 00	1,200 00	1,314 90
Bulkhead Platform at West Twenty-fourth Street, N. R.				
Repairs under Secretary's Order No. 11018.....	\$55 18	\$0 79	\$55 97	55 97
Pier, new 56, N. R.				
Repairs under Secretary's Order No. 10539.....	\$37 00	\$52 03	\$89 03	89 03
Pier, new 57, N. R.				
Repairs under Contract No. 341—				
Specifications.....		\$8 55	\$8 55	8 55
Pier, new 58, N. R.				
Repairs under Secretary's Order No. 11108.....	\$4 95		\$4 95	4 95
Pier, new 59, N. R.				
Repairs under Secretary's Order No. 10816.....	\$266 81	\$628 28	\$895 09	
" " 11571.....	228 78	325 46	554 24	1,449 33
Pier, new 60, N. R.				
Repairs under Secretary's Order No. 10817.....	\$336 37	\$466 10	\$802 47	802 47
Pier at West Thirty-fourth Street, N. R.				
Repairs under Secretary's Order No. 10848.....	\$112 77	\$178 66	\$291 43	
" " 11165.....	213 31	356 40	569 71	
" " 11573.....	415 64	306 93	722 57	
Placing fenders around lamp-posts, Secretary's Order No. 11310.....	38 98	12 50	51 48	1,635 39
Pier at West Forty-fourth Street, N. R.				
Repairs under Secretary's Order No. 10968.....	\$298 02	\$663 22	\$961 24	961 24
Pier at West Forty-fifth Street, N. R.				
Repairs under Secretary's Order No. 10994.....	\$15 70	\$24 59	\$40 29	40 29
Pier at West Forty-seventh Street, N. R.				
Repairs under Secretary's Order No. 10980.....	\$23 56	\$13 80	\$37 36	
" " 11248.....	167 70	368 60	536 30	
" " 11855.....	104 65	7 11	111 76	685 42
Pier at West Forty-eighth Street, N. R.				
Repairs under Secretary's Order No. 11591.....	\$33 60	\$9 21	\$42 81	
Repairs under Engineer's Order.....	12 25		12 25	55 06
Pier at West Forty-ninth Street, N. R.				
Repairs under Secretary's Order No. 11331.....	\$32 95	\$129 13	\$162 08	162 08

On Repairs Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Pier at West Fifty-first Street, N. R.				
Repairs under Secretary's Order No. 11489.....	\$108 60	\$15 04	\$123 64	\$123 64
Pier at West Fifty-fifth Street, N. R.				
Repairs under Secretary's Order No. 11319.....	\$14 41		\$14 41	
Repairs under Contract No. 325—				
Specifications.....		\$8 80	8 80	23 21
Crib-bulkhead between West Seventy-sixth and West Seventy-seventh Streets, N. R.				
Repairs under Secretary's Order No. 11744.....	\$4 60		\$4 60	4 60
Pier at West Seventy-ninth Street, N. R.				
Repairs under Secretary's Order No. 11263.....	\$36 00	\$44 20	\$80 20	
" " 11479.....	202 86	291 64	494 50	
" " 11619.....	7 20		7 20	581 90
Crib-bulkhead between West Seventy-ninth and West Eightieth Streets, N. R.				
Repairs under Secretary's Order No. 10814.....	\$20 80		\$20 80	20 80
Crib-bulkhead foot of West Ninety-sixth Street, N. R.				
Repairs under Secretary's Order No. 11647.....	\$100 95	\$45 15	\$146 10	146 10
Pier at West One Hundred and Twenty-ninth Street, N. R.				
Repairs under Secretary's Order No. 11315.....	\$243 71	\$656 75	\$900 46	900 46
Bulkhead Platform at West One Hundred and Thirtieth Street, N. R.				
Repairs under Secretary's Order No. 10952.....	\$27 75	\$14 08	\$41 83	41 83
Pier at West One Hundred and Thirty-first Street, N. R.				
Repairs under Secretary's Order No. 10953.....	\$66 55	\$71 25	\$137 80	
" " 11546.....	80 50	20 16	100 66	238 46
Pier at West One Hundred and Thirty-second Street, N. R.				
Repairs under Secretary's Order No. 11609.....	\$19 00	\$4 41	\$23 41	23 41
Crib-bulkhead between West One Hundred and Thirty-second and West One Hundred and Thirty-third Streets, N. R.				
Repairs under Secretary's Order No. 10977.....	\$192 58	\$236 61	\$429 19	
" " 11421.....	42 07	50	42 57	471 76
Pier at West One Hundred and Thirty-fourth Street, N. R.				
Repairs under Secretary's Order No. 11538.....	\$5 80		\$5 80	5 80
Pier at West One Hundred and Fifty-second Street, N. R.				
Repairs under Secretary's Order No. 11054.....	\$27 75	\$21 00	\$48 75	
" " 11539.....	195 42	382 51	577 93	
" " 11665.....	199 65	104 63	304 28	930 96
Pier at West One Hundred and Fifty-fifth Street, N. R.				
Repairs under Secretary's Order No. 11033.....	\$122 22	\$279 33	\$401 55	401 55
Pavement on Reclaimed Land, West Street, N. R.				
Between Pier "A" and Pier, new 1, N. R.				
Repairs under Secretary's Order No. 11704.....	\$3 14	\$0 32	\$3 46	
Between Warren and Jay Streets.				
Repairs under Secretary's Order No. 11795.....	\$528 34			
" " 11796.....	186 47			
" " 11797.....	45 68			
Levels on pavement.....	43 07			
Cleaning silt basins under Secretary's Order No. 9780...	83 36	\$8 42		895 34
Between Canal and West Tenth Streets.				
Repairs under Secretary's Order No. 10143.....		\$3 50		
" " 10146.....		3 50		
" " 10627.....		3 50		
" " 10992.....	\$26 95	2 24		
" " 11031.....	182 31	21 23		
" " 11032.....	313 89	43 30		
" " 11045.....	16 70	2 74		
" " 11046.....	114 75	35 18		
" " 11047.....	190 96	29 12		
" " 11048.....	208 43	43 03		
" " 11166.....	523 78	169 96		
" " 11167.....	229 43	60 45		
" " 11168.....	500 38	119 14		
" " 11364.....	168 42	92 12		
" " 11412.....	769 66	218 89		
" " 11561.....	325 62	127 60		
" " 11580.....	299 14	93 99		

On Repairs Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Repairs under Secretary's Order No. 11607.....	\$86 39	\$89 90		
" " 11670.....	9 34	1 60		
" " 11676.....	69 60	17 24		
" " 11696.....	112 73	17 44		
" Engineer's Order.....	64 52			
Levels on pavement, Engineer's Order.....	339 08			
Cleaning silt basins, resolution, June 2, 1886.....	1,327 58	29 56	\$7,104 89	\$8,003 69
Bulkhead between Piers, old 6 and new 6, E. R.				
Repairs under Secretary's Order No. 11180.....	\$71 95	\$3 75	\$75 70	75 70
Bulkhead between Piers, new 6 and old 8, E. R.				
Repairs under Secretary's Order No. 11265.....	\$26 66		\$26 66	26 66
Pier 12, E. R. (west half).				
Repairs after fire of June 26, 1891, under Secretary's Order No. 11086.....	\$25 60	\$23 33	\$48 93	48 93
Pier 19, E. R. (west half).				
Repairs under Secretary's Order No. 11595.....	\$58 25	\$74 77	\$133 02	
" " 11653.....	207 92	301 79	509 71	642 73
Platform between Piers 20 and 21, E. R.				
Repairs under Secretary's Order No. 11317.....	\$158 89	\$325 43	\$484 32	484 32
Bulkhead under Pier 22, E. R.				
Repairs under Contract No. 413—				
Inspection.....	\$61 13		\$61 13	61 13
Pier, new 29, E. R.				
Repairs under Secretary's Order No. 10769.....		\$0 80	\$0 80	
" " 11001.....	\$47 81	40 91	88 72	
" " 11236.....	29 05	47 64	76 69	
" " 11280.....	32 00	47 99	79 99	
" " 11596.....	116 41	136 50	252 91	499 11
Bulkhead between Piers, new 29 and old 38, E. R.				
Repairs under Secretary's Order No. 11597.....	\$5 90		\$5 90	5 90
Pier 40, E. R., etc.				
Repairs, including interest, damages and costs, in accordance with judgments of Supreme Court (see Voucher No. 12328).....		\$16,678 43	\$16,678 43	
Examination of pier under Secretary's Order No. 11743.....	\$4 50		4 50	16,682 93
Bulkhead between Piers, old 40 and new 32, E. R.				
Repairs under Secretary's Order No. 11582.....	\$10 50		\$10 50	10 50
Pier, new 32, E. R.				
Repairs under Secretary's Order No. 11105.....	\$26 51	\$49 54	\$76 05	
" " 11136.....	48 35	54 00	102 35	
" " 11598.....	82 36	133 21	215 57	
" " 11687.....	7 65	1 12	8 77	402 74
Bulkhead between Piers, new 32 and old 42, E. R.				
Repairs under Secretary's Order No. 11017.....	\$16 21		\$16 21	16 21
Pier 43, E. R.				
Repairs under Secretary's Order No. 11120.....	\$11 97	\$1 05	\$13 02	13 02
Bulkhead under Pier 43, E. R.				
Repairs under Contract No. 365—				
Specifications.....		\$8 30	\$8 30	
Inspection.....	\$33 64		33 64	
Payments.....		390 00	390 00	431 94
Bulkhead between Piers 43 and 44, E. R.				
Repairs under Secretary's Order No. 11583.....	\$10 50		\$10 50	10 50
Pier 44, E. R.				
Repairs under Secretary's Order No. 10790.....		\$25 05	\$25 05	
" " 10990.....	\$14 41	15 42	29 83	
" " 11313.....	586 97	351 05	938 02	992 90
Bulkhead between Piers 47 and 48, E. R.				
Fencing off under Secretary's Order No. 10558.....	\$17 30	\$21 00	\$38 30	
" " 10983.....	6 50		6 50	
Repairs under Contract No. 394—				
Specifications, Secretary's Order No. 11057.....	166 55	162 99	329 54	
Inspection.....	166 56		166 56	
Payments.....		989 00	989 00	1,529 90
Pier 48, E. R.				
Repairs under Secretary's Order No. 10809.....		\$1 08	\$1 08	
" " 10907.....	\$7 20		7 20	
" " 11056.....	15 75		15 75	
" " 11264.....	95 55	164 92	260 47	
" " 11480.....	101 51		101 51	
" " 11536.....	68 31	49 21	117 52	
" " 11722.....	15 50	22 16	37 66	541 29

On Repairs Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Bulkhead between Piers 48 and 49, E. R.				
Repairs under Contract No. 377—				
Specifications.....		\$101 80	\$101 80	
Inspection.....	\$249 12	21 25	270 37	
Payments.....		2,869 00	2,869 00	
Material furnished by the Department.....	13 20	27 50	40 70	\$3,281 87
Pier 56, E. R. (north half).				
Repairs under Secretary's Order No. 11818.....	\$5 18		\$5 18	5 18
Bulkhead between Piers 56 and 57, E. R.				
Repairs under Secretary's Order No. 11622.....	\$10 50		\$10 50	10 50
Pier 57, E. R. (south half).				
Repairs under Secretary's Order No. 11034.....	\$16 20		\$16 20	16 20
Pier 58, E. R. (north half).				
Repairs under Secretary's Order No. 11285.....	\$177 53	\$353 51	\$531 09	531 09
Bulkhead between Piers 58 and 59, E. R.				
Repairs under Secretary's Order No. 11623.....	\$375 90	\$57 37	\$433 27	433 27
Pier 60, E. R.				
Repairs under Secretary's Order No. 11262.....	\$34 25	\$46 82	\$81 07	81 07
Bulkhead between Piers 60 and 61, E. R.				
Repairs under Secretary's Order No. 11144.....	\$53 65	\$71 07	\$124 72	124 72
Pier 61, E. R.				
Repairs under Secretary's Order No. 11820.....	\$51 32	\$5 70	\$57 02	57 02
Bulkhead between Piers 61 and 62, E. R.				
Repairs under Secretary's Order No. 11144.....	\$20 80	\$24 99	\$45 79	45 79
Pier 62, E. R.				
Fencing off, under Secretary's Order No. 10505.....	\$19 21	\$17 78	\$36 99	36 99
Pier at East Third Street, E. R.				
Repairs under Secretary's Order No. 10955.....	\$307 94	\$296 01	\$603 95	
" " 11121.....	84 00	141 09	225 09	
" " 11260.....	102 20	214 57	316 77	
" " 11486.....	43 18	66 58	109 76	1,255 57
Bulkhead under Pier at East Third Street, E. R.				
Repairs under Contract No. 415—				
Specifications.....		\$11 00	\$11 00	11 00
Pier at East Fifth Street, E. R.				
Repairs under Secretary's Order No. 10954.....	\$121 93	\$40 55	\$162 48	
" " 11639.....	88 50	137 25	225 75	388 23
Bulkhead foot East Fourteenth Street, E. R.				
Repairs under Secretary's Order No. 11602.....	\$59 30	\$5 50	\$64 80	64 80
Bulkhead foot East Sixteenth Street, E. R.				
Repairs under Secretary's Order No. 10827.....	\$113 83	\$36 20	\$150 03	170 03
Bulkhead at Department Yard, East Seventeenth Street, E. R.				
Repairs under Secretary's Order No. 10787.....	\$9 00	\$14 59	\$23 59	23 59
Pier at East Eighteenth Street, E. R.				
Repairs under Secretary's Order No. 11314.....	\$9 90	\$6 97	\$16 87	
" " 11634.....	3 60	1 89	5 49	22 36
Pier at East Twenty-eighth Street, E. R.				
Repairs under Secretary's Order No. 11312.....	\$37 91	\$0 87	\$38 78	38 78
Pier at East Thirty-third Street, E. R.				
Fencing off under Secretary's Order No. 11821.....	\$13 19	\$0 58	\$13 77	13 77
Bulkhead under Pier at East Thirty-fifth Street, E. R.				
Repairs under Contract No. 382—				
Specifications.....		\$61 13	\$61 13	
Inspection.....	\$136 36		136 36	
Payments.....		1,325 00	1,325 00	
Material furnished by the Department.....	11 10	12 50	23 60	1,546 09
Pier at East Thirty-eighth Street, E. R.				
Repairs under Secretary's Order No. 11476.....	\$82 36	\$78 73	\$161 09	161 09
Pier at East Forty-sixth Street, E. R.				
Repairs under Secretary's Order No. 11570.....	\$48 75	\$135 38	\$184 13	184 13
Bulkhead foot East Forty-eighth Street, E. R.				
Repairs under Secretary's Order No. 10192.....		\$8 75	\$8 75	8 75

On Repairs Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Bulkhead foot East Forty-ninth Street, E. R.				
Repairs under Contract No. 385—				
Specifications.....	\$53 75	\$265 30	\$319 05	
Inspection.....	385 01	8 00	393 01	
Payments.....		2,375 00	2,375 00	
Material furnished by the Department.....	43 70	22 28	65 98	\$3,153 04
Bulkhead foot East Fifty-third Street, E. R.				
Repairs under Secretary's Order No. 11079.....	\$64 52	\$69 34	\$133 86	
" " 11423.....	89 51	23 30	112 81	246 67
Bulkhead foot East Fifty-fourth Street, E. R.				
Repairs under Secretary's Order No. 11423.....	\$99 30	\$88 43	\$187 73	187 73
Bulkhead and Platform between south side of East Sixtieth and south side of East Sixty-second Streets, E. R.				
Repairs under Contract No. 378—				
Specifications.....		\$140 10	\$140 10	
Inspection.....	\$674 49		674 49	
Payments.....		12,731 00	12,731 00	13,545 59
Pier at East Sixty-second Street, E. R.				
Repairs under Secretary's Order No. 11376.....	\$28 06	\$22 72	\$50 78	
" " 11543.....	279 21	253 70	532 91	
Specifications for repairing.....	11 29		11 29	594 98
Bulkhead at East Seventy-fifth Street, E. R.				
Repairs under Secretary's Order No. 11605.....	\$27 42	\$9 80	\$37 22	37 22
Bulkhead at East Seventy-sixth Street, E. R.				
Repairs under Secretary's Order No. 11107.....	\$4 20		\$4 20	
" " 11434.....	533 30	205 35	738 65	742 85
Bulkhead foot East Seventy-eighth Street, E. R.				
Repairs under Contract No. 379—				
Specifications.....		\$48 16	\$48 16	
Inspection.....	\$225 24		225 24	
Payments (less \$33.33 for delay in completing work).....		898 67	898 67	1,172 07
Bulkhead between East Seventy-eighth and East Seventy-ninth Streets, E. R.				
Repairs under Contract No. 379—				
Specifications.....		\$48 16	\$48 16	
Inspection.....	\$106 27		106 27	
Payments (less \$33.33 for delay in completing work).....		4,947 67	4,947 67	5,102 10
Pier at East Seventy-ninth Street, E. R.				
Repairs under Contract No. 379—				
Specifications.....		\$48 18		
Inspection.....	\$106 55			
Payments (less \$33.34 for delay in completing work).....		1,633 66	\$1,788 39	
Repairs to sewer under Secretary's Order No. 11361.....	\$19 82	\$31 34	51 16	1,839 55
Lower Pier at East Eighty-sixth Street, E. R.				
Repairs under Secretary's Order No. 11728.....	\$121 12	\$77 49	\$198 61	198 61
Upper Pier at East Eighty-sixth Street, E. R.				
Repairs under Secretary's Order No. 11728.....	\$54 85	\$90 26	\$145 11	145 11
Pier at East One Hundred and Tenth Street, H. R.				
Repairs under Secretary's Order No. 11586.....	\$57 99	\$21 65	\$79 64	79 64
Bulkhead at East One Hundred and Twelfth Street, H. R.				
Repairs under Secretary's Order No. 11462.....	\$388 96	\$150 54	\$539 50	539 50
Platform at East One Hundred and Twenty-ninth Street, H. R.				
Repairs under Secretary's Order No. 11019.....	\$95 41	\$148 06	\$243 47	243 47
Bulkhead foot East One Hundred and Thirty-eighth Street, H. R.				
Repairs to easterly side, under Secretary's Order No. 11801.....	\$133 27	\$4 02	\$137 29	
Repairs at foot of street, under Secretary's Order No. 11640.....	13 80	60	14 40	151 69
Pier foot East One Hundred Thirty-ninth Street, H. R.				
Repairs to northerly side, under Secretary's Order No. 11493.....	\$30 00		\$30 00	
Repairs to easterly side, under Secretary's Order No. 11640.....	13 10	\$0 60	13 70	43 70
Pier foot East One Hundred and Fortieth Street, H. R.				
Repairs to easterly side, under Secretary's Order No. 10391.....	\$4 20		\$4 20	
Repairs to southerly side, under Secretary's Order No. 11403.....	37 48		37 48	41 68
Bulkhead foot Lincoln Avenue, H. R.				
Repairs under Secretary's Order No. 10902.....	\$72 61	\$29 02	\$101 63	101 63

On Repairs Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Water-front Cleaned.				
On the North river	\$1,392 37	\$78 19	\$1,470 56	
On the East river	1,150 64	6 22	1,156 86	
Dredging.				
For Hall's Bath at Battery, under Secretary's Order No. 10745		\$221 00	\$221 00	
Bulkhead between Piers, new 1 and old 1, North river, under Secretary's Order No. 10913	\$6 50	53 80	60 30	
Bulkhead between Piers, old 42 and new 34, North river, under Secretary's Order No. 11545	30 93	286 00	316 93	
Pier, new 34, North river, under Contract No. 351		2 75	2 75	
Bulkhead between Piers, new 37 and new 38, North river, under Secretary's Order No. 11587	18 26	475 60	493 86	
Bulkhead between Piers, new 38 and new 39, North river, under Secretary's Order No. 11587	21 39	573 20	594 59	
Bulkhead between Piers, new 41 and new 42, North river, under Secretary's Order No. 11587	24 38	406 40	430 78	
Bulkhead between Piers, new 42 and new 43, North river, under Secretary's Order No. 11587	17 12	255 60	302 72	
Pier, new 44, North river, under Contract No. 371	55 96	1,327 47	1,383 43	
Pier, new 45, North river, under Contract No. 371	29 83	1,531 48	1,561 31	
Bulkhead between Piers, new 45 and 46, North river, under Secretary's Order No. 11644	29 46	217 00	246 46	
Pier, old 54, North river, under Contract No. 390	49 82	621 35	671 17	
Bulkhead, between Piers, old 58 and old 59, North river, under Contract No. 417	12 33		12 33	
Pier, old 59, North river, under Contract No. 417	7 94		7 94	
Pier at West Thirteenth street, North river, under Contract No. 417	14 55		14 45	
Pier at West Fifteenth street, North river, under Contract No. 417	16 86		16 86	
Pier at West Seventeenth street, North river, under Contract No. 484	104 10	2,364 80	2,468 90	
Pier at West Eighteenth street, North river, under Contract No. 409	107 21	2,742 56	2,849 77	
Pier at West Nineteenth street, North river, under Contract No. 417	15 63		15 63	
Pier, new 57, North river, under Contract No. 346		2 13	2 13	
" " 400	108 70	5,099 95	5,208 65	
" " 404	83 66	2,461 82	2,545 48	
Pier, new 59, North river, under Contract No. 326		4 80	4 80	
" " 346		2 13	2 13	
From front of property and elevator of S. V. Tripp & Co., at West Thirty-fourth street, North river, under Secretary's Order No. 10012	36 91	763 70	800 61	
Pier at West Thirty-fourth street, North river, under Contract No. 335		3 20	3 20	
Pier at West Thirty-seventh street, North river, under Contract No. 407	130 23	4,503 96	4,634 19	
Pier at West Thirty-eighth street, North river, under Contract No. 407	214 93	6,842 24	7,056 17	
Soundings in slip between West Forty-third and West Forty-fourth streets, North river, under Secretary's Order No. 10911	18 74		18 74	
Pier at West Forty-sixth street, North river, under Contract No. 312		3 80	3 80	
Pier at West Fifty-first street, North river, under Contract No. 312		3 80	3 80	
Bulkhead between south side of West Seventy-fifth and north side of West Seventy-eighth streets, North river, under Contract No. 380	163 13	6,392 25	6,555 38	
Bulkhead between West Seventy-eighth and West Seventy-ninth streets, North river, under Contract No. 356		2 14	2 14	
Pier at West Seventy-ninth street, North river, under Contract No. 358		1 06	1 06	
Bulkhead between West Seventy-ninth and West Eightieth streets, North river, under Contract No. 494	25 40	1,229 22	1,254 62	
Pier at West One Hundred and Twenty-ninth street, North river, under Contract No. 407	18 70	549 17	567 87	
Bulkhead between West One Hundred and Twenty-ninth street and West One Hundred and Thirtieth street, North river, under Contract No. 407	24 04	954 00	978 04	
Platform foot West One Hundred and Thirtieth street, North river, under Contract No. 407	32 31	941 32	973 63	
Pier at West One Hundred and Thirty-first street, North river, under Contract No. 407	12 72	182 57	195 29	
Bulkhead south of West One Hundred and Thirty-second street, North river, under Contract No. 407	17 16	451 87	469 03	
Pier at West One Hundred and Thirty-second street, North river, under Contract No. 407	11 27	204 60	215 87	
Pier 4, East river, under Contract No. 400	31 51	630 55	662 06	
Pier 5, East river, under Contract No. 400	15 97	691 75	707 72	
Bulkhead between Piers 4 and 5, East river, under Contract No. 400	16 03	126 15	142 18	
Bulkhead between Piers 11 and 12, East river, under Contract No. 353		12 87	12 87	
Pier 12, East river, under Contract No. 353		12 87	12 87	
Pier 20, East river, under Contract No. 390	30 61	1,888 55	1,919 16	
Bulkhead between Piers 20 and 21, East river, under Contract No. 390	12 02	288 55	301 47	
Pier 21, East river, under Contract No. 390	35 15	1,789 15	1,824 30	
Pier, new 36, East river, under Contract No. 387	40 10	1,176 41	1,216 51	
Pier 43, East river, east side, under Secretary's Order No. 10986	3 85	146 40	150 25	
Bulkhead between Piers 43 and 44, East river, under Secretary's Orders Nos. 10933 and 10986	34 39	351 20	385 59	
Pier 48, East river, under Contract No. 294		6 50	6 50	
" " 387	56 33	1,464 22	1,520 55	
" " 404	32 66	468 41	501 07	
Soundings in slip between Piers 48 and 49, East river, under Secretary's Order No. 11214	9 12		9 12	
Slip between Piers 51 and 52, East river, under Contract No. 330		1 77	1 77	
Bulkhead foot of Cherry street, East River, under Contract No. 400	7 09	250 35	257 44	
Pier 55, East river, under Contract No. 400	47 18	485 75	532 93	
Pier 56, East river, under Contract No. 400	9 03	171 75	180 78	
Bulkhead between Piers 56 and 57, East river, under Contract No. 400	14 72	154 75	169 47	
Pier 57, East river, under Contract No. 400	9 22	215 95	225 17	
Pier 60, East river, under Contract No. 400	8 61	44 95	53 56	
Pier 61, East river, under Contract No. 400	6 94	480 55	487 49	
Bulkhead along Rivington street, East river, under Contract No. 400	4 29	489 95	494 24	
Bulkhead between Rivington street and Pier 61, East river, under Contract No. 400	11 24	239 15	250 39	
Bulkhead foot of East Twentieth street, East river, under Secretary's Orders Nos. 11464 and 11483	13 96	50 20	64 16	
Bulkhead foot of East Twentieth street, East river, under Secretary's Order No. 11730	28 12	495 00	523 12	
Bulkhead between East Twenty-sixth and East Twenty-eighth streets, East river, under Contract No. 390	192 70	9,120 71	9,313 41	
Pier at East Twenty-eighth street, East river, under Contract No. 390	248 62	4,446 32	4,694 94	
Pier at East Twenty-eighth street, East river, under Secretary's Order No. 11338	6 39	110 00	116 39	

On Repairs Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Bulkhead at East Twenty-ninth street, East river, under Secretary's Order No. 11707 (soundings),...	\$8 74	.....	\$8 74	
Bulkhead foot East Ninety-ninth street, East river, under Secretary's Order No. 10914,	9 25	\$74 40	83 65	
Bulkhead foot East Ninety-ninth street, East river, under Secretary's Orders Nos. 11650 and 11663,	19 65	419 00	438 65	
Bulkhead foot East One Hundred and Sixth street, Harlem river, under Secretary's Orders Nos. 11460 and 11485,	15 06	78 80	93 86	
For Department of Public Works.				\$70,538 29
Placing backing-log behind new pavement near foot of East One Hundred and Fourth street, Harlem river, under Secretary's Order No. 10824	\$18 25	.....	\$18 25	
Repairs to pier at East Twenty-fourth street, East river, under Contract No. 332—				
Specifications. ....	.....	\$14 15		
Inspection. ....	.....	27 00	41 15	
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. 10773, 10835, 11040, 11225, 11337 and 11660,	507 76	\$256 99	754 75	
For Department of Public Charities and Correction.				824 15
<i>Pier at East Twenty-sixth Street, E. R.</i>				
Repairs under Secretary's Order No. 11257,	\$308 04	\$236 94		
" " " 11684	194 16	195 54		
Dredging under Contract No. 330	71 71	2,324 72	\$3,331 11	
<i>Boat Landings.</i>				
Repairs at East Fifty-second street, East river, under Secretary's Order No. 11203,	\$45 90	\$55 07		
Repairs at East One Hundred and Fifteenth street, Harlem river, under Secretary's Order No. 11000,	94 56	47 76		
Repairs at East One Hundred and Twentieth street, Harlem river, under Secretary's Order No. 10705, .....	.....	21 27	264 56	
<i>Blackwell's Island.</i>				
Repairs to Charity Hospital landing, under Secretary's Order No. 11088,	\$258 66	\$128 83		
Repairs to Store-house Pier, under Secretary's Order No. 11780,	263 73	176 22		
Repairs to Pier at Nurses' Home, under Secretary's Order No. 11208,	58 65	44 29	930 38	
<i>Randa's Island.</i>				
Repairs to bulkhead under Secretary's Order No. 11802,	\$256 67	\$17 61		
Repairs to coal pier under Secretary's Order No. 11802,	1 74	.....	276 02	
<i>Ward's Island.</i>				
Repairs to Steamboat Pier under Secretary's Order No. 11227	\$149 62	\$723 87	873 49	5,675 56
For Fire Department.				239 55
Repairs to berth for the "Zophar Mills" at Pier, old 58, N. R., under Secretary's Order No. 11061,	\$104 76	\$134 79	\$239 55	
For Department of Street Cleaning.				
<i>Dump on Pier, old 42, N. R.</i>				
Dredging under Contract No. 330, .....	.....	\$1 77		
" " " 370, .....	.....	460 15		
" " " 404,	\$51 33	397 01		
Dredging under Secretary's Orders Nos. 11309, 11590 and 11617,	48 37	451 80	\$1,396 43	
<i>Dump at West Twelfth Street, N. R.</i>				
Dredging under Contract No. 370, .....	.....	\$217 35	217 35	
<i>Dump at West Nineteenth Street, N. R.</i>				
Dredging under Contract No. 330, .....	.....	\$1 77	1 77	
<i>Dump at West Thirty-seventh Street, N. R.</i>				
Dredging under Contract No. 381,	\$19 29	\$1,230 40	1,249 69	
<i>Dump at West Forty-seventh Street, N. R.</i>				
Dredging under Contract No. 381,	\$58 53	\$3,107 00,	3,165 53	
<i>Dump at West One Hundred and Twenty-ninth Street, N. R.</i>				
Dredging under Contract No. 404,	\$29 20	\$940 41	969 61	
<i>Dump on Pier 12, E. R.</i>				
Dredging under Contract No. 330, .....	.....	\$1 77	1 77	
<i>Dump on Pier 44, E. R.</i>				
Dredging under Contract No. 330, .....	.....	\$1 77		
" " " 404,	\$13 02	165 01		
Dredging under Secretary's Order Nos. 11309, 11590 and 11637	29 45	30 20	239 45	
<i>Dump on Pier 60, E. R.</i>				
Dredging under Secretary's Orders Nos. 11590 and 11637	\$40 22	\$246 20	286 42	
<i>Dump at East Seventeenth Street, E. R.</i>				
Dredging under Contract No. 330, .....	.....	\$1 77		
" " " 370, .....	.....	439 15		
" Secretary's Orders Nos. 11590 and 11617	\$25 32	345 60	811 84	
<i>Dump at East Twenty-second Street, E. R.</i>				
Dredging under Contract No. 330, .....	.....	\$1 78	1 78	
<i>Dump at East Thirty-eighth Street, E. R.</i>				
Dredging under Secretary's Orders Nos. 11590 and 11617	\$24 95	\$116 60	141 56	
<i>Dump at East Forty-sixth Street, E. R.</i>				
Dredging under Contract No. 370,	\$13 99	\$218 55		
Dredging under Secretary's Orders Nos. 11590 and 11617	18 01	196 60		
Removing deck, and replacing it after dredging, under Secretary's Order No. 10937,	158 57	9 78		
Repairs to approach under Secretary's Order No. 11013,	54 20	124 07	796 77	

On General Expense Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Dock Masters' Offices.				
Maintenance of.....	\$1,983 74	\$451 34	\$2,435 08	
Building two offices under Secretary's Orders Nos. } 10779 and 10780..... }	164 41	138 25	302 66	
Building one office under Secretary's Order No. 10993.	156 68	226 02	382 70	
“ “ 11273.	49 19	226 75	275 94	\$3,396 38
Surveying Force.				
Salary of Clerk.....	\$1,575 00	.....	\$1,575 00	
New field implements, and repairs to old.....	73 50	\$424 26	497 76	
New office furniture, and repairs to old.....	12 70	113 00	125 70	
Miscellaneous supplies from storehouse.....	.....	61 37	61 37	2,259 83
Floating Property.				
General care of.....	\$9,464 76	\$1,063 25	\$11,428 01	

ON ACQUIRED WHARF PROPERTY ACCOUNT.

Tug "Pier".....	2,741 63	1,580 80	4,322 43
Derrick "City of New York".....	3,443 10	1,088 65	4,531 75
Twelve-ton derrick No. 1.....	349 60	1,451 55	1,801 15
Twelve-ton derrick No. 2.....	245 79	423 40	669 19
Ten-ton derrick.....	268 24	79 67	347 91
Pile-driver No. 1.....	205 65	32 39	238 04
" 2.....	1,112 21	120 51	1,232 72
" 3.....	557 74	188 24	745 98
" 4.....	206 45	125 14	331 59
" 5.....	40 43	103 27	143 70
" 6.....	2,807 63	1,404 00	4,202 62

ON GENERAL EXPENSE ACCOUNT.

" 10.....	34 03	33 24	67 27
" 11.....	301 69	56 73	358 42
" 12.....	250 62	89 60	340 22
Pile-driver land-ways.....	58 77	14 18	72 95
Deck Scow "B".....	156 96	230 06	387 02
" "C".....	2,291 66	1,153 14	3,444 80
" "D".....	3,031 84	1,045 66	4,077 50
" "E".....	64 17	7 63	71 80
" "F".....	205 79	46 55	247 34
" "H".....	64 76	6 45	71 21
" "I".....	178 97	26 12	205 09
" "K".....	87 89	11 38	99 27
" "L".....	84 62	2 00	85 62
" "N".....	8 16	.....	8 16
" "O".....	16 21	.....	16 21
" "P".....	.....	4 61	4 61
" "R".....	11 14	85 59	96 73
Diver's Scow "A".....	90 56	35 29	125 75
" "G".....	220 10	91 22	311 32
" "N".....	40 86	9 50	50 36
" "S".....	5 57	17 94	23 51
Borer "Woodcock".....	182 76	66 95	249 71
Naphtha launch.....	742 20	146 08	888 28
Steam Launch "Inspector".....	13 46	2 97	16 43
Skiffs, yawls and batteaux.....	1,157 15	206 29	1,363 44
<i>New Floating Plant.</i>			
Tug "Pier"—Specifications—Contract No. 366.....	.....	\$177 00	.....
" Inspection (Voucher No. 12283).....	.....	627 00	.....
" Payments.....	.....	31,304 88	.....
			32,105 88
Twelve-ton derrick No. 2 on scow "P"—Resolution } June 11, 1891..... }	\$2,633 14	\$11,931 01	14,567 15
Twelve-ton derrick No. 3—Resolution January 7, 1892..	2,568 65	37 22	2,605 87
Pile-driver No. 5—Resolution February 5, 1891.....	4,188 13	4,718 42	8,906 55
Pile-driver No. 12—Resolution October 10, 1889.....	.....	125 00	125 00
Pile-driver No. 13—Resolution February 11, 1892.....	446 81	39 77	486 58
Deck scows "N," "O" and "P"—Resolution May } 22, 1890..... }	1,369 28	123 17	1,492 45
Two deck scows—Resolution July 16, 1891.....	.....	874 00	874 00
Deck scow "R".....	233 60	41 65	275 25
Diver's Scow "S"—Resolution February 5, 1891.....	912 63	510 98	1,433 61
Steam Launch "Inspector"—Contract No. 408—			
Specifications.....	.....	116 60	.....
Inspection.....	7 80	.....	.....
Payments.....	.....	3,045 00	.....
			3,169 40
Two metallic life boats—Voucher No. 12025.....	.....	\$154 00	154 00
One yawl boat—Treasurer's Order No. 15352.....	.....	70 00	70 00
<i>Insurance.</i>			
On tug "Manhattan" (Voucher No. 11919).....	.....	240 00	240 00
On tug "Pier" (Voucher No. 12073).....	.....	735 00	735 00

On General Expense Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
On derrick "City of New York" (Voucher No. 12335).....		\$500 00	\$500 00	
On twelve-ton derrick No. 1 (Voucher No. 11919).....		45 00	45 00	
On ten-ton derrick (Voucher No. 11917).....		9 00	9 00	
			\$128,879 92	
Less for cost of 571 hours' services of tugs "Manhattan" and "Pier," charged in cost of work done by the Department for lessees, owners and others, viz.....			3,647 46	\$125,232 46
Surveys.				
On the North river.....	\$2,987 89		\$2,987 89	
On the East river.....	2,166 68		2,166 68	
On the Harlem river.....	793 46		793 46	5,948 03
Removal of Obstructions.				
From piers and bulkheads, Resolution January 5, 1888..	\$784 86	\$8 51	\$793 37	
Shanty from reclaimed land south of Pier, old 1, N. R., under Secretary's Order No. 11409.....	22 29		22 29	
Sunken piles from slip between Piers, new 28 and new 29, N. R., under Secretary's Order No. 11021.....	61 81		61 81	
Old caisson piles and shutters from face of bulkhead between Piers, new 37 and new 38, N. R., under Secretary's Order No. 11021.....	140 10		140 10	
Soundings to locate obstructions in slip between Piers, new 44 and new 45, N. R., under Secretary's Order No. 11021.....	20 22		20 22	
Torpedo boat from pier at West Thirtieth street, N. R., under Secretary's Order No. 11720.....	28 28		28 28	
From reclaimed land between Piers, new 54 and new 55, N. R., under Secretary's Order No. 11809.....	169 90	\$3 60	173 50	
Abandoned raft from foot of West Forty-third street, N. R., under Secretary's Order No. 10519.....	9 85		9 85	
Sand from foot of West One Hundred and Fifty-second street, N. R., under Secretary's Order No. 11020.....	200 30	1 02	201 32	
From pier at West One Hundred and Thirty-eighth street, N. R., under Secretary's Order No. 10881.....	20 70		20 70	
Skids from bulkhead between Piers 18 and 19, E. R., under Secretary's Order No. 11756.....	52 60		52 60	
Removal by dredging, under Contract No. 387, of part of Pier 59, E. R., obstructing navigation.....	137 29	6,453 22	6,590 51	
Shanty from foot East One Hundred and Thirty-eighth street, H. R., under Secretary's Order No. 11652.....	20 30		20 30	
Pile obstructions in Harlem river, north of High Bridge, under Secretary's Order No. 10880.....	20 30	37 50	57 80	8,192 65
Car-fares—(Resolution, August 23, 1887.)				
Of Engineers and Assistants.....			\$603 14	
Of Surveying Force.....			527 96	
Of Repairs Force.....			194 55	
Of Floating Property Force.....			134 84	
Of Messenger.....			153 90	
Of Roundsman.....			91 15	1 795 54
Sundries.				
"Obtaining and preparing and maintaining an accurate record of the depth of water in all slips and basins, and at all piers and bulkheads within the jurisdiction of the Department," in accordance with resolution of September 19, 1883.....	\$4,007 45		\$4,007 45	
Examination and inspection of work done, or to be done, by lessees, owners and others, under order of or permit from the Board.....	5,315 94	\$21 48	5,337 42	
Automatic tide gauges.....	403 33	41 73	445 06	
Maintenance of timber basins on the North river.....	4,617 46	201 00	4,818 46	
Dredging in basin at West Seventy-fifth street, N. R., under Contract No. 389.....	126 21	5,447 90	5,574 11	
Painting designations on piers, etc., under Secretary's Order No. 10981.....	1,198 11	71 48	1,269 59	
Painting designations on piers, etc., under Secretary's Order No. 11812.....	20 76	3 08	23 84	
Lotting and advertising old material for sale at auction..	538 70	50 46	589 16	
Temporary stand for auctioneer at Pier "A," under Secretary's Order Nos. 10785 and 11792.....	13 14	1 53	14 67	
Fencing in and care of "property of the City under the charge of the Department, east of Fifth avenue and north of East One Hundred and Thirty-eighth street, H. R.," Secretary's Order No. 11568.....	485 77	141 57	627 34	
Preparing information for Corporation Counsel relative to the reclaimed land north of West Fifty-fifth street, N. R., Secretary's Order No. 10754.....	32 39		32 39	
Preventing unauthorized work on water-front north of Pier, old 33, N. R., Secretary's Order No. 11697.....	136 75		136 75	
Repairing canal-boat "Mabel Irving," injured by collision with Department tug, "Manhattan," Secretary's Order No. 11523.....	32 95	6 15	39 10	
Repairing canal boat "W. H. Timmants," injured by collision with Department tug "Manhattan," Voucher No. 11780.....		15 00	15 00	
Expenses of Contract No. 324 (No award).....		12 90	12 90	
Staking out site, near West Washington Market, for sale of Christmas trees, Secretary's Order No. 11461.....	18 19		18 19	
Delivering remnants of dumping-board to John Chester, Secretary's Order No. 10607.....	54 48		54 48	
Salary paid Foreman Patrick H. Murray during illness resulting from accident on the works—Resolution, November 12, 1891.....	50 00		50 00	
Telephone rents, service and shifting stations.....		1,678 40	1,678 40	
New towels, and washing towels.....		278 96	278 96	25,023 27
Total.....				\$286,083 91

On Miscellaneous Account.

ON MISCELLANEOUS ACCOUNT.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Establishing points on the United States bulkhead line on easerly side of Harlem river, between High Bridge and Washington Bridge, for the Aqueduct Commissioners, Secretary's Order No. 10946.....	\$11 39		\$11 39	
Driving piles at the Christopher Street Ferry, for the Hoboken Land and Improvement Co., Secretary's Order No. 11443.....	99 56		99 56	
Burning and removing rubbish, deposited by the Department of Public Works without permit, on the reclaimed land between Dey and Vesey streets, N. R., Secretary's Order No. 11257.....	737 68	\$20 65	758 33	
Survey of premises at West One Hundred and Fifty-fifth street, H. R., and examination of alleged injury to canal boat "Dave and Mose," while berthed thereat, Secretary's Order No. 11311.....	31 88		31 88	
Rafting and securing crib timbers allowed to drift by the Morris & Cummings Dredging Co.....	4 50		4 50	
Department tugs at City Paymaster's service, 312½ hours.....		1,998 98	1,998 98	
Hired tugs at City Paymaster's service, 14¼ hours.....		71 25	71 25	\$2,975 89
Total.....				\$2,975 89

On Annual Expense Account.

ON ANNUAL EXPENSE ACCOUNT.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Office of the Board.				
Salaries.				
Secretary and Typewriters, etc.....	\$7,862 32			
Laborers assisting Secretary.....	894 06			
Clerks (Room 9).....	8,350 00			
Commissioners' Clerk.....	1,550 00			
Treasurer's Clerk.....	2,336 66			
Laborers assisting Treasurer's Clerk.....	952 50			
Collector.....	1,800 00			
Dock Masters.....	27,015 83			
Laborers acting Messengers.....	2,655 00			
Laborers acting Watchmen.....	1,896 27			
Doorman.....	14 00			
Salary paid Doorman Michael Magee in accordance with order of Superior Court (Voucher Nos. 11939 and 12063).....		\$1,381 31	1,381 31	\$55,326 64
General Care of Offices.				
Cleaning.....	\$964 40	\$91 50	\$1,055 90	
Heating.....	935 27	211 14	1,196 41	
Lighting.....		117 88	117 88	2,370 19
Office Furniture.				
Repairs.....	\$65 02	\$7 00	\$72 02	
Desks.....		78 75	78 75	
Awnings (Voucher No. 11915).....		106 40	106 40	
Carpets, rugs and shades.....		80 27	80 27	
Gas stove.....		7 00	7 00	
Repairs to Treasurer's safe.....		3 00	3 00	
Fire insurance (Voucher No. 11935).....		37 50	37 50	384 94
Stationery and Printing.				
Blank books and miscellaneous stationery.....			\$5,822 96	
Printing "Minutes of the Board".....			919 43	
Printing and binding "Minutes of the Board" for 1878 (Voucher No. 11828).....			533 00	
Printing and binding "Annual Reports".....			99 50	
Type-writing machine.....			90 00	
Repairs to type-writing machine.....			2 20	7,467 09
Advertising.				
Sale of leases.....			\$183 20	
Rules and regulations.....			170 50	
Sale of dumping privileges.....			119 00	472 70
Sundries.				
Lettering Commissioners' rooms (Voucher No. 12178).....			\$6 75	
Law books and legislative documents.....			79 00	
Type-written copy of testimony given before the Legislature "Committee on Cities".....			10 00	
Dock Masters' badges (Voucher No. 12121).....			30 00	
Care fare of Collector.....			6 70	
Newspapers.....			127 42	
Postage stamps.....			330 00	
Ice.....			339 69	
Telegrams.....			25	929 81
Total.....				\$68,332 68

IN SUSPENSE.

In Suspense.

Expenses of Contract No. 230 (for furnishing granite).....	\$1,159 05
Expenses of Contract No. 259 (for furnishing pine).....	14 41
Expenses of Contract No. 268 (for furnishing granite).....	108 91
Expenses of Contract No. 298 (for furnishing granite).....	596 82
Expenses of Contract No. 316 (for furnishing granite).....	870 99
Expenses of Contract No. 338 (for furnishing granite).....	659 84
Expenses of Contract No. 357 (for furnishing granite).....	1,266 23
Expenses of Contract No. 367 (for furnishing granite).....	242 42
Expenses of Contract No. 373 (for furnishing granite).....	550 42
Expenses of Contract No. 383 (for furnishing pine).....	1,159 78
Expenses of Contract No. 395 (for furnishing granite).....	444 97
Expenses of Contract No. 398 (for furnishing granite).....	412 45
Expenses of Contract No. 410 (for furnishing pine).....	361 13
Expenses of Contract No. 412 (for furnishing granite).....	147 50
Expenses of Contract No. 414 (for furnishing granite).....	139 00
Expenses of Treasurer's Order No. 12616 (for furnishing piles).....	10 97
Expenses of Treasurer's Order No. 13090 (for furnishing piles).....	2 23
Expenses of Treasurer's Order No. 13960 (for furnishing pine).....	1 92
Expenses of Treasurer's Order No. 14219 (for furnishing piles).....	12 08
Expenses of Treasurer's Order No. 14267 (for furnishing granite).....	372 55
Expenses of Treasurer's Order No. 14987 (for furnishing spruce).....	37 88
Expenses of Treasurer's Order Nos. 15495 and 15886 (for furnishing cement).....	281 14
Expenses of Treasurer's Order No. 15902 (for furnishing piles).....	2 50
Expenses of Treasurer's Order No. 15183 (for furnishing piles).....	147 56
Expenses of Treasurer's Order No. 15401 (for furnishing fenders).....	2 50
Account—Fabrication of 42 Standard concrete base blocks, Nos. 632 to 673.....	2,488 52
Account—Fabrication of 22 Standard concrete base blocks, Nos. 122 A to 143 A.....	3,306 46
Total.....	\$14,800 23

Summary.

SUMMARY.

To be accounted for:

New materials, supplies and tools on hand May 1, 1891.....	\$33,490 54	
In Suspense, May 1, 1891.....	13,054 43	
		\$46,544 97
Pay-rolls audited during year ending April 30, 1892.....	\$635,128 22	
Bills and claims audited during year ending April 30, 1892.....	1,247,745 41	
		1,882,873 63
Total.....		\$1,929,418 60
Accounted for as follows, viz:		
On Construction Account—New Plan—Permanent Work.....	\$1,135,897 25	
On Construction Account—New Plan—Temporary Work.....	23,683 41	
On Construction Account—Not New Plan.....	131,489 29	
		\$1,291,069 95
On Repairs Account.....		201,044 39
On Acquired Wharf Property Account.....		7,848 93
On General Expense Account.....		286,083 93
On Miscellaneous Account.....		2,975 89
On Annual Expense Account.....		68,332 68
In Suspense.....	\$14,800 23	
New materials, supplies and tools on hand April 30, 1892.....	57,262 60	
		72,062 83
Total.....		\$1,929,418 60

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, 1892.)

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, 1892.

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.

Length of piling for the year.....	191.83 feet; to date, 388.72 feet.
" base blocks for the year.....	135.33 " " 329.00 "
" "E" course of granite for the year.....	215.82 " " 311.66 "
Equivalent length of completed wall for the year.....	182.28 " " 377.70 "

Pier, old 20, has been removed and so much of the filling formerly occupied by West Washington Market, south of Pier, new 14, has been excavated and removed and the construction of the bulkhead or river wall, southerly of Pier, new 14, has been begun.

Pier, new 14, has been completed, with a width of 75 feet and length of 721 feet 7 inches, under Contract No. 360. It has been leased to the Inman line, and it has been decided to widen it 50 feet on the southerly side, which will be done at once.

The Department having acquired the northerly half of Pier, old 23, and the southerly half of Pier, old 24, and the bulkhead between the same, Pier, old 23, and the southerly half of Pier, old 24, have been removed and the wall extended northerly to the extent of the City's property, and filling placed behind it. An area on the filling, 50 feet wide, westerly of West street, extending from Dey to Vesey street, has been paved with granite blocks, under Contract No. 397.

Pier, new 15, has been begun, under Contract No. 405, and is well advanced toward completion.

Chambers Street Section—Extending from the north side of Pier, old 29, to 91.70 feet north of the north side of Pier, new 21, a distance of 651.70 feet.

Length of piling for the year.....	44.20 feet; to date, 651.70 feet.
" base blocks for the year.....	0.00 " " 601.04 "
" "E" course of granite for the year.....	0.00 " " 569.64 "
Equivalent length of wall for the year.....	10.58 " " 599.98 "

The Department having made agreement to acquire the northerly half of Pier, old 33, and the southerly half of Pier, old 34, and the bulkhead between the same, work was resumed on the northerly end of this section.

Jay Street Section—Extending from the northerly end of the Chambers Street Section, at a point about eighty feet north of Duane street to the southerly end of the Franklin Street Section, at a point about twenty-five feet southerly of Harrison street, a distance of about three hundred and sixty-five feet.

Length of piling for the year.....	78.19 feet; to date, 78.19 feet.
" base blocks for the year.....	13.20 " " 13.20 "
Equivalent length of completed wall for the year.....	33.98 " " 33.98 "

The work of removing Pier, old 33, was begun in January last, and it has nearly all been removed. Dredging has been done upon the site of the wall, piles driven and one base block set in place, and dredging in front of the wall has also been done.

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 415.95 feet.

Length of piling for the year.....	138.35 feet; to date, 415.95 feet.
" base blocks for the year.....	194.68 " " 415.95 "
" "E" course of granite for the year.....	232.72 " " 326.26 "
Equivalent length of completed wall for the year.....	204.64 " " 395.36 "

The wall on this section has been completed to the southerly side of Pier, new 23, and the filling has been placed behind it.

Pier, old 34, has been removed, the Department having made agreement to purchase the northerly half of Pier, old 33, and the southerly half of Pier, old 34, and the bulkhead between same.

Pier, new 23, has been built by the force of the Department. It was begun last year and completed in September last. This pier is 676 feet 6 inches long and 70 feet wide, and has been leased to the West Shore Railroad Company, who have begun the erection of an iron shed upon it.

The newly made land, for a width of 50 feet outside of West street, from Franklin street on this section to Vestry street on the Lighthouse Section, has been paved with granite blocks, under Contract No. 392.

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

Length of dredging to date.....	340.00 feet.
" piling to date.....	340.00 "
" base blocks to date.....	340.00 "
" "E" course of granite to date.....	340.00 "
Equivalent length of completed wall to date.....	340.00 "

The approaches to piers on this section have been kept in order.

The newly made land has been paved with granite blocks for a width of 50 feet outside of West street, under Contract No. 392.

Pier, new 25, has been extended to the pierhead-line of 1890, under Contract No. 369, a distance of about 102 feet, making the pier now 661.76 feet long and 75 feet wide.

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

Length of base blocks to date.....	196.00 feet.
" "E" course of granite to date.....	196.00 "
Equivalent length of completed wall to date.....	196.00 "

The newly made land, for a width of 50 feet outside of West street, has been paved with granite blocks, under Contract No. 392.

Pier, new 26, has been extended to the pierhead-line of 1890, under Contract No. 376, a distance of about 100 feet, making the pier now 650 feet long and 80 feet wide.

The newly made land, for a width of 50 feet westerly of West street, has been paved with granite blocks, under Contract No. 392.

Lighthouse 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.

Length of piling for the year.....	00.00 feet; to date, 597.12 feet.
" base blocks for the year.....	00.00 " " 595.44 "
" "E" course of granite for the year.....	00.00 " " 581.39 "
Equivalent length of completed wall for the year.....	00.00 " " 595.96 "

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.

The newly made land on part of this section has been paved with granite-blocks for a width of 50 feet westerly of West street, under Contract No. 392.

Approaches to piers have been kept in order.

Sections North of Canal Street.

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

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

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

Pier, new 34—The extension of this pier to the pierhead-line of 1890, has been begun by the force of the Department.

Pier, new 35, has been extended to the pierhead-line of 1890, a distance of 142.77 feet, making the same 736 feet long and 62.25 feet wide.

Pier, new 37, has been extended to the pierhead-line of 1890, under Contract No. 372, a distance of 135.26 feet. This pier is now 720.88 feet long and 80 feet wide.

Pier, new 42, has been extended to the pierhead-line of 1890, a distance of 106.28 feet, by the force of the Department. This pier is now 677 feet long and 75 feet wide.

Pier, new 44, has been extended to the pierhead-line of 1890, a distance of 94.86 feet, by the force of the Department. This pier is now 661 feet long and 50 feet wide, except at the outer end, where it is tapered to 40 feet.

Pier, new 50, at the foot of West Twentieth street—The old pier at the foot of West Twentieth street has been removed and a new pier and temporary approach, which will be finished about the first of June next, has been built under Contract No. 403. The new pier and its approach will have a length on the northerly side of 481.16 feet and on its southerly side of 495.16 feet outside the existing bulkhead and its width will be 60 feet.

Pier, new 51, at foot of West Twenty-first street—The old pier at foot of West Twenty-first street has been thoroughly repaired, rebuilt and enlarged and made into a new pier. Its dimensions are: Length of pier and approach, 529.13 feet on north side and 541.14 feet on south side; width of pier, 80 feet. This pier has been leased to the Allan State Line, who have erected an iron shed upon it.

Pier, new 52, at foot of West Twenty-second street—This pier is being extended to the pierhead-line of 1890 by the force of the Department. This extension will be completed in a few weeks and the dimensions of the pier will then be: Length of pier and approach, 596.33 feet on its southerly side and from 50 to 60 feet wide.

West Twenty-third Street Section, South End—Extending from 10 feet south of the northerly side of West Twenty-third street to 43.27 feet north of Pier, new 57, a distance of 1,238.2 feet.

Length of piling for the year.....	00.00 feet; to date, 968.00 feet.
" base blocks for the year.....	00.00 " " 878.24 "
" "E" course of granite for the year.....	00.00 " " 787.53 "
" coping for the year set dry.....	43.27 " " 453.46 "
Approximate equivalent length of completed wall for the year.....	1.64 " " 927.96 "

The acquisition last year 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.

Some coping has been set dry on this section.

Pier, new 57, North river—This pier has been leased to the Mutual Life Insurance Company, who have built an iron shed upon it.

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.

Length of piling for the year.....	0.00 feet; to date, 615.42 feet.
" base blocks for the year.....	0.00 " " 615.42 "
" "E" course of granite for the year.....	0.00 " " 615.42 "
" coping set dry for the year.....	432.36 " " 432.36 "
Approximate equivalent length of completed wall for the year.....	13.50 " " 603.90 "

The acquisition last year of the property between Twenty-sixth and Twenty-seventh streets dissolved the injunction which 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.

The filling behind the wall on both city and private property has been continued during the past year.

Temporary approaches to the piers over the newly made land have been made and maintained.

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-second street, a distance of 515 feet.

Length of dredging for the year.....	00.00 feet; to date, 515.0 feet.
" piling for the year.....	00.00 " " 515.0 "
" base blocks for the year.....	00.00 " " 518.0 "
" "E" course of granite for the year.....	00.00 " " 186.80 "
Approximate equivalent length of completed wall for the year.....	00.00 " " 479.39 "

The work on the wall at this section was completed, for the time being, year before last, and but little has been done on the section since.

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 was completed in 1891 for the length of the section, for the present.

Length of piling to date.....	98.82 feet.
" base blocks to date.....	98.67 "
" "D" course of granite to date.....	75.67 "
" coping to date.....	00.00 "
Approximate equivalent length of completed wall to date.....	89.77 "

The New York Central and Hudson River Railroad Company built last year 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, and the filling-in behind the wall has been continued during the past year.

From West Twenty-seventh Street to West Thirty-eighth Street (under resolutions of the Board, passed June 6 and October 24, 1889)—The Pennsylvania Railroad Company built, in 1891, 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. They have filled in behind this wall, and have also built a shed upon it and a landing for car floats between West Thirty-seventh and West Thirty-eighth streets.

West Forty-third Street Section—Extending from the northerly side of West Forty-third street to the northerly side of West Forty-fourth street, a distance of about 260.83 feet.

Length of dredging for the year	260.83 feet; to date, 260.83 feet.
" piling for the year	244.22 " " 244.22 "
" base blocks for the year	72.45 " " 72.45 "
Equivalent length of completed wall for the year	106.17 " " 106.17 "

The wall on this section has made good progress, as shown on the above table.

West Forty-eighth street, North river—A new pier 504 feet long and 60 feet wide, with temporary approach, has been built under Contract No. 386.

West Fifty-second Street Section, South End—Extending from 83 feet 10 inches southerly of the southerly side of West Fifty-fifth street, northerly to a point south of West Fifty-fifth street, not yet determined.

Length of dredging for the year	00.00 feet; to date, 404.66 feet.
" concrete (in bags) foundation for the year	00.00 " " 411.46 "
" base blocks for the year	00.00 " " 404.05 "
" "E" course of granite for the year	00.00 " " 404.05 "
Equivalent length of completed wall for the year	00.00 " " 406.53 "

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 brick, 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 1½ volumes of cement, 2 of sand and 4 of roofing gravel or pebbles, not larger than 1 inch in their greatest dimensions, in order to make a plane surface to receive the bottom of the base blocks. The base blocks were then set in place upon the bags, and the leveling-off layer of fine concrete and the granite and concrete backing built upon the top of the base blocks. Each base block made 6 feet in length of the foundation wall.

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

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.

Length of dredging for the year	157.00 feet; to date, 237.00 feet.
" rock bottom cleaned	97.00 " " 147.00 "
" concrete in bags	134.00 " " 134.00 "
" concrete in mass	132.00 " " 132.00 "
Equivalent length of completed wall for the year	75.56 " " 88.52 "

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 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.

These injunctions were removed by the discontinuance of above actions November 19, 1891, and the work has progressed as above shown.

The construction is the same as that on the south end of the section for the same reasons.

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

Length of dredging for the year	0.00 feet; to date, 762.50 feet.
" piling for the year	0.00 " " 762.50 "
" base blocks for the year	25.04 " " 762.50 "
" "E" course of granite for the year	34.17 " " 651.97 "
Equivalent length of completed wall for the year	17.13 " " 734.13 "

The wall at this section is nearly completed. A large amount of filling has been put in during the year.

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 and West Fifty-eighth streets, 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, 60 feet wide and 534 feet long, with temporary approach thereto, was begun last year by the force of the Department, under unanimous resolution of the Board, passed January 29, 1891.

East Ninety-fourth Street Section—Extending from south 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, April 25, 1889.

Length of piling for the year	51.00 feet; to date, 285.00 feet.
" base blocks for the year	121.10 " " 274.82 "
" "E" course of granite for the year	158.04 " " 229.83 "
Equivalent length of completed wall for the year	84.44 " " 246.76 "

The work of building the wall on this section has progressed satisfactorily, and filling has been put in behind it, and temporary approach to pier at East Twenty-fourth street has been made over.

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 Board, passed April 25, 1889.

Length of piling for the year	2.61 feet; to date, 522.42 feet.
" base blocks for the year	77.46 " " 522.42 "
" "E" course of granite for the year	287.42 " " 522.42 "
" coping for the year	368.05 " " 459.08 "
Equivalent length of completed wall for the year	127.64 " " 522.42 "

This section has been substantially completed, and is in use by the Department of Public Charities and Correction with Bellevue Hospital.

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.

Length of piling for the year	46.42 feet; to date, 294.52 feet.
" base blocks for the year	121.67 " " 268.07 "
" "E" course of granite for the year	88.96 " " 193.94 "
" coping for the year	128.50 " " 128.50 "
Equivalent length of completed wall for the year	86.14 " " 325.55 "

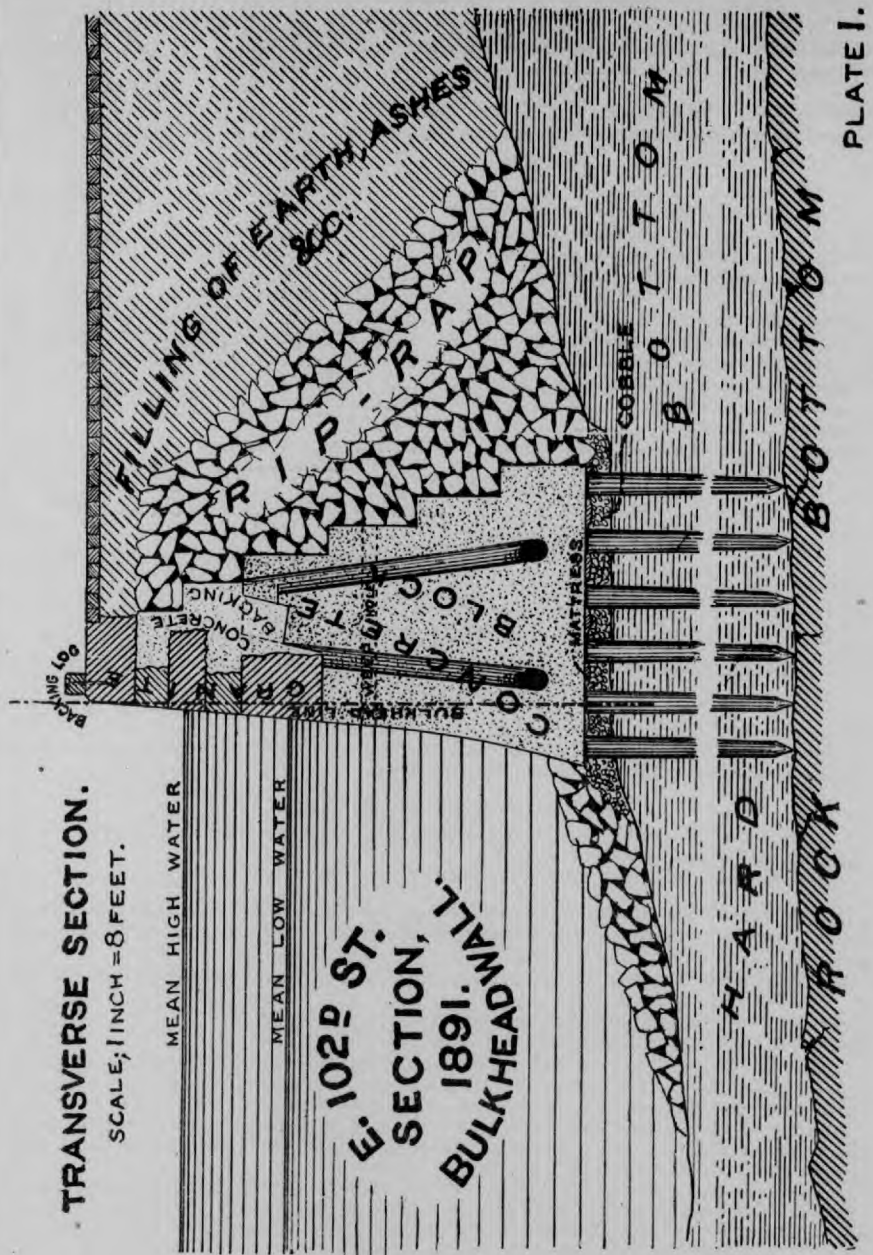
The work of the wall building has progressed satisfactorily on this section, which is small and somewhat cramped for room and difficulty has been met on its southerly end on account of the nature of the bottom, which is shallow and very irregular, necessitating changes of method of construction from that on its northerly end.

A large amount of filling has been put in behind the wall where completed.

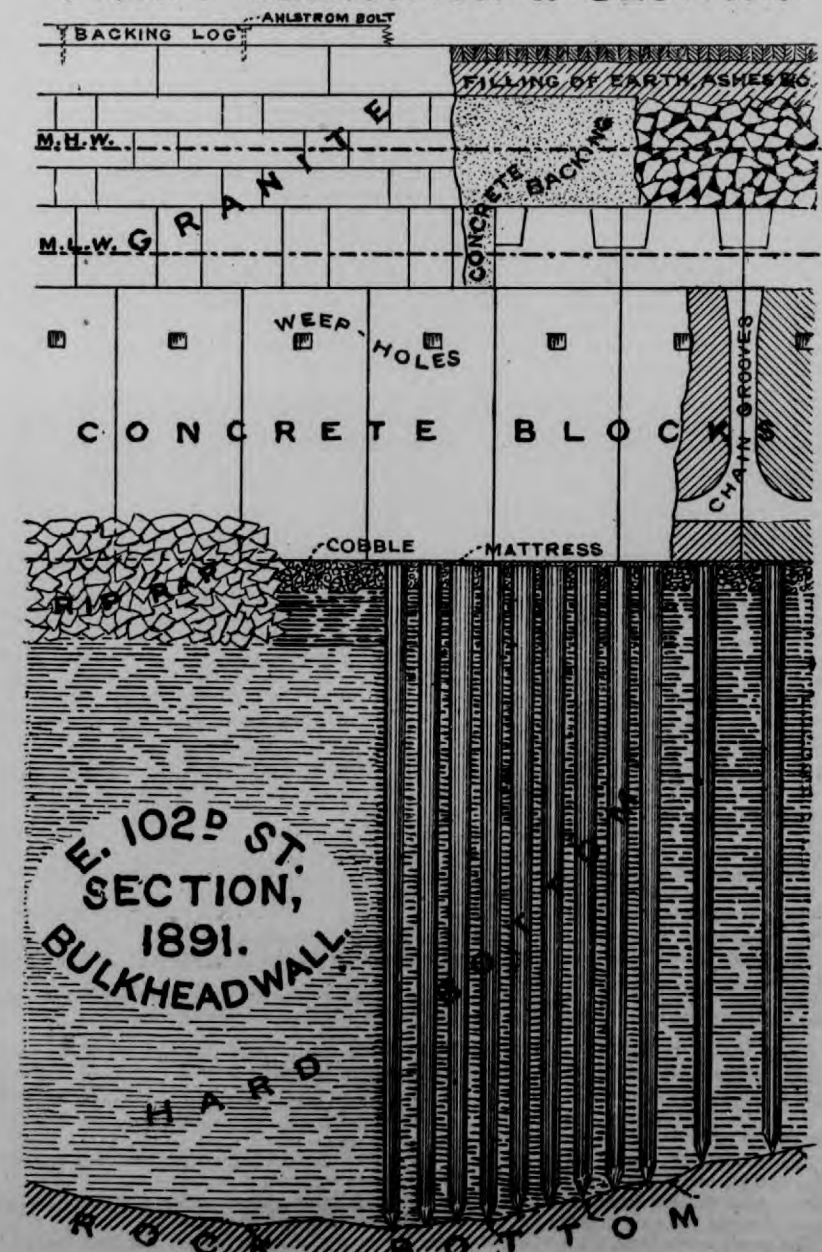
East Ninety-sixth Street Section—Extending from the southerly side of East Ninety-sixth street to the middle of the block between East Ninety-sixth and East Ninety-seventh streets, a distance of about 200.92 feet.

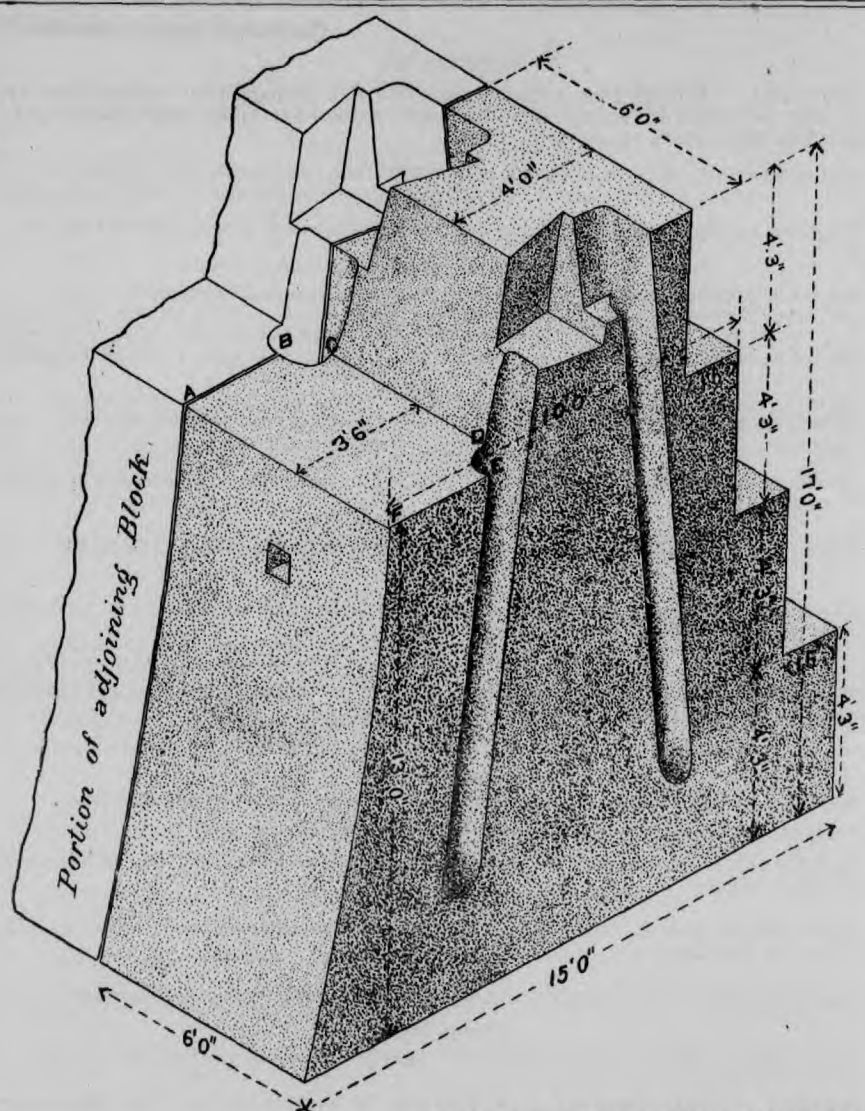
Length of dredging for the year	125.00 feet; to date, 125.00 feet.
" piling for the year	79.00 " " 79.00 "
Equivalent length of completed wall for the year	41.25 " " 41.25 "

This section has recently been begun and good progress has been made.



FRONT ELEVATION & SECTION.



ISOMETRIC PROJECTION
OF CONCRETE BLOCK.

SCALE, 1 INCH = 4 FEET.

PLATE 3.

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.

Length of dredging for the year.....	430.00 feet; to date, 530.00 feet.
“ piling for the year.....	365.30 “ “ 419.30 “
“ base blocks for the year.....	382.51 “ “ 382.51 “
“ “E” course of granite for the year.....	310.70 “ “ 310.70 “
“ coping for the year.....	265.40 “ “ 265.40 “
Equivalent length of completed wall for the year.....	369.62 “ “ 408.62 “

The nature of the bottom on this section is such that the wall has been built without a platform in the rear, and consequently a great saving of “piling and woodwork,” which, however, was partly compensated by the hardness of the material to be dredged and the larger amount of concrete necessary in the base blocks. The rock was found to be about 53 or 54 feet below mean low water. The dredging of the wall was done, as near as practicable, to a depth of 16 feet below mean low water for a width of about 19 feet, and on a slope from 16 feet to 20 feet below mean low water for about 20 feet from the front of the toe of the base block. The soft mud was dredged off down to hard material in the rear of the wall as far as the rip-rap embankment extends; the piles were driven in transverse rows of 6 piles, 3 feet apart, longitudinally, on centres, except that in the outer or front longitudinal row the piles were 1 foot 6 inches apart on centres. Transversely the distance between the outer or front pile and the second or next inner pile was 2 feet 3 inches; between the second and third, 2 feet 6 inches; between the third and fourth, 2 feet 9 inches; between the fourth and fifth, 2 feet 9 inches, and between the fifth and sixth, 2 feet 9 inches. The piles were cut off by circular saw at 14.77 feet below mean low water, and no pile was less than 12 inches in diameter when cut off in place in the work.

Wire screens made of heavy wire netting for the purpose were used to locate the piles after they were cut off, as is done in the wall of 1876.

Mattresses of mortar were used upon the top of the piles to give them an even bearing in manner similar to the three front rows of piles of the wall of 1876. Before the mattress was put in place the loose or soft mud between the piles, and for 20 feet in front of them, was pumped or washed down to hard material and the space between the piles filled up with cobble to the top of the piles where cut off, and with rip-rap for 20 feet in front of the toe of the wall to the line shown on the plan.

The base blocks were built of the dimensions and shape as shown on the plan. The material and method of construction was the same as that of the wall of 1876. The surface A, B, C, D, E, F, as shown on the plan on the top of the block only, was floated off smooth, and other portions of the top of the block, including the top of the steps, were left as finished by the rammer. A weep hole was cut in the block, as shown in the plan, and the joints between the blocks were filled with oakum to prevent wash on the under side of the concrete backing. The granite was laid similarly to that of the wall of 1876, and the concrete backing was of the shape and dimensions as shown upon the plan, and was made of quick-setting Portland cement, sand and broken stone, in proportions the same as that of the base blocks of the wall of 1876.

The specifications of the wall of 1876 govern this wall so far as they apply.

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.

Length of piling for the year.....	62.40 feet; to date, 760.00 feet.
“ base blocks for the year.....	117.85 “ “ 756.15 “
“ “E” course of granite for the year.....	380.90 “ “ 750.85 “
“ coping for the year.....	481.37 “ “ 608.06 “
Equivalent length of completed wall for the year.....	174.67 “ “ 750.85 “

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

This section has been completed and put in use.

There is some filling behind the wall yet to be put in.

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

Length of bottom cleaned for the year.....	0.00 feet; to date, 367.27 feet.
“ base blocks for the year.....	0.00 “ “ 362.07 “
“ “E” course of granite for the year.....	0.00 “ “ 362.07 “
“ coping for the year.....	290.55 “ “ 357.02 “
Equivalent length of completed wall for the year.....	11.12 “ “ 357.02 “

The wall on this section has been nearly completed, with the exception of the coping, and the filling behind the wall has made good progress. The bottom in front of the wall has lumps of rock

in place and loose, with some clay and sand, which are being removed to a depth of twelve feet below mean low-water.

Crib-bulkhead between One Hundred and Fifty-ninth and One Hundred and Sixty-first Streets, Harlem River—The cribwork has been completed, except the filling-in behind the same, upon which progress has been made by the lessees from time to time.

TEMPORARY CONSTRUCTION UNDER NEW PLAN.

NORTH RIVER.

Pier, old 25, North river—This pier is being extended to the pierhead-line of 1871 by the owners and lessees under permit of the Board of Docks.

Pier, old 27, North river—This pier is being extended to the pierhead-line of 1871 by the owners and lessees under permit of the Board of Docks.

Pier at West Eleventh street—This pier is being extended under Contract No. 411 to the pierhead-line of 1890, a distance of about 160 feet. When completed, which it will be in a few weeks, it will be 301.47 feet on the north side and 305.10 feet on the south side and about 62 feet wide.

Pier at Jane street, North river—This pier has been extended under Contract No. 401, to the pierhead-line of 1890, a distance of 110 feet, and is now about 245 feet in length and about 51 feet in width.

Pier, old 57, North river—This pier has been repaired and extended to the pierhead-line of 1890, under Contract No. 395, and is now 223 feet long and 40 feet wide.

Pier, old 58, North river—This pier has been repaired and extended to the pierhead-line of 1890, and is now 205 feet long and 40 feet wide.

EAST RIVER.

Pier 43, East river—A new pier 342.42 feet long on the north side and 335.67 feet long on the south side and 40 feet wide has been built on the site of the old pier of same number, at foot of Rutgers street, under Contract No. 365.

WORK OF CONSTRUCTION NOT UNDER NEW PLAN.

NORTH RIVER.

Cribwork bulkhead from West Eightieth street to centre of line of West Eighty-first street—The cribwork bulkhead begun on these premises under permit to owners of water grant last year has been finished.

Cribwork bulkhead between Eighty-first street and the middle of the block between Eighty-second and Eighty-third streets—This cribwork bulkhead built under Contract No. 374 was completed in September last, and the filling behind it has been put in and the premises turned over for use.

EAST RIVER.

Pier, old 10—An iron shed has been built on this pier by the lessees.

HARLEM RIVER.

Crib-bulkhead from East One Hundred and Thirty-eighth to north of East One Hundred and Fortieth street, Harlem river—A new crib-bulkhead on the westerly side of the Harlem river, from the centre of the line of East One Hundred and Thirty-eighth street, to the centre line of the block between East One Hundred and Fortieth and East One Hundred and Forty-first streets, under Contract No. 318, was finished last year. The filling is now done behind it under Contract No. 368, and has been paved under Contract No. 393.

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

Cromwell's Creek, Harlem river—A crib-bulkhead and the necessary filling behind the same by Mr. W. W. Astor, under permit of the Board, begun in 1889, has been completed.

One Hundred and Fiftieth street, Harlem river—A crib-bulkhead begun in 1889 at One Hundred and Fiftieth street, east side of the Harlem river, by Mr. W. Astor, under permit of the Board, has been finished.

General Repairs.

The repairs to piers, bulkheads, etc., have been greater in cost than they were last year. Some of the items are placed under the heading of “Temporary Construction under the New Plan,” as being more descriptive.

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

Floating Property.

The floating property of the Department has been increased by one new steel tug-boat called the “Pier,” built under Contract No. 366, and by a new steam launch named the “Inspector,” built under Contract No. 408, and also by a new 12-ton derrick and a new pile-driver built by the force of the Department.

All of the floating property has been in constant use during the year.

A full list of the various pieces will be found in the Appendix.

Surveying Party.

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

Lines and levels have also been given on contract work for general repairs. The quantities of sand, broken stone for concrete, rip-rap and cobble stones, delivered at the various sections and piers, have been measured and calculated.

Surveys and examinations have been made over 856,934 linear feet of water front. The surveys have been plotted and put on file in this office and tracings have been prepared therefrom.

12,451 rod soundings, to ascertain the depth of soft mud, have been taken, of which 6,678 were on the North river, and 5,373 on the East and Harlem rivers. 101,561 disk soundings, to ascertain the depth of water, have been taken on the North, East and Harlem rivers in 887 slips, of which 66,873 in 487 slips were on the North river and 34,658 in 400 slips, were on the East and Harlem rivers.

Of the above 33,988 disk soundings and 6,853 rod soundings were for construction, and 67,573 disk soundings and 5,598 rod soundings were for general repairs and examinations, etc., taken before and after dredging, all of which have been reduced, plotted and placed on record in this office.

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

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

The automatic tide gauges on the Harlem river, Port Morris, Pier “A,” North river, and at West Fifty-seventh Street Yard, North river, have been attended to and the records preserved.

DEPARTMENT YARDS.

West Fifty-seventh Street Yard—The removal of this yard to the new pier at West Fifty-seventh street and the bulkhead between West Fifty-seventh and West Fifty-eighth streets was completed last year. The work of building new derricks, scows and pile-drivers, has been carried on here, as well as the repairs of floating property on hand. Also, there have been received 8,500 barrels of cement for the work of the Department, samples of each being tested before the cement is issued for the work.

59 concrete base blocks containing 3,186 cubic yards, have been made for the various sections of the bulkhead or river wall on the North river.

Various stores and supplies have been received and issued as required.

East Seventeenth Street Yard—9,225 barrels of cement were received and 99 base blocks for the wall on the East river have been built at this yard.

The granite for the wall on both rivers has been received, inspected and assorted here and issued to the various sections, and it has been made the headquarters for the East river work.

I submit herewith an appendix, containing:

A summary of the work of construction under “New Plan.”

A summary of temporary construction under “New Plan.”

A summary of the work of construction not under the “New Plan.”

A summary of work of “General Repairs.”

A summary of work of “Floating Property.”

A summary of work at the Department Yards.

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

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

A summary of work done for other departments.

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

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

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

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

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

A full statement of the work done by lessees and owners of piers and bulkheads, and by others, by order or under permit of the Board of Docks, and under my general supervision.
A table of wharfage room made by the Department of Docks during the year.
A table of wharfage room made during the year by private parties, under permit of the Board.

New Bulkhead and Pierhead Lines.

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

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

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

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

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

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

This report and the map accompanying it were approved by L. A. Grant, Assistant Secretary of War, on January 9, 1891.

On February 8, 1892, this Harbor Line Board submitted its most recent report to the Secretary of War, relating to bulkhead and pierhead lines within the jurisdiction of the City of New York, recommending the fixing of a bulkhead and pierhead line around Great and Little Mill Rock, and the government dike connecting them.

This report and the map accompanying it were approved by the Honorable S. B. Elkins, Secretary of War, March 9, 1892.

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

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

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

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

This is, of course, no substantial advantage under the present established bulkhead-line at this place. If, however, the plan for the improvement of this portion of the water front, recommended in the report for 1880, and modified so as to improve and not disturb the new West Washington Market in the report of 1888, and which was approved and supported by the Board in the fall of 1888, and before the Legislature of 1889, should be carried out, this additional length to the piers therein proposed would be of substantial advantage and benefit.

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

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

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

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

The Legislature at its recent session, by the passage of chapter 158 of the Laws of 1892, has authorized and empowered the local authorities to make the necessary changes on this section of the plans of 1871 and the work can then be carried on.

As there is no doubt whatever that the execution of this plan will greatly increase the facilities of commerce, relieve the congestion and crowding on the water front below west Eleventh street, provide room for the ever increasing trade of the city and also yield a profit on its cost, I beg leave to urge upon the Board the importance of at once beginning this work.

Pierhead-lines of 1890.

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

The following piers have been extended to this new pierhead-line:

Pier, new 25.	Pier, new 44.
Pier, new 26.	Pier at Jane street.
Pier, new 35.	Pier, old 57.
Pier, new 37.	Pier, old 58.
Pier, new 42.	Pier at West Twenty-first street.

The following piers have been ordered to be extended to it:

Pier, new 34.	Pier at West Twentieth street.
Pier at West Eleventh street.	Pier at West Twenty-second street.

The Department year ending on April 30, 1891, was notable in that it was the year of largest expenditure and greatest accomplishment since the creation of the Department.

The total expenditure was \$1,971,844.84 of which \$436,784.89 was for the acquisition of private property.

During the past year the total audited expenditure has been \$1,882,919.63, of which only \$7,848.93 was for the acquisition of private property and \$1,609,401.37 was expended on account of construction, which is the largest amount for such account for any one year in the history of the Department.

The equivalent length of completed bulkhead and river wall on the North river for the year is 645.48 feet, and on the East river, 1,540.36 feet, making a total of 2,185.84 feet.

Four new piers have been built on the North river, two new piers on the East river, and one on the Harlem river, and eight of the City's piers on the North river have been extended to the pierhead line of 1890. 397 feet of crib-bulkhead have been built on the North river and 85 feet on the East river, and the total new wharfage room made is 10,245 feet, or nearly two miles, while the net increase of wharfage room is 4,947 feet.

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

Construction under "New Plan."

APPENDIX.

Summary of the Journal of the Work for the Year ending April 30, 1892.

WORK OF CONSTRUCTION UNDER THE NEW PLAN.

NORTH RIVER WATER FRONT.

WEST WASHINGTON MARKET SECTION.

Unanimous Resolutions of Board, February 6, 1889, and July 9, 1891.

Bulkhead-wall Proper.

DREDGING.

July 22, 1891, to April 30, 1892.—Mud and crib were excavated and removed from bulkhead-wall area by Morris & Cumings, under Treasurer's Orders Nos. 15409, 15421, 15414, 15415, 15536, 15706, 15747, 15806, 15542, 15707, 15748 and Contract No. 406.

Construction under "New Plan."

STONE-FILLING.

May 1, 1891, to April 30, 1892.—Rip-rap and cobble were discharged on wall-foundation by J. A. Bouker and Brown & Fleming, under Treasurer's Orders Nos. 15229, 15251, 15414, 15415, 15536, 15706, 15747, 15806, 15542, 15707, 15748.

PILING AND WOODWORK.

Vertical Piles.

September 19, 1891, to April 30, 1892.—506 vertical piles were driven, regulated and stay-lathed.

Bracing Piles.

October 23 to December 4, 1891.—78 bracing piles were driven and regulated.

Sawing off Piles.

October 23 to December 8, 1891.—Foundation and platform piles were sawed off to grade.

Rafting Pile Butts.

October 23, 1891, to April 30, 1892.—Pile butts were collected and rafted for removal.

Locating Foundation Piles.

October 29 to December 8, 1891.—Foundation piles for concrete blocks were located by means of wire screens.

Binding Frames.

October 6, 1891, to April 30, 1892.—6 binding frames were built and sunk to place.

Capping.

May 1, 1891, to February 15, 1892.—390 lineal feet of longitudinal caps and 45 transverse caps were placed and fastened with oak treenails.

Decking.

May 4, 1891, to March 12, 1892.—3,711 square feet of deck planking were laid and fastened to capping in rear of the masonry, with 1-inch oak treenails.

MASONRY.

Concrete Blocks.

November 2, 1891, to January 1, 1892.—12 concrete blocks were set on wall foundation.

Filling Chain Holes.

November 16 to December 29, 1891.—Chain holes in concrete blocks were filled with concrete in oval bottom bags.

Granite.

May 1, 1891, to April 20, 1892.—248 pieces of granite were set on wall and backed up with 708 batches of concrete.

Coping.

October 31, 1891, to April 27, 1892.—22 pieces of coping were set on wall foundation.

Backing Logs.

May 7, 1891, to April 30, 1892.—175 feet backing-logs were placed and fastened on coping.

Recapitulation of Work Done and to be Done on the Bulkhead-wall at West Washington Market Section.

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED
	1891-1892.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging	276.00	496.00	79.00
*Cobble.....	159.50	312.23	232.77
*Rip-rap	131.90	316.79	258.21
Piles driven.....	191.83	388.72	186.28
Binding frames.....	15.42	325.53	249.47
Piles sawed off.....	135.03	330.24	244.76
Longitudinal caps	131.85	326.81	248.19
Cross caps	135.97	325.33	249.67
Decking	309.31	320.31	254.69
Base blocks	135.33	322.00	246.00
"A B" course granite.....	213.69	320.50	254.50
"C" course granite.....	215.35	319.35	255.65
"D" course granite	215.78	315.72	259.28
"E" course granite.....	215.82	311.66	263.34
Coping	175.00	175.00	215.00
Wall actually completed.....	301.76	311.62	263.38
Equivalent length of completed wall.....	182.28	377.70	197.30

* Given in equivalent lengths of wall.

General Work.

DREDGING.

September 8, 1891, to April 30, 1892.—Mud and crib were excavated outside bulkhead-wall area by Morris & Cumings under Treasurer's Orders Nos. 15409, 15421, 15451, 15459, 15498, 15499, 15527, 15538, 15420, 15408, 15521, 15497, 15540, 15590, 15551, 15635, 15759, 15543, 15679, 15460, 15741, and Contract No. 406.

EARTH-FILLING.

May 1, 1891, to April 30, 1892.—Dry stone wall was built at south end of section to retain earth-filling.

15,125 loads of earth-filling were received and placed in rear of bulkhead-wall.
460 cubic yards of earth-filling were received without tickets under Secretary's Order No. 11,863.

Removing Old Work.

PIER, OLD 20, N. R.

Under Secretary's Order No. 11,636.

February 26 to March 5, and March 21 to 26, 1892.—Shed, decks, platforms and old worthless timber and plank were removed from Pier, old 20, and bulkhead north of the same, and were towed to the bulkhead at the foot of East One Hundred and Tenth street, and hoisted from the river to the bulkhead.

Piers, old 23 and 24, N. R.

REMOVING OLD WORK.

July 13, 1891, to April 30, 1892.—Piers, old 23 and 24, were torn up and material was removed. Timbers were dug up and removed from land in rear of bulkhead-wall, and old paving blocks were removed.

MOVING SECTION OFFICE.

October 7, 1891.—Section office was removed 75 feet northerly.

Pier, new 14, N. R., Washington Pier.

BUILDING PIER.

Under Unanimous Resolution of Board, November 6, 1890.

May 1 to November 22, 1891.—A new Pier 721 feet 7 inches in length by 75 feet in width was built by Contractor John Gillies, under Contract No. 360. The outer end of pier was supported on crib and sewer was built under pier.

Construction under "New Plan."

WIDENING PIER.

Under Unanimous Resolution of Board, April 28, 1892.

April 30, 1892.—Pier, new 14, North river, is being widened 50 feet for entire length.

TEMPORARY PLANK APPROACH.

November 7 to November 22, 1891.—Temporary plank approach 127 feet long and 30 feet wide was built with 4-inch yellow pine timber to the above pier.

Pier, new 15, N. R.

Under Unanimous Resolution of Board, November 19, 1891.

January 18 to April 30, 1892.—A new pier 716 feet 11½ inches long by 60 feet wide, tapering to 45 feet at the outer end, is being built by Contractor John W. Flaherty, under Contract No. 405. Piles have been driven over the area of pier. Caps and rangers were placed and fastened. Deck is being laid.

Pavement between Dey and Vesey Streets, N. R.

November 18, 1891, to April 9, 1892.—The area between the northerly line of Dey street and the centre line of Vesey street, and for a width of 50 feet from the westerly line of West street, was paved by Contractor Joseph Moore, under Contract No. 397, and crosswalks and drain were laid. Joints of paving blocks were filled with coal-tar and gravel by Department labor.

CHAMBERS STREET SECTION, N. R.

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

Bulkhead-wall Proper.

DREDGING.

January 25 to February 27, 1892.—Mud was excavated and removed from bulkhead-wall area by Morris & Cumings, under Treasurer's Order No. 15792.

STONE-FILLING.

March 2 to March 6, 1892.—Cobble and rip-rap were discharged on wall foundation, under Treasurer's Orders Nos. 15881 and 15882, by J. A. Bouker.

PILING AND WOODWORK.

Vertical Piles.

March 29 to April 13, 1892.—126 vertical piles were driven, regulated and stay-lathed.

Binding Frames.

March 25 to April 25, 1892.—2 binding frames were made and sunk to place.

Sawing off Piles.

April 26, 1892.—Foundation and platform piles were sawed off to grade.

Recapitulation of Work Done and to be Done on the Bulkhead-wall at Chambers Street Section.

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1891-1892.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	44.20	651.70	.....
*Cobble.....	14.90	622.40	29.30
*Rip-rap.....	25.90	633.40	18.30
Piles driven.....	44.20	651.70	.....
Binding frames.....	46.20	651.70	.....
Piles sawed off.....	46.20	651.70	.....
Longitudinal caps.....	.....	605.54	45.16
Cross caps.....	.....	602.09	49.61
Decking.....	.....	585.40	66.30
Base blocks.....	.....	601.04	49.66
"A B" course granite.....	.....	581.44	70.26
"C" course granite.....	.....	578.24	73.46
"D" course granite.....	.....	573.24	78.46
"E" course granite.....	.....	569.64	82.06
Coping.....	.....	200.00	91.70
Wall actually completed.....	.....	560.00	91.70
Equivalent length of completed wall.....	10.58	599.98	51.72

* Given in equivalent lengths of wall.

General Work.

RETAINING-WALL FOR EARTH-FILLING.

May 1 to May 11, 1891.—Dry stone retaining-wall was built at north end of this section to retain earth-filling.

Cleaning Pavement between Warren and Jay Streets.

April 13 to April 30, 1892.—Pavement of new-made land between the above points is being cleaned under Engineer's order.

JAY STREET SECTION, N. R.

Under Unanimous Resolutions of Board September 18, 1891, and January 30, 1892.

Bulkhead-wall Proper.

DREDGING.

October 24 to November 4, 1891.—Mud was excavated and removed from bulkhead-wall area by Morris & Cumings, under Treasurer's Order No. 15656.

STONE-FILLING.

August 1, 1891, to April 30, 1892.—Cobble and rip-rap were discharged on wall foundation by J. A. Bouker & Brown & Fleming, under Treasurer's Orders Nos. 15882, 15881, 15970 and 15969.

PILING AND WOODWORK.

Vertical Piles.

February 15 to April 26, 1892.—234 vertical piles were driven regulated and stay-lathed.

Bracing Piles.

March 19 to April 27, 1892.—36 bracing piles were driven and regulated.

Sawing off Piles.

March 10 to April 22, 1892.—Foundation and platform piles were sawed off to grade.

Binding Frames.

February 1 to April 26, 1892.—4 binding frames were made and sunk to place.

Capping.

April 13 to April 30, 1892.—42 feet longitudinal caps were placed and fastened with oak treenails.

MASONRY.

Concrete Blocks.

April 25, 1892.—One concrete block was set on wall foundation.

Construction under "New Plan."

Recapitulation of Work Done and to be Done on the Bulkhead-wall at Jay Street Section.

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1891-1892.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	87.00	87.00	123.67
*Cobble.....	16.00	16.00	200.67
*Rip-rap.....	16.00	16.00	200.67
Piles driven.....	78.19	78.19	138.48
Binding frames.....	81.47	81.47	135.20
Piles sawed off.....	78.19	78.19	138.48
Longitudinal caps.....	14.50	14.50	202.17
Cross caps.....	.....	.....	216.67
Decking.....	.....	.....	216.67
Base blocks.....	13.20	13.20	203.47
"A B" course granite.....	.....	.....	216.67
"C" course granite.....	.....	.....	216.67
"D" course granite.....	.....	.....	216.67
"E" course granite.....	.....	.....	216.67
Coping.....	.....	.....	141.67
Wall actually completed.....	.....	.....	216.67
Equivalent length of completed wall.....	23.98	33.98	182.69

* Given in equivalent lengths of wall.

General Work.

REMOVING OLD PIER 33, N. R.

January 11 to April 24, 1892.—Pier, old 33, North river, and shed thereon were torn up and removed to East One Hundred and Tenth street and placed on the bulkhead thereat, under Secretary's Order No. 11600, and resolution of Board, January 30, 1892.

FRANKLIN STREET SECTION.

Under Unanimous Resolution of Board, November 13, 1890.

Bulkhead-wall Proper.

DREDGING.

November 3 to November 24, 1891.—Mud was excavated and removed by Morris & Cumings, under Treasurer's Orders Nos. 15609, 15610 and 15625.

STONE-FILLING.

May 1, 1891, to April 30, 1892.—Rip-rap and cobble were discharged on wall foundation by Sheridan & Shea and Brown & Fleming, under Treasurer's Orders Nos. 15251, 15305, 15327, 15616, 15707, 15367 and 15414. Piles at south end of section were planked below low water to retain cobble-filling.

PILING AND WOODWORK.

Vertical Piles.

May 1, 1891, to January 23, 1892.—347 vertical piles were driven, regulated and stay-lathed.

Bracing Piles.

May 1, 1891, to February 6, 1892.—80 bracing piles were driven and regulated.

Sawing Off Piles.

May 4, 1891, to March 28, 1892.—Foundation and platform piles were sawed off to grade.

Rafting Pile Butts.

May 6 to March 21, 1892.—Pile butts were collected and rafted for removal.

Locating Foundation Piles.

May 6 to April 5, 1892.—Foundation piles on which to place the concrete blocks were located by divers.

Binding Frames.

May 6, 1891, to April 27, 1892.—5 binding frames were made and sunk to place.

Capping.

May 1, 1891, to April 30, 1892.—630 feet longitudinal and 85 transverse caps were prepared, placed and fastened with oak treenails.

Decking.

July 2 to July 8, 1891.—2,664 square feet of deck planking were placed and fastened.

MASONRY.

Concrete Blocks.

May 2, 1891, to April 6, 1892.—16 concrete blocks were set on wall foundation.

Chain Holes.

July 6, 1891, to April 7, 1892.—Chain holes in concrete blocks were filled with concrete in oval bottom bags.

Granite.

May 22, 1891, to April 30, 1892.—273 pieces of granite were set on wall and backed up with 671 batches of concrete.

Coping.

August 1 to October 1, 1891.—20 pieces of coping were set on wall.

Backing Logs.

September 26 to October 19, 1891.—Holes were drilled in coping. Backing-logs were placed and fastened with Ahlstrom bolts.

Recapitulation of Work Done and to be Done on the Bulkhead-wall at Franklin Street Section.

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1891-1892.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	81.28	415.95	.....
*Cobble.....	192.74	415.95	.....
*Rip-rap.....	236.65	415.95	.....
Piles driven.....	138.35	415.95	.....
Binding frames.....	133.68	415.95	.....
Piles sawed off.....	142.28	415.95	.....
Longitudinal caps.....	211.68	415.95	.....
Cross caps.....	256.68	415.95	.....
Decking.....	224.24	326.67	89.28
Base blocks.....	194.68	415.95	.....
"A B" course granite.....	248.75	351.18	64.77

* Given in equivalent lengths of wall.

Construction under "New Plan."

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1891-1892.	Total to Date.	
	Feet.	Feet.	Feet.
"C" course granite.....	234.31	335.48	79.47
"D" course granite.....	231.96	330.13	85.82
"E" course granite.....	232.72	326.26	89.69
Coping.....	150.00	190.67	15.28
Wall actually completed.....	235.59	325.26	89.69
Equivalent length of completed wall.....	204.64	395.36	20.59

General Work.

REMOVING OLD WORK.

May 5, 1891, to April 30, 1892.—Old crib-bulkhead in rear of new bulkhead-wall is being torn up and removed.

BUILDING FENCE.

April 28 to April 30, 1892.—Fence was built to keep trespassers off the work.

REMOVING AND RELAYING COPING.

Under Secretary's Orders Nos. 11611 and 11712.

January 28 to March 22, 1892.—10 pieces of coping were removed from wall and afterwards relaid north of Pier, new 23, North river.

Filling in Rear of Wall.

August 13, 1891, to January 7, 1892.—30,602 loads of earth-filling were received and placed in rear of bulkhead-wall.

Pier, old 34, N. R.

August 1 to December 21, 1891.—Pier, old 34, North river, was torn up and material rafted and towed to temporary basin, West Fifty-sixth street, North river.

November 6, 1891, to April 30, 1892.—Old timber from Pier, old 34, North river, was towed to temporary timber basin at West Fifty-sixth street, and part placed on new-made land, between West Fifty-sixth and Fifty-seventh streets, North river.

April 23 to April 29, 1892.—Old worthless timber and plank were towed from Pier, old 34, North river, to the bulkhead at the foot of East One Hundred and Tenth street, and were hoisted from the river to the bulkhead.

Temporary Plank Approach to Pier, new 23, N. R.

September 30 to December 31, 1891.—Temporary plank approach to the above pier was laid, about 180 feet in length and 24 feet in width.

Pier, new 23, N. R.

BUILDING PIER.

Under Unanimous Resolution of Board, January 8, 1891.

May 1 to September 28, 1891.—A new pier, 676 feet 6 inches in length and 70 feet in width, was built. Piles were driven over the area of pier. Caps, rangers, decking and sheathing were placed and fastened. Ends of 4 outer double rows were protected with boiler plate armatures. Mooring posts were put on and fastened around pier. Oak fenders and oak fender-piles were placed and fastened—all by Department labor.

Temporary Wooden Drain at foot of Franklin Street, N. R.

August 10 to August 17, 1891.—A temporary wooden drain about 1 foot square was built in rear of wall to connect with basin in order to drain new pavement.

Paving between Franklin and Vestry Streets, N. R.

Under Unanimous Resolutions, of Board, July 23 and December 17, 1891.

November 7, 1891, to April 28, 1892.—The area between the northerly side of Franklin street and the southerly side of Vestry street, and for a width of 50 feet from the westerly line of West street was paved, crosswalks were laid and sewer put in by Contractor Matthew Baird, under Contract No. 392. Joints in the paving blocks were filled with coal tar and gravel by Department labor.

Temporary Pavement Approach to Pier, new 24, N. R.

August 7 to September 22, 1891.—A temporary pavement approach 128 feet long and 30 feet wide was laid to the above pier with old paving blocks removed from Washington Market.

NORTH MOORE STREET SECTION.

Under Unanimous Resolution of Board, April 28, 1880.

GENERAL WORK.

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

November 2 to November 7, 1891.—Temporary pavement approach to Pier, new 25, North river, was laid with second-hand paving blocks, under Secretary's Order No. 11320.

Pier, new 25, N. R.

EXTENDING PIER.

Under Unanimous Resolution of Board, February 12, 1891.

May 1 to July 14, 1891.—Pier, new 25, North river, was extended out to the pierhead-line of 1890, a distance of 101 feet 7½ inches in length and 75 feet in width, by Joseph Walsh, contractor, under Contract No. 369.

Bulkhead between Piers, new 24 and 25, N. R.

September 26 to September 29, 1891.—Bulkhead between Piers, new 24 and 25, North river, was cleaned.

BEACH STREET SECTION.

Under Unanimous Resolution of Board, July 16, 1879.

General Work.

EXCAVATING SEWER BOX.

November 16 to December 5, 1891.—Sewer box was excavated and removed from new-made land.

Pier, new 26, N. R.

EXTENDING PIER.

Under Resolutions of Board, April 2 and October 2, 1891.

June 9 to July 31, 1891.—Pier, new 26, North river, was extended out to the pierhead-line of 1890, a distance of 100 feet in length and 80 feet in width, by John H. Staats, contractor, under Contract No. 376.

19 oak fender-piles were placed, under Secretary's Order No. 11289.

The shed on pier was also extended under Resolution of Board, January 8, 1891.

LAIGHT STREET SECTION, N. R.

Under Unanimous Resolution of Board, September 20, 1889.

REMOVING OLD WORK.

December 4 to December 16, 1891.—Sewer box was excavated and removed from new-made land.

Pier, new 34, N. R.

EXTENDING PIER.

Under Unanimous Resolution of Board, December 17, 1891.

December 18, 1891, to April 30, 1892.—Pier, new 34, North river, is being extended out to pierhead-line of 1890, a distance of 149 feet 5 inches long by 90 feet wide. Piles have been driven over the area of extension. Rangers and caps were placed and fastened and decking is being laid.

Pier, new 35, N. R.

EXTENDING PIER.

Under Resolution of Board, May 28, 1891.

June 15 to November 13, 1891.—Pier, new 35, North river, was extended out to the pierhead-line of 1890.

Construction under "New Plan."

Pier, new 37, N. R.

EXTENDING PIER.

Under Resolution of Board, March 19, 1890.

May 8 to September 18, 1891.—Pier, new 37, North river, was extended 135 feet 6¾ inches out to the pierhead-line of 1890, by John W. Flaherty, contractor, under Contract No. 372.

Pier, new 42, N. R.

EXTENDING PIER.

Under Unanimous Resolution of Board, February 18, 1891.

May 1 to July 14, 1891.—Pier, new 42, North river, was extended out to the pierhead-line of 1890, a distance of 106 feet in length and 75 feet in width, by Department labor.

ROUND CORNERS.

May 1 to July 22, 1891.—The outer corners on extension to Pier, new 42, North river, were made round at the request of the Compagnie Générale Transatlantique, by Department labor under Secretary's Order No. 10826.

Pier, new 44, N. R.

EXTENDING PIER.

Under Unanimous Resolution of Board, September 3, 1891.

November 1, 1891, to February 6, 1892.—Pier, new 44, North river, was extended out to the pierhead-line of 1890, a distance 101 feet long by 50 feet wide, diminishing to 40 feet at outer end, by Department labor.

DRIVING PILES UNDER EXTENSION.

November 10 to November 23, 1891.—Piles furnished by the Hoboken Ferry Company were driven under extension to Pier, new 44, North river, under Secretary's Order No. 11443.

Pier at Twentieth Street, N. R.

BUILDING PIER AND APPROACH.

Under Contracts Nos. 402 and 403.

November 17, 1891, to April 30, 1892.—The pier at the foot of West Twentieth street, North river, including all pile and timber work and the crib near the outer end down to mean low water were removed by Contractor John S. Gillies. The area of pier was dredged by the Atlantic Dredging Company, under Contract No. 402. A new pier 329 feet 5¾ inches long on north side and 343 feet 2¾ inches long on south side and 60 feet wide, with approach on piles 151 feet 8¾ inches long by 60 feet wide, is being built by Contractor John S. Gillies, under Contract No. 403. Piles about 85 feet long have been driven over entire area of pier in twenty-six single and four double rows, also over area of approach, piles have been cut off to grade and caps placed and fastened. Armature plates were placed and fastened. Double sewer has been built of creosoted timber under the pier and approach. Old crib-bulkhead was also removed.

Pier at Twenty-first Street, N. R.

EXTENDING AND WIDENING PIER.

Under Resolution of Board, July 16, 1891.

August 31, 1891, to January 12, 1892.—Pier at West Twenty-first street, North river, was extended 82 feet 9½ inches on the south side and 64 feet 5¾ inches on the north side, out to the pierhead-line of 1890, and was widened 10 feet on each side. Also the approach was widened 10 feet on each side. Crib-bulkhead was repaired under Contract No. 391.

DREDGING.

February 6 to March 17, 1892.—Mud was excavated and removed from ½ slips on north and south sides, and outer end of pier by Charles DuBois, under Contract No. 409.

Pier at Twenty-second Street, N. R.

EXTENDING PIER.

Under Unanimous Resolution of the Board, February 25, 1892.

March 7 to April 30, 1892.—West Twenty-second Street Pier is being extended 42 feet 8 inches on the south side, and 27 feet 2 inches on the north side.

Piles 85 feet long have been driven in two double rows, cut off to grade, and caps placed and fastened. Vertical sheathing was placed on each side of double rows and trimmed for armature plates, and armature plates were placed and fastened on ends of double rows.

WEST TWENTY-THIRD STREET SECTION, SOUTH END.

Under Unanimous Resolution of Board, November 5, 1880.

Bulkhead-wall Proper.

MASONRY.

Coping.

June 3 to June 5, 1891.—5 pieces of coping were set on wall dry.

Backing Logs.

June 3 to June 6, 1891.—43 linear feet of backing-logs were placed and fastened 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.
	1891-1892.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	970.00	268.20
Cobble.....	800.00	438.20
Rip rap.....	790.00	448.20
Piles driven.....	968.00	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.....	43.27	453.46	192.97
Completed wall.....	533.47	704.73
Equivalent length of completed wall.....	1.64	927.96	310.24

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

November 14, 1891.—Temporary plank approach to Pier, new 54, North river, was repaired.

Temporary Plank Approach to Pier, new 55, N. R.

April 16 to April 19, 1892.—Temporary plank approach, 100 feet in length, to Pier, new 55, North river, was resheathed with 3-inch spruce, under Secretary's Order 11836.

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

May 26 to July 7, 1891.—Temporary plank approach to Pier, new 56, North river, was built. August 1 to October 31, 1891.—A temporary plank approach to Pier, new 56, North river, was laid over new-made land.

Raising Inner End of Pier, new 57, N. R.

September 17 to September 22, 1891.—Inner end of Pier, new 57, North river, was raised and blocked up to grade.

Construction under "New Plan."

Temporary Plank Approach to Pier, new 57, N. R.

May 19 to June 23, 1891.—A temporary plank approach, 256 feet in length and 23 feet in width, widening out to 45 feet at westerly end, was laid to Pier, new 57, North river.

WEST TWENTY-THIRD STREET SECTION, NORTH END.

Under Unanimous Resolution of Board June 28, 1882.

Bulkhead-wall Proper.

MASONRY.

Granite.

May 1 to July 27, 1891.—32 pieces of granite were set on wall and backed up with 45 batches of concrete.

Coping.

May 1 to June 6, 1891.—40 pieces of coping were set on wall dry.

Backing Logs.

May 1 to June 20, 1891.—275 linear feet of backing-logs were placed and fastened.

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.
	1891-1892.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging .....	.....	615.42	.....
Cobble .....	.....	615.42	.....
Rip-rap .....	.....	615.42	.....
Piles driven .....	.....	615.42	.....
Binding frames .....	.....	615.42	.....
Piles sawed off .....	.....	615.42	.....
Longitudinal caps .....	.....	615.42	.....
Cross caps .....	.....	615.42	.....
Decking .....	.....	615.42	.....
Base blocks .....	.....	615.42	.....
"A B" course granite .....	.....	615.42	.....
"E" course granite .....	.....	615.42	.....
Coping course granite set dry	432.36	432.36	.....
Wall actually completed	183.06	304.59	310.83
Equivalent length of completed wall	13.50	603.90	11.52

EARTH-FILLING.

May 1, 1891, to April 30, 1892.—7,453 loads of earth-filling on tickets and 34,050 loads of filling from the Street Cleaning Department were received and placed in rear of the bulkhead-wall.

Temporary Plank Approach to Piers, new 57, 58 and 59, N. R.

October 10, 1891, to February 26, 1892.—Temporary plank approach was laid along the bulkheads between Piers, new 57 and 59, North river, for a length of 410 feet and a width of 26 feet.

Pier, new 58, N. R.

RAISING INNER END.

October 1 to December 14, 1891.—Inner end of Pier, new 58, North river, was raised and blocked up to grade.

PAVEMENT APPROACH.

October 10 to October 12, 1891.—Temporary pavement approach to Pier, new 59, North river, was repaired.

Pier, new 59, N. R.

RAISING INNER END.

October 5 to October 8, 1891.—Inner end of Pier, new 59, North river, was raised and blocked up to grade.

Pier, new 60, N. R.

RAISING INNER END.

June 22 to July 1, 1891.—Inner end of Pier, new 60, North river, was raised and blocked up to grade.

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

May 1 to May 26, 1891.—Old temporary plank approach to Pier, new 60, and the old temporary plank approach between new 59 and 60 were removed under Treasurer's Order No. 15237, and a new approach of Belgian blocks substituted for same.

WEST THIRTY-FIRST STREET SECTION, N. R.

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

Bulkhead-wall Proper.

MASONRY.

Granite.

June 20 to July 20, 1891.—Bulkhead-wall was pointed.

BACKING-LOGS.

June 19 to June 20, 1891.—Backing-logs were refastened on coping.

General Work.

EARTH-FILLING.

December 1 to December 5, 1891.—105 loads of earth-filling were received and placed in rear of the bulkhead-wall.

WEST THIRTY-THIRD STREET SECTION, N. R.

Under Unanimous Resolution of Board, February 20, 1890.

General Work.

EARTH FILLING.

May 1, 1891, to February 3, 1892.—125 loads of earth-filling were received and placed in rear of bulkhead-wall.

August 26 to October 1, 1891.—Rip-rap was discharged by Sheridan & Shea, also Brown & Fleming, to retain earth-filling in place, under Treasurer's Orders Nos. 15414, 15489, 15536 and 15541.

Pier, new 63, N. R.

RAISING INNER END.

November 20 to December 14, 1891.—Inner end of Pier, new 63, North river, was raised and blocked up to grade.

WEST FORTY-THIRD STREET SECTION, N. R.

Under Unanimous Resolution of Board, September 3, 1891.

Bulkhead-wall Proper.

DREDGING.

September 9, 1891, to March 10, 1892.—Mud was excavated and removed by Morris & Cumings from bulkhead-wall area, under Treasurer's Orders 15523, 15687 and 15909.

Construction under "New Plan."

STONE-FILLING.

October 2, 1891, to April 30, 1892.—Rip-rap and cobble stone were discharged by Sheridan & Shea, also Brown & Fleming, on wall-foundation, under Treasurer's Orders Nos. 15541, 15415, 15542, 15618, 15706, 15707, 15748, 15,775 and 15776.

PILING AND WOODWORK.

Vertical Piles.

November 4, 1891, to April 30, 1892.—832 vertical piles were driven, regulated and stay-lathed.

Bracing Piles.

December 12, 1891, to April 11, 1892.—104 bracing piles were driven and regulated.

Sawing Off Piles.

December 10, 1891, to April 21, 1892.—Foundation and platform piles were sawed off to grade.

Rafting Pile Butts.

December 23, 1891, to April 22, 1892.—Pile butts sawed off to grade were rafted for removal.

Locating Foundation Piles.

January 6 to 11 and April 8, 1892.—Foundation piles for concrete blocks were located by means of wire screens.

Binding Frames.

November 17, 1891, to April 30, 1892.—10 binding frames were built and sunk to place.

Capping.

February 3 to April 30, 1892.—324 linear feet of longitudinal capping and 12 cross caps were placed and fastened with 2-inch and 3-inch trenails.

MASONRY.

Concrete Blocks.

January 5 to February 4, 1892.—6 concrete blocks were set on wall foundation on mattresses prepared for same.

Chain Holes.

February 5, 1892.—Chain holes in concrete blocks were filled with concrete in bags.

General Work.

CUTTING THROUGH WEST FORTY-FOURTH STREET PIER.

January 22 to April 3, 1892.—Inshore end of pier at West Forty-fourth street, over bulkhead-wall area was removed.

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

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1891-1892.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging	260.83	260.83	.....
*Cobble	83.21	83.21	177.62
*Rip-rap	139.81	139.81	121.02
Piles driven	244.22	244.22	36.61
Binding frames	186.50	186.50	74.33
Piles sawed off	188.20	188.20	72.63
Longitudinal caps	108.55	108.55	152.28
Cross caps	70.20	70.22	190.63
Decking .....	.....	.....	260.83
Base blocks	72.45	72.45	188.38
"A B" course granite .....	.....	.....	260.83
"C" course granite .....	.....	.....	260.83
"D" course granite .....	.....	.....	260.83
"E" course granite .....	.....	.....	260.83
Coping .....	.....	.....	260.83
Wall actually completed .....	.....	.....	260.83
Equivalent length of completed wall	106.17	106.17	154.66

*Rip-rap and cobble given in equivalent lengths of wall.

Pier at Forty-eighth street, N. R.

DREDGING FOR NEW PIER.

August 7 to August 25, 1891.—Mud was excavated and removed from area of new pier by the Atlantic Dredging Company, under Contract No. 388.

Building New Pier and Approach.

Under Resolution of Board, June 11, 1891.

September 1 to December 17, 1891.—A new wooden pier, 504 feet 4 inches long by 60 feet wide, with an approach 210 feet long by 30 feet wide, was built by Edward T. Cronin, contractor, under Contract No. 386.

Dredging One-half Slips.

February 16 to March 11, 1892.—Mud was excavated and removed from one-half slips north and south of West Forty-eighth Street Pier by Charles Du Bois, under Contract No. 409.

WEST FIFTY-SECOND STREET SECTION, NORTH END.

Under Resolution of Board, February 6, 1889.

Bulkhead-wall Proper.

DREDGING.

September 8 to November 27, 1891, April 25 and 26, 1892.—Mud was excavated and removed from bulkhead-wall area by Morris & Cumings, under Treasurer's Orders Nos. 15565 and 15670.

PUMPING MUD.

October 1, 1891, to April 11, 1892.—Mud was pumped from wall foundation by crew with 12-ton derrick No. 2.

MASONRY.

Concrete in Bags.

October 14, 1891, to April 13, 1892.—845 batches of concrete in bags were mixed and placed on wall foundation.

Concrete in Mass.

November 4, 1891, to March 29, 1892.—29 batches of concrete in mass were mixed and placed on top of concrete in bags to bring concrete foundation to grade.

Concrete Blocks.

November 17, 1891, to April 19, 1892.—10 concrete blocks and 17 sub-blocks were set on wall foundation.

Chain Holes.

November 25, 1891, to April 20, 1892.—Concrete was mixed and placed in oval bottomed bags and chain holes in concrete blocks were filled with same.

TAKING BORINGS.

December 3 to December 17, 1891.—Borings were taken to ascertain the nature of bottom.

Construction under "New Plan."

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

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1891-1892.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	157.00	237.00	806.55
Cleaning rock bottom.....	97.00	147.00	896.55
Rip-rap.....	.....	.....	1,043.55
Concrete in bags.....	134.00	134.00	909.55
Concrete in mass.....	132.00	132.00	911.55
Sub-blocks.....	101.55	101.55	942.00
Base blocks.....	60.39	60.39	983.16
"A B" course granite.....	.....	.....	1,043.55
"C" course granite.....	.....	.....	1,043.55
"D" course granite.....	.....	.....	1,043.55
"E" course granite.....	.....	.....	1,043.55
Capping.....	.....	.....	803.34
Wall actually completed.....	.....	.....	1,043.55
Equivalent length of completed wall.....	75.56	88.52	955.03

Platform Approach on Piles from West Fifty-sixth to West Fifty-fifth Street Pier.

August 17 to August 22, 1891.—Platform approach across slip from West Fifty-sixth to West Fifty-fifth Street Pier was repaired.

WEST FIFTY-SEVENTH STREET SECTION, N. R.

Under Resolution of Board August 1, 1889.

Bulkhead-wall Proper.

STONE-FILLING.

November 7 to December 16, 1891.—Mud was pumped off cobble filling. Cobble and rip-rap were discharged on wall foundation by Brown & Fleming, under Treasurer's Orders Nos. 15706, 15707 and 15748.

PILING AND WOODWORK.

Bracing Piles.

December 8, 1891.—8 bracing piles were driven and regulated.

Sawing Off Piles.

December 9 to December 10, 1891.—Piles were sawed off to grade.

Capping.

December 1, 1891, to January 8, 1892.—132 linear feet of longitudinal capping and 11 cross-caps were placed and fastened.

MASONRY.

Concrete Blocks.

December 17, 1891.—2 concrete blocks were set on wall foundation.

Granite.

April 19 to April 30, 1892.—49 pieces of granite were set on wall and backed up with 135 batches of concrete.

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

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1891-1892.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	.....	762.50	.....
*Cobble.....	5.86	750.50	12.00
*Rip-rap.....	10.85	755.50	7.00
Piles driven.....	.....	762.50	.....
Binding frames.....	.....	760.00	2.50
Piles sawed off.....	6.00	762.50	.....
Longitudinal caps.....	5.32	762.50	.....
Cross caps.....	19.57	759.50	3.00
Decking.....	.....	668.18	94.32
Base blocks.....	25.04	762.50	.....
"A B" course granite.....	27.66	672.84	89.66
"C" course granite.....	42.02	667.90	94.60
"D" course granite.....	42.20	664.38	98.12
"E" course granite.....	34.17	651.97	110.53
Capping.....	.....	431.23	200.99
Wall actually completed.....	.....	561.67	200.83
Equivalent length of completed wall.....	17.13	734.13	28.37

* Cobble and rip-rap given in equivalent lengths of wall.

General Work.

EARTH-FILLING.

May 8, 1891, to February 26, 1892.—13,320 loads of earth-filling were received and placed in rear of bulkhead-wall, under Secretary's Order No. 10590.

Total to date 126,625 loads.

Sewer opening was maintained at West Fifty-fifth street, and trenches were dug to drain water from new-made land.

Temporary Plank Approach to West Fifty-sixth Street Pier.

July 7 to July 31, 1891.—Temporary plank approach was built to West Fifty-sixth street Pier.

May 1, 1891, to April 22, 1892.—Temporary plank approach to West Fifty-sixth street Pier was repaired.

EAST RIVER WATER-FRONT.

Pier 22, E. R.

TEST PILING.

Under Secretary's Order No. 11599.

February 1 to February 2, 1892.—6 test piles were driven to ascertain the nature of the river bottom prior to preparing plans and specifications for building a new pier.

REMOVING EXISTING PIER AND BUILDING NEW PIER THEREAT.

March 24 to April 30, 1892.—Removing existing Pier 22, East river; preparing for and building new pier on site and repairing bulkhead thereat, under Contract No. 413, with Fearon & Jenks, contractors.

Foot of East Third Street, E. R.

TEST PILING.

Under Secretary's Order No. 11487.

December 28 to December 31, 1891.—9 test piles were driven at the foot of East Third street, to ascertain the nature of river bottom, prior to preparing plans and specifications for building a new pier.

Construction under "New Plan."

Pier Foot of East Eighteenth Street.

Building New Pier, under Unanimous Resolution of Board, January 29, 1891.

PILE-DRIVING, STAY-LATHING, ETC.

May 13 to December 3, 1891.—681 vertical and 70 bracing piles were driven, regulated, stay-lathed and cut off to the required grade for capping. Total number of piles driven, 826 vertical and 1 broken in driving, and 70 bracing piles.

TIMBER WORK.

August 1, 1891, to February 27, 1892.—Caps, rangers, horizontal and "A" braces and decking were prepared, placed and fastened; backing-logs were placed and fastened on both sides and the outer end of the pier. The new pier completed, with exception of sewer connection with main sewer, is 689.39 feet long on the north side, 652.8 feet long on the south side and 60 feet wide.

ARMATURE PLATES.

August 1, 1891, to February 16, 1892.—Piles were trimmed and the armature plates were painted, put on and fastened.

MOORING POSTS.

August 28, 1891, to February 13, 1892.—Mooring post foundations were framed and 23 mooring posts were placed on the sides of the pier and fastened.

OAK FENDERS.

December 8, 1891, to February 13, 1892.—116 oak fenders were prepared and put on.

OAK FENDER-PILES.

February 15 to February 24, 1892.—14 oak fender-piles were driven, regulated and fastened at the outer end of the pier.

SEWER.

April 20, 1891, to February 27, 1892.—Timber was hoisted from the river to deck of pier, and chocks were made for the sewer. Templets were made over which the sewer box was built, and 56 sections of sewer box were built in place underneath the pier, and all the work completed except the inner section of sewer, which cannot be placed until the main sewer through East Eighteenth street is completed.

General Charges.

July 18, 1891.—Piles delivered by A. J. Murray, under Treasurer's Order No. 15182, were stored at temporary timber basin at the foot of East Ninety-sixth street, for use in this pier.

OFFICE AND FENCE.

August 4, 1891.—The office was moved from the bulkhead to the pier. The fence was moved from the street-line to face of old bulkhead to keep people from trespassing on the pier, and to make way for the Department of Public Works to build a sewer thereat.

APPROACH TO PIER.

February 24 and February 25, 1892.—The approach leading to the pier was graded up, and the fence taken down.

EAST TWENTY-FOURTH STREET SECTION.

Unanimous Resolution of Board, April 25, 1889.

Bulkhead-wall Proper.

STONE-FILLING.

September 12 to December 31, 1891.—1,528 cubic yards of cobble stone and 1,202 cubic yards of rip-rap stone were delivered and deposited on wall foundation by Brown & Fleming, under Treasurer's Orders therefor. Total to date, 4,105 cubic yards of cobble stone and 3,525 cubic yards of rip-rap stone.

VERTICAL PILING.

June 11 to August 19, 1891.—152 vertical piles were driven, regulated and stay-lathed. Total to date, 880 driven and 3 broken in driving.

BRACING PILING.

August 13 to August 20, 1891.—27 bracing piles were driven and regulated, and 1 broken in driving. Total to date, 132 driven and 4 broken in driving.

BINDING FRAMES.

August 1 to August 10, 1891.—Mud, sand and gravel were pumped from the binding frame area with a wrecking pump operated with steam from the 12-ton derrick, assisted by the divers; 1 binding-frame was made and with aid of the divers was sunk and keyed to place, making a total of 12 frames in place.

SAWING OFF PILES.

June 17 and 26 and August 10 to 23, 1891.—The two rear rows of piles were cut off by hand to make way to drive the bracing-piles; 83 foundation piles for the concrete blocks, and 87 platform piles were sawed off by the saw-cutting machine, and the butts rafted.

CAPPING.

August 19 to December 31, 1891.—The bracing piles were sawed off by hand, and were prepared to receive the longitudinal capping; 312 linear feet of longitudinal capping, and 41 transverse caps were placed; chocks were made and placed under ends of caps on the foundation blocks; dove-tail pieces were placed on the caps, and the ends of transverse caps were sawed off where projecting in the way of setting granite; 950½ linear feet of longitudinal capping and 83 transverse caps in place to date.

DECKING.

October 20 to 23, November 2 and 25 and December 11 to 24, 1891.—1,733 square feet of 4-inch deck-planking were placed on the caps, in rear of the masonry of the bulkhead-wall, making a total of 2,411 square feet placed.

LOCATING FOUNDATION PILES.

September 4 to September 10, 1891.—The foundation piles on which the concrete blocks were to be placed were located by the divers by means of wire screens.

MASONRY.

Concrete Blocks.

May 11 to 14, June 2 to 4 and September 28 to 30, 1891.—Cement, sand and broken stone were loaded on scows at the East Seventeenth Street Yard for use in setting blocks, and filling the chain-holes between them. 10 standard concrete foundation blocks were loaded on scows at the East Seventeenth Street Yard. Mattresses were prepared for placing the blocks on and the 10 standard blocks were set in the wall by the derrick "City of New York" assisted by the divers. Total blocks set at this section to date 20 standards, 1 special angle and 4 special blocks, making a total of 25.

September 16, 1891.—Joints between the blocks were measured up by the divers.

Chain Holes.

May 14, June 5 and September 30, 1891.—The chain holes between the concrete blocks were filled with concrete in bags assisted by the divers.

Granite.

May 26, June 6 and 24 and July 2, 1891, and January 25, 1892.—The base course of granite was dressed down to receive the "C" course. Cement, sand and broken stone were loaded on scows at the East Seventeenth Street Yard for use at this section in setting and backing up the granite. 165 pieces of granite were set and backed up with 406 batches of concrete. Total batches in place, 678.

Pointing Granite.

November 21, 24, 25, 27 and December 8, 1891.—Joints in the granite were cleaned out and pointed.

Construction under "New Plan."

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

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	In 1891-1892.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	.....	275	65.6
Cobble.....	99	249	.....
Rip-rap.....	113	258	82.6
Piles driven.....	51	235	55.6
Binding frames.....	46.95	279	.....
Piles cut.....	45	279	61.6
Longitudinal caps.....	72.07	254.07	.....
Cross caps.....	88.12	240.17	18
Decking.....	145.5	212.5	33.5
Base blocks.....	121.1	274.82	65.78
"A B" course granite.....	112.7	248.78	91.82
"C" course granite.....	165.55	245.81	94.79
"D" course granite.....	156.14	234.15	106.45
"E" course granite.....	158.04	229.83	110.77
Wall actually completed.....	.....	63.35	277.25
Equivalent length of completed wall.....	84.44	246.76	93.84

N. B.—No cobble, longitudinal caps, cross caps or decking were required at the southerly end of this section, and none will be required for about 56 feet yet to be built at the foot of East Twenty-fifth street.

General Charges.

FILLING IN REAR OF WALL.

May 22 to June 4, 1891.—Cribwork was built up with pile butts from the work at the south end of the section to retain the filling in place and to prevent the flow of mud underneath the Ferry Company's buildings.

Under Secretary's Order No. 11375.

October 20, 1891, to May 1, 1892.—21,582 loads of earth-filling were received and placed in rear of the new bulkhead-wall by Thomas Smith, and the close row of piles driven at the south end of the section having been disturbed by the filling, it was strengthened with iron rods connecting with eye-bolts placed in the granite of the new bulkhead-wall.

February 26 to March 4, 1892.—The cribwork on piles at the southerly end of the section apparently having stopped moving, the backing-log was placed on the southerly street line and the earth-filling brought up to grade.

March 12 to March 23, 1892.—The cribwork on piles at the southerly end of the section having started again, and it being likely that it would carry away the Greenpoint Ferry Company's rack, the stone-filling of the cribwork and the earth-filling in rear of it were removed to lessen the pressure on it.

April 7 and April 8, 1892.—The cribwork on piles at the southerly end of the section was entirely removed to prevent its being carried into the Greenpoint Ferry Company's rack.

REMOVING OLD WORK.

March 4 to March 8, 1892.—Old facing timbers of the bulkhead at the foot of East Twenty-fourth street were removed and rafted up.

April 9 to April 13, 1892.—A portion of the old platform on piles in front of the Pipe Yard was removed and the material rafted up.

TEMPORARY PLANK APPROACH.

April 13 to May 1, 1892.—A temporary plank approach was laid on the newly made land to connect with the new pier, and the old approach on sewer piles was removed to allow the Department of Public Works to build the sewer.

BELLEVUE SECTION.

Unanimous Resolution of Board, April 25, 1889.

Bulkhead-wall Proper.

STONE-FILLING.

May 1 to May 13, and June 11 to August 1, 1891.—1,916 cubic yards of cobble stone and 2,614 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. Total to date, 8,579 cubic yards of cobble stone and 6,680 cubic yards of rip-rap stone.

PILING AND WOODWORK.

Vertical Piling.

May 8 and May 9, 1891.—9 extra vertical piles were driven with aid of divers over the concrete block area, and 1 broken in driving. Total to date, 1,634 driven and 7 broken in driving.

Sawing off Piles.

May 9 to May 12, 1891.—The extra piles driven in wall foundation were sawed off by hand by the divers.

Binding Frames.

May 11, 1891.—Binding frames were chocked up by the divers.

Capping.

May 1 to August 1, 1891.—The bracing piles were sawed off by hand and were prepared to receive the longitudinal capping; 228 lineal feet of longitudinal capping and 41 transverse caps were placed, dovetail pieces were made and placed on the caps; chocks were made and placed underneath ends of transverse caps on the concrete foundation blocks, and ends of transverse caps were sawed off where projecting in the way of setting granite; 1,438 lineal feet of longitudinal capping and 175 transverse caps placed to date.

Decking.

May 19 to June 23, August 4 to 7 and August 18 to 21, 1891.—2,371 square feet of 4-inch deck planking were placed on the caps in rear of the masonry of the bulkhead-wall, making a total of 5,020 square feet in place.

Locating Foundation Piles.

May 4 to May 8, 1891.—The foundation piles on which the concrete foundation blocks were placed were located by the divers by means of wire screens, and a temporary bulkhead to keep the mud from flowing over the piles located was put up by the divers.

MASONRY.

Concrete Blocks.

May 11 to 16, June 1 to 3 and June 23 and 24, 1891.—Cement, sand and broken stone were loaded on scows at the East Seventeenth Street Yard, 7 standard and 3 special concrete foundation blocks were loaded on scows at the East Seventeenth Street Yard for use at this section; mattresses were prepared for placing them on and the 10 concrete foundation blocks were set in the wall by the derrick "City of New York," assisted by the divers. Levels were taken on the blocks by the surveying party, assisted by the divers. Total blocks set to date, 42 standard, 5 special and 1 special angle block, making a total of 48 blocks.

Chain Holes.

May 15 and June 8 and 24, 1891.—The chain holes between the concrete blocks were filled with concrete in bags, assisted by the divers.

Granite.

May 6 to 24, June 1 to 26, July 24 to September 4, 1891.—Cement, sand and broken stone were loaded on scows at the East Seventeenth Yard, as required, to set and back up the granite. 296 pieces of granite were set and backed up with 750½ batches of concrete. Total batches in place, 1,602½.

Construction under "New Plan."

Pointing Granite.

May 11, 14, 26, 29 and June 11, 1891.—Joints in the granite were cleaned out and pointed.

Coping.

August 19 to September 26, 1891.—42 pieces of coping were dressed and set on the "E" course of the bulkhead-wall by the derrick "City of New York" and the "10-ton derrick."

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

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1891-1892.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	.....	525.00	18.81
Cobble.....	165.00	525.00	.....
Rip-rap.....	154.00	534.00	9.81
Piles driven.....	2.61	522.42	21.39
Binding frames.....	2.61	522.42	21.39
Piles cut.....	2.61	522.42	21.39
Longitudinal caps.....	63.00	502.08	.....
Cross caps.....	127.00	509.00	.....
Decking.....	279.00	509.00	.....
Base blocks.....	77.46	522.42	21.39
"A B" course granite.....	236.42	522.42	21.39
"C" course granite.....	279.13	522.42	21.39
"D" course granite.....	285.59	522.42	21.39
"E" course granite.....	287.42	522.42	21.39
Coping.....	368.05	459.08	21.39
Wall actually completed.....	368.05	522.42	21.39
Equivalent length of completed wall.....	127.64	.....	.....

N. B.—No cobble, longitudinal caps, cross-caps or decking were required for about 12 feet at the southerly end of this section, and none will be required for the remaining 21.39 feet yet to be built.

General Charges.

FILLING IN REAR OF WALL.

Under Secretary's Order No. 10024.

May 1 to October 10, 1891.—29,796 loads of earth-filling were received and placed in rear of the bulkhead-wall from Plunkitt & Smith, the right to do the work having been sold to them. Total to date from October 9, 1890, 51,435 loads.

REMOVING OLD WORK.

May 5 to July 17, 1891.—Portions of the old bulkhead and platform in rear of the Bellevue Hospital were removed at various times between May 5 and July 17, 1891, to make way for the earth-filling, and the old material was rafted up.

TEMPORARY APPROACH.

June 7, 1891.—Plank on the temporary approach leading to the new pier at the foot of East Twenty-eighth street, where found loose, were fastened down to place.

BACKING-LOGS.

June 10 to 21, 1891, January 19 to February 1 and March 5 to 7, 1892.—Holes were drilled in the coping stone to place Ahlstrom bolts by which the backing-logs were to be secured to the new bulkhead-wall, 12-inch by 12-inch yellow pine timber was loaded on a scow and sent to the vulcanizing works at the foot of East Nineteenth street, to be treated under their process. This was reloaded after being treated and transferred to this section; fitted and scupper holes cut ready to be placed.

DREDGING.

Under Contract No. 390.

September 16 to October 8, 1891.—43,095 cubic yards of mud were excavated and removed from 100 feet north of East Twenty-sixth Street Pier to 100 feet south of new pier foot of East Twenty-eighth street by the Atlantic Dredging Company.

Proposed Pier at Foot of Thirty-third Street.

TEST PILING.

Under Secretary's Order No. 11618.

April 5 to April 6, 1892.—6 test piles were driven to ascertain the nature of river bottom prior to preparing plans and specifications for building a new pier.

EAST NINETY-FOURTH STREET SECTION.

Under Unanimous Resolution of Board, April 25, 1889.

Bulkhead-wall Proper.

DREDGING.

October 20 to November 6, 1891.—1,000 cubic yards of cribwork were excavated and removed from site of bulkhead-wall by the Atlantic Dredging Company.

December 24, 1891.—429 cubic yards of mud were excavated and removed from site of bulkhead-wall by the Morris & Cuming Dredging Company. Total to date, 15,086 cubic yards of mud and 1,178 cubic yards of cribwork.

STONE-FILLING.

May 1, 1891.—Cobble stone over the concrete block area was leveled off by the divers to receive the concrete foundation blocks.

November 11 to November 14, 1891.—Bulkheaded up the south end of the section with 2-inch spruce plank to hold the filling in place.

October 2 to 21, and November 16 to 18, 1891, and April 27, 1892.—901 cubic yards of cobble stone and 1,277½ cubic yards of rip-rap stone were delivered and deposited on wall foundation by Brown & Fleming, under Treasurer's orders therefor.

PILING AND WOODWORK.

Vertical Piling.

November 30 to December 14, 1891, and March 7 to April 1, 1892.—138 vertical piles were driven, regulated and stay-lathed, 14 of which were second-hand piles. Total to date, 908 driven and 5 broken in driving.

Bracing Piling.

December 14 and 15, 1891, and April 7, 1892.—24 bracing piles were driven and regulated. Total to date, 147 driven and 1 broken in driving.

Binding Frames.

December 7 to 12, 1891, and March 31 to April 5, 1892.—2 binding frames were made and with aid of divers were sunk and keyed to place. Making a total of 13 frames placed.

Sawing Off Piles.

December 16 and 17, 1891, and April 12 to 22, 1892.—51 foundation and 39 platform piles were sawed off with the saw-cutting machine; the two rear rows were cut off by hand to make way to drive the bracing piles and the butts rafted up.

Capping.

September 3 to October 3, and December 10 to 22, 1891, and March 30 to April 5, 1892.—Timber and tools were transferred from the East One Hundred and Tenth Street Section to this section and the work of capping continued. The bracing piles were sawed off by hand and were prepared to receive the longitudinal capping; 90 lineal feet of longitudinal capping and 39 transverse caps were placed, dove-tail pieces were made and placed on the caps; chocks were made and placed underneath ends of caps on the foundation blocks, and ends of caps were sawed off where projecting in the way of setting granite.

Construction under "New Plan."

Locating Foundation Piles.

March 18 and April 19 to 21, 1892.—The foundation piles on which the concrete foundation blocks were to be placed were located by the divers by means of wire screens.

Decking.

April 20, 1892.—375 square feet of 4-inch deck planking were placed on the caps in rear of the masonry of the new bulkhead-wall.

MASONRY.

Pumping Mud, Removing Loose Stone, etc.

December 29, 1891, to January 31, 1892, February 1 to April 8, and April 21 and 22, 1892.—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. Loose stone and boulders were removed and deposited in rear of the wall. About 212 cubic yards were removed.

Drilling and Blasting Bed Rock.

February 11 to 15, 1892.—Holes were drilled in rock on river bottom with a drilling machine operated with steam from the 12-ton derrick; same filled with explosives and blasted to get the required grade.

Placing Concrete in Bags.

February 1 to April 3, and April 21 to 29, 1892.—Cement, sand and broken stone were loaded on scows at the East Seventeenth Street Yard for use at this section; 393 batches of concrete were mixed and placed in bags, and with 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 foundation blocks.

Placing Concrete in Mass.

March 17, 30, 31, and April 27 and 28, 1892.—29 batches of concrete in mass were mixed and placed on top of the concrete in bags to bring the foundation up 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.

May 25 to 27, 1891, January 4 to 9, and March 21 to 26, 1892.—Cement, sand and broken stone were loaded on scows at the East Seventeenth Street Yard for use in setting blocks and filling chain holes between them; 8 standard and 2 special concrete foundation blocks were loaded on scows at the East Seventeenth Street Yard. Mattresses were prepared for setting the blocks on, and 8 standard and 2 special concrete blocks were set in the wall by the derrick "City of New York," assisted by the divers, making a total of 19 standard, 2 special and 1 special angle block set—in all 22 blocks set.

Mud was pumped from the block area prior to setting the blocks with a wrecking pump, operated with steam from the 12-ton derrick, assisted by the divers.

Levels were taken on the concrete blocks by the surveying party, assisted by a diver.

Chain Holes.

May 30, 1891, and April 11, 1892.—The chain holes between the concrete blocks were filled with concrete in bags, assisted by the divers.

Granite.

November 1 to November 20, 1891.—Cement, sand and broken stone were loaded on scows at the East Seventeenth Street Yard for use in setting and backing up the granite at this section; 118 pieces of granite were set and backed up with 205 batches of concrete; total batches placed, 627.

Pointing Granite.

June 5, 11 and 12, 1891, and April 25 to April 30, 1892.—Joints in the granite were cleaned out and pointed.

Coping.

December 26, 1891, and January 18 and April 12, 1892.—Coping-stone were loaded on a scow at this section and transferred to the East Seventeenth Street Yard to have the bottom beds dressed to the required grade; 18 pieces of coping were loaded on a scow at the East Seventeenth Street Yard by the 10-ton derrick and set on the "E" course of the new bulkhead-wall.

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

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1891-1892.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging	62.00	374.00	.....
Cleaning rock bottom	77.52	77.52	.....
Concrete in bags	77.52	77.52	.....
Concrete in mass	77.52	77.52	.....
Cobble	86.00	213.00	52.48
Rip-rap	71.00	198.00	175.08
Piles driven	46.42	294.52	.....
Binding frames	46.42	294.52	.....
Piles cut	46.42	294.52	.....
Longitudinal caps	47.02	294.52	.....
Cross caps	119.13	267.00	30.00
Decking	52.08	171.00	124.56
Base blocks	121.67	268.07	105.01
"A B" course granite	87.07	209.17	163.91
"C" course granite	88.73	207.51	165.57
"D" course granite	87.27	201.35	171.73
"E" course granite	88.96	193.94	179.14
Coping	128.50	128.50	103.45
Wall actually completed	128.50	192.11	180.97
Equivalent length of completed wall	86.14	325.55	47.53

General Charges.

REMOVING OLD WORK.

May 21 to December 18, 1891.—Rip-rap stone from old cribwork on site of wall foundation at the south end of the section was removed by the divers with aid of the 10-ton derrick, and old timbers extending over site of wall foundation left after dredging were sawed off by the divers.

FILLING IN REAR OF WALL.

June 1 and 2, 15 to 18, 1891, April 4 to 22, 1892.—4,877 loads of earth filling (on tickets) were received and placed in rear of the new bulkhead-wall. Total to date, 15,004 loads under Secretary's Order No. 9324, 10,078 loads from the Department of Street Cleaning, 5,602 loads free and 11,771 loads on tickets—in all, 42,455 loads.

April 4 to April 6, 1892.—The trestle leading from the bulkhead to Hencken's coal yard was strengthened and braced to prevent its being disturbed by the filling.

BACKING-LOGS.

April 13 to April 20, 1892.—Holes were drilled in the coping stone to receive the Ahlstrom bolts by which the backing-logs are to be secured to the new bulkhead-wall.

SECTION OFFICE.

September 19, 1891.—Section office and tool-house were transferred from the East One Hundred and Tenth Street Section to this section.

December 23 and December 24, 1891.—A new office was transferred from the West Fifty-seventh Street Yard and located on the bulkhead for use of Assistant Engineer of this section, and the old office was placed on a scow and sent to the West Fifty-seventh Street Yard.

Construction under "New Plan."

EAST NINETY-SIXTH STREET SECTION.

Under Unanimous Resolution of Board, October 31, 1889.

Bulkhead-wall Proper.

August 22 to August 30, 1891.—6 borings were taken with the borer "Woodcock" to ascertain the nature of the river bottom over the bulkhead-wall area.

DREDGING.

December 16, 1891, January 9, 1892.—11,838 cubic yards of mud, 1,444 cubic yards of large rip-rap stone, etc., and 960 cubic yards of sand were excavated and removed from site of the bulkhead-wall by the Morris & Cumings Dredging Company, under Treasurer's orders therefor.

STONE-FILLING.

January 18 to February 4, 1892.—976 cubic yards of cobble stone and 892 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.

PILING AND WOODWORK.

March 10 to April 29, 1892.—259 vertical piles were driven, regulated and stay-lathed, and 2 broken in driving.

Bracing Piling.

April 2 to 6, and April 28, 1892.—39 bracing piles were driven and regulated.

Binding Frames.

March 23 to April 29, 1892.—3 binding frames were made, and with aid of the divers were sunk and keyed to place, and binding frame No. 4 is being made.

Sawing Off Piles.

March 30 to April 1, 1892, and April 11 and 30, 1892.—70 foundation and 21 platform piles were sawed off with the saw-cutting machine. The two rear rows were cut off by hand to make way to drive the bracing piles.

Capping.

April 15 to April 30, 1892.—The bracing piles were sawed off by hand, prepared to receive the longitudinal capping, and 144 linear feet of longitudinal capping were placed.

Locating Foundation Piles.

April 25, 1892.—The foundation piles on which the concrete foundation blocks are to be placed, were located by the divers by means of wire screens.

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

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1891-1892.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging	125.0	125.0	75.91
Cobble	20.0	20.0	180.91
Rip-rap	20.0	20.0	180.91
Piles driven	79.0	79.0	121.91
Binding frames	69.0	69.0	131.91
Piles cut	69.0	69.0	131.91
Longitudinal caps	43.1	43.1	157.81
Equivalent length of completed wall	41.25	41.25	159.66

General Charges.

TEMPORARY TIMBER BASIN.

December 19, 1891.—10 second-hand piles were driven to form a temporary timber basin to store timber in.

TOOL-HOUSE.

March 19 and April 8 and 9, 1892.—A platform was put up, and the tool-house made at the East Seventeenth Street Yard was painted, transferred and placed on the platform for use at this section.

EAST ONE HUNDRED AND SECOND STREET SECTION.

Under Unanimous Resolution of Board, July 17, 1890.

Bulkhead-wall Proper.

DREDGING.

May 6 to 19, June 30 to July 31, September 22 to October 18, 1891, December 24, 1891, to January 8, 1892, and April 28 to April 30, 1892.—12,506 cubic yards of mud, 23,062 cubic yards of sand, and 9,579 cubic yards of cribwork were excavated and removed from site of bulkhead-wall by the Atlantic Dredging Company, under Treasurer's orders therefor and Contract No. 352. Total to date, 28,553 cubic yards of mud, 23,062 cubic yards of sand, 3,965 cubic yards of cribwork and 5,614 cubic yards sand, stones, wreck, etc.

STONE-FILLING.

September 12 to 13, November 2 to 19, 1891, and February 1 and 2, March 2 to 5, and 10 to 13, 1892.—825 cubic yards of cobble-stone and 4,390 cubic yards of rip-rap stone were delivered and deposited on wall foundation by Brown & Fleming and John A. Bouker; examination of area dredged was made by the divers, and the mud pumped from among the foundation piles with a wrecking pump operated with steam from the 12-ton derrick, assisted by the divers, prior to depositing the filling.

PILING AND WOODWORK.

Vertical Piling.

May 1 to June 26, 1891, and February 6, 1892.—893 vertical piles were driven, regulated and stay-lathed, and 4 broken in driving. Total to date, 1,001 driven and 5 broken in driving.

Sawing off Piles.

June 2, 9, 16 and 30, July 7 and 30, September 25, October 1 to 10 and November 12 and December 3, 1891, and January 5 and April 18 to 22, 1892.—958 foundation piles were sawed off with the saw cutting machine; prior to sawing them off, the mud was washed from among them with a wrecking pump operated with steam from the 12-ton derrick, assisted by the divers.

Locating Foundation Piles.

June 14 to 19, November 9 to 24, and December 10 to 26, 1891.—The foundation piles on which the concrete foundation blocks were to be placed were located by the divers by means of wire screens; prior to locating them, the mud was washed from the tops of them with a wrecking pump operated with steam from the 12-ton derrick, assisted by the divers.

MASONRY.

Concrete Blocks.

August 10 to 29, October 1 to 10, 1891, November 25, 1891, to January 15, 1892, and March 19 to 25, 1892.—Cement, sand and broken stone were loaded on scows at the East Seventeenth Street Yard for use in setting the blocks and filling the chain holes; 63 special concrete foundation blocks made for this section were loaded by the derrick "City of New York" on scows at the East Seventeenth Street Yard for use at this section; mattresses were prepared for setting the blocks on, and 63 special blocks were set in the wall by the derrick "City of New York," assisted by the divers; prior to setting the blocks, the mud was washed from the area with a wrecking pump operated with steam from the 12-ton derrick, assisted by the divers.

March 28, 1892.—Levels were taken on the block by the surveying party, assisted by a diver.

Chain Holes.

August 26 and 31, October 5 and 10, and December 10, 1891, January 16 to 18, and March 24 and 25, 1892.—The chain holes between the concrete foundation blocks were filled with concrete in bags, assisted by the divers.

Granite.

October 1 to 24, 1891, February 10 to March 6, and April 29 and 30, 1892.—Cement, sand and broken stone were loaded on scows at the East Seventeenth Street Yard, as required for use in setting and backing up the granite. 341 pieces of granite were set and backed up with 486 batches of concrete.

Construction under "New Plan."

Pointing Granite.

April 25 to April 30, 1892.—Joints in the granite are being cleaned out and pointed.
Coping.

December 3 to December 19, 1891.—The bottom beds of 18 pieces of coping were dressed to the required grade at the East One Hundred and Tenth Street Section, and same loaded on a scow by the 10-ton derrick and set on the "E" course of the bulkhead-wall.

March 16 to 18 and April 1 to April 8, 1892.—15 pieces of coping were turned over by the derrick "City of New York" at the East Seventeenth Street Yard, and the bottom beds dressed to the required grade. Cement and sand were loaded on a scow, and 15 pieces of coping were loaded on a scow by the 10-ton derrick and set on the "E" course of the bulkhead-wall.

Backing Logs.

February 8 to 19, March 8 to 12, and April 1, 1892.—Holes were drilled in the coping stone; backing logs placed and secured to the new bulkhead-wall with Ahlstrom bolts, and galvanized iron cleats placed upon them for mooring purposes.

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

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1891-1892.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging	430.0	530.0	318.64
Rip-rap	286.0	286.0	562.64
Piles driven	365.3	419.3	429.34
Piles cut off	410.0	410.0	438.64
Base blocks	382.51	382.51	466.13
"A B" course granite	319.94	319.94	528.70
"C" course granite	319.00	319.00	529.64
"D" course granite	315.1	315.1	533.54
"E" course granite	310.7	310.7	537.94
Coping	265.4	265.4	583.24
Wall actually completed	265.4	265.4	583.24
Equivalent length of completed wall	369.62	408.62	440.02

General Charges.

MOORING PILES.

July 9, September 29, and October 16 and 17, 1891.—Second-hand piles were driven in clusters for mooring purposes, and for use in holding pile-drivers, scows and derricks in position when working.

REMOVING OLD WORK.

May 26 and May 27, 1891.—Old platform at the bulkhead between One Hundred and Fourth and One Hundred and Fifth streets was removed.

December 22 to 29, and December 31, 1891.—Old crib-bulkhead in line of the bulkhead-wall, was removed to make way for dredging. This crib-work was subsequently replaced. Begun August 7 and finished September 1, 1891.

TEMPORARY TIMBER BASIN.

May 25, 1891.—6 second-hand piles were driven to form a temporary timber basin to keep piles and timber in.

REPAIRING PREMISES OF KANE & WRIGHT.

Under Secretary's Order No. 11478.

February 5 to April 30, 1892.—A fence was put up at the foot of One Hundred and Fourth street on the Kane & Wright bulkhead to replace the one removed for the accommodation of this Department.

REMOVING PAVING BLOCKS.

December 18 to 24, 1891, January 12, and February 29 to March 3, 1892.—Paving blocks on the bulkhead were taken up and loaded on a scow to make way for dredging, and transferred to the East Seventeenth Street Yard and stored for future use.

BREAKING UP OLD WRECKED BOAT.

January 23 to January 27, 1892.—An old wrecked canal boat lying on site of wall foundation was broken up and removed to make way to drive piles for the new bulkhead-wall.

SEWER-BOX.

February 12 to February 18, and April 28, 1892.—A temporary sewer-box was placed in the newly made land to connect with the new bulkhead-wall.

CURB-STONES.

Under Secretary's Order No. 11789.

April 5 to April 8, 1892.—Curb-stones taken up to make way for the work at this section were replaced at the foot of One Hundred and Fourth street, for the contractor to pave up to.

SECTION OFFICE.

January 7, 1892.—The section office was shifted back on the bulkhead to make way for dredging, and a fence put up to keep people from trespassing on the work.

DOG POUND.

Under Secretary's Order No. 11615.

January 11 to February 20, 1892.—The dog pound was protected from being disturbed by the dredging from time to time.

FILLING IN REAR OF WALL.

Under Secretary's Order No. 11498.

November 23 to December 19, 1891.—1,500 loads of earth-filling were received and placed in rear of the new bulkhead-wall from Thomas Smith, he having paid for the privilege.

Under Secretary's Order No. 11629.

December 18, 1891, to January 26, 1892.—3,000 loads of earth-filling were received and placed in rear of the new bulkhead-wall from Thomas Smith, he having paid for the privilege.

Under Secretary's Order No. 11649.

January 26 to February 16, 1892.—3,000 loads of earth-filling were received and placed in rear of the new bulkhead-wall from Thomas Smith, he having paid for the privilege.

Under Secretary's Order No. 11688.

February 16 to April 3, 1892.—3,122 loads of earth-filling were received and placed in rear of the new bulkhead-wall, from Thomas Smith.

Under Engineer's Order No. 11262.

April 22 to April 30, 1892.—916 loads of earth-filling were received and placed in rear of the new bulkhead-wall from Thomas Smith. This filling was transferred from the East One Hundred and Twenty-fifth Street Section to close up the order.

Total filling received to date under all orders, 11,538 loads.

EAST ONE HUNDRED AND TENTH STREET SECTION.

Under Unanimous Resolution of Board, April 25, 1889.

Bulkhead-wall Proper.

STONE-FILLING.

May 13 to 23, July 7, September 13 and October 6 to 8, 1891.—2,519 cubic yards of cobble stone and 3,943 cubic yards of rip-rap stone were delivered and deposited on wall foundation by Brown & Fleming, John A. Bouker and Sheridan & Shea, under Treasurer's orders therefor. Total to date, 10,461 cubic yards of cobble stone and 9,596 cubic yards of rip-rap stone used.

PILING AND WOODWORK.

Vertical Piling.

May 15, June 3 to 26, and July 7, 1891.—196 vertical piles were driven, regulated and staylathed, and 2 broken in driving. Total to date, 2,538 driven and 34 broken in driving.

Construction under "New Plan."

Bracing Piling.

June 23 to June 27, 1891.—33 bracing piles were driven and regulated. Total to date, 373 driven and 4 broken in driving.

Binding Frames.

May 9 to June 26, 1891.—3 binding frames were made, and with aid of divers were sunk and keyed up to place, making a total of 32 frames placed.

Sawing off Piles.

May 18 and June 26 and 27, 1891.—34 platform and 65 foundation piles were sawed off with the saw-cutting machine; the balance were cut off by hand to the required grade for capping.

Locating Foundation Piles.

June 30 to July 3, 1891.—The foundation piles on which the concrete foundation blocks were placed were located by the divers.

Capping.

May 1 to September 1, 1891.—The bracing piles were sawed off by hand and were prepared to receive the longitudinal capping; 284 lineal feet of longitudinal capping and 58 transverse caps were placed; door-tail pieces were made and placed on the caps, and chocks made and placed underneath ends of the transverse caps on the foundation blocks; ends of the transverse caps were sawed off where interfering with the setting of the granite.

Decking.

May 15 to July 30, August 11 to September 1, October 7 to 14 and November 8, 1891.—4,893 square feet of 4-inch deck-planking were placed on the caps in rear of the masonry of the new bulkhead-wall.

MASONRY.

Concrete Blocks.

May 25 to 29, July 8 to 14 and August 10 to 12, 1891.—Cement, sand and broken-stone were loaded on scows at the East Seventeenth Street Yard for use in setting the blocks and filling the chain holes between them, and 9 standard and 1 special block were loaded on scows at the East Seventeenth Street Yard. Mattresses were prepared to place the blocks on, and 9 standard and 1 special block were set in the wall by the derrick "City of New York," assisted by the divers. Total blocks set, 61 standards, 1 special and 1 special angle block. Making a total of 63 blocks set.

June 16, July 18 and August 3, 1891.—Levels were taken on the blocks by the surveying party, assisted by the divers.

Chain Holes.

May 29, July 14 and September 12, 1891.—The chain holes between the concrete foundation blocks were filled with concrete in bags, assisted by the divers.

Granite.

May 1 to 16, June 29 to July 25 and August 22 to September 30, 1891.—Cement, sand and broken stone were loaded on scows at the East Seventeenth Street Yard, as required for use in setting and backing up the granite. 371 pieces were set and backed up with 1,073 batches of concrete. Total batches placed 2,283.

Coping.

November 4 to December 22, 1891.—The bottom beds of 59 regular coping stone and 2 closures were dressed to the required grade, and 61 pieces were set on the "E" course of the bulkhead-wall by the 10-ton derrick. A temporary blacksmith's shop was put up on the bulkhead for the blacksmith to sharpen the tools used in dressing the coping.

April 9 to April 12, 1892.—4 pieces were dressed and set on the "E" course of the bulkhead-wall by the 10-ton derrick, making a total of 65 pieces set.

Backing Logs.

December 15 to December 26, 1891.—12 inches by 12 inches yellow pine timber transferred from the North river to this section was hoisted from the river to the bulkhead-wall and framed and fitted ready to place.

February 5 to 25 and April 1 to 15, 1892.—Holes were drilled in the coping stone and backing-logs placed and secured to the new bulkhead-wall with Ahlstrom bolts, and galvanized iron cleats placed on them for mooring purposes.

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

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1891-1892.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging .....	.....	760.00	95.86
Cobble	213.00	760.00	.....
Rip-rap	215.00	760.00	95.86
Piles driven	62.04	760.00	95.86
Binding frames	55.00	760.00	.....
Piles cut	67.00	760.00	95.86
Longitudinal caps	166.05	760.00	.....
Cross caps	184.32	760.00	.....
Decking	320.00	740.00	.....
Base blocks	117.85	756.15	99.71
"A B" course granite	305.50	753.70	102.16
"C" course granite	366.65	752.95	102.91
"D" course granite	372.37	752.08	103.78
"E" course granite	380.90	750.85	105.01
Coping	481.37	698.06	32.44
Wall actually completed	490.76	750.85	105.01
Equivalent length of completed wall	174.67	.....	.....

No cobble, longitudinal caps, cross caps or decking will be required for the remaining 105.01 feet of this section.

General Charges.

DREDGING.

April 4 to April 13, 1892.—4,140 cubic yards of mud and 4,993 cubic yards of sand were excavated and removed from in front of the wall to get the required depth of water thereat.

FILLING IN REAR OF WALL.

Under Secretary's Order No. 10897.

May 1, 1891, to April 30, 1892.—28,792 loads of earth-filling were received and placed in rear of the new bulkhead-wall, from Plunkitt & Smith, who have the exclusive right to do the work. Total to date, 12,105 loads under Secretary's Order No. 10529, 28,792 loads under Secretary's Order No. 10,897 and 65 loads from the Department of Street Cleaning, making a total of 40,962 loads.

September 29 to October 6, 1891.—The close row of piles at the north end of the section having been disturbed by the filling, was strengthened to protect the work at this point.

SECTION OFFICE.

September 18, 1891.—The section office and tool-house were put on a scow and transferred to the East Ninety-fourth Street Section.

Pier foot of East One Hundred and Tenth Street.

May 2 to May 12, 1891.—Horizontal and "A" braces, vertical chocking, armature plates and mooring posts placed; chocked and fastened fender piles; placed screw-bolts in the work at low-water mark; cut scupper holes in the backing-logs, and connected the sewer bottom with the bulkhead.

May 25 to May 28, 1891.—Mooring posts, armature plates, oak fenders and heads of oak fender-piles were painted.

June 25 and July 1, 1891.—The sewer was planked up at the inshore end of the pier to connect with the permanent sewer through the new bulkhead-wall.

Construction under "New Plan."

July 12 and July 13, 1891.—Sunken piles were got up, rafted and placed in timber basin at the East One Hundred and Second Street Section.

September 19, 1891.—Screw-bolts were placed in the work at low-water mark, and the new pier fully completed in accordance with Secretary's Order No. 10849.

East One Hundred and Twentieth to East One Hundred and Twenty-fourth Street.

TEST BORINGS.

Under Engineer's Order, No. 11906.

March 8 to 10 and March 21 to April 30, 1892.—Borings are being taken on the river bottom with the borer "Woodcock," to ascertain the nature of river bottom between the above streets.

EAST ONE HUNDRED AND TWENTY-FIFTH STREET SECTION.

Unanimous Resolution of Board, March 28, 1889.

Bulkhead-wall Proper.

MASONRY.

Coping.

September 25 to October 7, 1891.—Coping stones were turned over by the derrick "City of New York" at the East Seventeenth Street Yard, and bottom beds of same were dressed to the required grade for use at this section.

October 17 to October 31, 1891.—21 pieces, an angle piece and a closure were loaded on a scow at the East Seventeenth Street Yard and set on the "E" course of the bulkhead-wall by the 10-ton derrick.

November 2, 1891.—4 pieces were set by the 10-ton derrick.

November 23 to December 24, 1891.—7 pieces of coping were dressed to the required grade at the East One Hundred and Tenth Street Section for use at this section, loaded on a scow and set on the "E" course of the bulkhead-wall by the 10-ton derrick.

March 16 to April 9, 1892.—Coping stones were turned over by the derrick "City of New York," and the bottom beds dressed to the required grade at the East Seventeenth Street Yard, and 4 pieces were loaded on a scow and set on the "E" course of the bulkhead-wall by the 10-ton derrick.

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

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1891-1892.	Total to Date.	
	Feet.	Feet.	Feet.
Cleaning rock bottom.....	.....	367.27	.....
Concrete in bags.....	.....	230.00	.....
Concrete in mass.....	.....	367.27	.....
Base blocks.....	.....	362.07	4.57
"A B" course granite.....	.....	362.07	4.57
"C" course granite.....	.....	362.07	4.57
"D" course granite.....	.....	362.07	4.57
"E" course granite.....	.....	362.07	4.57
Coping.....	290.55	357.02	10.25
Wall actually completed.....	290.55	357.02	10.25
Equivalent length of completed wall.....	11.12	.....	.....

General Charges.

PUMPING MUD, REMOVING LOOSE STONE, ETC.

May 21 to July 27 and August 7 to November 1, 1891.—Soundings were taken outside of the new bulkhead-wall by the surveying party, assisted by the divers. Holes were drilled in bed rock on river bottom, charged with explosives and blasted. Mud, sand and gravel were pumped from and loose stone and boulders removed from rock bottom outside of the bulkhead-wall with the 10-ton and 12-ton derricks, assisted by the divers, to get the required depth of water.

November 16 to November 21, 1891.—Loose stone and boulders were removed from rock bottom outside of the wall by the 12-ton derrick, assisted by the divers.

December 31, 1891.—The loose stone and boulders removed were transferred to the East One Hundred and Second Street Section, and deposited in rear of the new bulkhead-wall.

April 30, 1892.—Loose stone and boulders are being removed from rock bottom in slip at north end of section by the 12-ton derrick, assisted by the divers, to get the required depth of water.

BACKING LOGS.

March 3 to March 17, 1892.—Holes were drilled in the coping-stone, and backing-logs placed and secured to the new bulkhead-wall with Ahlstrom bolts, and galvanized-iron cleats placed on them for mooring purposes.

FILLING IN REAR OF WALL.

Under Secretary's Order No. 11043.

No filling received under this order. The filling-in was stopped on June 30, 1891, in accordance with the order, and order returned July 6, 1891.

Under Secretary's Order No. 10602.

May 1 to June 30, 1891.—2,326 loads of earth-filling were received and placed in rear of the new bulkhead-wall from John A. Delaney. Total received under this order, 7,067 loads.

Under Secretary's Order No. 11089.

July 8 to July 14, 1891.—15 loads of earth-filling were received and placed in rear of the new bulkhead-wall from John A. Delaney; this order returned, as the permit was given to Thomas Smith to do the work.

On Tickets.

August 4 to August 25, 1891.—294 loads of earth-filling were received and placed in rear of the new bulkhead-wall.

Under Engineer's Order No. 11262.

August 8, 1891, to April 25, 1892.—2,051 loads of earth-filling were received and placed in rear of the new bulkhead-wall from Thomas Smith.

Free Loads.

March 9 to March 21, 1892.—79 loads of earth-filling were received and placed in rear of the new bulkhead-wall to protect the sewer manhole.

Total filling received to date, 7,076 loads under Secretary's Order No. 10602, 15 loads under Secretary's Order No. 11089, 294 loads on tickets, 79 loads free and 2,051 loads under Engineer's Order No. 11262, making a total of 9,515 loads.

Temporary Construction, "New Plan."

TEMPORARY CONSTRUCTION UNDER NEW PLAN.

Pier, old 25, N. R.

Under Secretary's Order No. 11430.

February 22, 1892, to date.—Pier, old 25, is being extended out to the pierhead-line of 1890 by the New York Central and Hudson River Railroad Company.

Pier, old 27, N. R.

Under Secretary's Order No. 11149.

March 5, 1892, to date.—Pier, old 27, is being extended out to the pierhead-line of 1890, by the New York Central and Hudson River Railroad Company.

Pier at Eleventh Street, N. R.

Under Contract No. 411.

Extending Pier foot of West Eleventh street, North river, under contract with B. S. Cronin. Begun February 17, 1892; in progress.

Temporary Construction, "New Plan."

Pier at Jane Street, N. R.

Under Contract No. 401.

Extending Pier foot of Jane street, North river, under contract with J. W. Flaherty. Begun November 13 and finished January 30.

Piers, old 57 and 58, N. R.

Under Contract No. 395.

Preparing for and extending Piers, old 57 and 58, with appurtenances, near foot of Bloomfield street, North river, and for repairing the existing crib-bulkhead at Pier, old 58, North river, under contract with B. S. Cronin. Begun October 23 and finished February 12, 1892.

Pier 43, E. R.

BUILDING NEW PIER.

Contract No. 365.

Preparing for and building new pier on site of Pier 43, East river, and repairing crib-bulkhead thereat, under contract with John Gillies. Begun February 9 and finished June 16, 1891.

Construction not under "New Plan."

WORK OF CONSTRUCTION NOT UNDER NEW PLAN.

NORTH RIVER.

New-made Land from West Seventy-seventh to West Eightieth Street, N. R.

Under Engineer's Order.

No loads received. This work suspended April 4, 1892.

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 a crib-bulkhead from West Eighty-first street to West Eighty-third street, North river, and for dredging thereat, under Contract No. 374, with Thomas Walsh, contractor. Begun April 29, 1891, and finished September 22, 1892.

FILLING BEHIND BULKHEAD.

Received 21,072 truck loads and 1,264 cart loads. Begun January 27, 1892; dump closed April 4, 1892.

Crib-bulkhead from West Ninety-seventh to West Ninety-ninth Street, N. R.

Under Contract No. 399.

Building crib-bulkhead from Ninety-seventh to Ninety-ninth street, North river, and for dredging thereat, under Contract No. 399, with James D. Leary, contractor. Begun October 8, 1891; in progress.

EAST RIVER.

Pier 43, E. R.

Under Contract No. 365.

Preparing for and building new pier on site of Pier 43, East river, and repairing crib-bulkhead thereat, under contract with John Gillies. Begun February 9, 1891, and finished June 16, 1891.

Pier at Thirty-fifth Street, E. R.

Under Contract No. 382.

Preparing for and building new pier at Thirty-fifth street, East river, and repairing crib-bulkhead thereat, under contract with J. W. Flaherty. Begun August 6 and finished October 15, 1891.

Crib-bulkhead, Charity Hospital, Blackwell's Island.

Under Contract No. 353.

Preparing for and building a crib-bulkhead at Charity Hospital, Blackwell's Island, East river, under contract with John Gillies. Begun December 4, 1890, and finished June 15, 1891.

HARLEM RIVER.

Bulkhead, One Hundred and Thirty-eighth to One Hundred and Fortieth Street, H. R.

FILLING BEHIND BULKHEAD.

Secretary's Order No. 10381.—Received 1,640 loads. Finished July 8, 1891.

Secretary's Order No. 11099.—Received 1,434 truck loads and 430 cart loads. Begun July 10, 1891, and finished August 19, 1891.

Secretary's Order No. 11283.—No loads were received. Begun August 20 and finished August 27, 1891.

Secretary's Order No. 11226.—Received 6,305 truck loads and 3,395 cart loads. Begun August 28, 1891; in progress.

One Hundred and Fiftieth Street, H. R.

A crib-bulkhead with the necessary filling-in behind same was erected on the easterly side of Harlem river, and adjoining the southerly side of the bulkhead in course of erection by W. W. Astor, by Henry Lewis Morris, under permit of the Board. Begun January 15, 1891, and finished April 16, 1892.

A crib-bulkhead with the necessary filling-in behind same is being erected on the easterly side of Harlem river by W. W. Astor, under permit of the Board. Begun September 30, 1889; in progress.

Cromwell's Creek, H. R.

A crib-bulkhead with the necessary filling-in behind same was erected on the easterly side of Harlem river by J. J. Astor, under permit of the Board. Begun September 30, 1889, and finished April 30, 1892.

Bronx Kills, E. R.

The line of solid filling on the east side of Brook avenue, and running along Bronx Kills, was extended by New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun March 28, 1891, and finished August 1, 1891.

General Repairs.

STATEMENT OF REPAIRS, OTHER THAN DREDGING, FOR THE YEAR ENDING APRIL 30, 1892, EXCLUSIVE OF REPAIRS DONE FOR OTHER DEPARTMENTS.

NORTH RIVER.

Platform at Castle Garden—Battery.

Secretary's Order No. 11757.—Old piles were pulled, others were pulled to place and refastened; fender and spring piles were driven; 50 pounds of chain were used; a mooring pile was set; backing-log repaired, and the deck was patched with 2,016 feet, B. M., of 3-inch spruce plank. Begun March 25, and finished March 31, 1892.

Pier "A," N. R.

Secretary's Order No. 11070.—Miscellaneous repairs have been made to the office fixtures and furniture of the Department on Pier "A." Begun July 9, 1891; in progress.

Secretary's Orders Nos. 11171, 11576, 11616 and 11659.—The plastering in the various office rooms, and the entrance room of the Department on Pier "A," was repaired, and the walls and ceilings were painted. The work was done by James Lawlor, under Treasurer's Orders Nos. 15601, 15676, 15758 and 15807. Begun October 19, 1891, and finished February 6, 1892.

Secretary's Order No. 11352.—The outside of Pier "A" was painted by James Lawlor, under Treasurer's Order No. 15652. Begun November 12, 1891, and finished December 16, 1891.

Secretary's Order No. 11355.—Repairs were made to the plastering in the main room of the Police Department on Pier "A," under Treasurer's Order No. 15600. Begun November 30, 1891, and finished December 28, 1891.

Secretary's Order No. 10851.—The boat-landing at south side inner end of pier was repaired. The wooden gratings were renewed and other necessary repairs made; used 952 feet, B. M., of yellow pine. Begun May 12 and finished May 16, 1891.

Secretary's Order No. 11104.—A loose fender-pile was refastened on outer end of pier. Begun and finished July 14, 1891.

Secretary's Order No. 11287.—Chocks were put on and loose fenders refastened on north side of pier; used 112 feet, B. M., of yellow pine. Begun October 2 and finished October 3, 1891.

Secretary's Order No. 11759.—An oak fender-pile was driven and painted, others were refastened. Begun and finished April 5, 1892.

Secretary's Order No. 11704.—Pavement in front of Pier "A," taken up by the Department of Public Works to repair water pipe, was relaid by Department labor. Begun and finished March 17, 1892.

General Repairs.

Bulkhead between Pier "A" and Pier, new 1, N. R.

Secretary's Order No. 10936.—The hanging fenders on bulkhead were repaired and secured; used 200 pounds of chain and 768 feet, B. M., of 12 inches by 12 inches spruce. Begun and finished May 19, 1891.

Pier, new 1, N. R.

Secretary's Order No. 11409.—A small house or shanty was removed from new-made land southerly side of pier; the dirt and rubbish were also removed from gutter. Begun and finished November 2, 1891.

Pier, new 14, N. R.

REPAIRS.

Secretary's Order No. 11698.—Side caps and side rangers on north side of Pier, new 14, damaged by lighter "Henry T. Sissen," were repaired. Begun March 8 and finished March 10, 1892.

Secretary's Order No. 11812.—The name "Washington Pier" was painted on outer end of pier. Begun April 5 and finished April 12, 1892.

Cleaning Silt Basins between Warren and Jay Streets.

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 during the year. May 1, 1891, to April 30, 1892.

Pier, new 20, N. R.

PAVING.

Secretary's Order No. 11796.—Pavement on new-made land along West street, northerly 170 feet from the south side of Pier, new 20, is being raised to grade. Begun April 21, 1892; in progress.

New Made Land near Chambers Street.

PAVING.

Secretary's Order No. 11797.—Pavement on new-made land along West street, northerly 40 feet from southerly end of Chambers street, is being raised to grade. Begun April 27, 1892; in progress.

New Made Land near Reade Street.

PAVEMENT.

Secretary's Order No. 11795.—Pavement on new-made land along West street, north of Reade street, was raised to grade. Begun April 2 and finished April 26, 1892.

Dredging Half Slips between Piers, new 21 and 23, N. R.

Treasurer's Order No. 15908.—Mud was excavated and removed from the half slips between the above piers, North river, by Morris & Cumings. Begun March 10 and finished April 1, 1892.

Pier, old 33, N. R.

Secretary's Order No. 11377.—A portion of approach to pier was fenced off; used 1,485 feet, B. M., of 3-inch spruce plank. Begun October 24 and finished October 28, 1891.

Bulkhead between Piers, new 24 and 25, N. R.

Secretary's Order No. 11520.—The dirt and rubbish behind backing-log along the bulkhead were removed. Begun December 5 and finished December 16, 1891.

Pier, new 26, N. R.

Secretary's Order No. 11456.—The approach to Pier, new 26, North River, is being repaved to grade. Begun April 8; in progress.

Pier, old 42, N. R.

Secretary's Order No. 10035.—The sheathing on deck was patched with 4,040 feet, B. M., of 3-inch spruce plank. Begun July 13 and finished July 16, 1891.

Secretary's Order No. 10883.—14 half round oak fenders were placed on sides of pier and fastened, 3 new wooden cleats were put on and fastened on south side outer end of pier, fender-piles were refastened and the sheathing on deck was patched with 4,973 feet, B. M., 3-inch spruce, also used 75 pounds of chain. Begun May 8 and finished May 19, 1891.

Engineer's Order.—The sheathing on deck of pier was patched with 1,200 feet, B. M., of 4-inch spruce plank. Begun August 31 and finished September 1, 1891.

Secretary's Order No. 11378.—The sheathing on deck and a dangerous hole therein were repaired; used 1,010 feet, B. M., of 3-inch spruce plank. Begun October 21, 1891, and finished March 6, 1892.

Secretary's Order No. 11482.—The sheathing on deck of pier was patched with 5,850 feet, B. M., of 3-inch spruce plank, 16 new oak fender piles (571 linear feet); several fender-piles were pulled and redriven; 519 feet, B. M., of yellow pine were used for chocks. Begun November 25 and finished December 10, 1891.

Building Temporary Dumping Board.

Secretary's Order No. 11738.—Temporary dumping board is being built by Department labor. Begun April 12 and finished April 30, 1892.

Bulkheads north of Canal Street.

Secretary's Order No. 11786.—Bulkheads along new-made land on the North river north of Canal street are being cleaned as required. Begun April 15, 1892; in progress.

Cleaning out Silt Basins between Spring and West Tenth Streets.

Resolution of Board, June 2, 1886.—Silt basins on new-made land between Spring and West Tenth streets were cleaned out and water swept from around same at various times as required during the year. Begun May 1 and finished April 30, 1892.

Pier, new 34, N. R.

Secretary's Order No. 11676.—174 linear feet of crosswalks and 36 square yards of pavement in front of Pier, new 34, North river, were relaid to grade, and gas-pipe was repaired. Begun February 11 and finished March 17, 1892.

Between Piers, new 34 and 35, N. R.

PAVEMENT.

Secretary's Order No. 11031.—About 57 square yards of pavement, near West street, between Piers, new 34 and 35, N. R., were taken up and relaid to conform to grade. Begun August 6 and finished August 11, 1891.

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

Secretary's Order No. 11680.—The backing-log along bulkhead was bolted where necessary. Begun March 14 and finished April 3, 1892.

Pier, new 36, N. R.

Secretary's Order No. 11412.—Pavement was taken up along the westerly line of West street in front of Pier, new 36, North river, and relaid to conform to grade of new pavement laid by Public Works Department in West street. Begun November 1 and finished December 11, 1891.

Between Piers, new 36 and 37, N. R.

Secretary's Order No. 10992.—About 2 square yards of pavement on bulkhead between Piers, new 36 and 37, North river, were removed and earth-filling placed to raise the pavement to grade, after which paving was relaid. Begun June 9 and finished June 11, 1891.

Pier, new 37, N. R.

SILT BASIN.

Secretary's Order No. 11048.—About 20 square yards of pavement were taken up in front of Pier, new 37, North river, and a small silt basin put in and pavement relaid to grade. Begun September 21 and finished September 30, 1891.

Pier, new 37, N. R.

SILT BASIN.

Secretary's Order No. 11364.—10 square yards of pavement were taken up and a small silt basin was placed in front of Pier, new 37, North river. Begun October 19 and finished October 30, 1891.

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

Secretary's Order No. 11389.—The dirt and rubbish were removed from surface of bulkhead. Begun October 26 and finished November 5, 1891.

From Pier, new 37, to Pier, new 45, N. R.

Secretary's Order No. 11394.—Dirt and rubbish were removed from around the telegraph poles with the help of horse and cart. Begun October 29 and finished November 5, 1891.

General Repairs.

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

Secretary's Order No. 11587.—Mud was excavated and removed from slip between piers by Morris & Cumings. Begun January 18 and finished January 19, 1892.

Pier, new 38, N. R.

SILT BASINS.

Secretary's Order No. 11561.—2 small silt basins were put in on new-made land north and south of the approach to Pier, new 38, North river, near West street, and same were connected with main sewer about 50 feet west of West street. Begun January 26 and finished February 18, 1891.

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

Secretary's Order No. 11389.—The dirt and rubbish were removed from surface of bulkhead. Begun October 26 and finished November 5, 1891.

Secretary's Order No. 11587.—Mud was excavated from slip between above piers by Morris & Cumings. Begun January 13 and finished January 16, 1892.

Pier, new 39, N. R.

SILT BASINS.

Secretary's Order No. 11580.—2 small silt basins were placed on new-made land north and south of the approach to Pier, new 39, North river, near West street, and same were connected with main sewer about 50 feet west of West street. Begun January 15 and finished January 26, 1892.

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

Secretary's Order No. 11389.—Dirt and rubbish were removed from surface of bulkhead. Begun October 26 and finished October 30, 1891.

Bulkhead between Piers, new 40 and 41, N. R.

Secretary's Order No. 11389.—Dirt and rubbish were removed from surface of bulkhead. Begun October 26 and finished October 28, 1891.

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

Secretary's Order No. 11389.—Dirt and rubbish were removed from surface of bulkhead. Begun October 21 and finished October 24, 1891.

Secretary's Order No. 11587.—Mud was excavated and removed from slip between above piers by Morris & Cumings. Begun January 11 and finished January 13, 1892.

Pier, new 42, N. R.

Secretary's Order No. 11045.—3 square yards of pavement from silt basin in front of Pier, new 42, North river, were taken up to lower the head of silt basin, after which the pavement was relaid to grade. Begun July 27 and finished July 31, 1891.

Secretary's Order No. 11047.—70.8 square yards of pavement in front of Pier, new 42, North river, were taken up, old timbers removed, piles pointed and pavement relaid to grade. Begun July 27 and finished August 3, 1891.

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

Secretary's Order No. 10887.—The backing-logs on bulkhead were repaired. Begun May 15 and finished May 16, 1891.

Secretary's Order No. 11166.—Pavement and crosswalks between Piers, new 42 and 43, North river, have been repaired. Begun August 18 and finished October 13, 1891.

Secretary's Order No. 11168.—About 140 square yards of pavement in front of Pier, new 42, North river, and between Piers, new 42 and 43, North river, were taken up and relaid to grade and a small silt basin was put in. Begun August 12 and finished September 17, 1891.

Secretary's Order No. 11389.—Dirt and rubbish were removed from surface of bulkhead. Begun October 23 and finished October 24, 1891.

Pier, new 43, N. R.

Secretary's Order No. 11046.—About 30.7 square yards of pavement on the approach to Pier, new 43, North river, near West street, were taken up, silt basin lowered 2½ inches and pavement relaid to grade. Begun August 1 and finished August 5, 1891.

Secretary's Order No. 11167.—15 square feet of crosswalk stone in front of Pier, new 43, North river, were taken up and relaid to grade and a small silt basin put in. Begun September 14 and finished September 19, 1891.

Bulkhead between Piers, new 43 and 44, N. R.

Secretary's Order No. 11389.—Dirt and rubbish were removed from surface of bulkhead. Begun October 26 and finished October 28, 1891.

Pier, new 44, N. R.

SILT BASIN.

Secretary's Orders Nos. 11535 and 11607.—A small silt basin was placed 20 feet in rear of the bulkhead-wall and about 25 feet north of Pier, new 44, North river, and drain pipe was carried over "E" course of bulkhead-wall at about the northerly side of Pier, new 44, North river. Begun February 17 and finished February 26, 1892.

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

Secretary's Order No. 11389.—Dirt and rubbish were removed from surface of bulkhead. Begun October 26 and finished October 28, 1891.

Pier, new 45, N. R.

PAVEMENT.

Secretary's Order No. 11032.—About 75 square yards of pavement were taken up about 17 feet in front of the northerly half of Pier, new 45, North river; heads of old piles cut off and the paving blocks were properly replaced to grade with coal-tar and gravel joints. Begun July 13 and finished July 25, 1891.

Bulkhead Platform between Piers, new 45 and 46, N. R.

Secretary's Order No. 11366.—The sheathing on deck of platform was patched with 594 feet, B. M., of 3-inch spruce plank. Begun October 12 and finished October 14, 1891.

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

Secretary's Order No. 11080.—The sheathing on deck of approach was repaired and renewed with 28,346 feet, B. M., of 4-inch spruce plank. Begun July 13 and finished July 22, 1891.

Secretary's Order No. 11641.—The sheathing on deck of approach at foot of West Tenth street was patched with 2,035 feet, B. M., of 3-inch spruce plank. Begun February 11 and finished February 13, 1892.

Bulkhead North of Approach to Piers, new 46 and 47, N. R.

Secretary's Order No. 11162.—A backing-log was placed along the bulkhead for about 300 feet. Used second-hand material. Begun August 21 and finished August 24, 1891.

Pier, new 47, N. R.

REPLACING CHOCKS.

Secretary's Orders Nos. 10915 and 10940.—Report was made that steam-tug "Intrepid" broke one vertical chock 10 inches by 12 inches on the north side of Pier, new 47, North river, outer end, and one chock was missing, and both were replaced by Department. Begun May 6 and finished May 25, 1891.

Pier, old 54, N. R.

Secretary's Order No. 11081.—The sheathing on deck was patched with 5,004 feet, B. M., of 3-inch spruce plank. Begun July 7 and finished July 10, 1891.

Secretary's Order No. 11357.—The sheathing on deck was patched with 11,500 feet, B. M., of 3-inch spruce plank. The pavement at entrance was also repaired. Begun October 6 and finished November 14, 1891.

Pier Foot of West Eleventh Street, N. R.

Secretary's Order No. 10954.—The pavement at entrance to north half was repaired. Begun June 5 and finished June 11, 1891.

Pier at Foot of Jane Street, N. R.

Secretary's Order No. 10948.—Fenders and fender-piles were refastened and the deck on approach thereto was patched with 998 feet, B. M., of 3-inch spruce. Cost of repairs was reported for collection from A. T. Decker & Co. Begun June 17 and finished June 13, 1891.

Bulkhead at Pier, old 58, N. R.

Contract No. 395.—The existing crib-bulkhead at Pier, old 58, North river, was repaired in connection with the extension of Piers, old 57 and 58, by B. S. Cronin, under Contract No. 395. Begun October 23, 1891, and finished February 12, 1892.

General Repairs.

Pier, old 58, N. R.

Secretary's Order No. 11061.—6 new oak spring piles (365 lineal feet) were driven and fastened on north side of pier; 200 pounds of chain were used and 381 feet, B. M., of yellow pine were used for chocks. Begun December 24 and finished December 30, 1891.

Pier at Little West Twelfth Street, N. R.

Secretary's Order No. 11782.—The dirt and rubbish on pier were put in piles and surface cleaned. Begun April 5 and finished April 6, 1892.

Pier at Thirteenth Street, N. R.

Secretary's Order No. 11002.—The sheathing on deck was patched with 300 feet, B. M., of 3-inch spruce plank. Begun and finished June 12, 1891.

Secretary's Order No. 11372.—The deck and sheathing were repaired and patched with 1,190 feet, B. M., of 4-inch, and 2,787 feet, B. M., of 3-inch spruce plank. The pavement was also repaired. Begun November 2 and finished November 16, 1891.

Secretary's Order No. 11719.—New bench caps were put on and rangers, fenders and chocks were put on and fastened, piles were driven; second-hand material was used; the deck and sheathing were patched with 12,520 feet, B. M., of 4-inch, and 1,995 feet, B. M., of 3-inch spruce plank. Begun March 14 and finished April 2, 1892.

Secretary's Order No. 11720.—An old torpedo boat thereon was placed on scow by derrick "City of New York" and taken to West Fifty-seventh Street Yard. Begun March 15 and finished March 30, 1892.

Pier at Fifteenth Street, N. R.

Secretary's Order No. 10950.—8 mooring posts were set, fastened and chocked; used second-hand material; also 20 new half-round oak fenders were put on and fastened. Cost of repairs was reported for collection from George W. Winant, late lessee. Begun June 13 and finished June 17, 1891.

Secretary's Order No. 11740.—The deck of pier was cleaned and new sheathing laid; used 20,222 feet, B. M., of 3-inch spruce plank. Begun April 5 and finished April 11, 1891.

Pier at Nineteenth Street, N. R.

Secretary's Order No. 11078.—The sheathing on deck was patched with 5,299 feet, B. M., of 3-inch spruce plank. Begun July 8 and finished July 10, 1891.

Secretary's Order No. 11119.—The sheathing on deck was patched with 3,675 feet, B. M., of 3-inch spruce plank. Begun July 22 and finished July 24, 1891.

Secretary's Order No. 11184.—The pavement on approach to pier was relaid in a proper manner. Begun September 23 and finished September 26, 1891.

Secretary's Order No. 11371.—The sheathing on deck was patched with 2,040 feet, B. M., of 3-inch spruce plank. Begun and finished November 11, 1891.

Secretary's Order No. 11578.—The sheathing on deck was patched with 2,000 feet, B. M., of 3-inch spruce plank. Begun and finished December 28, 1891.

Crib-bulkhead at West Twentieth Street, N. R.

Contract No. 403.—Old crib-bulkhead at West Twentieth street, North river, was removed down to mean low water for a width of 15 feet and is being rebuilt to grade. Begun November 17, 1891; in progress.

Pier at Twenty-first Street, N. R.

Secretary's Order No. 11159.—The sheathing on deck was patched with 2,008 feet, B. M., of 3-inch spruce plank. Begun July 8 and finished July 10, 1891.

Crib-bulkhead at West Twenty-first Street, N. R.

Contract No. 391.—Crib-bulkhead at West Twenty-first street, North river, was taken down from the northerly to the southerly line of said street for a width of 15 feet, and down to mean low water, and same was rebuilt to grade and paved. Begun August 31, 1891, and finished January 12, 1892.

Pavement at Foot of Twenty-fourth Street, N. R.

Secretary's Order No. 11018.—The pavement on approach at foot of street was taken up; repairs were made by filling in and grading, and relaying the pavement. Begun July 1 and finished July 14, 1891.

Pier, new 56, N. R.

Secretary's Order No. 10539.—3 yellow pine bearing piles were driven and fastened in place; 3 half round oak fenders were also put on and fastened. Begun and finished July 11, 1891.

Pier, new 58, N. R.

Secretary's Order No. 11108.—Loose chocks on upper outer corner of pier were refastened. Begun and finished July 15, 1891.

Secretary's Order No. 11766.—The dirt and rubbish on surface of pier were removed. Begun April 1 and finished April 2, 1892.

Pier, new 59, N. R.

Secretary's Order No. 10816.—The sheathing on deck was patched with 9,344 feet, B. M., of 3-inch spruce plank. The dirt and rubbish were also removed from behind the backing-log. Finished May 4, 1891.

Secretary's Order No. 11571.—The sheathing on deck was patched with 14,627 feet, B. M., of 3-inch spruce plank. Begun February 27 and finished March 12, 1892.

Secretary's Order No. 11766.—The dirt and rubbish on surface of pier were removed. Begun April 2 and finished April 7, 1892.

Pier, new 60, N. R.

Secretary's Order No. 10817.—The sheathing on deck was patched with 21,126 feet, B. M., of 3-inch spruce plank. The surface of pier was also cleared of dirt and rubbish. Cost of repairs was reported for collection from James McClenahan. Begun July 1 and finished July 22, 1891.

Pier at Thirty-fourth Street, N. R.

Secretary's Order No. 10848.—The sheathing on deck was patched with 8,030 feet, B. M., of 3-inch spruce plank. The dirt and rubbish behind the backing-log were removed. Begun May 5 and finished May 8, 1891.

Secretary's Order No. 11165.—The sheathing on deck was patched with 15,820 feet, B. M., of 3-inch spruce plank. Begun August 11 and finished August 20, 1891.

Secretary's Order No. 11310.—Chocks were placed and fastened around the lamp-posts on pier; used 480 feet, B. M., of yellow pine. Begun November 17 and finished November 19, 1891.

Secretary's Order No. 11573.—The sheathing on deck of pier was patched with 23,002 feet, B. M., of 3-inch spruce plank. Begun March 12 and finished March 31, 1892.

Secretary's Order No. 11764.—The pier was cleaned of dirt and rubbish. Begun March 29 and finished March 31, 1892.

Pier at Forty-fourth Street, N. R.

Secretary's Order No. 10968.—The sheathing on deck was patched with 29,961 feet, B. M., of 3-inch spruce plank. Begun July 8 and finished July 31, 1891.

Pier at Forty-fifth Street, N. R.

Secretary's Order No. 10994.—Two oak fender piles (85 lineal feet) were driven and fastened on inner end north side of pier. Begun and finished June 10, 1891.

Pier at Forty-seventh Street, N. R.

Secretary's Order No. 10980.—The sheathing on the deck was patched with 600 feet, B. M., of 3-inch spruce plank. Begun and finished June 9, 1891.

Secretary's Order No. 11248.—The sheathing on deck was patched with 16,154 feet, B. M., of 3-inch spruce plank. Begun September 10 and finished September 16, 1891.

Secretary's Order No. 11855.—Loose fender pile on outer end of pier was refastened; used 25 pounds of chain, and the sheathing on deck of pier was patched with 5,130 feet, B. M., of 3-inch spruce plank. Begun April 20 and finished April 23, 1891.

Pier at Forty-eighth Street, N. R.

Secretary's Order No. 11591.—The damage done to pier by tug "Pier" was repaired by putting on cap and square fenders; used 269 feet, B. M., of yellow pine. Begun February 1 and finished February 2, 1892.

Pier at Forty-ninth Street, N. R.

Secretary's Order No. 11331.—Eight oak spring piles (418 lineal feet) were driven, fastened and chocked on side of pier; used 50 pounds of chain and 320 feet, B. M., of yellow pine. Bill sent to Sheridan & Byrne for collection. Begun October 1 and finished October 2, 1891.

Pier at Fifty-first Street, N. R.

Secretary's Order No. 11489.—Eight oak spring piles, which were pulled at Forty-ninth street, North river, were driven and chocked; used 405 feet, B. M., of 8 inches by 8 inches yellow pine and 100 pounds of chain. Begun November 30 and finished December 3, 1891.

General Repairs.

Pier at Fifty-fifth Street, N. R.

Secretary's Order No. 11319.—A mooring post was placed and fastened on south side, near outer end of pier. Begun and finished October 1, 1891.

Bulkhead between Seventy-fifth and Seventy-sixth Streets, N. R.

Secretary's Order No. 7394.—Obstructions consisting of dirt, broken stone and rubbish were removed from surface of bulkhead; in progress.

Bulkhead between Seventy-sixth and Seventy-seventh Streets, N. R.

Secretary's Order No. 7394.—Obstructions consisting of dirt, broken stone and rubbish were removed from the surface of bulkhead; in progress.

Secretary's Order No. 11744.—The pavement on bulkhead was repaired. Begun and finished March 28, 1892.

Bulkhead between Seventy-seventh and Seventy-eighth Streets, N. R.

Secretary's Order No. 7394.—Obstructions consisting of dirt, broken stone and rubbish were removed from surface of bulkhead; in progress.

Bulkhead between Seventy-eighth and Seventy-ninth Streets, N. R.

Secretary's Order No. 7394.—Obstructions consisting of dirt, broken stone and rubbish on surface of bulkhead were removed; in progress.

Pier Foot of Seventy-ninth Street, N. R.

Secretary's Order No. 11263.—The sheathing on deck was patched with 2,011 feet, B. M., of 3-inch spruce plank. Begun September 19 and finished September 21, 1891.

Secretary's Order No. 11479.—The sheathing on deck was patched with 11,754 feet, B. M., of 3-inch spruce plank; loose fenders were refastened and chocks were put on; used 504 feet, B. M., of yellow pine; the pavement at entrance was also repaired. Begun December 4 and finished December 16, 1891.

Secretary's Order No. 11619.—The pavement on approach at entrance was repaired. Begun February 9 and finished February 10, 1892.

Bulkhead between Seventy-ninth and Eightieth Streets, N. R.

Secretary's Order No. 7394.—Obstructions consisting of dirt, broken stone and rubbish were removed from surface of bulkhead; in progress.

Bulkhead North Side of Ninety-sixth Street, N. R.

Secretary's Order No. 11647.—Excavating and placing of new mooring post; new courses of timber were laid; used 1,323 feet, B. M., of yellow pine. Begun January 27 and finished January 30, 1892.

Pier at One Hundred and Twenty-ninth Street, N. R.

Secretary's Order No. 11315.—The deck and sheathing were repaired and patched with 1,014 feet, B. M., of 4-inch, and 27,398 feet, B. M., of 3-inch spruce; chocks were placed and fastened between fenders; used 513 feet, B. M., of yellow pine. Begun December 11, 1891, and finished January 23, 1892.

Bulkhead between One Hundred and Twenty-ninth and One Hundred and Thirtieth Streets, N. R.

Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from surface of bulkhead. Begun June 20 and finished June 21, 1891.

Bulkhead Platform at One Hundred and Thirtieth Street, N. R.

Secretary's Order No. 10952.—Two spruce fender-piles were driven, fastened and chocked; used second-hand material; several loose fender-piles were refastened, and one half-round oak fender was put on. Cost of repairs reported for collection from the Riverside and Fort Lee Ferry Company. Begun and finished June 30, 1891.

Pier at One Hundred and Thirty-first Street, N. R.

Secretary's Order No. 10953.—16 spruce fender-piles were driven, fastened and chocked; used 2,400 feet, B. M., of second-hand yellow pine. Cost of repairs reported for collection from the Riverside and Fort Lee Ferry Company. Begun June 27 and finished June 29, 1891.

Secretary's Order No. 11546.—Backing-logs of second-hand material were placed and fastened on northerly side of pier. Begun January 21 and finished January 26, 1892.

Pier at One Hundred and Thirty-second Street, N. R.

Secretary's Order No. 11609.—The sheathing was repaired with 210 feet, B. M., of 3-inch spruce. Begun January 26 and finished January 27, 1892.

Bulkhead between One Hundred and Thirty-second and One Hundred and Thirty-third Streets, N. R.

Secretary's Order No. 10977.—18 oak piles were driven and fastened along the bulkhead, and chocks of second-hand material were put on and fastened. Begun June 20 and finished June 26, 1891.

Secretary's Order No. 11421.—Holes along the bulkhead and in front of One Hundred and Thirty-third Street Pier were filled in with stone and earth. Begun November 17 and finished November 20, 1891.

Secretary's Order No. 11537.—A hole was filled in with earth and stone without cost to Department. Begun January 20 and finished February 25, 1892.

Bulkhead at One Hundred and Thirty-fourth Street, N. R.

Secretary's Order No. 11538.—Holes in the bulkhead were filled in with earth and stone. Begun and finished December 17, 1891.

Pier at One Hundred and Fifty-second Street, N. R.

Secretary's Order No. 11020.—A scow load of sand was removed and transferred from said pier to West Fifty-seventh Street Yard, and other obstructions of dirt and rubbish were removed from surface of pier. Begun June 24 and finished July 7, 1891.

Secretary's Order No. 11054.—The sheathing on deck was patched with 1,000 feet, B. M., of 3-inch spruce plank. Begun and finished July 6, 1891.

Secretary's Order No. 11539.—The sheathing on deck was patched with 17,415 feet, B. M., of 3-inch spruce plank. Begun December 19, 1891, and finished January 2, 1892.

Secretary's Order No. 11665.—Old piles were pulled, 6 second-hand fender-piles were driven and fastened; used 50 pounds of chain. Begun February 25 and finished March 11, 1892.

Pier at One Hundred and Fifty-fifth Street, N. R.

Secretary's Order No. 11033.—New sheathing was laid on deck of pier with 11,638 feet, B. M., of 3-inch spruce plank, and 2 mooring-posts were set and fastened and properly chocked. Begun June 26 and finished July 6, 1891.

EAST RIVER.

Bulkhead between Piers, old 6 and new 6, E. R.

Secretary's Order No. 11180.—Two mooring-posts were set, secured and properly chocked; used second-hand material. Begun August 25 and finished August 27.

Pier 12 (west half), E. R.

Secretary's Order No. 11086.—The sheathing on deck was patched with 1,008 feet, B. M., of 3-inch spruce plank. Begun August 5 and finished August 6, 1891.

Pier 19 (west half), E. R.

Secretary's Order No. 11595.—Four oak fender-piles (229 lineal feet) were driven, fastened and chocked; used 68 pounds of chain. Begun January 14 and finished January 18, 1892.

Secretary's Order No. 11653.—12 spruce bearing piles and 6 oak fender-piles were driven and fastened in place; chocks and caps were placed and fastened; used 2,198 feet, B. M., of yellow pine and 200 pounds of chain. The sheathing was patched with 2,016 feet, B. M., of 3-inch spruce plank. Begun February 4 and finished February 12, 1892.

Bulkhead Platform between Piers 20 and 21, E. R.

Secretary's Order No. 11317.—Backing-logs were put on platform and fastened; used 1,620 feet, B. M., of 12 inches by 12 inches yellow pine; fender-piles were fastened and chocked; used 758 feet, B. M., of yellow pine; 3 spruce bearing piles were driven and the sheathing on deck of platform was repaired; used 10,008 feet, B. M., of 3-inch spruce plank. Begun October 10 and finished October 17, 1891.

Pier, new 29, E. R.

Secretary's Order No. 11001.—Two oak fender-piles (102 lineal feet) were driven and fastened on outer lower corner of pier; used 100 pounds of chain. Begun August 1 and finished August 6, 1891.

General Repairs.

Secretary's Order No. 11236.—A new iron mooring post was placed and fastened on outer end of pier. Begun January 13 and finished January 14, 1892.

Secretary's Order No. 11596.—The sheathing on deck of pier was patched with 6,033 feet, B. M., of 3-inch spruce plank. Begun February 19 and finished February 26, 1892.

Bulkhead between Piers, new 29 and old 38, E. R.

Secretary's Order No. 11597.—The pavement along the bulkhead was repaired and relaid in a proper manner. Begun and finished February 17, 1892.

Pier 40, E. R.

Secretary's Order No. 11743.—An examination of pier was made by First Assistant Engineer, assisted by dock-builders, to ascertain the repairs required. Begun April 6, 1892.

Bulkhead between Piers, old 40 and new 32, E. R.

Secretary's Order No. 11582.—The pavement on bulkhead was repaired. Begun and finished February 13, 1892.

Pier, new 32, E. R.

Secretary's Order No. 11105.—The sheathing on deck was patched with 2,012 feet, B. M., of 3-inch spruce plank. Begun and finished July 24, 1891.

Secretary's Order No. 11136.—Three oak fender-piles (146 lineal feet) were driven, fastened and chocked on outer end of pier; used 100 pounds of chain. Begun August 3 and finished August 7, 1891.

Secretary's Order No. 11598.—The sheathing on deck of pier was patched with 6,105 feet, B. M., of 3-inch spruce plank. Begun February 13 and finished February 18, 1892.

Secretary's Order No. 11687.—Loose fender piles on outer end of pier were refastened; used 25 pounds of chain. Begun and finished February 16, 1892.

Bulkhead between Piers, new 32 and old 42, E. R.

Secretary's Order No. 10017.—The bulkhead was repaired, and the pavement relaid in a proper manner. Begun June 24 and finished June 26, 1891.

Pier 43, E. R.

Secretary's Order No. 11120.—Loose fender-piles on outer end of pier were refastened and bolted. Begun and finished July 22, 1891.

Bulkhead between Piers 43 and 44, E. R.

Secretary's Order No. 11583.—The pavement along the bulkhead was repaired. Begun February 15 and finished February 17, 1892.

Pier 44, E. R.

Secretary's Order No. 10990.—One oak fender-pile (52 lineal feet) was driven and fastened; used 54 pounds of chain. Begun August 3 and finished August 7, 1891.

Secretary's Order No. 11133.—20 bearing piles were driven, 6 oak fender-piles (326 lineal feet) were also driven, fastened and chocked, caps repaired, mooring-posts set, the overhang of dump and backing-log repaired, 12 half-round oak fenders put on and the sheathing patched with 2,400 feet, B. M., of 3-inch spruce plank. Begun November 4 and finished November 28, 1891.

Bulkhead between Piers 47 and 48, E. R.

Secretary's Order No. 11057.—Examination was made. The excavated portion of bulkhead was filled in and the paving blocks properly piled together. Begun July 7 and finished August 6, 1891.

Secretary's Order No. 11558.—The bulkhead was fenced off from public use; used 1,000 feet, B. M., of 3-inch spruce plank. Begun and finished November 28, 1891.

Contract No. 304.—Preparing for and repairing bulkhead between Piers 47 and 48, East river. Begun September 23 and finished October 31, 1891.

Pier 48, E. R.

Secretary's Order No. 10909.—The fender and spring piles on outer end of pier were refastened. Begun and finished June 6, 1891.

Secretary's Order No. 11056.—Oak fender-piles were refastened. Begun and finished August 7, 1891.

Secretary's Order No. 11264.—Chocks were put on and fastened; used 480 feet, B. M., of yellow pine; the sheathing on deck was patched with 6,914 feet, B. M., of 3-inch spruce plank. Begun September 19 and finished September 29, 1891.

Secretary's Order No. 11480.—The pavement on approach to pier was repaired and relaid in a proper manner. Begun December 16, 1891, and finished January 5, 1892.

Secretary's Order No. 11536.—A mooring-post was placed and fastened on inner end of pier; 2 new oak fender-piles (117 lineal feet) were driven and fastened and several other loose fender-piles were refastened. Begun December 17, 1891, and finished January 18, 1892.

Secretary's Order No. 11620.—Obstructions consisting of dirt and rubbish were removed from the surface of pier. Begun January 20, and finished January 22, 1892.

Secretary's Order No. 11722.—Dangerous holes in deck and sheathing were repaired with 998 feet, B. M., of 3-inch spruce plank. Begun and finished March 7, 1892.

Bulkhead between Pier 48 and 49, E. R.

Contract No. 377.—Preparing for and repairing the bulkhead between Piers 48 and 49, East river, foot of Clinton street. Begun June 8 and finished August 28, 1891.

Bulkhead at Broome Street, E. R.

Secretary's Order No. 11622.—The holes in bulkhead were filled in and the pavement relaid. Begun February 10 and finished February 12, 1892.

Pier 56, E. R.

Secretary's Order No. 11818.—A hole in approach on north side was filled in with earth and stone, and the pavement relaid in a proper manner. Begun and finished April 11, 1892.

Pier 57, E. R.

Secretary's Order No. 11034.—The pavement at approach to pier was taken up and relaid in a proper manner. Begun June 27 and finished June 30, 1891.

Pier 58, E. R.

Secretary's Order No. 11285.—6 oak spring piles (293 lineal feet) were driven and fastened; fenders were refastened and chocked; used 400 feet, B. M., of yellow pine; 8 half-round oak fenders were put on, and the sheathing on deck was patched with 11,025 feet, B. M., of 3-inch spruce plank. Begun October 2 and finished October 10, 1891.

Bulkhead between Piers 58 and 59, E. R.

Secretary's Order No. 11623.—The bulkhead was repaired by excavating in rear of same and building up the bulkhead with second-hand timber; also put on 12 new half-round oak fenders, and filled in and relaid the pavement thereat. Begun March 2 and finished April 19, 1892.

Pier 60, E. R.

Secretary's Order No. 11262.—The sheathing on deck was patched with 2,049 feet, B. M., of 3-inch spruce plank. Begun September 22 and finished September 23, 1891.

Bulkhead between Piers 60 and 61, E. R.

Secretary's Order No. 11144.—Backing-logs were placed along the bulkhead; 3,228 feet, B. M., of 12 inches by 12 inches yellow pine. Begun August 3 and finished August 10, 1891.

Pier 61, E. R.

Secretary's Order No. 11820.—The sheathing on deck of pier was patched with 2,088 feet, B. M., of 3-inch, and 988 feet, B. M., of 4-inch spruce plank. Begun April 13 and finished April 15, 1892.

Bulkhead between Piers 61 and 62, E. R.

Secretary's Order No. 11144.—Backing-logs were placed along the bulkhead; used 720 feet, B. M., of 12 inches by 12 inches yellow pine. Begun and finished August 10, 1891.

Pier 62, E. R.

Secretary's Order No. 10505.—The pier was fenced off from public use with 818 feet, B. M., of 3-inch spruce plank. Begun October 5 and finished October 8, 1891.

Pier at Third Street, E. R.

Secretary's Order No. 10955.—16 spruce bearing piles and 14 spruce fender-piles were driven, fastened and chocked; loose spring piles were refastened; used 200 pounds of chain; 4 mooring posts were set and caps spliced and repaired; the vertical sheathing on outer end of pier was repaired and renewed; used 6,000 feet, B. M., of yellow pine; the sheathing on deck was also repaired with 6,008 feet, B. M., of 3-inch spruce plank. Cost of repairs reported for collection from the Ledgerwood Ice Company. Begun May 20 and finished June 3, 1891.

General Repairs.

Secretary's Order No. 11121.—The sheathing on deck was patched with 5,982 feet, B. M., of 3-inch spruce plank. Begun July 29 and finished July 31, 1891.

Secretary's Order No. 11260.—Four oak spring piles (195 lineal feet) were driven and fastened; used 200 pounds of chain; the sheathing on deck was repaired with 7,029 feet, B. M., of 3-inch spruce plank. Begun September 15 and finished September 19, 1891.

Secretary's Order No. 11486.—The sheathing on deck was patched with 3,016 feet, B. M., of 3-inch spruce plank. Begun November 21 and finished November 24, 1891.

Pier at Fifth Street, E. R.

Secretary's Order No. 10954.—Mooring posts were set, secured and chocked, and 16 half-round oak fenders put on, fastened and chocked; used 1,000 feet, B. M., of yellow pine. Cost of repairs reported for collection from Joseph V. Brown, late lessee. Begun June 1 and finished June 5, 1891.

Secretary's Order No. 11639.—A new mooring post was set and fastened, 7 new oak fender piles (429 lineal feet) were driven, fastened and chocked on north side of pier; used 770 feet, B. M., of yellow pine. Work begun February 15 and suspended on account of not being able to drive piles.

Bulkhead at Fourteenth Street, E. R.

Secretary's Order No. 11602.—4 second-hand oak fender-piles were driven and fastened along the bulkhead. Begun January 19 and finished January 20, 1892.

Foot of East Sixteenth Street, E. R.

Secretary's Order No. 10827.—A new backing-log was placed at the foot of East Sixteenth street, and for about 76 feet southerly thereof, on top of the old backing-log of the crib-bulkhead. Begun May 1 and finished May 21, 1891.

Bulkhead at East Seventeenth Street Yard.

Secretary's Order No. 10787.—Fender-pile broken at the bulkhead by the Atlantic Dredging Company was replaced. Begun May 1 and finished May 20, 1891.

Pier at East Eighteenth Street.

Secretary's Order No. 11413.—Damage done to the pier by the tug "Dassori" of the Department of Street Cleaning was repaired. Begun and finished December 6, 1891.

Secretary's Order No. 11634.—Damage done to the pier by the "Vosburgh" of the Moran Towing Company was repaired. Begun and finished January 8, 1892.

Pier at Twenty-fifth Street, E. R.

Secretary's Order No. 11422.—Dirt and rubbish were removed from the surface of pier. Begun November 3 and finished November 18, 1891.

Pier Foot of East Twenty-eighth Street.

Secretary's Order No. 11312.—Damage done to the pier by the Morris & Cuming Dredging Company's scow was repaired by force of the Department in accordance with this order. Begun October 2 and finished October 8, 1891.

Secretary's Order No. 11422.—Dirt and rubbish were removed from the surface of pier. Begun November 12 and finished November 18, 1891.

Bulkhead at Twenty-ninth Street, E. R.

Secretary's Order No. 11577.—Obstructions consisting of dirt and rubbish were removed from surface of bulkhead. Begun January 22 and finished January 26, 1892.

Pier at Thirty-third Street, E. R.

Secretary's Order No. 11821.—The pier was fenced off from public use with second-hand material. Begun and finished April 12, 1892.

Crib-bulkhead at Thirty-fifth Street, E. R.

Contract No. 382.—The bulkhead was repaired in connection with the building of the pier at the foot of the street, under contract with J. W. Flaherty. Begun August 6 and finished October 15, 1891.

Contract No. 382.—Pile butts were rafted up at the East One Hundred and Second Street Section to repair the crib-bulkhead, September 2, 1891, and August 27, 1891.

Pier at Thirty-eighth Street, E. R.

Secretary's Order No. 11164.—The drains underneath pier were cleaned out. Begun August 11 and finished August 13, 1891.

Secretary's Order No. 11476.—The sheathing on deck was patched with 3,528 feet, B. M., of 3-inch spruce and the pavement at entrance to pier was repaired. Begun November 27 and finished December 12, 1891.

Bulkhead at Forty-second Street, E. R.

Secretary's Order No. 11164.—The drains running through bulkhead were cleaned out. Begun and finished August 14, 1891.

Secretary's Order No. 11577.—Dirt and rubbish were removed from the surface of bulkhead. Begun January 26 and finished February 3, 1892.

Dumping-board at Forty-sixth Street, E. R.

Secretary's Order No. 10937.—The dumping-board was removed for the purpose of dredging thereat. After dredging was done the deck plank was relaid. Begun May 28 and finished June 5, 1891.

Approach to Dump at Forty-sixth Street, E. R.

Secretary's Order No. 11013.—The deck of approach was patched and new sheathing laid; used 5,510 feet, B. M., of 4-inch spruce plank. Begun July 25 and finished July 27, 1891.

Pier at Forty-sixth Street, E. R.

Secretary's Order No. 11570.—The deck of pier was repaired and patched with 6,075 feet, B. M., of 3-inch spruce plank. Begun January 4 and finished January 6, 1892.

Bulkhead at Forty-eighth Street, E. R.

Secretary's Order No. 11577.—The dirt and rubbish on bulkhead were removed and the pavement thereat was repaired. Begun February 3 and finished February 9, 1892.

Crib-bulkhead at Forty-ninth Street, E. R.

Contract No. 385.—Repairing crib-bulkhead at Forty-ninth street, East river, under contract with George Humphries. Begun September 9 and finished November 30, 1891.

Contract No. 385.—Pile butts were rafted up at the East One Hundred and Second Street Section and towed to the foot of East Forty-ninth street to repair the crib-bulkhead, September 19 and 24, and October 10, 1891.

Crib-bulkhead Foot of East Fifty-third Street, E. R.

Secretary's Order No. 11079.—Earth-filling was removed from the bulkhead after the necessary repairs had been made, and transferred to the East Twenty-fourth Street Section and deposited in rear of the new bulkhead-wall. Begun August 3 and finished August 5, 1891.

Bulkhead at Fifty-third Street, E. R.

Secretary's Order No. 11079.—New deck was laid on bulkhead with 2,300 feet, B. M., of 3-inch, and 534 feet, B. M., of 4-inch spruce. The dirt and rubbish were also removed. Begun July 27 and finished August 4, 1891.

Secretary's Order No. 11423.—Dirt and rubbish were removed from the surface of the bulkhead; used 1,026 feet, B. M., of 3-inch spruce in patching deck. Begun November 10 and finished November 18, 1891.

Bulkhead at Fifty-fourth Street, E. R.

Secretary's Order No. 11423.—Dirt and rubbish were removed from the surface of bulkhead; used 403 feet, B. M., of 3-inch spruce in repairing the deck. Begun November 10 and finished November 18, 1891.

Bulkhead from Sixtieth to Sixty-second Street, E. R.

Contract No. 378.—Preparing for and repairing the bulkhead platform from Sixtieth to Sixty-second street, East river, under contract with Thomas E. Booth. Begun June 8 and finished October 9, 1891.

Pier at Sixty-second Street, E. R.

Secretary's Order No. 11376.—The sheathing on deck was patched with 1,020 feet, B. M., of 4-inch spruce plank. Begun October 28 and finished October 30, 1891.

Secretary's Order No. 11543.—Fender-piles were driven and fastened, 2 new oak bearing piles (105 lineal feet) were also driven, side caps and backing logs were repaired, 100 pounds of chain were used, and 6,013 feet, B. M., of 3-inch spruce were used in repairing the deck and laying new sheathing. Begun November 30, 1891, and finished January 12, 1892.

General Repairs.

Bulkhead at Foot of Seventy-fifth Street, E. R.

Secretary's Order No. 11434.—Dirt and rubbish were removed from the bulkhead; the dry wall thereat was also repaired. Begun November 7 and finished November 9, 1891.

Pier at Seventy-fifth Street, E. R.

Secretary's Order No. 11605.—The backing-log on south side of pier was repaired, and fender-piles refastened on outer end of pier. Begun and finished March 24, 1892.

Bulkhead at Foot of Seventy-sixth Street, E. R.

Secretary's Order No. 11434.—Dirt and rubbish were removed from the surface of bulkhead; the deck and sheathing were patched with 1,013 feet, B. M., of 4-inch, and 5,016 feet, B. M., of 3-inch spruce plank. Begun November 6 and finished December 3, 1891.

Pier at Seventy-ninth Street and Bulkhead from Seventy-eighth to Seventy-ninth Street, E. R.

Contract No. 379.—Preparing for and repairing bulkhead from Seventy-eighth to Seventy-ninth street, and pier at Seventy-ninth street, East river, under contract with John D. Walsh. Begun June 17 and finished October 21, 1891.

Secretary's Order No. 11361.—The sewer-box under pier was repaired with 808 feet, B. M., of 3-inch spruce. Begun October 9 and finished October 10, 1891.

Lower Pier at Eighty-sixth Street, E. R.

Secretary's Order No. 11728.—Old piles were pulled, 3 new oak fender piles (159 linear feet) were driven and fastened and chocked, 6 half-round oak fenders were put on; used 208 feet, B. M., of 8 inches by 8 inches yellow pine and 50 pounds of chain. Begun March 8 and finished March 21, 1892.

Upper Pier at Eighty-sixth Street, E. R.

Secretary's Order No. 11728.—6 new oak fender-piles were driven and fastened and chocked, 1 half-round oak fender put on; used 119 feet, B. M., of 8 inches by 8 inches yellow pine and 100 pounds of chain. Begun March 22 and finished March 23, 1892.

Pier at Ninety-fifth Street, E. R.

Secretary's Order No. 11475.—Dirt and rubbish on pier and approach on north side were removed. Begun December 1 and finished December 5, 1891.

HARLEM RIVER.

Foot of One Hundred and Fourth Street.

PLACING BACKING-LOG.

Secretary's Order No. 10824.—A second-hand backing-log was placed on the bulkhead at the foot of One Hundred and Fourth street to hold the pavement in place. Begun and finished July 12, 1891.

Pier at One Hundred and Tenth Street, H. R.

Secretary's Order No. 11586.—The damage done to pier was repaired; used 304 feet, B. M., of yellow pine. Begun January 6 and finished January 9, 1892.

Bulkhead at One Hundred and Twelfth Street, H. R.

Secretary's Order No. 11462.—Excavated in rear of and built up new bulkhead with second-hand timber; used 3,002 feet, B. M., of yellow pine and repaired and relaid the pavement on bulkhead. Begun April 4, 1892; in progress.

Bulkhead Platform at One Hundred and Twenty-ninth Street, H. R.

Secretary's Order No. 11019.—The sheathing on platform was repaired; used 8,820 feet, B. M., of 3-inch spruce plank, and the pavement at platform was repaired. Begun August 1 and finished August 12, 1891.

Bulkhead at Lincoln Avenue, H. R.

Secretary's Order No. 10902.—A backing-log was placed and fastened on bulkhead; piles were refastened and chocks put on; used 1,200 feet, B. M., of 12 inches by 12 inches yellow pine. Begun August 4 and finished August 19, 1891.

Bulkhead at One Hundred and Thirty-eighth Street, H. R.

Secretary's Order No. 11640.—New chocks were put on and loose ones were refastened. Begun and finished February 3, 1892.

Secretary's Order No. 11801.—Easterly side, oak fenders were put on and fastened along the bulkhead. Begun April 13 and finished April 16, 1892.

East of Fifth Avenue and North of One Hundred and Thirty-eighth Street, H. R.

Secretary's Order No. 11566.—This property, which is in charge of Department, was inclosed with fence; used 5,780 feet, B. M., of 4-inch spruce, and 420 feet, B. M., of yellow pine. Begun December 19, 1891, and finished February 2, 1892.

One Hundred and Thirty-eighth Street and Fifth Avenue, H. R.

Secretary's Order No. 11652.—A shanty thereat was removed by the Department force. Begun and finished February 2, 1892.

Pier Foot of One Hundred and Thirty-ninth Street, H. R.

Secretary's Order No. 11403.—The pavement along the northerly side of pier was repaired. Begun December 2 and finished December 5, 1891.

Secretary's Order No. 11640.—New chocks were put on and loose ones were refastened on outer portion of pier. Begun and finished February 3, 1892.

Pier at One Hundred and Fortieth Street, H. R.

Secretary's Order No. 10991.—Chock on south side outer end of pier was refastened. Begun and finished July 6, 1891.

Port Morris.

The tide gauge at Port Morris was repaired.

Floating Property.

FLOATING PROPERTY.

The floating property of the Department consists of the following:

100-ton derrick "City of New York."

12-ton derrick No. 1.

12-ton derrick No. 2.

10-ton derrick.

Tug "Manhattan."

Tug "Pier."

12 pile-drivers Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12.

12 deck scows "B," "C," "D," "E," "F," "H," "I," "K," "L," "N," "O"

and

"R,"

4 divers' scows "A," "G," "N" and "S."

Boring machine "Woodcock."

Steam launch "Inspector."

Naphtha engine launch.

23 yawl-boats, 2 skiffs, 2 bateaux, 1 row-boat and 5 sounding boats.

2 sets landways, one 30 feet high and one 45 feet high.

1 set 50 feet inclined pile-driver ways.

Rock-drilling machine with ways 19 feet high.

The 100-ton Derrick "City of New York."

(Built in 1871 and 1872.)

May 9, 1891.—Hoisted the scow of old Pile-driver No. 5 out of the water and placed same on the deck of the West Fifty-seventh Street Pier.

May 9, 1891.—Was towed from West Fifty-seventh street to East Seventeenth Street Yard.

May 11, 1891.—Loaded 6 concrete base block on scows, 1 for East Twenty-eighth Street Section and 5 for East Twenty-fourth Street Section.

May 12, 1891.—Loaded 3 concrete base blocks on scows for East Twenty-eighth Street Section, and loaded 8 coping stones and turned over 3 coping stones for West Twenty-third Street Section, north end.

May 13, 1891.—Was towed from East Seventeenth Street Yard to East Twenty-fourth street, and set 5 concrete base blocks in the bulkhead-wall.

May 14, 1891.—Towed from East Twenty-fourth street to East Twenty-eighth street, and set 3 concrete base blocks in the bulkhead-wall.

May 15, 1891.—Set one concrete base block in the bulkhead-wall.

May 15, 1891.—Was towed from East Twenty-eighth street to East Seventeenth Street Yard, and turned over 1 coping stone and loaded on scow 11 coping stones for West Twenty-third Street Section, north end.

Floating Property.

May 16, 1891.—Turned over 8 coping stones for West Twenty-third Street Section, north end, pulled one fender pile and shifted 1 concrete base block.

May 18, 1891.—Towed from East Seventeenth Street Yard to West Fifty-seventh Street Yard and shifted 2 concrete base blocks.

May 19, 1891.—Loaded 4 concrete base blocks for Franklin Street Section.

May 20, 1891.—Hoisted Divers' scow "G" out of the water and placed same on the deck of the West Fifty-seventh Street Pier.

May 20, 1891.—Was towed from West Fifty-seventh street to Franklin Street Section.

May 21, 1891.—Set 4 concrete base blocks on the bulkhead-wall.

May 22, 1891.—Towed from Franklin street to East Twenty-eighth street.

May 23, 1891.—Loaded 7 coping stones on scow for West Twenty-third Street Section, north end.

May 23, 1891.—Was towed from East Twenty-eighth street to East Seventeenth Street Yard, loaded 5 coping stones on scow, turned over 1 coping stone for West Twenty-third Street Section, north end. Loaded 2 concrete base blocks on scow for East One Hundred and Tenth Street Section.

May 25, 1891.—Loaded 2 concrete base blocks on scow for East One Hundred and Tenth Street Section. Also loaded 8 concrete base blocks on scows for East Ninety-fourth Street Section.

May 26, 1891.—Towed from East Seventeenth Street Yard to East Ninety-fourth street and set 4 concrete base blocks in the bulkhead-wall.

May 28, 1891.—Towed from East Ninety-fourth street to East One Hundred and Tenth street and set 4 concrete base blocks in the bulkhead-wall.

June 1, 1891.—Towed from East One Hundred and Tenth street to East Seventeenth Street Yard, loaded 9 coping stones for West Twenty-third Street Section, north end, and shifted 2 concrete base blocks.

June 2, 1891.—Loaded 2 concrete base blocks on scow for Bellevue Section, and 1 concrete base block for East Twenty-fourth Street Section.

June 2, 1891.—Was towed to East Twenty-eighth street and set 2 concrete base blocks in the bulkhead-wall.

June 3, 1891.—Towed from East Twenty-eighth street to East Twenty-fourth street, and set 1 concrete base block on the bulkhead-wall.

June 5, 1891.—Towed from East Twenty-fourth street to West Fifty-seventh Street Yard.

June 8, 1891.—Shifted a set of pile-driver ways from north side of West Fifty-seventh street to bulkhead between West Fifty-seventh and West Fifty-sixth street. Also hoisted Divers' Scow "G" from deck of West Fifty-seventh Street Pier and placed same in the water.

June 22, 1891.—Towed from West Fifty-seventh street to East Seventeenth Street Yard.

June 23, 1891.—Loaded 1 concrete base block on scow and was towed to Bellevue Section.

June 24, 1891.—Set 1 concrete base block in the bulkhead-wall.

June 24, 1891.—Towed from Bellevue Section to Pier "A," North river, and laid up for the night.

June 25, 1891.—Towed from Pier "A," North river, to West Fifty-seventh Street Yard, and loaded 3 concrete base blocks on scow for Franklin Street Section.

June 26, 1891.—Loaded 2 concrete base blocks on scow for Franklin Street Section.

June 27, 1891.—Towed from West Fifty-seventh street to Franklin street, and set 1 concrete base block in the bulkhead-wall.

June 29, 1891.—Set 4 concrete base blocks in the bulkhead-wall.

June 30, 1891.—Towed from Franklin street to West Fifty-seventh Street Yard.

July 1, 1891.—Hoisted end of Scow "D" out of water for the purpose of allowing end to be caulked.

July 3, 1891.—Hoisted timbers on deck of the West Fifty-seventh Street Pier for use of floating property.

July 7, 1891.—Towed from West Fifty-seventh Street to East Seventeenth Street Yard.

July 8, 1891.—Loaded 5 concrete base blocks on scows for East One Hundred and Tenth Street Section and shifted blocks.

July 11, 1891.—Towed from East Seventeenth street to East One Hundred and Tenth Street Section.

July 13, 1891.—Set 5 concrete base blocks in the bulkhead-wall.

July 22, 1891.—Towed from East One Hundred and Tenth Street Section to West Fifty-seventh Street Yard.

July 24, 1891.—Placed Divers' Scow "S" in the water at West Fifty-seventh street.

July 25, 1891.—Hoisted scow of 12-ton Derrick No. 2 from deck of West Fifty-seventh Street Pier and placed scow in the water.

July 27, 1891.—Towed from West Fifty-seventh Street to East Seventeenth Street Yard, and turned over coping stone for Bellevue Section.

July 29, 1891.—Loaded 7 pieces of granite on scow and towed to Bellevue Section.

July 30, 1891.—Hoisted 35 pieces of granite from Scow "O," and placed stones on Scow "N."

July 31, 1891.—Set 4 base course granite stones in the bulkhead-wall, also placed 4 batches of concrete in same; also pulled down old bulkhead at East Twenty-sixth street.

August 1 to August 6, 1891.—Setting granite and putting in concrete backing at Bellevue Section.

August 6, 1891.—Hoisted Pile-driver No. 2 out of the water and placed on deck of East Twenty-eighth Street Pier.

August 7, 8 and 10, 1891.—Setting granite at Bellevue Section.

August 10, 1891.—Towed from Bellevue Section to East Seventeenth Street Yard, and loaded 2 concrete base blocks on scow for East One Hundred and Second Street Section, and 1 concrete base block for East One Hundred and Tenth Street Section.

August 11, 1891.—Cleaned boiler and loaded 3 concrete base blocks on scow for East One Hundred and Second Street Section.

August 12, 1891.—Towed to East One Hundred and Tenth Street Section, set 1 concrete base block in the bulkhead-wall, and was towed to East One Hundred and Second Street Section.

August 13, 1891.—Set 3 concrete base blocks in the bulkhead-wall.

August 14, 1891.—Set 2 concrete base blocks in the bulkhead-wall and was towed to East Seventeenth Street Yard.

August 15, 1891.—Loaded 5 concrete base blocks on scows for East One Hundred and Second Street Section and was towed to East One Hundred and Second Street Section on same date.

August 17 and 18, 1891.—Set 5 concrete blocks in the bulkhead-wall.

August 19, 1891.—Towed from East One Hundred and Second Street Section to East Seventeenth Street Yard and turned over and loaded 11 pieces of granite for Bellevue Section.

August 20, 1891.—Turned over and loaded 7 pieces of coping stones for Bellevue Section.

August 21, 1891.—Towed to Bellevue Section, and hoisted Pile-driver No. 2 off East Twenty-eighth Street Pier, and placed in the water.

August 22, 1891.—Set 9 pieces coping stone.

August 24, 1891.—Hoisted Pile-driver No. 2 out of the water and placed on East Twenty-eighth Street Pier, and was towed to East Seventeenth Street Yard.

August 25, 1891.—Turned over 11 pieces of coping stone for Bellevue Section.

August 26, 1891.—Loaded 9 concrete base blocks on scows for East One Hundred and Second Street Section.

August 27, 1891.—Towed to East One Hundred and Second Street Section and set 1 concrete base block in the bulkhead-wall.

August 28 and 29, 1891.—Set 8 concrete base blocks in the bulkhead-wall.

August 31, 1891.—Towed to East Twenty-eighth street and hoisted Pile-driver No. 2 from pier and placed in the water.

September 1 and 2, 1891.—Set 9 pieces of coping stone.

September 3, 1891.—Towed to East Seventeenth Street Yard.

September 4, 1891.—Turned over 12 pieces of coping stone for Bellevue Section.

September 5, 1891.—Towed to West Fifty-seventh Street Yard.

September 8, 1891.—Cleaned boilers.

September 9, 1891.—Hoisted end of 12-ton Derrick No. 2 in order to allow of valve being put in.

September 10 to 14, 1891.—Overhauling engine.

September 15, 1891.—Removed ways, house and engine from Pile-driver No. 6 and placed them on West Fifty-seventh Street Pier.

September 16, 1891.—Hoisted scow of Pile-driver No. 6 out of water and placed it on West Fifty-seventh Street Pier, also hoisted Scow "C" off West Fifty-seventh Street Pier and placed it in the water at West Fifty-seventh Street Pier.

September 18, 1891.—Hoisted Scow "D" out of the water and placed it on West Fifty-seventh Street Pier.

September 19 to 22, 1891.—Overhauling engines, repairing deck and making boat covers for boats of new tug "Pier."

September 23, 1891.—Towed to East Seventeenth Street Yard, loaded 2 pieces coping stone for Bellevue Section and turned over 12 pieces coping stone for East One Hundred and Twenty-fifth Street Section.

September 25, 1891.—Towed to Bellevue Section and set 6 pieces of coping stone.

September 26, 1891.—Set 8 pieces of coping stone and was towed to East Seventeenth Street Yard.

September 28, 1891.—Loaded four concrete base blocks on scow for East Twenty-fourth Street Section.

September 28, 1891.—Towed to East Twenty-fourth Street Section.

September 29 and 30, 1891.—Set four concrete base blocks in the bulkhead-wall and was towed to East Seventeenth Street Yard.

Floating Property.

October 1, 1891.—Loaded 6 concrete base blocks on scow and was towed to East One Hundred and Second Street Section.

October 2 and 3, 1891.—Set 6 concrete base blocks in the bulkhead-wall.

October 5, 1891.—Towed to East Seventeenth Street Yard and turned over 1 piece of coping stone for East One Hundred and Twenty-fifth Street Section.

October 6, 1891.—Loaded and turned over 22 pieces of coping stone.

October 7, 1891.—Loaded 2 concrete base blocks for East One Hundred and Second Street Section.

October 8, 1891.—Loaded 4 concrete base blocks on scow, was towed to East One Hundred and Second Street Section and set one concrete base block in the bulkhead-wall.

October 9 and 10, 1891.—Set 5 concrete base blocks in the bulkhead-wall and was towed to East Seventeenth Street Yard.

October 12 and 13, 1891.—Turned over coping stone for West Washington Market Section.

October 14, 1891.—Towed to West Fifty-seventh Street Yard.

October 15, 1891.—Hoisted Pile-driver No. 5 off pier and placed in the water; on same date hoisted strong-back engines and boilers from pier and placed same in position on Pile-driver No. 5; also placed smoke-stack on 12-Ton Derrick No. 2.

October 16, 1891.—Hoisted ways from pier and placed them in position on Pile-driver No. 5; also lifted end logs and placed them in position on scow of Pile-driver No. 6.

October 17, 1891.—Placed step of mast in position on 12-Ton Derrick No. 2.

October 20, 1891.—Placed mast in position on 12-Ton Derrick No. 2.

October 21, 1891.—Towed from West Fifty-seventh street to East Seventeenth street, and moved coping stone for East One Hundred and Tenth Street Section.

October 22, 1891.—Turning over coping stone for East One Hundred and Tenth Street Section, and loading coping stone for East One Hundred and Twenty-fifth Street Section.

October 24, 1891.—Hauled over to East Eighteenth street and hoisted raft of timber and put in on East Eighteenth street pier.

October 26 to 30, 1891.—Turning over coping stone.

October 31, 1891.—Towed from East Seventeenth Street Yard and set 4 coping stones in the bulkhead-wall.

November 1 to 4, 1891.—Setting coping stone at West Washington Market Section.

November 4, 1891.—Towed from Vesey street to West Fifty-seventh street, North river.

November 5, 1891.—Loaded 3 concrete base blocks on scow for West Washington Market Section.

November 6, 1891.—Loaded 3 concrete base blocks on scow for West Washington Market Section.

November 7 to 13, 1891.—Repairing machinery and fitting up pipes in boiler.

November 13, 1891.—Towed from West Fifty-seventh street, North river, to Vesey street, and set 1 concrete base block in the bulkhead-wall.

November 14, 1891.—Set 4 concrete base-blocks in the bulkhead-wall.

November 16, 1891.—Set 1 piece of coping stone and 1 concrete base block in the bulkhead-wall.

November 18, 1891.—Towed from Vesey street to West Fifty-seventh street, North river.

November 19, 1891.—Loaded 6 concrete base blocks on scows for West Fifty-second Street Section, north end.

November 20, 1891.—Towed from West Fifty-seventh street, North river, to West Fifty-fifth street, North river, and pulled 1 pile to make room for concrete base blocks.

November 21, 1891.—Set 3 concrete base blocks in the bulkhead-wall.

November 24, 1891.—Set 3 concrete base blocks in the bulkhead-wall.

November 25, 1891.—Towed from West Fifty-fifth street, North river, to East Seventeenth Street Yard.

November 28 and 30, 1891.—Loading and turning over coping stone for East One Hundred and Tenth street, Harlem river.

December 2, 1891.—Loaded 3 concrete base blocks on scows for East One Hundred and Second Street Section.

December 3, 1891.—Loaded two pieces of coping stone, towed to Bellevue Section, and on same date set the two pieces of coping stone.

December 4, 1891.—Towed to East Seventeenth Street Yard.

December 5, 1891.—Loaded 3 concrete base blocks on scows for East One Hundred and Second Street Section.

December 7, 1891.—Towed to East One Hundred and Second Street Section.

December 8, 1891.—Set two concrete base blocks in the bulkhead-wall.

December 9, 1891.—Set 4 concrete base blocks in the bulkhead-wall.

December 10, 1891.—Towed from East One Hundred and Second street to West Fifty-seventh street, North river.

December 11, 1891.—Loaded 3 concrete base blocks on scows for West Fifty-second Street Section.

December 12, 1891.—Loaded 5 concrete base blocks on scows for West Fifty-second Street Section.

December 14, 1891.—Turned scow of Pile-driver No. 6 around on blocks, and on same date hoisted boiler, engine and house from West Fifty-seventh Street Pier and placed them on scow of Pile-driver No. 6.

December 15, 1891.—Towed to West Fifty-fifth street and set 1 concrete base block in the bulkhead-wall.

December 17, 1891.—Set 2 concrete base blocks in the bulkhead-wall.

December 19, 1891.—Towed to West Fifty-seventh Street Yard.

December 21, 1891.—Loaded 1 concrete base block on scow for West Washington Market Section.

December 22, 1891.—Loaded 5 concrete base blocks on scow for West Washington Market Section.

December 24, 1891.—Hoisted Pile-driver No. 6 from pier and placed it in the water.

December 24, 1891.—Towed to Vesey street.

December 26, 1891.—Set 1 concrete base block in the bulkhead-wall.

December 28, 1891.—Set 4 concrete base blocks in the bulkhead-wall.

December 29, 1891.—Set 1 concrete base block in the bulkhead-wall.

December 31, 1891.—Towed to West Fifty-seventh Street Yard, and on same date lifted new set of 60 feet ways from bulkhead and placed them on Pile-driver No. 6.

January 5, 1892.—Towed to East Seventeenth Street Yard, and on same date loaded 6 concrete base blocks for East One Hundred and Second Street Section.

January 7, 1892.—Loaded 2 concrete base blocks on scow for East One Hundred and Second Street Section, and on same date was towed to East One Hundred and Second Street Section.

January 8, 1892.—Set 3 concrete base blocks in the bulkhead-wall.

January 9, 1892.—Set 4 concrete base blocks in the bulkhead-wall.

January 11, 1892.—Set 1 concrete base block in the bulkhead-wall, and was towed to East Seventeenth Street Yard; on said date loaded 3 concrete base blocks for East One Hundred and Second Street Section.

January 12, 1892.—Loaded 5 concrete base blocks on scows for East One Hundred and Second Street Section.

January 13, 1892.—Towed to East One Hundred and Second Street Section, and set 3 concrete base blocks in the bulkhead-wall.

January 14, 1892.—Set 5 concrete base blocks in the bulkhead-wall.

January 16, 1892.—Towed from East One Hundred and Second street to Pier "A," North river, and remained there on account of strong ebb tide.

January 18, 1892.—Towed to Franklin street.

January 19, 1892.—Towed to West Fifty-seventh Street Yard.

January 20 to 28, 1892.—Waiting to load blocks.

January 29, 1892.—Loaded 6 concrete base blocks on scows for West Forty-third Street Section.

January 30, 1892.—Hoisted coal scow "F" out of water and placed on deck of West Fifty-seventh Street Pier for repairs.

January 30, 1892.—Towed from West Fifty-seventh Street Yard to West Forty-third Street Section.

February 1, 1892.—Awaiting at West Forty-third Street Section.

February 3 and 4, 1892.—Set 6 concrete base blocks in the bulkhead-wall at West Forty-third Street Section.

February 6, 1892.—Towed to West Fifty-seventh Street Yard.

February 9, 1892.—Hoisted off deck of West Fifty-seventh Street Pier deck scow "F" and placed same in the water.

February 10, 1892.—Hoisted up Pile-driver No. 9 and held it while being repaired and caulked.

February 11, 1892.—Placed Pile-driver No. 9 in the water.

February 17, 1892.—Removed bracing ways from deck of Pile-driver No. 8 and placed same on pier at West Fifty-seventh street, also removed boiler and engine from Pile-driver No. 3, then was towed to Pier, old 33, North river.

February 18 to 26, 1892.—Pulling piles and timber and removing Pier, old 33, North river.

February 27, 1892.—Towed to West Fifty-seventh Street Yard.

February 29, 1892.—Placed deck scow "D" in the water at West Fifty-seventh street, North river.

March 1 and 2, 1892.—Loaded 5 concrete base blocks on scows for Franklin Street Section.

March 3, 1892.—Towed from West Fifty-seventh street to Franklin Street Section.

Floating Property.

March 4 and 5, 1892.—Set 5 concrete base blocks in the bulkhead-wall at Franklin Street Section.

March 5, 1892.—Towed from Franklin Street Section to West Fifty-seventh Street Yard.

March 7, 1892.—Removed 1 set of bracing ways and 20 mooring posts from West Fifty-seventh Street Pier and placed same on bulkhead at West Fifty-seventh street.

March 8, 1892.—Removed 1 set boat davits from tug "Pier."

March 12 and 14, 1892.—Loaded 3 concrete base blocks on scow at West Fifty-seventh Street Yard for West Fifty-second Street Section.

March 15, 1892.—Towed to West Thirteenth Street Pier; removed torpedo boat from deck pier and placed same on deck of scow "R"; then towed to Pier "A," North river.

March 16, 1892.—Towed to East Seventeenth Street Yard and loaded 4 coping stones on scow for East river sections.

March 17, 1892.—Moved, turned over and handled coping stones for East river sections.

March 19 and 21, 1892.—Loaded 10 concrete base blocks on scows for East One Hundred and Second Street Section and 2 concrete base blocks on scow for East Ninety-fourth Street Section.

March 22, 1892.—Towed from East Seventeenth Street Yard to East One Hundred and Second Street Section and set 10 concrete base blocks in the bulkhead-wall by March 24, 1892.

March 25, 1892.—Towed to East Ninety-fourth Street Section and set 2 concrete base blocks in the bulkhead-wall.

March 29, 1892.—Towed from East Ninety-fourth street to Pier "A," North river, and on March 30 towed to West Fifty-seventh Street Yard; then turned over a set of pile-driver ways and removed torpedo boat from scow "R," and placed same on bulkhead at West Fifty-seventh street.

March 31, 1892.—Hoisted 14 pieces timber and 6 piles out of the water and placed same on West Fifty-seventh Street Pier.

April 1, 1892.—Loaded 14 oak piles on scow "R."

April 2, 1892.—Loaded 1 concrete base block on scow and shifted 2 concrete base blocks on platform at West Fifty-seventh street.

April 4, 1892.—Towed to East Seventeenth Street Yard and loaded 2 concrete base blocks on scow for Franklin Street Section and towed to Franklin street.

April 6 and 7, 1892.—Set 3 concrete base blocks in the bulkhead-wall at Franklin and Jay Street Sections.

April 8, 1892.—Towed to West Fifty-second Street Section, north end, and on April 9 and 11 set 3 concrete base blocks in the bulkhead-wall.

April 12, 1892.—Towed to West Fifty-seventh Street Yard.

April 13 and 14, 1892.—Loaded 10 concrete base-blocks on scows at West Fifty-seventh Street Yard.

April 15, 1892.—Towed to West Fifty-second Street Section, north end, and set 10 concrete base blocks in the bulkhead-wall by April 19.

April 20, 1892.—Towed to West Fifty-seventh Street Yard.

April 21, 1892.—Loaded 3 concrete base blocks on scow for Jay Street Section.

April 22, 1892.—Commenced to take down large purchase blocks for the purpose of repairing same. The force of the Department repaired doors, deck, circle, water column, friction on small engine and tackle-blocks, lines; cleaned engine, boiler, machinery, water-tank; painted boom-ropes, king-posts, hull, inside of house and sashes; caulked deck and circle and pitched deck; trimmed fenders, made rope-fenders for tugs, slings for mattress-frames, boat-covers for new tug "Pier," fitted up new flag-pole (February 8, 1892), made new slides for carriage on boom, packed valves, moved ballast-blocks and lines out of way for caulkers, and did the general work on board derrick.

May 9, 1891.—Alexander Pollock, under Treasurer's Order No. 15191, finished putting new tubes in boiler of derrick. Begun April 29, 1891.

Mr. John Loyd, under Treasurer's Order No. 15953, furnished the steel pins and gun metal lushing to repair purchase block of derrick.

The 12-Ton Derrick No. 1.

(Finished January, 1890.)

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

The force of the Department repaired machinery, tackle blocks and cap on mast boom, fitted steam-pipe and pump-band, drilled iron work, cut pipe, put cleats on rails, caulked and pitched deck.

This derrick has been in commission constantly during the year.

The 12-Ton Derrick No. 2.

(Finished December, 1891.)

Under Unanimous Resolution of the Board, June 11, 1891.

The scow of this derrick was built by the force of the Department, under unanimous resolution of Board, May 22, 1890, and is the last scow of the three ordered under the said resolution. Its dimensions are 70 feet long, 30 feet wide, 7 feet 6 inches deep, with a displacement of 325 tons.

The force of the Department fitted up one Lidgerwood, four friction drum engine, 8½ by 10, with 250-horse power, 53 by 120 inch upright boilers, with brake on each drum, complete on one bed-plate, drum 14 inches in diameter, 24 inches face, 29 inches diameter, flanges with extra winch shaft, winches, bearings, etc.; one new Andrew special stone 10-inch cataract centrifugal pump and pumping outfit, with one 10 by 12 60-horse power Porter central crank engine and fittings, one cast-iron bed-piece for mast, one wrought-iron mast, 32 inches by 42 feet long, with galvanized crucible steel wire rope guys and galvanized iron shackles. Also fitted up new Worthington pump and fittings.

October 1, 1891.—The 10-ton derrick placed engine, boiler, machinery, etc., in position aboard 12-Ton Derrick No. 2.

H. A. Rogers, under Treasurer's Orders Nos. 15404 and 15465, furnished engines, boilers, pump, pumping outfit machinery, etc.

The force of the Department fitted pipes, hatches, hatch covers, gratings, coamings, engines, boilers, machinery, rigging, house, ladder, belt clamps, steam pipe and davits; painted steam pipes, covering on boiler, mast boom and house; repaired pump; made rope fenders and bearers for pump frames; calked deck; put eye-bolts in deck for ranges, and iron bottom on rails and cleaned boiler.

On October 21, 1891.—The Police Department inspected the two new boilers of derrick.

On November 14, 1891.—The H. W. Johns' Manufacturing Company, under Treasurer's Order No. 15628, covered boilers and all live steam-pipe connections with asbestos fire-felt covering.

On November 18, 1891.—The derrick went into commission at West Fifty-second Street Section, north end, and has been engaged pumping mud from the river bottom, setting granite, etc., and is now engaged setting granite in the bulkhead-wall at West Fifty-seventh Street Section.

12-Ton Derrick No. 3 (new).

Under Unanimous Resolution of the Board, January 7, 1892.

On January 19, 1892.—The force of the Department, under the above resolution, began building new 12-Ton Derrick No. 3 at West Fifty-seventh Street Yard, and the same is now under construction. Its dimensions are 70 feet long, 30 feet wide, 7 feet 6 inches deep.

The 10-Ton Derrick.

(Built in the Year 1874.)

The force of the Department faced elbows, made bed-frames, house and wire pendants, fitted pump, cut scupper holes in bed of ways, calked tank and deck, pitched deck, repaired tackle-blocks and rigging, covered steam-pipe with canvas, cleaned boiler and machinery.

On June 20, 1891.—The Police Department inspected the boiler of derrick.

The derrick has been in commission constantly during the year, and is now at Franklin Street Section.

Tug "Manhattan."

(Built in the Year 1874.)

1,832½ hours of actual work done by "Manhattan" during year. Laid up to clean boiler, repair machinery, etc., on May 12 and 13, 1891; from July 18 to August 5, 1891; on October 17, 1891; from December 16 to December 29, 1891; January 7 to 11, 15 to 24, 1892; January 28 to February 2, 1892; February 13 to February 15, 1892; February 17 to March 2, 1892; March 18 to April 3, 1892; on April 6 and 7, 1892; from April 9 to date.

On May 12, 1891, laid up to clean boiler and prepare for inspection.

On May 13, 1891.—The United States Local Inspectors of Steam Vessels inspected hull, machinery, and granted license to tug.

On July 18, 1891.—The tug "Manhattan" was placed on screw dock at foot of Market Street for the purpose of painting bottom of same and David Clark, under Treasurer's Order No. 15393, cleaned and scraped bottom, and painted same from water line down with two coats of Welterstedt's copper paint. Finished on July 20, 1891, and the "Manhattan" returned to West Fifty-seventh street on same date. While on the dry dock an examination of hull was made and found that repairs were needed to shaft. On July 22, 1891, the tug was placed on Burtis' Dry Dock, South Brooklyn, and the Pioneer Iron Works, under Treasurer's Order No. 15426, furnished labor and material to repair the shaft sleeve and stern bearing of tug.

Messrs. Lanagan and O'Neill, under Treasurer's Order No. 15443, repaired boiler.

On August 5, 1891, repairs were finished and the tug proceeded to West Fifty-seventh street, North river, and arrived 7 P. M., and was in commission up to December 15, 1891.

Floating Property.

On October 17, 1891, cleaned boiler of tug "Manhattan." The tug "Manhattan" went out of commission on December 15, 1891; went in commission again on December 30, 1891, and remained in service until January 6, 1892. Went into commission on January 12, 1892, and worked until January 15, 1892. Resumed work on January 25, 1892. On January 28, 1892, while towing Pile-driver No. 7 from West One Hundred and Thirtieth street, North river, to West Ninety-sixth street, North river, the rudder of tug-boat was split. Upon arrival at West Fifty-seventh Street Yard an examination was made, and it was discovered that the stock of rudder was split. Pile-driver No. 7 removed rudder and placed same on deck of West Fifty-seventh Street Pier, and fitted same in place on February 2, 1892. The force of the Department scraped and burned off old paint of deck-house; painted house, hull, guard-rails, fenders and smoke-stack; repaired doors, locks, windows, hull, stern, machinery, rail, deck, hatch coamings, guard rails, irons, rudder, bilge-pump, floor in lower engine-room, gratings, chain hole chocks, floor in forward hold, bow and stern fenders, wearing pieces and stern piece; calked hull, plunger of bilge-pump and under wearing pieces; made hanging oak fenders, guard irons, new stock for rudder, canvas covers for life boats, ladders and wooden washers; fitted steam-pipe, guard irons and canvas covers for life boats; cleaned machinery, boiler and bilge-pump; put in new stern piece, glass in windows of mess room, rudder in position, rope bow fenders on bow and limber boards; pumping out, getting out brackets for fair leaders of gear and washing out limbers.

Tug "Pier."

Built in the Year 1891; accepted January 25, 1892.
Contract No. 366.

631 hours of actual work done by "Pier" during year. Laid up to clean boiler, repair machinery, broken wheels, etc. January 25 to February 12, and 16 and 28, March 4 to 17, April 4 to 8, 1892.

On December 16, 1891.—The tug "Pier" went into commission and remained in service until December 29, on which date the "Pier" was brought to the works of the Cowles Engineering Company at Forty-third street, South Brooklyn, for the purpose of lining back of fire-box of boiler with fire-brick.

On December 31, 1891.—The tug "Manhattan" towed tug "Pier" from Forty-third street, South Brooklyn, to West Fifty-seventh Street Yard, where Messrs. Brown & Miller calked forward tank and steam joints.

On January 7, 1892.—The tug "Pier" resumed running and continued until January 11, when she stopped running, to permit of repairs to reversing gear.

On January 15, 1892.—The tug "Pier" again went into commission and continued until January 25, 1892. On that date and while in slip between Pier, new 44 and 45, North river, the steamship "Tauric" pressed the stern of the tug "Pier" against a raft of timber. In attempting to escape, the wheel of the tug "Pier" struck the raft and was broken. In addition to above, about twenty-five (25) feet of cavil was broken, as were also the oil feeders on high and intermediate crank pins. On same date the tug "Manhattan" towed the disabled vessel to the West Fifty-seventh Street Yard.

On January 29, 1892.—The hired tug "Jason" towed the tug "Pier" to the works of Cowles Engineering Company at Forty-third street, South Brooklyn, for repairs.

On January 30, 1892.—The Cowles Engineering Works removed uptake bricks from nest of tubes in back connection and altered position of bricks in same.

On February 5, 1892.—The tug "Manhattan" towed the tug "Pier" from Forty-third Street, South Brooklyn, to Morris street, Jersey City, for the purpose of having new wheel placed in position.

Messrs. Brown & Mills, as per Secretary's Order No. 11651, under Treasurer's Order No. 15856, removed old propeller wheel centre and furnished and fitted in place a new solid propeller wheel, 7 feet 6 inches diameter, 11 feet pitch, "Delamater" pattern; also under Treasurer's Order No. 15855 furnished and put in place 12 iron stoppers in side port.

On February 12, 1892.—The tug "Pier" left Essex street, Jersey City, and returned to West Fifty-seventh Street Yard.

On February 16, 1892.—Laid up to repair valve-stem on reversing gear.

On March 3, 1892.—The tug "Pier," while backing out of slip between West Forty-third and West Forty-fourth street, North river, the propeller-wheel struck something under water and broke said wheel. The tug "Manhattan" towed the tug "Pier" to West Fifty-fifth street on same day, and on March 4, 1892, the Department Diver examined the tug "Pier" and reported no other damage done.

On March 14, 1892.—The tug "Pier" was towed to Morris street, Jersey City, and Messrs. Brown & Miller, under Treasurer's Order No. 15922, removed old propeller-wheel centre, and furnished and fitted in place a new solid propeller wheel, 7 feet 6 inches diameter, 11 feet pitch, "Delamater" pattern, and on March 16, 1892, the same was finished and the tug "Pier" returned to West Fifty-seventh street, North river.

Messrs. Brown & Miller, under Treasurer's Orders Nos. 15948 and 15949, furnished 4 propeller blades and templates and one solid propeller wheel, patterns and templates for use in case of another accident to the wheel.

On April 7, 1892.—The tug "Pier" was towed from Pier, new 34, North river, to West Fifty-seventh street, and on said day the tug "Pier" was in the service of the City Paymaster, and while at Pier, new 34, a slight accident happened to the boiler of tug "Pier," and the Paymaster left the boat; the cause of the accident was that the fusible plug had blown out.

The force of the Department made ladders, desk, shelves, awnings for pilot-house, bracket for head-light, shelves for engine-room, coal boards, canvas curtains for fire-room (to save machinery from ash dust), gratings for engine-room, covers for steam-pipes, chocks for suction-hose and life-boats, hanging fenders, gratings for lower engine-room, cleats for boat chocks and curtains for house (to protect same while taking in coal), fitted gratings for lower engine-room; put rope fenders on bow, oak chock pieces on top of cavil, pins in bits and hooks in side of house for coal curtains; repaired steering and reversing gears, stanchions, valve-stem on reversing gear machinery; sheet brass on rails, house, bits, boat chocks, boat covers, fire buckets, lockers and floor in engine-room; painted bottom while laid up at Dry Dock, Jersey City (February 11, 1891); also painted hull, house fenders, bits, deck, engine-room, pattern for wheel, smoke-stack and pilot-house; lettered life-boats, fire buckets, patterns for wheel; varnishing main rails, staining window sashes in pilot-house and lower cabin; removed one set of boat davits (March 8, 1892); drilled holes, calked behind fenders, cleaned boiler (February 28, 1892), cleaned tubes of boiler; covered suction hose, smoke-stack guys and pipes; boxed steam-pipes, fitted norman pins in side bits, fastening down boat chocks, oiling main rails.

Hired Tugs.

During the year hired tugs have assisted the "Manhattan" and "Pier," and done the work required by the Department while the "Manhattan" and "Pier" were laid up for repairs.

Pile-driver No. 1.

(Built in the Year 1871.)

FITTED UP WITH 50 FEET VERTICAL WAYS.

The force of the Department cut holes and fitted steam pipes and ways for pile driving; drilled iron work for ways; cleaned boiler and machinery; repaired window-frames, boiler, machinery, ways, hatch covers, rigging of stone boom and engine-house; put in glass; enlarged pump-hole; calked sills of house and deck, put up shelves and racks in engine-house, made hatch gratings; painted outrigger of stone boom and boiler covering; removed stone boom and gear. On April 7, 1892, the H. W. Johns Manufacturing Company (successors to Chalmers Spence Company), under Treasurer's Order No. 15348, covered boiler and all live steam pipes with asbestos fire-felt covering.

April 11, 1892, the Police Department inspected boiler of No. 1.
No. 1 has been in commission almost constantly during the year.

Pile-driver No. 2.

(Built in the Year 1871.)

FITTED UP WITH A SET OF 50 FEET VERTICAL WAYS.

The force of the Department painted house, ways and hull; cleaned boiler and machinery; repaired machinery, ways, hull, boiler tubes, wire guys on ways, house, deck cleats and chocks; calked hull; put on and fastened deck cleats, bolts in ways, chocks, and kept in repair.

On June 19, 1891.—The Police Department inspected boiler.

On August 6, 1891.—The derrick "City of New York" placed Pile-driver No. 2 on deck of East Twenty-eighth Street Pier for repairs.

On August 12, 1891.—The Chalmers Spence Company, under Treasurer's Order No. 15348, covered the boiler and all live steam-pipe connections with asbestos fire-felt covering.

On August 13, 1891.—The derrick "City of New York" placed Pile-driver No. 2 in the water at East Twenty-eighth Street Pier.

Pile-driver No. 2 has been in commission from time to time during the year.

Pile-driver No. 3.

(Built in the Year 1871.)

FITTED UP WITH A SET OF 50 FEET VERTICAL WAYS.

The force of the Department fitted steam-pipes, gypsy winch on deck, engine-bed, boiler, engine and machinery; repaired house, pump, hatch covers, windlass, machinery, belt, pulley, ways and engine; cleaned boiler and machinery; painted boiler covering, ways, scow and house; put on deck cleats; calked deck under engine frame bed; removed engine, boiler and machinery.

Floating Property.

On February 17, 1892, fastened engine frame on deck; cemented deck in front of boiler and kept in repair.

On July 8, 1891.—The Chalmers Spence Company, under Treasurer's Order No. 15348, covered the boiler and all live steam-pipe connections with asbestos fire-felt covering, in accordance with Secretary's Order No. 10984. The said boiler is now on West Fifty-seventh Street Pier.

In December, 1891.—H. R. Worthington & Company, under Treasurer's Order No. 15723, furnished labor and material to repair Worthington pump.

On December 4, 1891.—The Police Department inspected boiler.

Pile-driver No. 3 has been in commission almost constantly during the year.

The boiler removed from Pile-driver No. 8 is now on Pile-driver No. 3.

Pile-driver No. 4.

(Built in the Year 1890.)

Under Unanimous Resolution of the Board, August 16, 1889.

FITTED UP WITH A SET OF ADJUSTABLE WAYS, 60 FEET HIGH.

The force of the Department made hatch-gratings and new ladders; fitted hatch-gratings, shelves and steam-pipes; washed and cleaned boiler; repaired ways, machinery and engine-house; painted covering on boiler; fastened wearing pieces; put glass in windows and kept in repair.

On May 23, 1891.—The Police Department inspected boiler.

On July 25, 1891.—The Chalmers Spence Company, under Treasurer's Order No. 15348, covered the boiler and all live steam-pipe connections with asbestos fire-felt covering, in accordance with Secretary's Order No. 10984.

Pile-driver No. 3 has been in commission almost constantly during the year.

Pile-driver No. 5.

(Finished January, 1892.)

Under Unanimous Resolution of the Board, February 5, 1891.

FITTED UP WITH A SET OF ADJUSTABLE WAYS 60 FEET HIGH AND PILE-SAWING ATTACHMENTS.

The force of the Department built and calked a scow of the following dimensions: 46 feet long, 23 feet wide, 5 feet 6 inches forward and 5 feet aft. Fitted engine, boiler and machinery in position; built house, strongback and set of 60 feet adjustable ways; painted house, strongback, lockers, closet, scale on ways and spud; repaired doors of engine-house, machinery, windlass and pile cutting-saw on spud shaft and kept in repair.

On October 15, 1891.—The derrick "City of New York" placed the hull of Pile-driver No. 5 in the water at West Fifty-seventh Street Pier. On same date the derrick placed engine, boiler, "strongback" and smoke-stack in position.

On October 16, 1891.—The derrick "City of New York" placed the ways in position aboard Pile-driver No. 5.

On November 5, 1891.—The Police Department inspected boiler.

On January 29, 1892.—Pile-driver No. 5 went into commission, and has been in commission constantly since her completion.

Pile-driver No. 6.

(Rebuilt in the Years 1891 and 1892.)

FITTED UP WITH A SET OF 60 FEET WAYS, WITH A PILE FOLLOWER ATTACHED.

The force of the Department removed old and put in new top fore and afters, end logs, side frames, fore and aft bulkheads, side and deck planks, knees, cross beams, bits, deck cleats and chocks; made and painted lockers, closets and pile follower guide; put concrete flooring in house; painted scale on ways and covering on boiler; repaired machinery, friction of drum and extension legs of follower on ways, calked and pitched ends, side, bottom and deck; put gypsy winches on deck, cleaned boiler and kept in repair.

W. A. Crook & Brothers Company, under Treasurer's Order No. 15256, altered and repaired old engines of Pile-driver No. 3 for use on Pile-driver No. 6.

On August 14, 1891.—The Police Department inspected the boiler.

On September 15, 1891.—The derrick "City of New York" removed ways, engine, boiler and house, and placed on deck of West Fifty-seventh Street Pier.

On September 16, 1891.—The derrick "City of New York" placed the scow on deck of West Fifty-seventh Street Pier for repair.

On December 14, 1891.—The derrick "City of New York" placed engine, boiler and house on scow.

On December 23, 1891.—The derrick "City of New York" hoisted pile-driver off pier at West Fifty-seventh street and placed it in the water.

On December 31, 1891.—The derrick "City of New York" placed ways on Pile-driver.

On January 23, 1892.—The H. W. Johns Manufacturing Company, under Treasurer's Order No. 15343, covered boiler and all live steam fittings with asbestos fire-felt covering. Pile-driver No. 6 has been constantly in commission since her completion.

Pile-driver No. 7.

(Built in the Year 1874.)

FITTED WITH A SET OF 50 FEET VERTICAL WAYS.

The force of the Department put on fenders, corner bands; put glass in windows, fitted up fair leaders and steam-pipes, calked tank and deck, washed boiler, cleaned tubes, machinery and boiler, repaired machinery, steam-pipe, house and ways, and kept in repair.

On December 16, 1891.—The H. W. Johns Manufacturing Company, under Treasurer's Order No. 15348, covered boiler and live steam-pipes with asbestos fire-felt covering.

On December 28, 1891.—The Police Department inspected boiler of Pile-driver No. 7. Pile-driver No. 7 has been in commission almost constantly during the year.

Pile-driver No. 8.

(Built in the Year 1874.)

FITTED UP WITH A SET OF VERTICAL WAYS 60 FEET HIGH.

The force of the Department fitted steam-pipe, grate-bars, engine, boiler and ways; laid floor in bottom, expanded boiler tubes, repaired house, ways, machinery, roof of house, hatch gratings and cleats, cleaned boiler and machinery, painted house and covering on boiler, removed batter ways from deck and built a set 60 feet vertical ways (which will be fitted up in a few days); calked deck inside house, trimming chocks, drilling iron for ways, put down deck chocks, fastened engine bed, hoisted and regulated ways on deck and kept in repair.

On June 17, 1891.—The Chalmers Spence Company, under Treasurer's Order No. 15348, covered the boiler and all live steam-pipe connections with asbestos fire-felt covering; the said boiler is now on Pile-driver No. 3.

On October 9, 1891.—The Police Department inspected boiler of No. 8, now on Pile-driver No. 3.

Messrs. Reid & Duff, under Treasurer's Order No. 15793, removed old and put in new tubes furnished by the Department.

On February 17, 1892.—Removed bracing pile ways from deck.

H. A. Rogers, under Treasurer's Order No. 15943, altered and repaired engine.

No. 8 has been in commission from time to time, and is now laid up at West Fifty-seventh Street Yard.

Pile-driver No. 9.

(Built in the Year 1888.)

Under Unanimous Resolution of the Board, May 11, 1888.

FITTED UP WITH A SET OF VERTICAL WAYS, 60 FEET HIGH.

The force of the Department repaired ways, gypsy windlass, machinery, house, ways, cleats, etc.; cleaned machinery and boiler; made ladder; calked deck, sides and ends; fitted steam-pipes and guys on ways; put on and fastened new wearing pieces, deck cleats, lockers, shelves, and floor in bottom; painted ways, house, covering on boiler and scale on ways, and lettered house and kept in repair.

On July 22, 1891.—The Police Department inspected the boiler.

On February 4, 1892.—The H. W. Johns Manufacturing Company, under Treasurer's Order No. 15348, covered the boiler and all live steam-pipe connections with asbestos fire-felt covering.

Pile-driver No. 9 has been in commission almost constantly during the year.

Pile-driver No. 10.

(Built in the Year 1881.)

FITTED UP WITH TWO SETS OF WAYS, VERTICAL AND INCLINED, 75 FEET HIGH.

The force of the Department repaired ways, house and machinery; cleaned boiler and machinery; put glass in house and kept in repair.

On May 23, 1891.—The Police Department inspected boiler.

Pile-driver No. 10 has been in commission almost constantly during the year.

Pile-driver No. 11.

(Built in the Year 1881.)

FITTED UP WITH TWO SETS OF WAYS, VERTICAL AND INCLINED, 75 FEET HIGH.

The force of the Department cut iron work; drilled iron work; put on deck cleats and glass in house; repaired ways, machinery, doors, tackle blocks, etc.; fitted steam-pipes; painted

Floating Property.

covering on boiler; scale on ways; calked and pitched deck; cleaned boiler, and kept in repair.

On September 16, 1891.—The Chalmers Spence Company, under Treasurer's Order No. 15348, covered the boiler and live steam-pipe connections with asbestos fire-felt covering.

On April 12, 1892.—The Police Department inspected boiler.

Pile-driver No. 11 has been in commission almost constantly during the year.

Pile-driver No. 12.

(Built in the Year 1890.)

Under Unanimous Resolution of the Board, October 10, 1890.

FITTED UP WITH A SET OF VERTICAL WAYS 60 FEET HIGH WITH PILE-SAWING ATTACHMENT.

The force of the Department repaired saw, pulley, machinery, doors; house, ways, hatches, wire guy-ropes on ways, and deck-cleats; cleaned boiler, and machinery; painted house, ways, covering on boiler; put up shelves in engine-room; calked deck inside of house, and kept in repair.

On October 21, 1891.—The Police Department inspected boiler.

On February 25, 1892.—The H. W. Johns Manufacturing Company, under Treasurer's Order No. 15348, covered boiler and steam-pipes with asbestos fire-felt covering, as per Secretary's Order No. 10984.

Pile-driver No. 12 has been in commission almost constantly during the year.

Pile-driver No. 13.

Under Unanimous Resolution of the Board, February 11, 1892.

UNDER CONSTRUCTION AT WEST FIFTY-SEVENTH STREET YARD.

On March 12, 1892.—The force of the Department began the construction of a scow 46 feet long, 23 feet wide, 5 feet 6 inches deep aft and 6 feet forward for Pile-driver No. 13. The same will be completed as soon as possible.

Deck Scows.

SCOW "B."

(Built in the Year 1875.)

The force of the Department calked ends, sides and decks; repaired rails, fastened deck cleats, put extra deck on scow for use at East One Hundred and Twenty-fifth Street Section and kept in repair. This scow has been in commission almost constantly during the year.

SCOW "C."

(Built in the Year 1875.)

Under Repairs at West Fifty-seventh Street Yard.

The force of the Department put in end, side, deck, bottom plank, side frames, 6-inch hack-matic knees, cross timbers, fore and aft logs, stanchions, top fore and afters, athwartship braces and bits, calked ends, sides, bottom and deck; removed decayed timbers, painted sides and ends, repaired windlass and kept same in repair.

On September 16, 1891.—The derrick "City of New York" placed scow "C" in the water at West Fifty-seventh Street Yard.

This scow is now in first-class working order, and in almost constant use since.

SCOW "D."

(Built in the Year 1875.)

Under Repairs at West Fifty-seventh Street Yard.

The force of the Department fastened rails and corner bands; made new hatches and gratings; fitted new hatches and gratings; calked and pitched ends, side, bottom and deck; removed decayed timbers, planks, top cross girders, side frames, deadwood, athwartship and cross braces; put in new timbers, gearing pieces in sides, fore and afters, end fenders, corner bands, deck plank, hatch coamings, rail and deck cleats; painted and lettered; repaired end fenders, corner bands, hatch coamings, rail cleats and hatch covers; laid new yellow pine deck and kept in repair.

On September 16, 1891.—The derrick "City of New York" placed scow on the deck of West Fifty-seventh Street Pier for repairs.

On February 29, 1892.—The derrick "City of New York" placed scow in water at West Fifty-seventh street, North river.

On March 12, 1892.—The repairs were finished and the scow is now in good working order and in almost constant use.

SCOW "E."

(Built in the Year 1875.)

The force of the Department removed old and put in new deck cleats, corner bands and end fenders; repaired rails, wearing pieces, end fenders and corner bands, fastened fenders and kept in repair.

This scow has been in commission almost constantly during the year.

SCOW "F."

(Built in the Year 1874.)

Fitted up with 10 coal pockets and used for carrying coal to different parts of the work.

The force of the Department removed and put in new corner bands, wearing pieces, end fenders and planks; repaired corner bands and wearing pieces; calked ends, sides and bottom; painted ends and sides and lettered scow and kept in repair.

On January 30, 1892.—The derrick "City of New York" hoisted scow out of the water and placed on deck of West Fifty-seventh Street Pier.

On February 9, 1892.—The derrick "City of New York" placed scow in water at West Fifty-seventh street, North river.

This scow has been in commission almost constantly since repairs were finished.

SCOW "H."

(Built in the Year 1887.)

Under Unanimous Resolution of the Board, December 8, 1886.

The force of the Department removed old and put on new wearing pieces; made and fitted deck coamings; repaired rails, hatches, windlass, end fenders, and carl on belts; calked deck and kept in repair. This scow has been in commission almost constantly during the year.

SCOW "I."

(Built in the Year 1888.)

Under Unanimous Resolution of the Board, December 8, 1886.

The force of the Department removed old and put in new wearing pieces; repaired windlass, wearing pieces, deck and fenders; painted and lettered ends and sides; calked deck and kept in repair. This scow has been in commission almost constantly during the year.

SCOW "K."

(Built in the Year 1888.)

Under Unanimous Resolution of the Board, December 8, 1886.

The force of the Department trimmed wearing pieces, repaired and calked deck and kept in repair. This scow has been in commission almost constantly during the year.

SCOW "L."

(Built in the Year 1889.)

Under Unanimous Resolution of the Board, October 5, 1888.

The force of the Department repaired end fenders and kept in repair. This scow has been in commission almost constantly during the year.

SCOW "N" (NEW).

(Built in the Year 1891.)

Under Unanimous Resolution of the Board, May 22, 1890.

The force of the Department repaired rail and fenders and kept in repair. This scow has been in commission almost constantly during the year.

SCOW "O."

(Built in the Year 1891.)

Under Unanimous Resolution of the Board, May 22, 1890.

The force of the Department trimmed wearing pieces, put on end fenders, repaired corner bands and windlass and kept in repair. This scow has been in commission almost constantly.

SCOW "P."

(Built in the Year 1891.)

Under Unanimous Resolution of the Board, May 22, 1890.

Built by the force of the Department and placed in the water at West Fifty-seventh street, North river, on July 25, 1891.

This scow was fitted up as 12-ton Derrick No. 2, under unanimous resolution of the Board, June 11, 1891.

Floating Property.

SCOW "R" (SCOW OF OLD PILE-DRIVER NO. 5).

(Built in the Year 1873.)

The force of the Department made and fitted new hatches and gratings and kept in repair. On May 9, 1891, the derrick "City of New York" placed Scow "R" in the water at West Fifty-seventh Street Pier.

This scow has been in commission almost constantly during the year.

SCOW "JIM" (CONDEMNED).

On March 21, 1892, sold at public auction and removed by the purchaser on April 5, 1892.

Boring Machine "Woodcock."

(Built in the Year 1870.)

The force of the Department cleaned boiler and machinery; repaired pump, machinery, deck-house, windlass and tools and kept in repair.

On June 19, 1891.—The Police Department inspected the boiler.

In October, 1891.—Under Secretary's Order No. 11279 the borer made a number of borings on site of proposed Pier, new 13, North river. Under Secretary's Order No. 11230, the borer made a number of borings at Sherman's creek, Harlem river.

In November, 1891.—The borer made a number of borings at East One Hundred and Second street, Harlem river.

In December, 1891.—The borer made a number of borings at West Fifty-second Street Section, North river.

On December 15, 1891.—The borer laid up at West Fifty-seventh Street Yard.

The borer was used as a diver's scow from March 28 to April 5, 1892, at West Forty-third Street Section, and from March 7 to 12 and 21 to 25, and April 5, 1892, to date, at work taking borings from East One Hundred and Twentieth to One Hundred and Twenty-fourth street, Harlem river.

Diver's Scows.

SCOW "A."

(Built in the Year 1888, under Secretary's Order No. 8174.)

The force of the Department repaired and painted house; calked and pitched deck; made and fitted new hatch gratings and kept in repair.

This scow has been in commission almost constantly during the year.

SCOW "G."

(Built in the Year 1883.)

The force of the Department made hatch gratings; calked ends, sides and bottom; fitted up davits and kept in repair.

On May 20, 1891.—The derrick "City of New York" placed scow on the deck at West Fifty-seventh street pier for repairs.

On June 8, 1891.—The derrick "City of New York" placed scow in the water at West Fifty-seventh street, North river.

Alexander Pollock, under Treasurer's Order No. 15351, furnished two new wrought-iron davits, with cast-iron step bearings and fittings complete, on July 6, 1891.

This scow has been in commission almost constantly during the year.

SCOW "N."

(Built in the Year 1889, under Secretary's Order No. 9288.)

The force of the Department made and fitted new hatch gratings; calked and pitched deck and kept in repair.

This scow has been in commission almost constantly during the year.

SCOW "S."

(Built in the Year 1891.)

Under Unanimous Resolution of the Board, February 5, 1891.

On June 13, 1891.—The force of the Department commenced building a diver's scow of the following dimensions: 34 feet long, 17 feet wide and 3 feet 6 inches deep.

The dimensions of the house are as follows: 12 feet wide, 14 feet long and 6 feet 7 inches high. The house is fitted with 2 lockers and a closet for wearing apparel. This scow was finished on July 31, 1891.

The force of the Department put cap on roof of house for stove-pipe and kept in repair.

This scow has been in commission almost constantly since completion.

Steam Launch, "Inspector."

(Built in the Year 1892, under Contract No. 408.)

The Gas Engine and Power Company, under above contract, furnished and delivered 1 steam launch. Its dimensions are 42 feet 4 inches long, 8 feet beam, 4 feet 2 inches deep and about 3 feet 4 inches draught, and equipped with engine, boiler, machinery, life preservers, flags, fenders, boat hooks, anchor, lines, etc.

The steam launch was accepted by Department on April 29, 1892.

Naphtha Engine Launch.

(Built in the Year 1888.)

Has been in use from time to time on examination of water fronts, and for carrying small parcels of material, tools, etc., to the different parts of the work.

The force of the Department repaired rope fenders, rudder, canvas covers and engine; painted, lettered, varnished inside; made new canvas cover, made and painted fenders and kept in repair.

Small Boats.

The force of the Department calked, painted and lettered the yawl boats, skiffs, batteaux and sounding boats from time to time, as required, to keep them serviceable.

On July 13, 1891.—Samuel Ayres, under Treasurer's Order No. 15352, furnished one 14 foot yawl boat for use of surveying party.

Landways.

The landways have been in use from time to time and have been kept in repair by the force of the Department.

The set 30 feet high are now at West Fifty-seventh street.

The set 45 feet high are now at West Fifty-seventh Street Yard.

The set of inclined ways removed from Pile-driver No. 8 are now on bulkhead at West Fifty-seventh Street Yard.

The two old sets of pile-driver ways from Pile-drivers Nos. 6 and 7 were condemned and broken up.

Rock-drilling Machine.

(Built in the Year 1889.)

Under Resolution of the Board, March 28, 1889.

The force of the Department kept this machine in repair.

This machine has been in use from time to time, and is now at East Ninety-fourth Street Section.

East Seventeenth Street Yard.

The force of the Department cleaned boiler, repaired machinery, boiler and engine; painted blacksmith shop; made grate-bar patterns for boiler and fitted up new wire guys on derrick.

June 23, 1891.—The Lidgerwood Manufacturing Company, under Treasurer's Order No. 15358, furnished labor and material to repair yard engine.

On January 23, 1892.—The Police Department inspected boiler.

Pier "A," N. R., and Building Thereon.

The force of the Department repaired doors, closets, windows, rolling shutters, steam-pipes, furniture of offices, building, boat landing, plastering in Board-room, and case in room No. 21; fitted new water pipes, tank valves of water-closets, basin in room No. 14, and letter press; made ladder, brass springs, template for use of draughting room, case for room No. 21, and canvas cover to be used when taking in coal at pier; cleaned boilers, waste-pipes, and storm windows; packed valves; put up partition in room No. 7, and storm windows; drilled awning rods; painted window sashes, took down window awnings; bronzed radiator and kept in repair.

Steam engineers at work attending boiler for supplying heat to offices and building.

On October 19, 1891.—Night Engineer commenced supplying heat for offices and building.

On October 28, 1891.—The force of Department unloaded 33½ gross tons of egg coal from scow and placed in bins on pier, purchased under Treasurer's Order No. 15631.

On December 21, 1891.—The force of Department unloaded from Scow "E" and placed in bins on pier 35 gross tons of egg coal, purchased under Treasurer's Order No. 15739.

On February 16, 1892.—The force of Department unloaded from scow and placed in bins on pier 35 gross tons of egg coal, purchased under Treasurer's Order No. 15859.

On April 9, 1892.—The force of Department unloaded from scow and placed in bins on pier 35 gross tons of egg coal, purchased under Treasurer's Order No. 15957.

On August 26, 1891.—Police Department inspected steam-heating boilers.

Floating Property.

Miscellaneous Work Done at West Fifty-seventh Street Yard.

The force of the Department has done the following work at West Fifty-seventh Street Yard: Made spruce ladders, pike poles, pump-hole plugs, hanging oak fenders, rope fenders, spruce fenders, windlass heavers, tools, scaffold for use of painter on tug "Manhattan," straight edges, tide-gauge staffs, box for hydrant on pier, box rollers, patterns for pile follower guide, cap for Pile-driver No. 6, canvas covers, saw benches, measuring rods for surveyors, and coal box; repaired purchase blocks, chains, tools, frame of grindstone, Croton water pipes, rope fenders and papier mache office for use at West Eighty-first Street Dump; painted tide-gauge staffs, store house, pipe shop, deck cleats, chocks, ladders and patterns; varnished and lettered patterns; filed cross-cut saws; heated pitch; spun oakum; pumped out scows; handled coal and timber; cut bolts; inspected timber; cleaned boilers and machinery; drilled iron work; branded purchase blocks; fitted levers for pile drivers; put glass in windows of buildings at yard; made excavation at yard for purpose of shifting Croton water pipe, and have done all the work required in looking after Floating Property laid up at West Fifty-seventh Street Yard.

Dock Masters' Offices.

Secretary's Order No. 10779.—The work of building one new portable office (on wheels), 10 feet by 15 feet, was begun on April 8 and finished on May 22, 1891. General repairs force placed same on pier foot of One Hundred and Thirty-third street, North river, for use of Dock Master Martin. This office is fitted up with a stationary desk, wardrobe and galvanized iron pipe railing.

Secretary's Order No. 10780.—The work of building one new portable office (on wheels), 10 feet by 15 feet, was begun on April 8 and finished on May 18, 1891. This office is fitted up with a stationary desk, wardrobe and galvanized iron pipe railing. General repairs force placed office on northwest corner of One Hundred and Thirty-eighth street and Madison avenue for use of Dock Master Carson.

Secretary's Order No. 10993.—The work of building one new portable office (on wheels), 10 feet by 15 feet, was begun on June 20 and finished on July 14, 1891. This office is fitted up with a stationary desk, wardrobe and galvanized iron pipe railing. General repairs force has placed this office in position.

Secretary's Order No. 11273.—In accordance with order of above number, the force of floating property built and painted an office, 10 feet by 15 feet, for use Dock Master Palmstine of District No. 1. This office is fitted up with a stationary desk, wardrobe, iron pipe railings and new stove and fittings. On October 31, 1891, the force of general repairs placed office and coal-box in position on Pier, new 6, East river. The work on above office was commenced on September 26 and finished on October 20, 1891.

Secretary's Order No. 11380.—In accordance with order of above number, the force of floating property made a coal-box and fitted new stove and fittings in office of Dock Master Martin, at West One Hundred and Thirty-third street, North river. The above-mentioned work was commenced on October 21 and finished on October 30, 1891.

Secretary's Order No. 11381.—In accordance with above order, the force of the floating property made a coal-box and fitted up a new stove and fittings in office of Dock Master Meehan, at East Eighty-sixth street, East river. Commenced on October 21 and finished on October 30, 1891.

Secretary's Order No. 11383.—In accordance with above order, the force of floating property fitted a new stove and fittings in office of Dock Master Abeel, at Pier, new 43, North river. Begun October 30 and finished October 31, 1891.

Engineer's Order No. 11554.—A stove and necessary fixings were furnished and fitted in place at office of Dock Master Carson, at One Hundred and Thirty-eighth street and Madison avenue, under Treasurer's Order No. 15671.

The work was done by force of the Department. Begun and finished November 13, 1891.

Secretary's Order No. 11565.—A coal-box was built, painted and placed in position at office of Dock Master Carson, at One Hundred and Thirty-eighth street and Madison avenue. This box was placed in position by force of the Department on December 23, 1891.

Miscellaneous Work Done at Other Localities by the Force of the Department.

Secretary's Order No. 11478.—The force of the Department painted fence on north side of One Hundred and Fourth street, Harlem river.

Secretary's Order No. 11523.—In accordance with above order, an examination was made of the damage done to canal boat "Mabel Irving" by the Department tug "Manhattan." At the time of examination the "Mabel Irving" was loaded with merchandise. On that account, repairs had to be deferred until said merchandise was discharged. The captain of said boat informed us that as soon as said merchandise was discharged, he would notify us and thus enable the Department to make the necessary repairs.

Secretary's Order No. 11523.—The force of the Department repaired damage done by the tug "Manhattan" to the canal boat "Mabel Irving," on October 7, 1891, at East One Hundred and Twenty-fifth street, Harlem river. Made repairs to the "Mabel Irving" while laid up at Hoboken, New Jersey. Begun February 25 and finished March 2, 1892.

Engineer's Order No. 11524.—In accordance with above order, the force of the Department built, painted and lettered two new offices, 10 feet by 15 feet, for use of East Ninety-fourth street and West Forty-third Street Sections. On December 22, 1891, were placed on scow by force of floating property, and on same date these officers were placed in their respective positions by the force of the above-named sections. Begun November 16, 1891, and finished December 22, 1891.

Engineer's Order No. 11692.—In accordance with the above order, an oaken frame in glass containing a list of the outfit on said pile driver was placed on each pile driver of the Department. Attached to said list there was also a copy of Engineer's Order No. 11691, which directs those in charge of pile drivers to see that the articles accredited to pile drivers are on board when making transfers.

The force of the Department repaired roof of office at East One Hundred and Second Street Section.

The force of the Department repaired roof of house of Dock Master's office at One Hundred and Thirty-eighth street and Madison avenue.

Put glass in windows of office at Chambers Street Section.

Fitted up and connected new Croton water pipes at Franklin Street Section and West Forty-third Street Section and East Ninety-sixth street.

Made a rammer and profile for use at West Fifty-second Street Section, north end.

Boiler at West Fifty-seventh Street Yard.

On October 21, 1891.—Police Department inspected boiler used for heating Croton water pipes, etc., at yard.

On November 25, 1891.—The force of the Department began attending boiler for the purpose of preventing water in pipes from freezing, and continued same until April 2, 1892.

Department Yards.

DEPARTMENT YARDS.

West Fifty-seventh Street Yard, N. R.

WORK DONE AT THE YARD.

May 1, 1891, to April 30, 1892.—Iron work was made and repaired for work on Construction, General Repairs, Floating Property and Surveying.

May 1, 1891, to April 30, 1892.—Moulds and cores were stripped and set up and 42 concrete blocks; also 17 sub-blocks were made, containing 3,186.07 cubic yards of concrete.

New moulds and cores were made for sub-blocks for West Fifty-second Street Section, north end.

May 1, 1891, to April 30, 1892.—8,500 barrels of Portland cement were received and stored, and samples tested and recorded. Tests were made from samples of 13,912 barrels of Portland cement received at East Seventeenth Street Yard, and results recorded. Alterations were made in office and yard. Trough and stone boat were made for West Fifty-second Street Section, north end. Coal-box was made for West Twenty-fourth street office. Sand, stone and cement were loaded for construction work.

May 1, 1891, to April 30, 1892.—Tests were made from the following samples of Portland cement, and the results reported and recorded:

Secretary's Order No. 10893.—	Test of Eagle brand.
" 10932.—	" Haiger brand.
" 11067.—	" Eagle brand.
" 11133.—	" Anchor brand.
" 11158.—	" Pommocher brand.
" 11307.—	" Eagle brand.
" 11307.—	" Scales brand.
" 9872.—	" Key brand.
" 11476.—	" Tower brand.
" 11474.—	" Empire brand.
" 11556.—	" West Kent brand.
" 11714.—	" A No. 1 brand.
" 11770.—	" Alsen & Son brand.
" 11850.—	" Lion brand.
" 11813.—	" Star brand.

Department Yards.

East Seventeenth Street Yard.

MAINTENANCE OF YARD.

May 1, 1891, to April 30, 1892.—Ashes deposited on the bulkhead by the tug "Manhattan" were leveled off.

Granite spalls were collected up from about the granite dressed in the yard, placed on the bulkhead and broken up into the regular size for concreting purposes.

Old, broken, empty cement barrels were collected up; the store-house, engine-house and yard were cleaned up at various times during the year, and the old refuse materials and old cement barrels were burnt up.

Old bridges, made some years ago to load fire engines on boats at this yard, were broken up. A walk was made about the office building in the rear, with sweepings of cement from the storehouse.

Stoves in the office were taken down, cleaned and put away in the storehouse.

Cars made to transfer sand and broken stone in from the bins to the mixing platforms; fenders and mixing platform on Scow "O," wheelbarrows and concrete moulds and cores were repaired from time to time, as required.

A temporary scuttle was cut in roof of blacksmith's shop to allow the smoke and gas to escape, and drawers and shelves placed in the shop for tools, etc.

All pieces of granite about the yard were piled up out of the way.

Booms of yard derricks were cleaned and oiled, and top lift on one of the derricks was repaired.

Scows coming to the yard from the various East river sections were cleaned off, prior to loading again, or before sending them back to the West Fifty-seventh Street Yard.

The entrance to yard was graded up with granite chips and ashes from the blacksmith's shop. A door was cut in the end of the blacksmith's shop to permit the passing of rods and bars of iron and steel drills to be repaired for the work at the East One Hundred and Twenty-fifth Street Section.

Wooden horses were made for use about the yard.

Old timber was sawed up into pieces to be used about the yard in handling granite.

Samples of granite were set out for parties who bid for furnishing granite under contract for this Department to examine.

Roof of blacksmith's shop was covered over with tarred roofing paper.

The store-house floor was raised and blocked up underneath to take up settlement caused by the storage of cement.

Skids were made for use about the yard and for handling cement when delivered.

Old material for auction sale was collected and placed in lots as advertised.

Snow was cleaned from the concrete block and mixing platforms and from scows, and paths were made through the yard and about the office building.

A new tin roof was put on the office building and painted two coats of paint by John Timmons, under Treasurer's Order No. 15927.

WORK DONE AT THE YARD.

Concrete moulds and cores were set up and taken down as required to make the concrete foundation blocks; 19 standards, 79 specials and 1½ special angle blocks were made, containing about 3,663 cubic yards of concrete.

Iron work was made and repaired by the blacksmiths for work on construction on the East river for new pier foot of East Eighteenth street, for follower on Pile-driver No. 6 and for the East Seventeenth Street Yard.

9,225 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 (2,491 barrels were issued from the West Fifty-seventh Street Yard); 3,196 barrels were received and rejected under Treasurer's Orders Nos. 15457, 15486, 15495 and 15572.

Cement, sand, broken-stone and granite were loaded on scows for the various sections on the East river as required.

A car was made to transfer broken stone and sand in from the bins to the mixing platform.

New moulds and cores to make blocks in for the East One Hundred and Second Street Section were made, and a mould altered to make special blocks and an angle block for the East Ninety-fourth Street Section.

A buck-saw frame was made for use at the East Ninety-fourth Street Section.

Granite (headers and stretchers) was gotten out and dressed for the Bellevue, East Twenty-fourth Street, East Ninety-fourth Street, East One Hundred and Second Street and the East One Hundred and Tenth Street Sections.

Templets were made for use in building the sewer-box for the new pier at the foot of East Eighteenth street.

Concrete rammers were made for use in making the concrete foundation blocks.

Platforms were placed on scows on which to mix concrete for backing up the granite on the East river sections.

Paving blocks were received and stored in the yard that were delivered under Contract No. 357.

May 1, 1891, to April 30, 1892.—Granite was received and inspected under Contracts Nos. 338, 357, 373, 396 and 398. Samples of granite were prepared for testing.

May 1, 1891, to April 30, 1892.—Granite was issued at various times during the quarter for construction work.

Sale of Old Material.

SALE OF OLD MATERIAL AT PUBLIC AUCTION.

The following old material was sold at public auction on May 18, 1891, and was removed by the purchasers:

At West Seventy-fifth Street Timber Basin, N. R.

Lot 1. Raft containing about 140 pile butts, about 5 feet long, and about 80 pile butts, about 17 feet long, and some old plank.

Lot 2. Raft about 91 feet long, 23 feet wide and 5 feet deep, consisting of old timber and plank.

Lot 3. Raft of about 100 pile butts, about 18 feet long.

Lot 4. Containing about 70 pile butts about 18 feet long; about 30 pile butts about 5 feet long, and about 8 pile points about 15 feet long.

Lot 5. Raft containing about 35 pile butts about 18 feet long; 5 pile butts about 12 feet long; 63 pile butts about 5 feet long, and 1 old pile.

Lot 6. Raft containing about 38 pile butts about 18 feet long, and about 70 pile butts about 6 feet long.

Lot 7. Raft containing about 47 pile butts about 18 feet long; about 20 pile butts about 5 feet long and about 40 pile points about 15 feet long.

Lot 8. Raft containing about 90 pile butts about 18 feet long.

Lot 9. Raft containing about 75 pile butts about 5 feet long; about 25 pile points about 15 feet long, and some old timber.

Lot 10. Raft containing about 74 pile butts about 18 feet long; about 60 pile butts about 12 feet long; about 70 pile butts about 5 feet long, and about 40 pile butts about 15 feet long.

Lot 11. Raft containing about 140 pile points about 18 feet long; about 15 pile butts about 18 feet long, and about 40 pile butts about 5 feet long.

Lot 12. Raft of old timber and plank about 65 feet long, 22 feet wide and 3 feet deep.

Lot 13. Raft containing about 60 pile butts about 208 feet long, and about 160 pile butts about 8 feet long, and some old timber.

Lot 14. Raft containing about 60 pile butts about 20 feet long, about 150 pile butts about 8 feet long, and some old timber and plank.

Lot 15. Raft containing about 35 pile butts about 208 feet long; about 90 pile butts about feet long, and about 40 pile points about 15 feet long.

Lot 16. Raft containing about 35 pile butts about 22 feet long; about 176 pile butts about 8 feet long; 2 old float stages and 5 old piles.

At West Fifty-seventh Street Yard.

Lot 17. About 11,300 pounds old wrought iron.

" 18. About 2,030 pounds old cast iron.

" 19. About 190 pounds old composition metal.

" 20. About 50 old canal barrows.

" 21. About 9 old suction pumps.

" 22. About 3 lengths old rubber hose.

" 23. About 9 pairs old rubber boots.

" 24. About 25 old steel shovels.

" 25. Deck scow "Willie," 75 feet 6 inches long, 23 feet 3 inches wide and 6 feet deep.

" 26. 2 old skiffs about 4 feet wide and 15 feet long, known as Nos. 1 and 3.

At East Seventeenth Street Yard.

Lot 27. About 66 pairs old rubber boots.

" 28. About 150 pounds of old rope.

" 29. About 18 old wheelbarrows.

" 30. About 18 old shovels.

" 31. One propeller-wheel, about 8 feet in diameter

" 32. About 1,450 pounds of old wrought scrap iron.

Sale of Old Material.

At East Twenty-fourth Street Section.

- Lot 33. Raft long cut pile butts, 18 feet to 23 feet long.
 " 34. Raft containing about 122 short cut pile butts, 5 feet to 8 feet long.
 Lot 35. Raft containing about 134 short cut pile butts, 5 feet to 8 feet long, and some old timber.
 Lot 36. Raft containing about 46 long cut pile butts, 18 feet to 23 feet long, and about 115 short cut pile butts, 5 feet to 8 feet long.

At East Twenty-sixth Street and Bellevue Section.

- Lot 37. Raft of old square timber, piles, etc., about 30 feet by 20 feet by 5 feet.
 " 38. Raft containing about 25 old piles 25 feet long.
 Lot 39. Raft of old timber, about 38 feet by 22 feet by 1 foot, carrying about 200 short cut pile butts, 5 feet to 8 feet long.
 Lot 40. Raft containing about 200 long cut pile butts, 18 feet to 23 feet long.

At East One Hundred and Second Street.

- Lot 41. About 129 long cut pile butts, 18 feet to 23 feet, and about 187 short cut pile butts, 5 feet to 8 feet long.

At East One Hundred and Seventh Street.

- Lot 42. About 186 short cut pile butts, 5 to 8 feet long.

At about the Foot of East One Hundred and Ninth Street.

- Lot 43. About 14 short cut pile butts, 5 to 8 feet long.
 The following old material was sold at public auction on March 21, 1892, and was removed by the purchasers:

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

- Lot 1. Dock scow "Jim," 80 feet 5 inches by 23 feet 7 inches by 6 feet 7 inches.
 " 2. About 2 hand pumps, 9 feet long.
 " 3. About 2,275 pounds wrought iron.
 " 4. About 2,320 pounds cast iron.
 " 5. About 355 pounds rope.

At Slip south of Pier foot of Fifty-fifth Street, N. R.

- Lot 6. About 119 bile butts, about 20 feet long.
 " 7. About 6 wooden trusses, about 48 feet long.

At Franklin Street Section, N. R.

- Lot 8. 1 raft of long pile butts, about 56 feet by 22 feet, containing about 66 piles, 21 feet long.
 " 9. 4 rafts of trusses.
 " 10. 2 rafts, about 30 feet by 50 feet, of old pine piles.

At East Seventeenth Street Yard, E. R.

- Lot 11. About 35 pairs old rubber boots.
 " 12. About 11 old diving dresses.
 " 13. About 284 feet old 1 1/2-inch rubber hose.
 " 14. About 99 feet old 2 1/2-inch rubber hose.
 " 15. About 62 feet 3/4-inch rubber hose.
 " 16. About 59 old steel shovels.
 " 17. About 3 old steel hoes.
 " 18. About 165 pounds old cast iron.
 " 19. About 1,180 pounds old wrought scrap iron.
 " 20. About 1,078 pounds old rope.
 " 21. 1 cast-iron propeller wheel.
 " 22. About 8 old oil barrels.

At East Twenty-fourth Street Section.

- Lot 23. About 48 long pile butts, 15 feet and 18 feet.

At East Ninety-sixth Street Basin, E. R.

- Lot 24. About 260 long pile butts, 22 feet and 25 feet.
 " 25. About 100 pile tops, 15 feet and 25 feet.

At East One Hundred and First Street Basin, E. R.

- Lot 26. About 148 long pile butts, 22 feet and 25 feet.
 " 27. About 50 pile tops, 15 feet and 25 feet.

Between East One Hundred and Second and East One Hundred and Third Streets, E. R.

- Lot 28. About 22 long pile butts, 22 feet and 25 feet.

Between East One Hundred and Third and East One Hundred and Fourth Streets, E. R.

- Lot 29. About 125 long pile butts, 22 feet and 25 feet.
 " 30. About 100 pile tops, 15 feet and 25 feet.

General Expense.

GENERAL EXPENSE.

Pier "A," N. R.

Engineer's Order.—A scow load of coal was unloaded and placed in pier for heating offices on said pier. Begun and finished October 28, 1891.

Secretary's Order No. 11792.—A stand for the annual sale of wharf property was erected in front of pier; used 1,120 feet, B. M., of 3-inch spruce. Begun April 1 and finished April 2, 1892.

Foot of Thirteenth Street, N. R.

Secretary's Order No. 11373.—Small repairs were made to Dock Master's office by a carpenter of the Department. Begun November 4 and finished November 9, 1891.

General Expense.

Secretary's Order No. 11463.—The Dock Master's office thereat was painted. Begun November 21 and finished November 28, 1891.

Bulkhead between Forty-third and Forty-fourth Streets, N. R.

Secretary's Order No. 10519.—A raft of old timber was moved from front of bulkhead to timber basin at Seventy-fifth street, North river. Begun August 24 and finished August 25, 1891.

At West Fifty-seventh Street, N. R.

Engineer's Order.—Receiving and inspection of oak piles, from Graves & Steers, delivered under Treasurer's Order No. 15902. Begun March 14 and finished March 17, 1892.

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

Engineer's Order.—Receiving and inspection of oak piles, from A. J. Murray, under Treasurer's Order No. 15377, also half-round oak fenders, under Treasurer's Order No. 15401. Begun and finished August 17, 1891.

West Fifty-seventh and Seventy-fifth Streets Basins.

TIMBER RECEIVED.

May 1, 1891, to April 30, 1892.—Timber was received and inspected under Contracts 367, 383 and 410. Timber was re-raftered in basins. Piles were received under Treasurer's Order No. 15640.

TIMBER ISSUED.

May 1, 1891, to April 30, 1892.—Timber was selected and rafted for construction work, general repairs, floating property and West Fifty-seventh Street Yard.

MOORING PILES.

January 6 to January 9, 1892.—21 piles were driven in clusters for mooring purposes at West Seventy-fifth Street Basin.

September 21 to 30, 1891.—Repairing the boom logs, driving of cluster piles and placing basin in proper order for securing timber and piles, used 585 pounds of chain.

Pier at One Hundred and Thirty-third Street, N. R.

Secretary's Order No. 10770.—A small office was placed and secured thereon for use of Dock Master Martin. Begun May 26 and finished May 28, 1891.

Piers and Bulkheads on North, East and Harlem Rivers.

Secretary's Order No. 10982.—Painting of designations on outer ends of piers and bulkheads. Begun July 13 and finished December 19, 1891.

Pier, new 6, E. R.

Secretary's Order No. 11263.—The Dock Master's office thereat was leveled up and repaired and secured; used 914 feet, B. M., of 3-inch spruce. Begun November 19 and finished November 20, 1891.

Lower Pier at Eighty-sixth Street, E. R.

Secretary's Order No. 10993.—Placing and securing Dock Master's office on inner end of pier; used 368 feet, B. M., of 3-inch spruce. Begun August 6 and finished August 8, 1891.

Bulkhead at One Hundred and Thirty-eighth Street, H. R.

Secretary's Order No. 10780.—A small office was placed and secured in rear of bulkhead for use of Dock Master Carson. Begun and finished May 29, 1891.

Secretary's Order No. 11126.—Removal of Dock Master's office from northeast to northwest side of Madison avenue and One Hundred and Thirty-eighth street. Begun August 4 and finished August 5, 1891.

One Hundred and Thirty-eighth Street and Fifth Avenue, H. R.

Engineer's Order.—Watching and caring for fence inclosing property in charge of Department; in progress.

Auction Sale.

May 1 to May 21, 1891.—Material was prepared for sale at public auction.

Inventories.

August 7 to 14, 1891, November 12 to 21, 1891, January 5 to 14, 1892.—The inventories of the Department property were taken.

Report of Stock.

REPORT OF STOCK.

Report of Stock on Hand, Purchased, Issued and Fabricated at West Fifty-seventh Street Yard, for the Year Ending April 30, 1892.

Balance of Stock on hand April 24, 1891.....	\$13,423 94 1/2
Purchased from April 24, 1891, to April 29, 1892.....	47,762 40
Purchased from April 24, 1891, to April 29, 1892, "no bills".....	1,824 12
Fabricated 59 concrete blocks.....	18,477 10
Received from Sections.....	1,264 70

Issued to Sections..... \$82,752 26 1/2

Floating Property.....	\$3,794 83
North River Sections.....	39,987 13
East River Sections.....	10,940 48
General repairs.....	1,596 74
Fabrication of concrete blocks.....	11,500 38
West Fifty-seventh Street Yard, North river, Office.....	793 16
Surveying party.....	28 17
Pier "A," North river.....	168 34
Balance on hand April 29, 1892.....	13,943 03 1/2

\$82,752 26 1/2

Granite.

Statement of Granite Received, Issued and on Hand at East Seventeenth Street Yard for the Year Ending April 30, 1892.

Granite.

CLASS.	CONTRACT OR TREASURER'S ORDER.	DATE OF CONTRACT OR TREASURER'S ORDER.	ON HAND MAY 1, 1891.	RECEIVED DURING YEAR.	RETURNED FROM SECTIONS.	ISSUED TO SECTIONS.	ON HAND MAY 1, 1892.	PRICE PER CUBIC FOOT.	AMOUNT.
Headers and stretchers cut.....	Treasurer's Order No. 7944.....	Oct. 18, 1884.....	Cubic feet. 12.09.....	Cubic feet.	Cubic feet.	Cubic feet. 12.09.....	Cubic feet. ....	.....	.....
" ".....	" 8391.....	Nov. 7, 1879.....	27.3.....	.....	.....	27.3.....	.....	.....	.....
" ".....	" 8960.....	" 8, 1880.....	25.74.....	.....	.....	25.74.....	.....	.....	.....
" ".....	" 13608.....	Feb. 4, 1889.....	108.8.....	.....	97.2.....	167.0.....	39.0.....	\$1 03.....	\$40 17.....
" ".....	" 13798.....	May 17, ".....	.....	.....	10.2.....	10.2.....	60.....	60.....	6 12.....
" ".....	" 14267.....	Oct. 24, ".....	71.2.....	.....	.....	44.5.....	26.7.....	99.....	25 43.....
" ".....	Contract No. 25.....	June 30, 1881.....	149.95.....	.....	.....	149.95.....	.....	.....	.....
" rough.....	" 25.....	" 30, ".....	116.0.....	.....	.....	116.0.....	.....	.....	.....
" ".....	" 55.....	Sept. 30, 1874.....	142.48.....	.....	.....	142.48.....	.....	.....	.....
" cut.....	" 88.....	Feb. 4, 1877.....	62.56.....	.....	.....	62.56.....	.....	.....	.....
" ".....	" 112.....	Mar. 25, 1880.....	11.08.....	.....	.....	11.08.....	63.....	63.....	6 98.....
" ".....	" 125.....	Feb. 2, 1881.....	15.09.....	.....	.....	15.09.....	.....	.....	.....
" ".....	" 230.....	Nov. 23, 1886.....	30.33.....	.....	.....	15.15.....	15.18.....	69.....	10 47.....
" ".....	Agreement No. 230.....	Apr. 21, 1888.....	183.8.....	.....	17.2.....	201.0.....	.....	.....	.....
" ".....	Contract No. 268.....	Mar. 29, ".....	28.5.....	.....	28.5.....	42.5.....	14.5.....	1 03.....	14 93.....
" ".....	" 298.....	Apr. 1, 1889.....	346.6.....	.....	24.1.....	296.7.....	74.0.....	99.....	73 26.....
" ".....	" 316.....	Dec. 16, ".....	1,227.7.....	233.5.....	76.7.....	1,479.1.....	58.8.....	80.....	47 04.....
" ".....	" 338.....	July 11, 1890.....	350.5.....	71.1.....	99.1.....	1,480.4.....	46.3.....	99.....	45 84.....

Granite.

Granite.

CLASS.	CONTRACT OR TREASURER'S ORDER.	DATE OF CONTRACT OR TREASURER'S ORDER.	ON HAND MAY 1, 1891.	RECEIVED DURING YEAR.	RETURNED FROM SECTIONS.	ISSUED TO SECTIONS.	ON HAND MAY 1, 1892.	PRICE PER CUBIC FOOT.	AMOUNT.
Headers and stretchers cut.....	Contract No. 357.....	Nov. 5, 1890	Cubic feet.	Cubic feet.	Cubic feet.	Cubic feet.	Cubic feet.		
" " ".....	" 373.....	May 4, 1891	.....	10,935.6	599.1	10,391.7	1,143.0	\$0 95	\$1,085 85
" " ".....	" 396.....	Oct. 21, "	.....	11,402.0	25.5	11,006.9	420.6	90	378 54
" " ".....	" 398.....	" 28, "	.....	11,438.0	381.0	9,750.3	2,068.7	97	2,006 64
Coping cut.....	" 338.....	July 11, 1890	806.6	3,456.6	.....	4,180.4	82.8	1 15	95 22
" " ".....	" 357.....	Nov. 5, "	.....	10,286.8	.....	7,624.9	2,661.9	1 13	3,007 95
" " ".....	" 373.....	May 4, 1891	.....	10,341.6	.....	10,262.4	79.2	1 13	89 50
Voussoirs.....	" 52.....	Apr. 4, 1874	796.77	.....	.....	796.77	.....	.....	.....
Spandril and end stone.....	" 52.....	" 4, "	457.75	.....	.....	457.75	.....	.....	.....
Corner and key stone.....	" 52.....	" 4, "	442.0	.....	.....	442.0	.....	.....	.....
Totals.....	.....	.....	5,412.84	59,443.0	1,358.6	59,367.18	6,847.26	.....	7,021 66
aving blocks.....	Contract No. 357.....	Nov. 5, 1890	.....	Number. 15215	.....	.....	15215	\$70 00	\$1,065 05

Work Done for Other Departments.

WORK DONE FOR OTHER DEPARTMENTS.

WORK DONE FOR FINANCE DEPARTMENT.

During the past year the tugs "Manhattan" and "Pier" have been in the service of the City Paymaster once a week (except when laid up for repairs) in paying off the weekly employees of the Department of Docks. Total number of hours engaged, 312½.

Also hired tugs under Treasurer's Orders Nos. 15315 and 15829, 6½ and 6 hours respectively, making a total of 12½ hours for hired tugs in use of the City Paymaster.

WORK DONE FOR THE DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

Pier at Twenty-sixth Street, E. R.

Secretary's Order No. 11267.—12 oak spring-piles were pulled and reset; 8 new oak spring-piles (412 linear feet) were driven and fastened; used 400 pounds of chain and 760 feet, B. M., of 8 inches by 8 inches yellow pine for chocks; the sheathing was patched with 1,020 feet, B. M., of 3-inch spruce. Begun October 20 and finished November 2, 1891.

Contract No. 390.—11,530 cubic yards of mud were excavated from the slip at the north side of the pier by the Morris & Cumings Dredging Company. Begun September 10 and finished November 9, 1891.

Secretary's Order No. 11684.—8 oak spring-piles (403 linear feet) were driven, fastened and chocked; braces and backing-logs were placed and secured; used 1,094 feet, B. M., of yellow pine; the sheathing was patched with 1,502 feet, B. M., of 3-inch spruce. Begun February 13 and finished February 20, 1892.

Pier at Fifty-second Street, E. R.

Secretary's Order No. 11209.—4 oak spring-piles (177 linear feet) were driven and fastened; used 25 pounds of chain. Begun August 26 and finished August 27, 1891.

Store-house Pier, Blackwell's Island, E. R.

Secretary's Order No. 11780.—Second-hand and 14 new oak fender-piles (715 linear feet) were driven and fastened; used 150 pounds of chain; chocks and braces were placed and fastened. Begun April 1 and finished April 12, 1892.

Foot of One Hundred and Fifteenth Street, H. R.

Secretary's Order No. 11000.—The boat landing float stage was repaired; used 736 feet, B. M., of 4-inch, and 1,110 feet, B. M., of 3-inch spruce plank. Begun August 4 and finished August 13, 1891.

Nurses' Home, Blackwell's Island, E. R.

Secretary's Order No. 11208.—4 oak spring piles (169 linear feet), were driven and fastened; used 25 pounds of chain. Begun August 26 and finished August 27, 1891.

Bulkhead at Randall's Island, H. R.

Secretary's Order No. 11802.—The repairing of bulkhead was begun April 18, 1892; in progress.

WORK DONE FOR THE DEPARTMENT OF PUBLIC WORKS.

NORTH RIVER.

At Battery.

Secretary's Order No. 10773.—8 oak piles (390 linear feet), were driven and placed in clusters at foot of Battery-wall for the convenience of bath; used 200 pounds of chain. Begun May 19 and finished May 20, 1891.

Foot of Duane Street, N. R.

Secretary's Order No. 10773.—Opened up gangway and made necessary repairs to platform for access to bath; used 1,865 feet, B. M., of 3-inch spruce plank. Begun June 20 and finished July 3, 1891.

Secretary's Order No. 11337.—The gangway of bath was closed and necessary repairs were made. Begun and finished October 8, 1891.

Pier at Horatio Street, N. R.

Secretary's Order No. 10773.—Opened up gangway and made necessary repairs for access to bath; put on 3 half-round oak fenders. Begun and finished June 10, 1891.

Secretary's Order No. 11337.—The gangway of bath was closed and proper repairs were made; used 221 feet, B. M., of 3-inch spruce plank. Begun October 10 and finished October 12, 1891.

Pier, new 58, N. R.

Secretary's Order No. 10773.—Opened up gangway and made proper approach to bath; used 200 feet, B. M., of 3-inch spruce plank. Begun and finished June 12, 1891.

Pier, new 59, N. R.

Secretary's Order No. 11337.—The gangway of bath was closed and necessary repairs made. Begun and finished October 8, 1891.

Pier at Fiftieth Street, N. R.

Secretary's Order No. 10773.—Opened up gangway; built platform for access to bath; used 200 feet, B. M., of 3-inch spruce. Begun and finished June 9, 1891.

Secretary's Order No. 11337.—The gangway of bath was closed and necessary repairs made. Begun and finished October 8, 1891.

Pier at One Hundred and Thirty-fourth Street, N. R.

Secretary's Order No. 10773.—Opened up gangway and made necessary repairs for access to bath; used 231 feet, B. M., of 3-inch spruce plank. Begun and finished June 20, 1891.

Secretary's Order No. 11337.—The gangway of bath was closed and necessary repairs were made. Begun and finished October 8, 1891.

Pier, new 29, E. R.

Secretary's Order No. 10773.—A platform was built and gangway opened for access to bath; used 700 feet, B. M., of 3-inch spruce plank. Begun June 6 and finished June 8, 1891.

Secretary's Order No. 11337.—The gangway of bath was closed. Begun and finished October 12, 1891.

Pier 55, E. R.

Secretary's Order No. 10773.—Opened up gangway and made necessary repairs for access to bath; used 210 feet, B. M., of 3-inch spruce plank. Begun and finished June 22, 1891.

Work Done for Other Departments.

Secretary's Order No. 11337.—The gangway of bath was closed. Begun and finished October 6, 1891.

Pier at Fifth Street, E. R.

Secretary's Order No. 10773.—Opened up gangway and made necessary repairs for access to bath; used 263 feet, B. M., of 3-inch spruce plank. Begun June 6 and finished June 16, 1891.

Secretary's Order No. 11337.—The gangway of bath was closed and necessary repairs made. Begun and finished October 6, 1891.

Pier at Nineteenth Street, E. R.

Secretary's Order No. 10773.—Opened up gangway for access to bath; used 200 feet, B. M., of 3-inch spruce. Begun and finished June 10, 1891.

Secretary's Order No. 11337.—The gangway of bath was closed and necessary repairs made. Begun and finished June 7, 1891.

Pier at Thirty-seventh Street, E. R.

Secretary's Order No. 10773.—Opened up gangway for access to bath; used 210 feet, B. M., of 3-inch spruce plank. Begun and finished June 22, 1891.

Secretary's Order No. 11337.—The gangway to bath was closed and proper repairs made. Begun and finished October 7, 1891.

Foot of Fifty-first Street, E. R.

Secretary's Order No. 10773.—Repaired the roadway for convenient approach to bath. Begun June 12 and finished June 15, 1891.

Bulkhead at Seventy-sixth Street, E. R.

Secretary's Order No. 10835.—Dirt and rubbish were removed and platform built for access to bath; used 262 feet, B. M., of 3-inch spruce plank. Begun June 11 and finished June 20, 1891.

Lower Pier at Eighty-sixth Street, E. R.

Secretary's Order No. 11040.—The bath was moved from its berth at Seventy-sixth street, East river, and proper repairs were made for access to bath at this pier; used 525 feet, B. M., of 3-inch spruce. Begun June 26 and finished June 30, 1891.

Bulkhead between Ninetieth and Ninety-first Streets, E. R.

Secretary's Order No. 11225.—A platform was built and repairs made for access to bath; used second-hand material and 656 feet, B. M., of 3-inch spruce. Begun August 28 and finished August 31, 1891.

Secretary's Order No. 11337.—The gangway of bath was closed and necessary repairs made. Begun and finished October 7, 1891.

Foot of One Hundred and Second Street, E. R.

MOVING DOG POUND.

Secretary's Order No. 11128.—Examination was made, and plans partially made for moving it off of the marginal street. The Department of Public Works did the work, and the order was returned December 14, 1891.

Dog Pound.

Secretary's Order No. 11615.—The dog pound was protected from being disturbed by the dredging from time to time, as required. January 11 to February 20, 1892.

Bulkhead north of One Hundred and Fourth Street.

August 7 to September 1, 1891.—The platform north of One Hundred and Fourth street removed to make way for dredging at this point, was replaced.

HARLEM RIVER.

Bulkhead at One Hundred and Twelfth Street, H. R.

Secretary's Order No. 10773.—Opened up gangway for access to bath. Begun and finished June 24, 1891.

Secretary's Order No. 11337.—The gangway of bath was closed. Begun and finished October 7, 1891.

Foot of One Hundred and Thirty-eighth Street, Port Morris.

Secretary's Order No. 10773.—Opened up gangway and made necessary repairs for access to bath. Begun June 22 and finished June 23, 1891.

WORK DONE FOR THE HEALTH DEPARTMENT.

Bulkhead north of Sixteenth Street, E. R.

Secretary's Order No. 11204.—2 oak spring-piles were driven and fastened; used 25 pounds of chain. Begun and finished August 31, 1891.

Pier at North Brother Island, Long Island Sound.

Secretary's Order No. 11206.—2 oak spring-piles were driven and fastened; the sheathing was patched with 3,000 feet, B. M., of 3-inch spruce plank. Begun August 31 and finished September 3, 1891.

WORK DONE FOR DEPARTMENT OF STREET CLEANING.

Dump at Canal Street, N. R.

Contract No. 404.—1,934 cubic yards of mud were excavated and removed by the Atlantic Dredging Company. Begun November 27, 1891, and finished November 30, 1891.

Secretary's Order No. 11617.—2,259 cubic yards of mud were excavated and removed by the Morris & Cumings Dredging Company. Begun March 15 and finished March 19, 1892.

Dump at West Thirty-seventh Street, N. R.

Contract No. 381.—5,899 cubic yards of mud were excavated and removed by the Atlantic Dredging Company. Begun July 7 and finished July 13, 1891.

Dump at West One Hundred and Twenty-ninth Street, N. R.

Contract No. 404.—4,651 cubic yards of mud were excavated and removed by the Atlantic Dredging Company. Begun December 10 and finished December 14, 1891.

Work Done for Other Departments.

Dump at Pier 44, E. R.

Contract No. 404.—774 cubic yards of mud were excavated and removed by the Atlantic Dredging Company. Begun and finished December 1, 1891.
Secretary's Order No. 11637.—151 cubic yards of mud were excavated and removed by the Morris & Cumings Dredging Company. Begun February 22 and finished February 23, 1892.

Dumping-board at Pier 60, E. R.

Secretary's Order No. 11637.—1,231 cubic yards of mud were excavated and removed by the Morris & Cumings Dredging Company. Begun February 26 and finished February 29, 1892.

Dumping-board at East Seventeenth Street, E. R.

Secretary's Order No. 11617.—1,728 cubic yards of mud were excavated and removed by the Morris & Cumings Dredging Company. Begun February 17 and finished February 20, 1892.

Dumping-board at East Thirty-eighth Street, E. R.

Secretary's Order No. 11617.—583 cubic yards of mud were excavated and removed by the Morris & Cumings Dredging Company. Begun January 28 and finished January 29, 1892.

Dumping-board at East Forty-sixth Street, E. R.

Contract No. 370.—1,012 cubic yards of mud were excavated and removed by the Morris & Cumings Dredging Company. Begun June 2 and finished June 3, 1891.
Secretary's Order No. 11617.—998 cubic yards of mud were excavated and removed by the Morris & Cumings Dredging Company. Begun January 26 and finished January 28, 1892.

Dumping-board at East Eightieth Street, E. R.

Secretary's Order No. 11617.—950 cubic yards of mud were excavated and removed by the Morris & Cumings Dredging Company. Begun January 23 and finished January 25, 1892.

Dumping-board at Lincoln Avenue, H. R.

Secretary's Order No. 11617.—1,253 cubic yards of mud were excavated and removed by the Morris & Cumings Dredging Company. Begun January 21 and finished January 22, 1892.

Recapitulation of Dredging Done for Street Cleaning Department.

LOCALITY.	AMOUNT CUBIC YARDS.	AUTHORIZATION.	BEGUN.	FINISHED.
Canal Street Dump-board.....	1,974	Contract No. 404.....	Nov. 27, 1891	Nov. 30, 1891
Canal Street Dump-board.....	2,257	Secretary's Order No. 11617	Mar. 15, 1892	Mar. 19, 1892
West Thirty-seventh street, N. R.....	5,899	Contract No. 381.....	July 7, 1891	July 13, 1891
West One Hundred and Twenty-ninth street, N. R.....	4,651	Contract No. 404.....	Dec. 10, 1891	Dec. 14, 1891
Pier 44, E. R.....	774	Contract No. 404.....	Dec. 1, 1891	Dec. 1, 1891
Pier 44, E. R.....	151	Secretary's Order No. 11637	Feb. 22, 1892	Feb. 23, 1892
Pier 60, E. R.....	1,231	Secretary's Order No. 11637	Feb. 26, 1892	Feb. 29, 1892
East Seventeenth street, E. R.....	1,728	Secretary's Order No. 11617	Feb. 17, 1892	Feb. 20, 1892
East Thirty-eighth street, E. R.....	583	Secretary's Order No. 11617	Jan. 28, 1892	Jan. 29, 1892
East Forty-sixth street, E. R.....	998	Secretary's Order No. 11617	Jan. 26, 1892	Jan. 28, 1892
East Forty-sixth street, E. R.....	1,012	Contract No. 370.....	June 2, 1891	June 3, 1891
East Eightieth street, E. R.....	950	Secretary's Order No. 11617	Jan. 23, 1892	Jan. 25, 1892
Lincoln avenue, H. R.....	1,253	Secretary's Order No. 11617	Jan. 21, 1892	Jan. 22, 1892
Total.....	23,423			

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 1, N. R.—Pavement.

Secretary's Order No. 11696.—Pavement at Pier, new 1, N. R., taken up to make connection with main to said pier was relaid by Department labor. The cost of same to be collected from Baltimore & Ohio Railroad. Begun February 11 and finished March 17, 1892.

Pier, new 14, N. R.

Secretary's Order No. 11698.—Side caps and side rangers on north side of Pier, new 14, damaged by lighter "Henry T. Sissen" were repaired and charge rendered for collection. Begun March 8 and finished March 10, 1892.

Pier, new 34, N. R.

Secretary's Order No. 11676.—174 linear feet of crosswalks and 36 square yards of pavement in front of Pier, new 34, North river, were relaid to grade after gas-pipe was repaired. Begun February 11 and finished March 17, 1892.

Pier, new 37, N. R.—Pavement.

Secretary's Order No. 11670.—Pavement between the entrance to Pier, new 37, North river, and the street line was repaved by Department labor, and cost of same rendered for collection from Southern Pacific Company. Begun February 6 and finished February 8, 1892.

Piers, new 54 and 55, N. R.

Secretary's Order No. 11809.—Railroad iron was removed from new-made land in rear of bulkhead-wall, between Piers, new 54 and 55, North river, and transferred to new-made land between West Fifty-sixth and Fifty-seventh streets. Begun April 13 and finished April 21, 1892.

Cement Tests.

CEMENT TESTS.

West Fifty-seventh Street Yard.

Secretary's Order No. 10893.—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 May 1 and finished May 8, 1891.

Secretary's Order No. 10892.—1 barrel of "Haiger" brand cement was tested by the force of the Department for and at the expense of A. G. Duyster. Begun May 6 and finished May 13, 1891.

Secretary's Order No. 11067.—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 July 7 and finished July 14, 1891.

Secretary's Order No. 11133.—1 barrel of "Anchor" brand cement was tested by the force of the Department for and at the expense of E. W. Fisher. Begun July 20 and finished July 27, 1891.

Secretary's Order No. 11158.—1 barrel of "Pommercher" brand cement was tested by the force of the Department for and at the expense of E. W. Fisher. Begun August 7 and finished August 14, 1891.

Secretary's Order No. 11307.—1 barrel each of "Eagle" and "Scales" brands cement were tested by the force of the Department for and at the expense of C. B. Richards & Co. Begun September 25 and finished October 2, 1891.

Secretary's Order No. 9872.—1 barrel of "Key" brand cement was tested by the force of the Department for and at the expense of C. R. Weeks & Bro. Begun November 11 and finished November 18, 1892.

Secretary's Order No. 11476.—1 barrel of "Tower" brand cement was tested by the force of the Department for and at the expense of C. B. Richards & Co. Begun November 20 and finished November 27, 1891.

Secretary's Order No. 11474.—1 barrel of "Empire" brand cement was tested by the force of the Department for and at the expense of Dickinson Bros. & King. Begun November 23 and finished November 30, 1891.

Secretary's Order No. 11556.—1 barrel of "West Kent" brand cement was tested by the force of the Department for and at the expense of H. Seabury. Begun December 16 and finished December 23, 1891.

Cement Tests.

Secretary's Order No. 11714.—1 barrel of "A No. 1" brand cement was tested by the force of the Department for and at the expense of C. B. Richards & Co. Begun February 29 and finished March 7, 1892.

Secretary's Order No. 11770.—1 barrel of "Alsen & Son" brand cement was tested by the force of the Department for and at the expense of A. C. Babson. Begun March 21 and finished March 28, 1892.

Secretary's Order No. 11850.—1 barrel of "Lion" brand cement was tested by the force of the Department for and at the expense of Edward Sohns. Begun April 20 and finished April 27, 1892.

Secretary's Order No. 11813.—1 barrel of "Star" brand cement was tested by the force of the Department for and at the expense of Atkins & Durbrow. Begun April 21 and finished April 28, 1892.

Contracts.

CONTRACTS UNDER WHICH WORK WAS DONE DURING THE YEAR.

UNDER NEW PLAN.	NOT UNDER NEW PLAN.	GENERAL REPAIRS.	CONTRACT.	CONTRACT DATED.	WORK BEGUN.	WORK FINISHED.
Con. No.	Con. No.	Con. No.				
338	....	....	Furnishing granite stones for bulkhead or river wall.....	July 11, 1890	July 28, 1890	Sept. 29, 1891
339	....	....	Preparing for and building a new wooden pier, with appurtenances, including sewer boxes and a dumping board at the foot of East One Hundred and Tenth street, Harlem river.....	July 15, 1890	July 18, 1890	Sept. 19, 1891
	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.....	Dec. 1, 1890	Dec. 4, 1890	June 15, 1891
357	....	357	Furnishing granite stones for bulkhead or river wall, and granite paving blocks for repairs to pavement.....	Nov. 5, 1890	June 1, 1891	In progress.
360	....	....	Preparing for and building a new wooden pier, with appurtenances, including a sewer-box, near the foot of Fulton street, North river (Pier, new 14).....	Dec. 10, 1890	Dec. 16, 1890	Dec. 3, 1891
365	....	365	Removing the existing pier, known as Pier 43, at the foot of Rutgers Slip, East river, and for preparing for and building a new wooden pier, with appurtenances, on the site of said pier, and for repairing the existing crib-bulkhead thereat.....	Feb. 7, 1891	Feb. 9, 1891	June 16, 1891
366	....	....	Building a new steel propeller, with all appurtenances, to be known as "Pier".....	Mar. 5, 1891	Mar. 12, 1891	June 25, 1892
367	....	....	Furnishing sawed yellow pine timber filling-in behind crib-bulkhead from East One Hundred and Thirty-eighth street to north of East One Hundred and Fortieth street, on the Harlem river.....	Feb. 20, 1891	Feb. 25, 1891	In progress.
369	....	....	Preparing for and extending Pier, new 25, at the foot of North Moore street, North river, out to the pier-head line of 1890.....	Feb. 16, 1891	Feb. 16, 1891	July 10, 1891
		370	For dredging at the following-named places on the North and East rivers: North river—Canal street dumping-board; dumping-board at West Twelfth street pier.....	April 1, 1891	April 6, 1891	June 3, 1891
			East river—Dumping-board at foot of East Seventeenth street; dumping-board at foot of East Forty-sixth street; dumping-board at foot of East Eightieth street.....	April 1, 1891	April 6, 1891	June 3, 1891
371	....	....	For dredging at Piers, new Nos. 44 and 45, on the North river.....	Apr. 25, 1891	May 21, 1891	Aug. 14, 1891
372	....	....	For preparing and extending Pier, new 37, near the foot of Charlton street, North river, out to the pier-head line of 1890.....	Apr. 29, 1891	May 5, 1891	Sept. 17, 1891
373	....	....	For furnishing granite stones for bulkhead or river wall.....	May 4, 1891	July 23, 1891	Nov. 13, 1891
	374	....	Preparing for and building a crib-bulkhead from about the middle of W. 58th street to the middle of the block between Eighty-second and Eighty-third streets, North river, and for dredging thereat.....	Apr. 29, 1891	Apr. 29, 1891	Sept. 22, 1891
375	....	....	For dredging at Pier, new 29, on the North river.....	May 12, 1891	June 1, 1891	Oct. 21, 1891
376	....	....	For preparing and extending Pier, new 26, near the foot of Beach street, North river, out to the pier-head line of 1890.....	May 20, 1891	June 8, 1891	Nov. 6, 1891
		377	For preparing for and repairing the bulkhead between Piers 48 and 49, near the foot of Clinton street, East river.....	June 5, 1891	June 8, 1891	Aug. 28, 1891
		378	For preparing for and repairing the bulkhead platform from Sixtieth street to Sixty-second street, East river.....	June 5, 1891	June 8, 1891	Oct. 9, 1891
		379	For preparing for and repairing the pier at Seventy-ninth street, East river; for repairing the bulkhead platform from Seventy-eighth street to Seventy-ninth street, East river, and for repairing the bulkhead at Seventy-eighth street, East river.....	June 10, 1891	June 18, 1891	Oct. 21, 1891
		380	For dredging at sundry-named places on the North river.....	July 1, 1891	July 8, 1891	July 31, 1891
		381	For dredging at the dumping-board at West Thirty-seventh street and at West Forty-seventh Street Pier, on the North river.....	June 22, 1891	June 27, 1891	July 13, 1891
		382	For preparing for and building a new wooden pier, with appurtenances, at the foot of East Thirty-fifth street, East river, and for repairing the existing crib-bulkhead thereat.....	July 7, 1891	Aug. 6, 1891	Oct. 15, 1891
383	....	....	For furnishing sawed yellow pine timber.....	July 6, 1891	Aug. 2, 1891	Mar. 19, 1892
		384	For dredging at West Seventeenth street, on the North river.....	July 1, 1891	July 3, 1891	July 21, 1891
		385	For repairing the crib-bulkhead at the foot of East Forty-ninth street, East river.....	Sept. 4, 1891	Sept. 9, 1891	Dec. 30, 1891
386	....	....	For preparing for and building a new wooden pier and approach at the foot of West Forty-eighth street, North river.....	Aug. 25, 1891	Sept. 2, 1891	Dec. 17, 1891
		387	For dredging at sundry-named places on the East river.....	Aug. 1, 1891	Aug. 6, 1891	Sept. 21, 1891
388	....	....	For dredging for a new pier at foot of West Forty-eighth street on the North river.....	Aug. 1, 1891	Aug. 7, 1891	Aug. 25, 1891
		389	For dredging at timber basin, south of West Seventy-fifth street, on the North river.....	Aug. 25, 1891	Aug. 26, 1891	Sept. 16, 1891
		390	For dredging at sundry-named places on the North and East rivers.....	Aug. 29, 1891	Aug. 31, 1891	Nov. 20, 1891
391	....	391	For preparing for and extending and widening the pier and widening the approach at the foot of West Twenty-first street, North river, and for repairing the existing crib-bulkhead thereat.....	Aug. 28, 1891	Aug. 31, 1891	Jan. 12, 1892

Contracts.

UNDER NEW PLAN.	NOT UNDER NEW PLAN.	GENERAL REPAIRS.	CONTRACT	CONTRACT DATED.	WORK BEGUN.	WORK FINISHED.
Con. No.	Con. No.	Con. No.				
392	....	....	For removing the existing earth, etc., between the westerly line of West street and a line 50 feet westerly therefrom, and from the northerly side of Franklin street, extended, to about the southerly side of Vestry street, extended, and preparing for and paving the same with granite or Staten Island syenite blocks, laying crosswalks and building the necessary drains or sewers.....	Oct. 14, 1891	Nov. 4, 1891	Apr. 28, 1892
	393	....	For preparing for and laying pavement and plank roadways on new made land on and in rear of the cribwork bulkhead from East One Hundred and Thirty-eighth street to north of East One Hundred and Fortieth street, on the Harlem river.....	Sept. 16, 1891	Sept. 19, 1891	Nov. 4, 1891
		394	For preparing for and repairing the crib-bulkhead between Piers 47 and 48, East river.....	Sept. 21, 1891	Sept. 23, 1891	Oct. 31, 1891
395	....	395	For preparing for and extending Piers, old 57 and 58, with appurtenances, near the foot of Bloomfield street, North river, and for repairing the existing crib-bulkhead at Pier, old 58.....	Oct. 29, 1891	Oct. 23, 1891	Feb. 12, 1892
396	....	....	For furnishing granite-stones for bulkhead or river wall.....	Oct. 21, 1891	Dec. 21, 1891	Feb. 9, 1892
397	....	....	For removing the existing earth, etc., from newly made land for a width of 50 feet, extending from Dey to Vesey street, North river, which is to be paved, and preparing for and paving the same with granite or Staten Island syenite blocks; laying crosswalks, and building the necessary drains and sewers.....	Nov. 12, 1891	Nov. 17, 1891	Apr. 9, 1892
398	....	....	For furnishing granite stones for bulkhead or river wall.....	Oct. 28, 1891	Dec. 31, 1891	In progress.
	399	....	For preparing for and building a crib-bulkhead from a point about 100 feet north of West Ninety-seventh street, North river, to a point about 29 feet 6 inches north of West Ninety-ninth street, North river, and for dredging thereat.....	Oct. 8, 1891	Oct. 8, 1891	In progress.
		400	For dredging at sundry places on the North and East rivers.....	Oct. 28, 1891	Oct. 29, 1891	Dec. 5, 1891
401	....	401	For extending the existing pier at the foot of Jane street, North river, to the pierhead-line of 1890.....	Nov. 10, 1891	Nov. 13, 1891	Feb. 1, 1892
402	....	....	For dredging for a new pier at the foot of West Twentieth street, on the North river.....	Nov. 12, 1891	Dec. 14, 1891	Jan. 7, 1892
403	....	403	For removing the existing pier and portions of the crib-bulkhead at the foot of West Twentieth street, North river, and for preparing for and building a new wooden pier and approach, with appurtenances, including a wooden sewer, at the foot of said street, and for repairing the crib-bulkhead thereat.....	Nov. 13, 1891	Nov. 17, 1891	In progress.
		404	For dredging at sundry named places on the North and East rivers.....	Nov. 13, 1891	Nov. 14, 1891	Dec. 28, 1891
405	....	....	For preparing for and building a new wooden pier, with appurtenances, near the foot of Vesey street, North river, to be known as Pier, new 15, North river.....	Jan. 9, 1892	Jan. 18, 1892	In progress.
406	....	....	For dredging at West Washington Market Section, on the North river.....	Jan. 8, 1892	Jan. 12, 1892	In progress.
		407	For dredging at sundry named places on the North river.....	Jan. 18, 1892	Jan. 19, 1892	Mar. 22, 1892
408	....	....	For preparing for and building a new steam launch.....	Jan. 29, 1892	Feb. 6, 1892	April 29, 1892
409	....	409	For dredging at West Eighteenth street pier, West Twenty-first street pier and at West Forty-eighth street pier, on the North river.....	Feb. 5, 1892	Feb. 6, 1892	April 1, 1892
410	....	....	For furnishing sawed yellow pine timber.....	Feb. 25, 1892	Mar. 14, 1892	In progress.
411	....	....	For extending the existing pier at the foot of West Eleventh street, North river, to the pierhead-line of 1890.....	Mar. 12, 1892	Feb. 17, 1892	In progress.
412	....	....	For furnishing granite stones for bulkhead or river wall.....	Mar. 21, 1892	Not begun.	
413	....	413	For removing the existing pier known as Pier 22, near the foot of Fulton street, East river, and preparing for and building a new wooden pier, with appurtenances, on the site of said pier, and for repairing the existing crib-bulkhead thereat.....	Mar. 23, 1892	Mar. 24, 1892	In progress.

Forms of Contracts.

FORMS OF CONTRACTS AND SPECIFICATIONS PREPARED AND SUBMITTED TO THE BOARD OF DOCKS.

Engineer's Order.—For dredging at bulkhead at foot of Seventy-fifth street, bulkhead between Seventy-fifth and Seventy-sixth streets, bulkhead at Seventy-sixth street, bulkhead between Seventy-sixth and Seventy-seventh streets, bulkhead at Seventy-seventh street, bulkhead between Seventy-seventh and Seventy-eighth streets, and bulkhead foot of Seventy-eighth street, North river. Submitted May 7, 1891, and advertised as Contract No. 380.

Secretary's Order No. 10909.—For dredging at dumping-board at Thirty-seventh street, North river, and at West Forty-seventh street Pier, North river. Submitted May 15, 1891, and advertised as Contract No. 381.

Secretary's Order No. 10978.—For preparing for and building a new wooden pier at the foot of East Thirty-fifth street, and for repairing the existing crib-bulkhead thereat. Submitted May 28, 1891, and advertised as Contract No. 382.

Forms of Contracts.

Engineer's Order.—For furnishing sawed yellow pine timber. Submitted May 28, 1891, and advertised as Contract No. 383.

Secretary's Order No. 10995.—For dredging at pier foot of West Seventeenth street, North river. Submitted June 1, 1891, and advertised as Contract No. 384.

Secretary's Order No. 10910.—For repairing the crib-bulkhead at the foot of East Forty-ninth street, East river. Submitted June 10, 1891, and advertised as Contract No. 385.

Secretary's Orders Nos. 9849 and 9853.—For preparing for and building a new wooden pier and approach at the foot of West Forty-eighth street, North river. Submitted June 6, 1890, and advertised as Contract No. 386.

NOTE.—This contract was submitted in 1890, but was not advertised until 1891.

Engineer's Order.—For dredging at Pier, new No. 36 (east side), and pier, old No. 48 (west side), on the East river. Submitted June 25, 1891, and advertised as Contract No. 387.

Engineer's Order.—For dredging for a new pier at foot of West Forty-eighth street, North river. Submitted June 17, 1891, and advertised as Contract No. 388.

Secretary's Order No. 11041.—For dredging for a timber basin south of Seventy-fifth street, North river. Submitted June 27, 1891, and advertised as Contract No. 389.

Engineer's Order.—For dredging at Pier, old 54 (south side), North river; Pier 20 (east side), East river; Pier 21 (west side), East river; bulkhead between Piers 20 and 21, East river; Pier at Twenty-sixth street, East river; in front of bulkhead-wall between East Twenty-sixth and Twenty-eighth streets, East river; and for pier at East Twenty-eighth street, East river. Submitted July 9, 1891, and advertised as Contract No. 390.

Secretary's Order No. 10998.—For preparing for and extending and widening the pier and widening the approach at the foot of West Twenty-first street, North river, and for repairing the existing crib-bulkhead. Submitted July 15, 1891, and advertised as Contract No. 391.

Secretary's Order No. 11066.—For paving, etc., from the northerly side of Franklin street, extended, to about the southerly side of Vestry street, extended, with granite or Staten Island Syenite blocks, and laying crosswalks and building the necessary drains and sewers. Submitted July 23, 1891, and advertised as Contract No. 392.

Engineer's Order.—For paving and laying plank roadway on the new-made land and in rear of crib-bulkhead, from East One Hundred and Thirty-eighth street to the north of East One Hundred and Fortieth street, Harlem river. Submitted August 1, 1891, and advertised as Contract No. 393.

Secretary's Order No. 11057.—For preparing for and repairing the crib-bulkhead between Piers 47 and 48, East river. Submitted August 3, 1891, and advertised as Contract No. 394.

Secretary's Order No. 10480.—For preparing for and extending Piers, old 57 and 58, near the foot of Bloomfield street, North river, and for repairing the existing crib-bulkhead at Pier, old 58. Submitted August 4, 1891, and advertised as Contract No. 395.

Engineer's Order.—For furnishing granite stones for bulkhead or river wall. Submitted and advertised as Contract No. 396.

Secretary's Order No. 11066.—For paving the new-made land for a width of 50 feet, extending from Dey to Vesey street, with granite or Staten Island Syenite blocks, and building crosswalks and necessary drains and sewers. Submitted July 23, 1891, and advertised as Contract No. 397.

Engineer's Order.—For furnishing granite stones for bulkhead or river wall. Submitted August 20, 1891, and advertised as Contract No. 398.

Secretary's Order No. 8966.—For building a crib-bulkhead from between Ninety-seventh and Ninety-eighth streets to 29 feet 6 inches north of Ninety-ninth street, North river, and for dredging thereat. Submitted August 25, 1891, and advertised as Contract No. 399.

Secretary's Order No. 11350.—For dredging at Pier, new 57, North river (south side), Pier 4 (east side), Pier 5 (west side), bulkhead between Piers 4 and 5, bulkhead foot of Cherry street, Pier 55 (south side), Pier 56 (north side), Pier 57 (south side), bulkhead between Piers 56 and 57, Pier 60 (north side), bulkhead along Rivington street, bulkhead between Rivington street and Pier 61, and Pier 61 (south side), on the East river. Submitted October 7, 1891, and advertised as Contract No. 400.

Secretary's Order No. 11127.—For extending the existing pier at the foot of Jane street, North river, to the pierhead-line of 1890. Submitted September 25, 1891, and advertised as Contract No. 401.

Engineer's Order.—For dredging for a new pier at foot of West Twentieth street, North river. Submitted September 14, 1891, and advertised as Contract No. 402.

Secretary's Order No. 11178.—For removing the existing pier, etc., at the foot of West Twentieth street, North river, and for preparing for and building a new wooden pier and approach, including a wooden sewer, and for repairing the crib-bulkhead. Submitted September 30, 1891, and advertised as Contract No. 403.

Engineer's Order.—For dredging at dumping-boards at Canal street, North river; Pier, new 57 (north side), North river; Pier, new 58 (south side), North river; bulkhead between Seventy-ninth and Eightieth streets, North river; bulkhead at Eightieth street, North river; dumping-board at West One Hundred and Twenty-ninth street, North river; dumping-board at Pier 44, East river; and at Pier 48 (east side), East river. Submitted October 2, 1891, and advertised as Contract No. 404.

Secretary's Order No. 11354.—For building Pier, new 15, North river, near the foot of Vesey street. Submitted November 16, 1891, and advertised as Contract No. 405.

Engineer's Order.—For dredging at West Washington Market Section. Submitted December 8, 1891, and advertised as Contract No. 406.

Engineer's Order.—For dredging at pier at Thirty-seventh street, pier at Thirty-eighth street, pier at One Hundred and Twenty-ninth street, bulkhead between One Hundred and Twenty-ninth and One Hundred and Thirtieth streets, platform foot of One Hundred and Thirtieth street and extension northerly, pier at One Hundred and Thirty-first street (north side); bulkhead south of One Hundred and Thirty-second street, and pier at One Hundred and Thirty-second street (south side), on the North river. Submitted December 17, 1891, and advertised as Contract No. 407.

Secretary's Order No. 11431.—For preparing for and building a new steam launch. Submitted December 23, 1891, and advertised as Contract No. 408.

Secretary's Order No. 11603.—For dredging at pier at Eighteenth street, North river; pier at Twenty-first street, North river, and at pier at Forty-eighth street, North river. Submitted January 4, 1892, and advertised as Contract No. 409.

Engineer's Order.—For furnishing sawed yellow pine timber. Submitted December 29, 1891, and advertised as Contract No. 410.

Secretary's Order No. 11608.—For extending the existing pier at the foot of West Eleventh street, North river, out to the pierhead-line of 1890. Submitted January 15, 1892, and advertised as Contract No. 411.

Engineer's Order.—For furnishing granite stones for bulkhead or river wall. Submitted January 27, 1892, and advertised as Contract No. 412.

Secretary's Order No. 11599.—For removing the existing pier known as Pier 22, near the foot of Fulton street, East river, and building a new wooden pier on the site thereof, and for repairing the crib-bulkhead thereat. Submitted February 3, 1892, and advertised as Contract No. 413.

Engineer's Order.—For furnishing granite stones for bulkhead or river wall. Submitted February 16, 1892, and advertised as Contract No. 414.

Secretary's Order No. 11487.—For building new pier at the foot of Third street, East river. Submitted March 16, 1892, and advertised as Contract No. 415.

Engineer's Order.—For repairing bulkhead between West Tenth and Charles street, North river. Submitted March 23, 1892, and advertised as Contract No. 416.

Engineer's Order.—For dredging at sundry named places on the North and East rivers. Submitted March 7, 1892, and advertised as Contract No. 417.

Secretary's Order No. 11810.—For building dumping-board foot of West Thirtieth street, North river. Submitted April 18, 1892, and advertised as Contract No. 418.

Dredging.

Dredging done by the Department of Docks during the Year ending April 30, 1892.

Dredging.

LOCATION.	MONTH.	CUBIC YARDS.				MISCELLANEOUS.	DEPTH MADE AT MEAN LOW WATER.	CONTRACT NO. OR TREASURER'S ORDER NO.	AUTHORIZATION.	BY WHOM PERFORMED.	WHEN BEGUN.	WHEN FINISHED.
		Mud.	Crib, Class "A."	Crib, Class "B."	Sand.							
Bulkhead between Piers, old 1 and new 1, N. R.	May, 1891	269	....	....	....		Feet.	Treas. Order No. 15302	Secretary's Order No. 10913	Atlantic Dredging Co.	May 27, 1891	May 27, 1891
Pier, new 13, N. R., site and 1/2 slip, north.	Feb., 1892	....	....	....	....	{ Mud, crib, lump sum. } { Mud, crib, piles, lump sum. } { 102 driven piles. } { 53 driven piles. }	10	Contract No. 406.....	Res. of Board, Dec. 10, 1891.	{ Morris & Cumings } { Dredging Co. }	Feb. 10, 1892	....
	Mar., 1892	....	....	....	....		25-35				....	....
	Apr., 1892	....	....	....	....		25 to 35				....	In progress.
	Aug., 1891	9,450	....	....	....		25 to 35				July 22, 1891	....
West Washington Market Section, bulkhead-wall, N. R.	Sept., 1891	1,208	....	....	479	{ Mud, crib, etc., lump } { sum. }	32 to 35	Contract No. 406.....	Res. of Board, Dec. 10, 1891.	{ Morris & Cumings } { Dredging Co. }	....	....
	Oct., 1891	81	....	....	....		32 to 35				....	....
	Jan., 1892	....	....	....	....		32 to 35				....	....
	Feb., 1892	....	....	....	....		32 to 35				....	....
	Mar., 1892	....	....	....	....						....	In progress.
	Apr., 1892	....	....	....	....						....	In progress.

Dredging.

Dredging.

LOCATION.	MONTH.	CUBIC YARDS.				MISCELLANEOUS.	DEPTH MADE AT MEAN LOW WATER.	CONTRACT NO. OR TREASURER'S ORDER NO.	AUTHORIZATION.	BY WHOM PERFORMED.	WHEN BEGUN.	WHEN FINISHED.
		Mud.	Crib, Class "A."	Crib, Class "B."	Sand.							
	Dec., 1891	.....	.....	.....	.....	10 driven pile.....	Feet.	.....	Res. of Board, July 9, 1891..		Dec. 21, 1891	.....
	Jan., 1892	10,000	.....	.....	.....	75 driven piles.....	25 to 35	Contract No. 406.....	Res. of Board, Dec. 10, 1891.		.....	.....
						Mud, crib, etc., lump sum.....			Res. of Board, July 9, 1891..		.....	.....
Pier, new 14, N. R., ½ slip south.....	Feb., 1892	.....	.....	.....	.....	15 driven piles.....	25 to 35	Contract No. 406.....	Res. of Board, Dec. 10, 1891.	Morris & Cumings Dredging Co....	.....	.....
						Mud, crib, etc., lump sum.....			Res. of Board, July 9, 1891..		.....	.....
	Mar., 1892	.....	5,000	.....	.....	Mud, crib, etc., lump sum.....	25 to 35	Contract No. 406.....	Res. of Board, Dec. 10, 1891.		.....	.....
	Apr., 1892	.....	.....	.....	.....	Mud, crib, etc., lump sum.....	25 to 35	Contract No. 406.....	Res. of Board, Dec. 10, 1891.		.....	.....
Pier, new 14, N. R., ½ slip, north.....	Dec., 1891	7,107	.....	.....	.....	.....	25	.....	Res. of Board, July 9, 1891..	Morris & Cumings Dredging Co....	Dec. 21, 1891	In progress.
	Jan., 1892	5,053	.....	.....	.....	.....						Jan. 13, 1892
	July, 1891	3,705	.....	.....	.....	.....					July 22, 1891	.....
	Aug., 1891	1,828	.....	.....	.....	10 driven piles and pile points.....						.....
	Sept., 1891	19,738	3,750	521	.....	112 driven piles and pile points.....	25 to 35	.....	Res. of Board, July 9, 1891..	Morris & Cumings Dredging Co....	.....	.....
Pier, new 15, N. R.....	Oct., 1891	826	5,000	.....	.....	200 driven piles and pile points.....	25 to 35	.....	Res. of Board, July 9, 1891..	Morris & Cumings Dredging Co....	.....	.....
	Nov., 1891	2,804	5,000	.....	.....	61 driven piles and pile points.....						.....
	Dec., 1891	5,683	7,406	763	.....	8 driven piles and pile points.....						Dec. 22, 1891
Chambers Street Section, N. R.....	Jan., 1892	2,600	.....	.....	.....	.....	25 to 30	.....	Res. of Board, Nov. 21, 1891.	Morris & Cumings Dredging Co....	Jan. 25, 1892	Feb. 26, 1892
	Feb., 1892	1,581	.....	.....	.....	.....						.....
	Oct., 1891	4,175	.....	.....	.....	.....					Oct. 25, 1891	.....
	Nov., 1891	1,845	.....	.....	.....	.....						.....
	Jan., 1892	3,668	.....	.....	.....	.....						.....
Jay Street Section, N. R.....	Feb., 1892	5,180	.....	.....	.....	80 driven piles and pile points.....	30 to 35	.....	Res. of Board, Sept. 18, 1891.	Morris & Cumings Dredging Co....	.....	.....
	Mar., 1892	.....	1,507	542	.....	.....						Temp. susp'd, Feb. 27, 1892
Franklin Street Section, N. R.....	Nov., 1891	9,105	.....	.....	.....	13 driven piles and pile points.....	30 to 35	.....	Res. of Board, Nov. 13, 1891.	Morris & Cumings Dredging Co....	Recom'mced, Nov. 3, 1891	Dec. 9, 1891
	Dec., 1891	.....	1,794	290	.....	.....						.....
	Mar., 1892	44,644	.....	.....	.....	245 driven piles and pile points.....	25	.....	Res. of Board, Jan. 30, 1892.	Morris & Cumings Dredging Co....	Mar. 10, 1892	.....
Between Piers, new 21 and new 23, N. R.....	Apr., 1892	2,504	.....	.....	.....	.....						Temp. susp'd, April 1, 1892
Pier, new 23, N. R., south side.....	Nov., 1891	9,433	.....	.....	.....	.....	25 to 35	.....	Res. of Board, Jan. 8, 1891..	Morris & Cumings Dredging Co....	Nov. 7, 1891	Dec. 14, 1891
	Dec., 1891	15,924	3,848	.....	.....	.....						.....
Pier, new 23, N. R., north side.....	Dec., 1891	13,725	.....	.....	.....	.....	25	.....	Res. of Board, Jan. 8, 1891..	Morris & Cumings Dredging Co....	Dec. 24, 1891	Jan. 1, 1892
	Jan., 1892	2,795	.....	.....	.....	.....						.....
Pier, new 29, N. R.....	June, 1891	10,627	.....	.....	.....	.....	25	Contract No. 375.....	Res. of Board, Mar. 26, 1891.	P. Sanford Ross.....	June 1, 1891	Oct. 21, 1891
	Oct., 1891	11,584	.....	.....	.....	.....						.....
	Nov., 1891	1,934	.....	.....	.....	.....	15	Contract No. 404.....	Res. of Board, Oct. 8, 1891..	Atlantic Dredging Co....	Nov. 27, 1891	Nov. 30, 1891
*Dump-board at Canal street, N. R.....	Mar., 1892	2,250	.....	.....	.....	.....	15	Treas. Order No. 15950	Secretary's Order No. 11617.	Morris & Cumings Dredging Co....	Mar. 15, 1892	Mar. 19, 1892
Bulkhead between Piers, old 42 and new 34, N. R.....	Feb., 1892	1,430	.....	.....	.....	.....	12 to 15	Treas. Order No. 15863	Secretary's Order No. 11645.	Morris & Cumings Dredging Co....	Feb. 23, 1892	Feb. 24, 1892
Bulkhead between Piers, new 37 and 38, N. R.....	Jan., 1892	2,378	.....	.....	.....	.....	12 to 15	Treas. Order No. 15823	Secretary's Order No. 11587.	Morris & Cumings Dredging Co....	Jan. 18, 1892	Jan. 20, 1892
Bulkhead between Piers, new 38 and 39, N. R.....	Jan., 1892	2,866	.....	.....	.....	.....	12 to 15	Treas. Order No. 15819	Secretary's Order No. 11587.	Morris & Cumings Dredging Co....	Jan. 13, 1892	Jan. 16, 1892
Bulkhead between Piers, new 41 and 42, N. R.....	Jan., 1892	1,599	.....	.....	.....	.....	12 to 15	Treas. Order No. 15814	Secretary's Order No. 11587.	Morris & Cumings Dredging Co....	Jan. 12, 1892	Jan. 16, 1892
Bulkhead between Piers, new 42 and 43, N. R.....	Jan., 1892	1,428	.....	.....	.....	.....	12 to 15	Treas. Order No. 15811	Secretary's Order No. 11587.	Morris & Cumings Dredging Co....	Jan. 9, 1892	Jan. 12, 1892
Pier, new 44, N. R., north side.....	May, 1891	1,944	.....	.....	.....	.....	30	Contract No. 371.....	Res. of Board, Mar. 19, 1891.	Atlantic Dredging Co....	May 26, 1891	.....
	June, 1891	34	.....	.....	.....	.....						.....
Pier, new 45, N. R., south side.....	Aug., 1891	3,242	.....	.....	.....	.....	30	Contract No. 371.....	Res. of Board, Mar. 19, 1891.	Atlantic Dredging Co....	Aug 13, 1891	.....
	May, 1891	8,580	.....	.....	.....	.....						May 25, 1891
Bulkhead north of Pier, new 45, N. R.....	Feb., 1892	.....	.....	.....	.....	650 cubic yards mud and rip-rap.....	25	Treas. Order No. 15864	Secretary's Order No. 11644.	Morris & Cumings Dredging Co....	Feb. 4, 1892	Feb. 5, 1892
Pier, old 54, N. R., south side.....	Nov., 1891	3,013	.....	.....	.....	.....	10	Contract No. 390.....	Res. of Board, July 9, 1891.	Morris & Cumings Dredging Co....	Nov. 14, 1891	Nov. 19, 1891
Pier, new 57, N. R., south side.....	Oct., 1891	2,992	.....	.....	.....	.....	25	Contract No. 400.....	Res. of Board, Sept. 10, 1891.	Charles DuBois.....	Oct. 29, 1891	Nov. 27, 1891
	Nov., 1891	22,479	.....	.....	.....	.....						.....
Pier, new 57, N. R., north side.....	Nov., 1891	8,504	.....	.....	.....	.....	25	Contract No. 404.....	Res. of Board, Oct. 8, 1891..	Atlantic Dredging Co....	Nov. 20, 1891	Dec. 9, 1891
	Dec., 1891	3,694	.....	.....	.....	.....						.....
Pier, new 58, N. R., south side.....	Nov., 1891	9,146	.....	.....	.....	.....	25	Contract No. 404.....	Res. of Board, Oct. 8, 1891..	Atlantic Dredging Co....	Nov. 14, 1891	Dec. 9, 1891
	Dec., 1891	5,824	.....	.....	.....	.....						.....
Pier at West Seventeenth street, N. R.....	July, 1891	11,489	.....	.....	.....	.....	20	Contract No. 384.....	Res. of Board, June 4, 1891.	Morris & Cumings Dredging Co....	July 3, 1891	July 21, 1891
Pier at West Eighteenth street, N. R.....	Mar., 1892	13,530	.....	.....	.....	.....	20	Contract No. 409.....	Res. of Board, Dec. 7, 1891.	Charles DuBois.....	Mar. 18, 1891	April 1, 1892
	Apr., 1892	312	.....	.....	.....	.....						.....
Pier at West Twentieth street, N. R.....	Dec., 1891	22,981	.....	.....	.....	.....	25	Contract No. 402.....	Res. of Board, Oct. 8, 1891..	Atlantic Dredging Co....	Dec. 14, 1891	Jan. 7, 1892
	Jan., 1892	7,818	2,544	.....	.....	.....						.....
Pier at West Twenty-first street, N. R.....	Feb., 1892	49,261	.....	.....	.....	.....	20 to 25	Contract No. 409.....	Res. of Board, Dec. 7, 1891..	Charles DuBois.....	Feb. 6, 1892	Mar. 17, 1892
	Mar., 1892	10,471	.....	.....	.....	.....						.....
Bulkhead south of West Thirty-fourth street, N. R.....	May, 1891	2,182	.....	.....	.....	.....	15	Treas. Order No. 15293	Secretary's Order No. 10912	Atlantic Dredging Co....	May 22, 1891	May 28, 1891
*Dump-board at West Thirty-seventh street, N. R.....	July, 1891	5,899	.....	.....	.....	.....	15	Contract No. 381.....	Res. of Board, May 28, 1891.	Atlantic Dredging Co....	July 7, 1891	July 13, 1891
Pier at West Thirty-seventh street, N. R.....	Jan., 1892	11,952	.....	.....	.....	.....	17	Contract No. 407.....	Res. of Board, Dec. 17, 1891.	Atlantic Dredging Co....	Jan. 20, 1892	.....
	Feb., 1892	9,192	.....	.....	.....	.....						.....
	Mar., 1892	1,880	.....	.....	.....	.....						Mar. 7, 1892
Pier at West Thirty-eighth street, N. R.....	Jan., 1892	3,069	.....	.....	.....	.....	17	Contract No. 407.....	Res. of Board, Dec. 17, 1891.	Atlantic Dredging Co....	Jan. 29, 1892	Mar. 8, 1892
	Feb., 1892	25,132	.....	.....	.....	.....						.....
	Mar., 1892	6,600	.....	.....	.....	.....						.....
	Sept., 1891	19,904	.....	.....	.....	.....						Sept. 8, 1891
Bulkhead wall, West Forty-third Street Section, N. R.....	Oct., 1891	917	.....	.....	.....	.....	30					

Dredging.

Dredging.

LOCATION.	MONTH.	CUBIC YARDS.				MISCELLANEOUS.	DEPTH MADE AT MEAN LOW WATER.	CONTRACT NO. OR TREASURER'S ORDER NO.	AUTHORIZATION.	BY WHOM PERFORMED.	WHEN BEGUN.	WHEN FINISHED.
		Mud.	Crib, Class "A."	Crib, Class "B."	Sand.							
Bulkhead between Piers 20 and 21, E. R.	Sept., 1891	1,349					15	Contract No. 390.....	Res. of Board, July 9, 1891	Morris & Cumings Dredging Co.	Sept. 3, 1891	Sept. 4, 1891
Pier 21, E. R., west side.....	Sept., 1891	8,852					20	Contract No. 390.....	Res. of Board, July 9, 1891	Morris & Cumings Dredging Co.	Sept. 4, 1891	Sept. 10, 1891
Pier 43, E. R., east side.....	June, 1891	732					15	Treas. Order No. 15373	Secretary's Order No. 10986	Atlantic Dredging Co.	June 25, 1891	June 25, 1891
Bulkhead between Piers 43 and 44, E. R.	June, 1891	1,756					15	Treas. Order No. 15336	Secretary's Order No. 10986	Atlantic Dredging Co.	June 22, 1891	June 26, 1891
*Dump-board at Pier 44, E. R.	Dec., 1891	774					15	Contract No. 404.....	Res. of Board, Oct. 8, 1891	Atlantic Dredging Co.	Dec. 1, 1891	Dec. 1, 1891
Pier, new 36, E. R., east side.....	Feb., 1892	151					15	Treas. Order No. 15845	Secretary's Order No. 11637	Morris & Cumings Dredging Co.	Feb. 22, 1892	Feb. 22, 1892
Pier, new 36, E. R., east side.....	Aug., 1891	1,936					25	Contract No. 387.....	Res. of Board, June 25, 1891	Atlantic Dredging Co.	Aug. 31, 1891	Sept. 2, 1891
Pier 48, E. R., west side.....	Sept., 1891	3,755					25	Contract No. 387.....	Res. of Board, June 25, 1891	Atlantic Dredging Co.	Aug. 29, 1891	Sept. 2, 1891
Pier 48, E. R., east side.....	Sept., 1891	1,350					15 to 22	Contract No. 404.....	Res. of Board, Oct. 8, 1891	Atlantic Dredging Co.	Sept. 19, 1891	Sept. 19, 1891
Bulkhead at Cherry street, E. R.	Dec., 1891	5,770					22	Contract No. 400.....	Res. of Board, Sept. 10, 1891	Charles DuBois.....	Dec. 27, 1891	Dec. 27, 1891
Pier 55, E. R., south side.....	Nov., 1891	2,291					22	Contract No. 400.....	Res. of Board, Sept. 10, 1891	Charles DuBois.....	Nov. 30, 1891	Dec. 5, 1891
Pier 56, E. R., north side.....	Dec., 1891	1,223					12	Contract No. 400.....	Res. of Board, Sept. 10, 1891	Charles DuBois.....	Nov. 19, 1891	Nov. 20, 1891
Bulkhead between Piers 56 and 57, E. R.	Nov., 1891	1,177					12	Contract No. 400.....	Res. of Board, Sept. 10, 1891	Charles DuBois.....	Nov. 19, 1891	Nov. 21, 1891
Pier 57 E. R., south side.....	Nov., 1891	830					12	Contract No. 400.....	Res. of Board, Sept. 10, 1891	Charles DuBois.....	Nov. 19, 1891	Nov. 21, 1891
Pier 59, E. R.	Aug., 1891	745					15	Contract No. 387.....	Res. of Board, June 25, 1891	Atlantic Dredging Co.	Aug. 6, 1891	Aug. 20, 1891
Pier 60, E. R., north side.....	Aug., 1891	1,051					15 to 20	Treas. Order No. 15454	Secretary's Order No. 10962	Charles DuBois.....	Aug. 14, 1891	Aug. 19, 1891
*Dump-board at Pier 60, E. R.	Sept., 1891	3,638					15	Contract No. 387.....	Res. of Board, June 25, 1891	Charles DuBois.....	Aug. 12, 1891	Aug. 20, 1891
Bulkhead along Rivington street, E. R.	Nov., 1891	196					15	Contract No. 400.....	Res. of Board, Sept. 10, 1891	Charles DuBois.....	Nov. 7, 1891	Nov. 7, 1891
Bulkhead at Rivington street to Pier 60, E. R.	Feb., 1892	1,231					15	Treas. Order No. 15846	Secretary's Order No. 11637	Morris & Cumings Dredging Co.	Feb. 26, 1892	Feb. 29, 1892
Pier 61, E. R., south side.....	Nov., 1891	2,421					15	Contract No. 400.....	Res. of Board, Sept. 10, 1891	Charles DuBois.....	Nov. 7, 1891	Nov. 10, 1891
*Dump-board at East Seventeenth street, E. R.	Nov., 1891	1,167					15	Contract No. 400.....	Res. of Board, Sept. 10, 1891	Charles DuBois.....	Nov. 10, 1891	Nov. 11, 1891
Bulkhead at East Twentieth street, E. R.	Feb., 1892	2,374					15	Treas. Order No. 15824	Secretary's Order No. 11617	Morris & Cumings Dredging Co.	Feb. 17, 1892	Feb. 20, 1892
*Pier at East Twenty-sixth street, E. R., north side.....	Dec., 1891	1,728					10	Treas. Order No. 15697	Secretary's Order No. 11488	Morris & Cumings Dredging Co.	Dec. 1, 1891	Dec. 1, 1891
In front of bulkhead-wall at East Twenty-sixth to East Twenty-eighth street, E. R.	Mar., 1892	251					15	Treas. Order No. 15931	Secretary's Order No. 11730	H. Du Bois & Sons... (Morris & Cumings Dredging Co.)	Mar. 18, 1892	Mar. 23, 1892
East Twenty-eighth street, E. R.	Sept., 1891	2,475					20 to 25	Contract No. 390.....	Res. of Board, July 9, 1891.	Morris & Cumings Dredging Co.	Sept. 16, 1891	Oct. 7, 1891
Pier at East Twenty-eighth street, E. R., north side.....	Oct., 1891	9,420					25	Contract No. 390.....	Res. of Board, July 9, 1891.	Morris & Cumings Dredging Co.	Oct. 12, 1891	Nov. 30, 1891
*Dump-board at East Thirty-eighth street, E. R.	Oct., 1891	2,110					10	Treas. Order No. 15587	Secretary's Order No. 11338	Atlantic Dredging Co.	Oct. 19, 1891	Oct. 19, 1891
*Dump-board at East Forty-sixth street, E. R.	Jan., 1892	13,314					15	Treas. Order No. 15824	Secretary's Order No. 11617	Morris & Cumings Dredging Co.	Jan. 28, 1892	Jan. 29, 1892
*Dump-board at East Eightieth street, E. R.	June, 1892	13,178					15	Contract No. 370.....	Res. of Board, Mar. 5, 1891.	Morris & Cumings Dredging Co.	June 2, 1891	June 3, 1891
East Ninety-fourth Street Section, E. R.	Jan., 1892	11,375					15	Treas. Order No. 15824	Secretary's Order No. 11617	Morris & Cumings Dredging Co.	Jan. 26, 1892	Jan. 28, 1892
East Ninety-sixth Street Section, H. R.	Nov., 1891	550					18		Res. of Board June 18, 1891, and April 25, 1889..	Atlantic Dredging Co.	Oct. 20, 1891	Dec. 24, 1891
Bulkhead at East Ninety-ninth street, H. R.	Dec., 1891	429					25 to 28		Res. of Board, Oct. 31, 1889.	Morris & Cumings Dredging Co.	Dec. 16, 1891	Temp. susp. Jan. 8, 1892
Bulkhead at East Ninety-ninth street, H. R.	Jan., 1892	7,665					10	Treas. Order No. 15302	Secretary's Order No. 10914	Atlantic Dredging Co.	May 27, 1891	May 27, 1891
East One Hundred and Second Street Section, H. R.	Feb., 1892	4,173			960	235 yds. large broken stone, 1,189 yds. large broken stone.....	15	Treas. Order No. 15885	Secretary's Order No. 11663	Morris & Cumings Dredging Co.	Feb. 23, 1892	Feb. 25, 1892
Bulkhead at East One Hundred and fourth and East One Hundred and Fifth streets, H. R.	May, 1891	2,095					16 to 18		Res. of Board, July 27, 1890, and May 21, 1891..	Atlantic Dredging Co.	May 6, 1891	May 19, 1891
Bulkhead at East One Hundred and Sixth street, H. R.	June, 1891						11	Treas. Order No. 15712	Secretary's Order No. 11498	Morris & Cumings Dredging Co.	June 30, 1891	In progress.
East One Hundred and Tenth Street Section, H. R.	July, 1891						12	Treas. Order No. 15698	Secretary's Order No. 11485	Morris & Cumings Dredging Co.	Dec. 2, 1891	Dec. 2, 1891
*Dump-board at Lincoln avenue, H. R.	Sept., 1891	5,640					15		Res. of Board, April 15, 1889	Atlantic Dredging Co.	Apr. 4, 1892	Apr. 12, 1892
Totals.....	Oct., 1891	4,942					15	Treas. Order No. 15825	Secretary's Order No. 11617	Morris & Cumings Dredging Co.	Jan. 21, 1892	Jan. 22, 1892
	Jan., 1892	152										
	Apr., 1892	2,522										
	Dec., 1891	531										
	Dec., 1891	394										
	Apr., 1892	4,140										
	Jan., 1892	1,253										
		962,475	41,915	2,595	29,959	1,000 driven piles and pile points, 5,614 yds. sand and rip-rap, 620 yds. mud and rip-rap, 6,100 yds. material around cribwork, 1,444 yds. large broken stone, 3,965 yds. cribwork and filling behind same.						

NOTE—Places marked thus * denote where dredging has been done for other Departments.

Statement of Dredging Done by Claimants, Lessees and others for the Year ending April 30, 1892.

	Feet.				
Pier, new 41, North river (north side).....	27	Order.....	Delaware, Lackawanna & Western R. R. Co.....	Aug. 20, 1891	Aug. 24, 1891
Slip between Piers, new 41 and 42, North river.....	27	Order.....	Compagnie Generale Transatlantique.....	June 1, 1891	June 28, 1891
Dump at West Twelfth street, North river.....	15	Permit.....	John A. Bouker.....	Feb. 14, 1892	Feb. 14, 1892
West Forty-first and West Forty-second streets, North river.....	15	Permit.....	Consolidated Gas Co.....	Aug. 5, 1891	Oct. 5, 1891
Barge Office, Battery, East river.....	12	Permit.....	Henry DuBois' Sons.....	Oct. 28, 1891	Nov. 1, 1891
Slip between Piers 3 and 4, East river.....	15	Permit.....	Morris & Cumings Dredging Co.....	Dec. 14, 1891	Dec. 23, 1891
Pier 10, East river.....	15 to 25	Permit.....	J. M. Ceballos & Co.....	Sept. 21, 1891	Oct. 3, 1891
Pier 26, East river.....	15	Permit.....	New Haven Steamboat Co.....	Dec. 1, 1891	Dec. 2, 1891
Pier 35, East river.....	15	Permit.....	Bridgeport Steamboat Co.....	Dec. 26, 1891	In progress from time to time.
Slip between Piers 39 and 40, East river.....	16	Permit.....	Screw Dock Co.....	May 4, 1891	Aug. 20, 1891
Pier 58, East river.....	12	Order.....	Claimants or owners.....	Oct. 20, 1891	Oct. 24, 1891
Dump at Broome street, East river.....	15	Permit.....	Brown & Fleming.....	April 10, 1892	April 11, 1892
Dump at Jackson street, East river.....	15	Permit.....	Brown & Fleming.....	April 11, 1892	April 12, 1892
Pier 62, East river (north side).....	14	Permit.....	Morgan & McGovern.....	Dec. 11, 1891	Dec. 12, 1891
Pier at Fourth street, East river (½ slip north).....	10	Permit.....	Hencken & Co.....	April 13, 1892	April 16, 1892
Pier at Nineteenth street, East river, and bulkhead East Nineteenth and Twentieth streets.....	15	Permit.....	J. W. Brookman.....	Mar. 10, 1892	Mar. 25, 1892
East Twenty-first street, East river.....	15	Permit.....	Consolidated Gas Co.....	Aug. 24, 1891	Aug. 25, 1891
East Twenty-third street, East river.....	11 to 15	Permit.....	Brooklyn and New York Ferry Co.....	Feb. 29, 1892	Mar. 1, 1892
Bulkhead between Ninety-eighth and Ninety-ninth streets, East river.....	10 to 17	Permit.....	Consolidated Gas Co.....	Aug. 20, 1891	Aug. 27, 1891
Pier at One Hundred and Eleventh street, Harlem river.....	15	Permit.....	Consolidated Gas Co.....	Aug. 26, 1891	Aug. 31, 1891
Bulkhead between One Hundred and Fourteenth and One Hundred and Fifteenth streets, Harlem river.....	10	Permit.....	John M. Sperritt.....	May 1, 1891	May 12, 1891
Morris Dock, Harlem river.....	10 to 12	Permit.....	Gas Engine and Power Co.....	Aug. 17, 1891	Oct. 3, 1891

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. 11266.—The renewing of backing-log at outer southerly end of pier, and the resetting of the spring-piles thereat, were done by R. P. & J. H. Staats, contractors, for the Harlem Line, by order of the Board. Begun September 11 and finished October 5, 1891.

Secretary's Order No. 10765.—The repairs called for in this order were made as described under Secretary's Order No. 11183, dated August 14 and returned November 21, 1891.

Secretary's Order No. 11183.—Loose fender-piles were fastened on the south side of pier by employees of the Iron Steamboat Company, by order of the Board. Begun and finished November 8, 1891.

Secretary's Order No. 11594.—The erection of a movable platform about 28 inches high, and 34 feet by 30 feet inside of pier, about 100 feet from entrance thereto, on the north side, was done by employees of the Baltimore and Ohio Railroad Company, under permit of the Board. Begun February 15 and finished February 25, 1892.

Secretary's Order No. 11731.—A small water-closet was placed on the north side of pier; the old escape pipe was used, so that no cutting of the concrete deck was necessary, by the Baltimore and Ohio Railroad Company, under permit of the Board. Begun March 9 and finished March 10, 1892.

Bulkhead between Piers, new 1 and old 1, N. R.

Secretary's Order No. 10870.—The backing-log was repaired and obstructions removed by employees of Cavanagh and Collins, lessees, by order of the Board. Begun June 15 and finished June 20, 1891.

Bulkhead south of Pier, old 1, N. R.

Secretary's Order No. 11191.—The house referred to in this order on bulkhead was removed as described under Secretary's Order No. 11409, dated October 24, 1891.

Bulkhead and Bulkhead Platform and Pavement in Front of Same at Pier, old 1, N. R.

Secretary's Order No. 11495.—Repairs to the above were done by Sanford, Stillman & Co., contractors, for the Pennsylvania Railroad Company, under permit of the Board. Begun November 25 and finished December 30, 1891.

Pier 2, N. R.

Secretary's Order No. 11725.—Repairs to, by Sanford & Stillman, contractors, for owners or occupants, by order of the Board. Begun April 5, 1892; in progress.

Bulkhead Platform south of Pier 3, N. R.

Secretary's Order No. 11504.—The size of the scupper holes in bulkhead platform was decreased to about 1½ by 6 inches by employees of the Lehigh Valley Railroad Company, by order of the Board. Begun and finished December 4, 1891.

Pier, old 3, N. R.

Secretary's Order No. 10741.—A post of 12 by 8 inch yellow pine was placed in centre of roadway at the inner end of Pier, old 3, North River, and a picket fence about 13 feet high was built across the southerly half and a sliding gate across the northerly half by the Lehigh Valley Railroad Company. Begun March 9, 1891, and finished May 18, 1891.

Pier 3, N. R.

Secretary's Order No. 11563.—A small delivery office was constructed at the inner end of pier by employees of the Lehigh Valley Railroad Company, under permit of the Board. Begun December 16 and finished December 26, 1891.

Piers 4 and 5, N. R.

Secretary's Order No. 11724.—Repairs to, by Sanford & Stillman, contractors, for the Pennsylvania Railroad Company, by order of the Board. Begun March 21, 1892; in progress.

Pier 5, N. R.

Secretary's Order No. 11274.—Six white oak spring-piles were driven and fastened on the northwest corner of pier, several other spring-piles were refastened and the sheathing on deck repaired by employees of the West Shore Railroad Company, under permit of the Board. Begun September 7 and finished September 14, 1891.

Pier 6, N. R.

Secretary's Order No. 11093.—Four white oak spring-piles were driven and fastened by Henry Du Bois' Sons, contractors, for the New York and Baltimore Transportation Company, under permit of the Board. Begun July 8 and finished July 11, 1891.

Bulkhead north of Pier 6, N. R.

Secretary's Order No. 10842.—A six-inch iron pipe was run from building at No. 49 West street through bulkhead by employees of B. T. Babbitt, under permit of the Board. Begun and finished May 10, 1891.

Piers 6 and 7, N. R.

Secretary's Order No. 10989.—Two white oak fender-piles at Pier 6 and one at Pier 7 were driven and fastened by Henry Du Bois' Sons, contractors, for the New York and Baltimore Transportation Company, under permit of the Board. Begun and finished June 11, 1891.

Pier 8, N. R.

Secretary's Order No. 10973.—Fifteen white oak spring-piles were driven and fastened by employees of the Central Railroad Company of New Jersey, under permit of the Board. Begun May 25 and finished June 5, 1891.

Secretary's Order No. 11237.—The pavement in front of pier was repaired by employees of the Central Railroad Company of New Jersey, under permit of the Board. Begun and finished September 4, 1891.

Pier 11, N. R.

Secretary's Order No. 11111.—Several fender-piles were driven and fastened by John Monks & Son, contractors, for the Metropolitan Steamship Company, under permit of the Board. Begun July 10 and finished August 2, 1891.

Pier 12 to north of Pier 14, N. R.

Secretary's Order No. 11861.—Repairs to wharf property of the Central Railroad Company of New Jersey thereat by said company, under permit of the Board. Begun April 18, 1892; in progress.

Centre Pier between Slips at Liberty Street, N. R.

Secretary's Order No. 11507.—Several piles were redriven and refastened, and necessary repairs were made to ferry rack thereat, all within existing lines, by employees of the Central Railroad Company of New Jersey, under permit of the Board. Begun and finished December 8, 1891. The surveyor has made a survey of premises, which is on file in his office.

Pier, old 16, N. R., and Bulkhead adjoining.

Secretary's Order No. 11368.—The pavement in front of same was repaired by employees of the Pennsylvania Railroad Company, under permit of the Board. Begun October 10 and finished October 12, 1891.

Pier, old 16, N. R.—Pavement.

Secretary's Order No. 11593.—Pavement adjoining the westerly line of West street, in front of Pier, old 16, North river, and at foot of Cortlandt street, North river, was raised to the grade of new pavement in West street. Begun December 28, 1891, and finished January 6, 1892.

Bridge Across West Street at Pier, old 18, N. R.

Secretary's Order No. 10119.—Foundation and pier and approach thereto of 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 from the Board. Begun December 23, 1890; in progress.

Piers 18 and 19, and Bulkhead adjoining, N. R.

Secretary's Order No. 11353.—The sheathing on deck of said piers and bulkhead was repaired by employees of J. H. Starin, under permit of the Board. Begun October 7 and finished October 29, 1891.

Platform between Piers, old 19 and 20, N. R.

Secretary's Order No. 11014.—A shed was built thereon by employees of John H. Starin, occupant, under permit of the Board. Begun June 17 and finished June 25, 1891.

Work Supervised.

Pier, old 20, N. R.

Secretary's Order No. 11494.—The placing of steam boiler and engine on the outer end of pier was done by employees of the New York Steam Company, under permit of the Board. Begun December 8 and finished December 18, 1891.

Dey Street Telegraph Guy Stub.

Secretary's Order No. 11705.—A temporary guy stub was placed and anchored by the Metropolitan Telephone and Telegraph Company. Begun February 20 and finished February 23, 1892.

Barclay Street Ferry, N. R.

Secretary's Order No. 10996.—Several piles were renewed where necessary in racks of ferry by Ross & Sanford, contractors, for the Hoboken Ferry Company, under permit of the Board. Begun June 8 and finished August 10, 1891.

Ferry Rack, Barclay Street.

Secretary's Order No. 11658.—South ferry rack at foot of Barclay street, North river, is being repaired and rebuilt by the Hoboken Ferry Company. Begun February 1, 1892; in progress.

Extension—Pier, old 25, N. R.

Secretary's Order No. 11430.—Pier, old 25, North river, is being extended by the New York Central and Hudson River Railroad Company. Begun February 22, 1892; in progress.

Pier, new 15, N. R.—Cables.

Secretary's Order No. 11752.—Cables are being attached to caps at Pier, new 15, North river, by the Metropolitan Telephone and Telegraph Company. March 21, 1892.

Pier, old 27, N. R.

Secretary's Order No. 11024.—A 4-inch pipe was run overhead on pier by employees of the New York Central and Hudson River Railroad Company, occupants, under permit of the Board. Begun June 16 and finished June 24, 1891.

Secretary's Order No. 11156.—6 white oak fender-piles were driven and fastened by employees of the New York Central and Hudson River Railroad Company, under permit of the Board. Begun August 15 and finished August 17, 1891.

Extension—Pier, old 27, N. R.

Secretary's Order No. 11149.—Pier, old 27, North river, is being extended by the New York Central and Hudson River Railroad Company. Begun March 5, 1892; in progress.

Pier, old 28, N. R.

Secretary's Order No. 11843.—Replacing of 6 oak fender-piles and 10 bearing piles by G. W. Rogers & Co., contractors; in progress.

Pier, old 29, N. R.

Secretary's Order No. 11584.—The refastening of fender-piles and chocks was done by employees of the Providence and Stonington Steamship Company, lessees, by order of the Board. Begun December 26 and finished December 30, 1891.

Secretary's Order No. 11656.—4 white oak spring-piles were driven and fastened at outer southerly corner of pier, and the backing-log thereat was renewed, where necessary, by R. P. & J. H. Staats, contractors, for the Providence and Stonington Steamship Company, under permit of the Board. Begun January 29 and finished February 3, 1892.

Piers, new 20 and 21, N. R.

Secretary's Order No. 11327.—Armature plates were renewed and refastened, where necessary, on said piers by employees of lessees, by order of the Board. Begun December 15 and finished December 26, 1891.

Secretary's Order No. 11542.—Painting of sheds thereon by lessees by order of the Board. Begun April 5, 1892; in progress.

Pier, old 33, N. R.

Secretary's Order No. 10899.—The ferry rack adjoining the north side of pier and the shed on north side of pier were repaired; several piles were also driven and fastened on the southerly side of pier, by Ross & Sanford, contractors, for the West Shore Railroad Company, on north side, and the Catskill and New York Steamboat Company on south side, by order of the Board. Begun May 12 and finished December 10, 1891.

Secretary's Order No. 11087.—Several bearing and spring piles were driven and fastened at outer end of pier, and the deck and backing-log were repaired by Ross & Sanford, contractors, for the Catskill and New York Steamboat Company, occupants, by order of the Board. Begun September 8 and finished September 12, 1891.

Approach to Pier, old 33, N. R.

Secretary's Order No. 11404.—The deck on inner end of approach was sheathed by employees of the Catskill and New York Steamboat Company, Limited, occupants, by order of the Board. Begun and finished October 24, 1891.

Pier, old 34, N. R.

Secretary's Order No. 11091.—The repairing of sheathing was begun by the West Shore Railroad Company, under permit of the Board July 3, 1891, and suspended a few days later by order of Engineer-in-Chief.

Pier, new 23, N. R.

Secretary's Order No. 11611.—An iron shed has been erected by the West Shore Railroad Company to cover Pier, new 23, North river. Piles are being driven on the bulkhead north of this pier, and other preparations being made to erect a shed. Piles were also driven for ferry rack on north side of pier, but were subsequently removed. Begun January 11, 1892; in progress.

Secretary's Order No. 11673.—4 pine spring-piles were driven and fastened on the southwest corner of pier by employees of the West Shore Railroad Company, lessees, under permit of the Board. Begun and finished February 11, 1892.

Removing Obstructions between Franklin and Vestry Streets.

Secretary's Order No. 11259.—Obstructions on new-made land, between Franklin and Vestry streets were removed by the parties who placed them there. Begun September 22 and finished October 31, 1891.

Pier, new 25, N. R.

Secretary's Order No. 11113.—2 gangways, about 11 feet wide by 17 feet deep, were cut, 1 on each side of Pier, new 25, North river, about 81.5 feet from the outer end, by the Southern Pacific Steamship Company. Begun July 25 and finished September 21, 1891.

Secretary's Order No. 11625.—2 chocks were renewed between fenders thereat by employees of Morgan's Louisiana and Texas Railroad and Steamship Company, lessees, by order of the Board. Begun and finished February 6, 1892.

Secretary's Order No. 11856.—Horizontal and vertical chocks were renewed and the backing-log spliced near outer end of pier, recently damaged by steamer "J. B. Schuyler," by employees of the Morgan's Louisiana and Texas Railroad Company, lessees, by order of the Board. Begun April 11, and finished April 14, 1892.

Pier, new 26, N. R.

Secretary's Order No. 10849.—Cutting of 2 gangways on each side of pier by employees of the Old Dominion Steamship Company, under permit of the Board. Begun April 11, 1892; in progress.

Secretary's Order No. 10905.—An awning frame, about 18 feet in width and about 20 feet high, was placed for a distance of about 99 feet south and 84 feet north of entrance to Pier, new 26, North river, by the Old Dominion Steamship Company. Begun May 13 and finished June 16, 1891.

Secretary's Order No. 11662.—Repairs to, by the Old Dominion Steamship Company, under permit of the Board; in progress.

Secretary's Order No. 11297.—Fender-piles were replaced on north side of Pier, new 26, North river, by the Old Dominion Steamship Company. Begun November 2, and finished November 28, 1891.

Secretary's Order No. 11384.—Two bridges, 15 feet wide, were placed one on each side of Pier, new 26, N. R., at outer end, similar to those already in the pier, by the Old Dominion Steamship Company. Begun October 28 and finished December 12, 1891.

Between Piers, new 26 and 29, N. R.—Approaches.

Secretary's Order No. 10131.—The temporary paved and plank approaches between Piers, new 26 and 29, N. R., are being taken up and repaired by the Pennsylvania Railroad Company. Begun July 31, 1891, and finished April 30, 1892.

Pier, new 28, N. R.

Secretary's Order No. 11723.—Repairs to, by lessees, by order of the Board. Begun March 21, 1892; in progress.

Work Supervised.

Pier, new 29, N. R.
MOORING CLEATS.

Secretary's Order No. 10926.—3 cast-iron mooring cleats were placed along the southerly side of Pier, new 29, N. R., located 104.75, 124.05 and 143.45 feet westerly of the bulkhead-line, by the Pennsylvania Railroad Company. Begun May 11 and finished May 18, 1891.

Secretary's Order No. 11006.—5 white oak spring-piles were driven and fastened by William P. Kelly, contractor, for the Hudson River Line, lessees, under permit of the Board. Begun June 19 and finished June 20, 1891.

Secretary's Order No. 11147.—Old shed and platform and piles along bulkhead-wall north of Pier, new 29, North river, were removed by the Pennsylvania Railroad Company. Begun August 11 and finished August 26, 1891.

Bulkhead between Vestry and Desbrosses Streets, N. R.

Secretary's Order No. 11197.—The repairing and painting of side of office, exposed by tearing down shed thereon, were done by employees of the Albany Day Line, under permit of the Board. Begun August 21 and finished August 22, 1891.

Desbrosses Street Ferry.—Turn-out.

Secretary's Order No. 11175.—2 turn-outs from the main tracks in front of Desbrosses Street Ferry were placed by the Houston, West street and Pavonia Railroad Company. Begun and finished October 31, 1891.

Foot of Desbrosses Street, N. R.

Secretary's Order No. 11624.—The pavement thereat was repaired by employees of the Pennsylvania Railroad Company by order of the Board. Begun March 20 and finished April 11, 1892.

Pavement between Desbrosses and West Tenth Streets.

Secretary's Order No. 10514.—Pavement has been taken up and replaced with coal-tar joints on new-made land at several points between Desbrosses and West Tenth streets, North river, and earth-filling excavated and filled in to replace dangerous telegraph poles by the Metropolitan Telephone and Telegraph Company, under permit from the Board. Begun November 10, 1890, and finished April 30, 1892.

Approach to Pier, old 41, N. R.

Secretary's Order No. 11235.—The sheathing thereon was repaired by employees of the People's Line under permit of the Board. Begun September 10 and finished September 18, 1891.

Pier, old 41, N. R.

Secretary's Order No. 11296.—3 white oak spring-piles were driven and fastened by Fearon and Jenks, contractors, for the People's Line of Steamers, under permit of the Board. Begun September 18 and finished September 19, 1891.

Secretary's Order No. 11428.—The sheathing on deck at entrance to pier was repaired by employees of the People's Line, under permit of the Board. Begun November 9 and finished November 10, 1891.

Pier, old 42, N. R.

Secretary's Order No. 11772.—The owners of all structures on Pier, old 42, North river, are removing same. Begun April 2; in progress.

Slip between Piers, old 42 and new 34, N. R.

Secretary's Order No. 11483.—The canal boat "Standard Oil" which was sunk thereat, was raised by the Baxter Wrecking Company, contractors, for owners, by order of the Board. Begun November 19 and finished November 22, 1891.

Pier, new 34, N. R.

Secretary's Order No. 11238.—The boilers and steam-hoisting gear located on pier were renewed by employees of the Pacific Mail Steamship Company, lessees, under permit of the Board. Begun October 15 and finished October 17, 1891.

Pier, new 36, N. R.

Secretary's Order No. 11733.—Freight gangways were cut on Pier, new 36, North river, one on the north side and one on the south side, by Providence and Stonington Steamship Company. Begun March 7 and finished March 30, 1892.

Secretary's Order No. 11745.—A sign was placed on northerly side of shed thereon by employees of the North River Steamboat Company, under permit of the Board. Begun August 25 and finished March 26, 1892.

Pier, new 39, N. R.

Secretary's Orders Nos. 10890 and 10922.—Pier, new 39, North river, is being extended out to the pierhead-line of 1890, and a new shed is being erected upon said extension by the National Steamship Company. Begun May 8, 1891; in progress.

Pier, new 42, N. R.

Secretary's Order No. 11141.—2 additional doorways were cut in the southerly side of shed on Pier, new 42, North river, 8.5 feet and 12.8 feet in width, and 189.8 and 396 feet from the outer end by the Compagnie Générale Transatlantique. Begun July 22 and finished September 9, 1891.

Secretary's Order No. 11142.—2 small mooring posts were placed, one on north and one on south side of Pier, new 42, North river, at 110 feet from outer end, and 12-inch by 12-inch chocks put in to support same. Begun August 1 and finished August 4, 1891.

Christopher Street Ferry, N. R.

Secretary's Order No. 10996.—Several piles were renewed where necessary in racks of ferry by Ross & Sanford, contractors, for the Hoboken Ferry Company, under permit of the Board. Begun June 8 and finished August 10, 1891.

Turn-table at Christopher Street Ferry.

Secretary's Order No. 11063.—The turn-table in front of the Christopher Street Ferry was taken out and a Y terminus substituted by the Crosstown Railroad Company. Begun August 17 and finished September 21, 1891.

North Ferry-rack at Christopher Street.

Secretary's Order No. 11442.—North rack of ferry premises foot of Christopher street, North river, was repaired and extended by Hoboken Ferry Company. Begun November 4, 1891, and finished April 30, 1892.

Pier, new 44, N. R.

Secretary's Orders Nos. 11520 and 11534.—Timbers displaced by steamship "Majestic" on Pier, new 44, North river, were replaced and refastened. Begun November 25 and finished December 16, 1891.

Secretary's Order No. 11613.—Derrick spars were erected thereon by the White Star Line, under permit of the Board. Begun February 10 and finished March 12, 1892.

Secretary's Order No. 11640.—1 1/4-inch pipe was laid to supply offices on Pier, new 44, North river, with heat. Begun December 28, 1891, and finished February 1, 1892.

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

Secretary's Order No. 11588.—The backing-log on bulkhead was refastened by R. P. & J. H. Staats, contractors, for lessees, by order of the Board. Begun and finished January 14, 1892.

Pier, new 45, N. R.

REPAIRS.

Secretary's Orders Nos. 8809 and 11231.—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 old platform between Piers, new 44 and 45, North river, was removed; the repairs to the half bulkhead between Piers, new 45 and 46, have not yet been begun; deck plank, caps and rangers are being replaced on Pier, new 44, and piles driven as required. Begun April 2, 1889, and finished April 30, 1892.

SHED.

Secretary's Order No. 10748.—A shed was erected over extension to Pier, new 45, North river, on the same lines as the existing shed on the pier, by the White Star Line. Begun March 24 and finished September 8, 1891.

Bulkhead Platform north of Tenth Street, N. R.

Secretary's Order No. 11406.—The surface of bulkhead platform was repaired by employees of the lessees, by order of the Board. Begun and finished November 10, 1891.

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

Secretary's Order No. 10707.—The repairs called for in this order were done as described under Secretary's Order No. 10967, dated May 26, 1891.

Secretary's Order No. 10967.—The backing-log and fenders along the east side of approach, and also on Pier, new 47, were repaired by employees of the Quebec Steamship Company, by order of the Board. Begun May 26 and finished July 13, 1891.

Work Supervised.

Pier, new 47, N. R.
SHED.

Secretary's Orders Nos. 10694 and 11092.—A shed was erected over the extension to Pier, new 47, North river, about 116 feet in length, by the Quebec Steamship Company. Begun August 10 and finished October 28, 1891.

Bulkhead at Eleventh Street, N. R.

Secretary's Order No. 11015.—A bagging hopper was erected on south side of bulkhead, by employees of E. M. Van Tassel, under permit of the Board. Begun June 25 and finished July 3, 1891.

Pier at Eleventh Street, N. R.

Secretary's Order No. 10744.—The driving and fastening of 15 oak spring-piles, the cutting of 2 gangways, and placing of small house at south side of pier, also the placing of sign at inner end of bulkhead thereat, were done by T. & A. Walsh, contractors, for Joseph Cornell, under permit of the Board. Begun April 7 and finished May 11, 1891.

Premises at Nos. 14, 15 and 16 Thirteenth Avenue, N. R.

Secretary's Order No. 11391.—The extending of sewer pipe from above premises through the bulkhead thereat was done by employees of Dr. Chas. F. Hoffman, under permit of the Board. Begun November 16 and finished December 18, 1891.

Bulkhead near foot of Bank Street, N. R.

Secretary's Order No. 10860.—Fender-piles were driven and fastened thereon by employees of the Knickerbocker Ice Company, by order of the Board. Begun April 23 and finished May 30, 1891.

Pier at Jane Street, N. R.

Secretary's Order No. 10857.—Repairs to pier were done as described under Secretary's Order No. 10948, dated May 18, 1891.

Secretary's Order No. 11869.—The sheathing on deck of pier was repaired by employees of Joseph Cornell, lessee, by order of the Board. Begun April 11 and finished April 15, 1891.

Secretary's Order No. 11842.—The driving and fastening of 9 white oak spring-piles, 2 on the north side, 3 on the south side, and 2 at each outer corner of pier, also the cutting of 2 gangways on the north side of pier, were done by employees of Joseph Cornell, lessee, under permit of the Board. Begun April 11 and finished April 22, 1892.

Secretary's Order No. 11790.—Two gangways were cut on north side of pier, by employees of Joseph Cornell, lessee, under permit of the Board. Begun April 6 and finished April 11, 1892.

Bulkhead at foot of Horatio Street, N. R.

Secretary's Order No. 11886.—Digging of a trench about 18 inches deep across the dock, for the purpose of putting in a piece of shafting, by the Consumers' Ice Company, under permit of the Board. Begun April 18, 1892; in progress.

Pier at Horatio Street, N. R.

Secretary's Order No. 10949.—The repairs called for in this order have been made as described under Secretary's Order No. 10858.

Secretary's Order No. 10858.—The surface of pier was cleaned and the deck repaired where necessary by the employees of the Consumers' Ice Company, by order of the Board. Begun May 28 and finished June 1, 1891.

Pier, old 56, N. R.

Secretary's Order No. 11399.—A platform was erected on the northerly side of pier, to facilitate the loading and discharging of freight thereat; the doors of shed were repaired, and a plank approach was laid at entrance to pier, by employees of the Lehigh Valley Railroad Company, under permit of the Board. Begun November 12 and finished November 28, 1891.

Pier, old 57, foot of Bogart Street, N. R.

Secretary's Order No. 11134.—Seven spring-piles were driven and fastened, by employees of the Port Monmouth Steamboat Company, under permit of the Board. Begun July 24 and finished July 25, 1891.

Secretary's Order No. 11138.—The running of water-pipe along the south side of pier, and the cutting away of portion of backing-log, for the purpose of a gangway, were done by employees of the Port Monmouth Steamboat Company, under permit of the Board. Begun and finished August 5, 1891.

Bulkhead between Piers, old 57 and 58, N. R.

Secretary's Order No. 11278.—A temporary frame shed covered with canvas was erected thereon by employees of M. V. Stringham, under permit of the Board. Begun September 16 and finished September 18, 1891.

Pier, old 58, N. R.

Secretary's Order No. 10663.—Fender-pile on the south side of pier was removed by B. S. Cronin, contractor, for M. V. Stringham, under permit of the Board. Begun February 2 and finished November 9, 1891.

Slip between Little West Twelfth and Bloomfield Street, N. R.

Secretary's Order No. 11419.—The tug "Pollywog," sunk thereat, was raised by the Chapman Wrecking Company, contractors, for owners, by order of the Board. Begun October 31 and finished November 2, 1891.

Bulkhead Platform between Little West Twelfth and Thirteenth Streets, N. R.

Secretary's Order No. 11457.—All necessary repairs called for in this order were made under Secretary's Order No. 11550, dated December 12, 1891.

Secretary's Order No. 11550.—The deck of bulkhead platform was repaired by employees of the Pennsylvania Railroad Company, by order of the Board. Begun December 18, 1891, and finished January 2, 1892.

South of Thirteenth Street, N. R.

Secretary's Order No. 11069.—Ferry-racks and ferry-bridge were built thereat by Ross & Sanford, contractors, for the Pennsylvania Railroad Company, under permit of the Board. Begun June 29 and finished September 7, 1891.

Foot of Thirteenth Street (south of), N. R.

Secretary's Order No. 11222.—Erection of frame building thereat by the Pennsylvania Railroad Company, under permit of the Board. Begun March 10, 1892; in progress.

Thirteenth Street Ferry, N. R.

Secretary's Order No. 11512.—Paving in front of property thereat. Begun December 3, 1891; in progress.

Ferry Buildings, West Thirteenth Street, N. R.

Secretary's Order No. 11533.—Ferry buildings are being erected at the foot of West Thirteenth street, North river, by the Pennsylvania Railroad Company. Begun February 12; in progress.

Ferry Bridge at Thirteenth Street, N. R.

Secretary's Order No. 11690.—The south side thereof was repaired by Ross & Sanford, contractors, for the Pennsylvania Railroad Company, under permit of the Board. Begun February 15 and finished February 20, 1892.

Pier at Fifteenth Street, N. R.

Secretary's Order No. 10861.—Repairs called for in this order were made as described under Secretary's Order No. 10950, dated May 18, 1891.

Bulkhead at Fifteenth Street, N. R.

Secretary's Order No. 11547.—The rebuilding of 35 feet of bulkhead south of southerly side thereof, from about low-water mark up, was done by John W. Flaherty, contractor, for the Glascoe Ice Company, lessees, by order of the Board. Begun January 7 and finished January 18, 1892.

Bulkhead between Sixteenth and Seventeenth Streets, N. R.

Secretary's Order No. 11758.—The pavement thereat was repaired by employees of owners, by order of the Board. Begun March 19 and finished March 25, 1892.

Pier at Seventeenth Street, N. R.

Secretary's Order No. 10859.—Six side-bearing piles were driven and fastened; all necessary repairs were also made to side-caps, side and interior rangers, deck sheathing on same, backing-log, mooring-posts and fenders of pier, by C. McLean, contractor, for the Baltimore and Ohio Railroad Company, lessees, by order of the Board. Begun May 7 and finished August 11, 1891.

Pier 63, N. R.

Secretary's Order No. 11748.—Fender-piles were refastened on north side of pier, by employees of lessee, by order of the Board. Begun March 21 and finished March 23, 1892.

Work Supervised.

Bulkhead between Seventeenth and Eighteenth Streets, N. R.

Secretary's Order No. 10882.—Hoisting masts were erected thereon by Thomas Cunningham, under permit of the Board and with consent of the Consolidated Gas Company. Begun May 1 and finished May 2, 1891.

Bulkhead south of Twentieth Street, N. R.

Secretary's Order No. 10864.—The driving and fastening of necessary spring-piles were done by J. Powley, contractor, for the Knickerbocker Ice Company, under permit of the Board. Begun May 2 and finished September 4, 1891.

West Twentieth and Twenty-first Streets, N. R.

REMOVING PLATFORMS.

Secretary's Order No. 11365.—The platforms which encroached on the street line at West Twentieth and Twenty-first streets were removed by the Knickerbocker Ice Company. Begun December 4, 1891, and finished January 5, 1892.

Pier at West Twenty-first Street.

Secretary's Order No. 11532.—A shed is being erected over the entire area of West Twenty-first street Pier, North river, by the Allen State Line. Begun December 30, 1891; in progress.

Bulkhead between Twenty-first and Twenty-second Streets, N. R.

Secretary's Order No. 11778.—The extension of ice bridge, about 74 feet, on the southerly end of bulkhead, was done by employees of the Yonkers City Ice Company, under permit of the Board. Begun April 15 and finished April 22, 1892.

Pier at Twenty-second Street, N. R.

Secretary's Order No. 10840.—Fender-piles were repaired and removed and wharf-drop put in at outer end of pier by William P. Kelly, contractor, for C. T. Van Santvoord, lessee, under permit of the Board. Begun May 4 and finished June 6, 1891.

Secretary's Order No. 10855.—Fender-piles were refastened and backing-log repaired by employees of C. T. Van Santvoord, lessee, by order of the Board. Begun May 4 and finished May 10, 1891.

Secretary's Order No. 11793.—Fender-piles were repaired on the north side of pier by employees of the New York, Lake Erie and Western Railroad Company, for Charles T. Van Santvoord, lessee, under permit of the Board. Begun April 14 and finished April 26, 1892.

Pier, new 54, N. R.

Secretary's Order No. 10708.—The corrugated iron near the roof of south side of shed on pier was repaired by employees of Sanderson & Son, lessees, by order of the Board. Begun April 6 and finished May 12, 1891.

Pier, new 55, N. R.

Secretary's Order No. 11761.—Necessary repairs were made thereto by employees of Pim, Forwood & Co., lessees, by order of the Board. Begun March 31 and finished April 4, 1892.

Bulkhead between Twenty-fifth and Twenty-sixth Streets, N. R.

Secretary's Order No. 11367.—Temporary repairs were made to bulkhead by employees of J. T. Williams & Sons, under permit of the Board. Begun October 10 and finished November 4, 1891.

Derrick and Shed at West Twenty-sixth Street, N. R.

Secretary's Order No. 10452.—A large derrick was erected on the new-made land about 50 feet north of Pier, new 56, North river, and about 15 feet in rear of the bulkhead-wall, by J. B. & J. M. Cornell. Shed called for in Secretary's Order has not yet been erected. Begun October 6, 1890; in progress.

Railroad Tracks, West Twenty-sixth and Twenty-seventh Streets, N. R.

Secretary's Order No. 10237.—A single line of railroad tracks with one branch was laid from the middle of the block between West Twenty-sixth and Twenty-seventh streets, and east of Thirteenth avenue, to the rear of the bulkhead-wall between Piers, new 56 and 57, North river, by J. B. & J. M. Cornell. The shed called for in Secretary's Order has not yet been erected. Begun April 22, 1891; in progress.

Railroad Tracks and Furnace, West Twenty-sixth and Twenty-seventh Streets, N. R.

Secretary's Order No. 10466.—A single line of railroad tracks was laid, also a portable urnace and heating box were placed in rear of the bulkhead-wall between Piers, new 56 and 57, North River, by J. B. & J. M. Cornell. Begun November 3, 1890, and finished May 6, 1891.

Pier, new 57, N. R.

Secretary's Order No. 10847.—Five loose fender-piles were refastened and rechecked by W. C. Rodgers, contractor, for W. W. Rossiter, lessee, by order of the Board. Begun May 4 and finished May 8, 1891.

SHED.

Secretary's Order No. 11098.—An iron shed is being erected over the entire area of Pier, new 57, North River, by the Terminal Warehouse Company. Begun August 4, 1891; in progress.

Between West Twenty-seventh and Twenty-eighth Streets, N. R.

EARTH-FILLING.

Secretary's Order No. 10403.—The northerly half of West Twenty-seventh and the southerly half of West Twenty-eighth street, North river, are being filled in by William W. Rossiter, under permit from the Board. Begun September 17, 1890; in progress.

PLANK APPROACH.

Secretary's Order No. 11732.—A temporary plank approach of 4-inch yellow pine was laid by the Terminal Warehouse Company between Twenty-seventh and Twenty-eighth streets, from the easterly line of Thirteenth avenue to the centre of Pier, new 57, North river, connecting with the platform already built on bulkhead. Begun March 9 and finished March 21, 1892.

Crib-bulkhead between West Twenty-seventh and Twenty-eighth Streets.

Secretary's Order No. 10777.—Earth-filling over and in front of crib between West Twenty-seventh and Twenty-eighth streets, North river, was brought up to grade to protect same by William W. Rossiter. Begun March 27, 1891, and finished February 10, 1892.

Pier, new 58, N. R.

Secretary's Order No. 11022.—A gas-main was laid from the south side of pier at Twenty-seventh street, North river, to the north side of pier at Twenty-eighth street, North river, by employees of the Consolidated Gas Company, under permit of the Board to the Department of Public Works. Begun June 12 and finished June 15, 1891.

West Twenty-eighth and Thirtieth Streets.

HYDRANTS.

Secretary's Orders Nos. 11814 and 11837.—Hydrants are being placed on Twelfth and Thirteenth avenues, between Twenty-eighth and Thirtieth streets, under permits granted to the Public Works Department and Croton Aqueduct Commission. Begun April 6, 1892; in progress.

EARTH-FILLING.

Secretary's Order No. 9910.—Filling is being placed between West Twenty-eighth and West Thirtieth streets and east of Thirteenth avenue, and streets and avenues are being built by Robert Ray and Jno. A. King, executors of Cornelius Ray, in accordance with resolution of Board February 28, 1890, requiring above-named grantees to do the work. Begun March 5, 1890; in progress.

West Thirtieth and Thirty-third Streets.

PAVEMENT.

Secretary's Order No. 10326.—Temporary pavement is being laid at bulkhead between West Thirtieth and West Thirty-third streets, North river, by the New York Central and Hudson River Railroad Company. Begun September 6, 1890; in progress.

Pier at Thirtieth Street, N. R.

Secretary's Order No. 11572.—Repairs to, by lessee, by order of the Board. Begun February 1, 1892; in progress.

Earth-filling at West Thirty-third Street, N. R.

Secretary's Order No. 10528.—The area between a line about 10 feet west of the northerly line of West Thirty-third street and the rip-rap embankment northerly of same, and between the bulkhead-wall and about the middle line of Twelfth avenue, was filled in by George W. Plunkitt. Begun November 14, 1890, and finished February 4, 1892.

Work Supervised.

Filling at Thirty-fourth Street, N. R.

Secretary's Order No. 10959.—A few loads of stone were dumped at bulkhead at Thirty-fourth street and Twelfth avenue, North river, by S. V. Tripp. Begun May 18 and finished May 23, 1891.

Pier at Thirty-fifth Street, N. R.

Secretary's Order No. 10928.—The planking on the north side of pier was repaired by T. & A. Walsh, contractors, for the Pennsylvania Railroad Company, by order of the Board; also the Department of Public Works has removed the lamp-post referred to in within order. Begun July 18 and finished July 31, 1891.

Secretary's Order No. 11760.—Repairs to, by lessees, by order of the Board. Begun April 4, 1892; in progress.

Bulkhead at Pier at Thirty-sixth Street, N. R.

Secretary's Order No. 10498.—The bulkhead was pierced for the purpose of sewer-outlet by Patrick Casey, contractor, for the Department of Public Works, under permit of the Board. Begun October 29, 1890, and finished May 16, 1891.

Pier at Thirty-sixth Street, N. R.

Secretary's Order No. 11326.—The horizontal sheathing on both sides of pier was repaired in accordance with report of September 23, 1891, by employees of the New York Central and Hudson River Railroad Company, lessees, by order of the Board. Begun December 1 and finished December 4, 1891.

Pier at Thirty-seventh Street, N. R.

Secretary's Order No. 11157.—The dumping-board thereat was removed to the north side inner end of pier at Thirty-fifth street, North river, under Secretary's Order No. 10803, by T. & A. Walsh, contractors, for the Pennsylvania Railroad Company, lessees, under permit of the Board. Begun July 13 and finished July 31, 1891.

Secretary's Order No. 11356.—This order, in relation to the removal of structures belonging to offal contractor, from above pier to Pier at Forty-seventh street, North river, has been superseded by Secretary's Order No. 11564, dated December 16, 1891, calling for the removal of said structures to pier at Thirty-fifth street, North river.

Bulkhead at West Thirty-seventh Street.

SHED.

Secretary's Order No. 11140.—An iron bulkhead-shed was erected parallel to the bulkhead-wall at the foot of Thirty-seventh street, North river, by the Pennsylvania Railroad Company. Begun August 5, 1891, and finished February 6, 1892.

West Thirty-seventh and Thirty-eighth Streets.

RETAINING STRUCTURES.

Secretary's Order No. 9741.—Retaining structures were built at the north and south ends and in rear of new bulkhead-wall between West Thirty-seventh and Thirty-eighth streets, to retain earth-filling, by the Pennsylvania Railroad Company, to about 2 feet above mean high water, under permit from the Board. Begun February 3, 1890; in progress.

EARTH-FILLING.

Secretary's Order No. 9692.—Earth-filling is being placed in rear of bulkhead-wall between West Thirty-seventh and Thirty-eighth streets, North river, in accordance with resolution of Board, November 14, 1889, by the Pennsylvania Railroad Company. Begun September 3, 1890; in progress.

RAILROAD TRACKS.

Secretary's Order No. 10341.—Tracks were laid from the float bridge between West Thirty-seventh and Thirty-eighth streets to about the easterly line of Twelfth avenue, by the Pennsylvania Railroad Company. Begun August 3, 1890, and finished February 10, 1892.

Sewer, West Thirty-ninth and Fortieth Streets.

Secretary's Order No. 9893.—A portion of the old platform between West Thirty-ninth and Fortieth streets, North river, was removed and piles were driven and sewer built and connected with sewer under West Fortieth Street Pier by the Department of Public Works. Begun May 10 and finished November 24, 1891.

Pier at Fortieth Street, N. R.

Secretary's Order No. 11328.—The sheathing on pier was repaired by employees of lessees, by order of the Board. Begun October 20, 1891, and finished January 25, 1892.

Secretary's Order No. 11702.—A tally-house and sign were transferred therefrom by employees of the New York Lake Erie and Western Railroad Company, lessees, under permit of the Board. Begun March 1 and finished March 3, 1892.

Pier at Forty-third Street, N. R.

Secretary's Order No. 10864.—The driving and fastening necessary spring-piles were done by J. Powley, contractor, for the Knickerbocker Ice Company, under permit of the Board. Begun May 2 and finished September 4, 1891.

Pier at Forty-fourth Street, N. R.

Secretary's Order No. 10224.—Repairs to pier were done as described under Secretary's Order No. 10968, dated May 11, 1891.

Dumping-board at West Forty-fourth Street.

Secretary's Order No. 11268.—Dumping-board at inner end of south side of West Forty-fourth street, North river, has been removed by the New York Horse Manure Company. Begun December 2 and finished December 12, 1891.

Bulkhead between Forty-fourth and Forty-sixth Streets, N. R.

Secretary's Order No. 11199.—The backing-log was repaired and several fender-piles were driven and fastened by John Monks & Son, contractor, for the Consolidated Gas Company, under permit of the Board. Begun August 25 and finished September 11, 1891.

Bulkhead between Forty-fifth and Forty-sixth Streets, N. R.

Secretary's Order No. 11023.—The dumping-board thereon was extended 24 feet to the north of its present location by John Monks & Son, contractors, for the Consolidated Gas Company, under permit of the Board. Begun September 3 and finished September 14, 1891.

Pier at Forty-sixth Street, N. R.

Secretary's Order No. 10291.—The dumping-board was removed from south side near outer end to the north side on the approach to pier by John A. Bouker, lessee, under permit of the Board. Begun July 29, 1890, and finished May 19, 1891.

Secretary's Order No. 10930.—The sheathing on deck was repaired by employees of John A. Bouker, lessee, by order of the Board. Begun June 5 and finished June 25, 1891.

Secretary's Order No. 11347.—Chocks between fenders were renewed where necessary; 4 pine mooring-posts were renewed, the sheathing on deck of pier was repaired, and the backing-log was also renewed where necessary, by H. DuBois' Sons, contractors, for lessee, by order of the Board. Begun January 2 and finished January 9, 1891.

Pier at Forty-seventh Street, N. R., with Approach thereto.

Secretary's Order No. 10633.—A dump was erected on the north side thereof, by John Chester, under permit of the Board. Begun September 8 and finished September 16, 1891.

Secretary's Order No. 11455.—The work called for in this order has been superseded by Secretary's Order No. 11564, dated December 16, 1891, and Secretary's Order No. 11562, dated December 16, 1891.

Bulkhead at West Forty-seventh and Forty-eighth Streets, N. R.

Secretary's Order No. 11513.—A crib-bulkhead is being erected between West Forty-seventh and Forty-eighth streets, North river, 50 feet easterly of the line of bulkhead-wall proper by Bradish Johnson. Begun December 28, 1891; in progress.

Near Fifty-fourth Street, N. R.

Secretary's Order No. 11163.—The raising of the schooner "Laura," which was sunk thereat, was done by employees of W. H. Cornet, by order of the Board. Begun and finished August 17, 1891.

Filling at West Fifty-fifth Street, N. R.

Secretary's Order No. 10925.—Filling was put in north of Fifty-fifth street, North river, by G. W. Plunkitt. Begun May 8 and finished May 15, 1891.

Earth-filling at West Fifty-seventh Street, N. R.

Secretary's Order No. 10430.—West Fifty-seventh street was 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, and finished October 24, 1891.

Work Supervised.

Earth-filling at West Fifty-seventh and Fifty-eighth Streets, N. R.

Secretary's Order No. 10138.—Earth-filling was placed from the old shore line to the easterly line 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, and finished October 30, 1891.

Pier at Fifty-eighth Street, N. R.

Secretary's Order No. 10856.—Fender-piles and chocks were refastened on the northerly side of pier by employees of the Union Stock Yard and Market Company, lessees, by order of the Board. Begun May 18 and finished May 21, 1891.

Secretary's Order No. 10947.—The Union Stock Yard and Market Company, lessees, made the necessary repairs called for in this order, under Secretary's Order No. 10856, dated April 20, 1891.

Secretary's Order No. 11004.—Mooring-pile on end of pier was repaired by employees of the Union Stock Yard and Market Company, lessees, by order of the Board. Begun and finished June 19, 1891.

Secretary's Order No. 11718.—The extension of water pipe under pier was done by employees of C. Steen, under permit of the Board. Begun March 14 and finished April 1, 1892.

DUMPING-BOARD.

Secretary's Order No. 10697.—A quantity of second-hand material of dumping-board, belonging to John Chester, which was removed from the southerly side of West Fifty-eighth street by the Department, was got out and delivered to him. Begun July 27 and finished August 3, 1891.

Bulkhead between Fifty-eighth and Fifty-ninth Streets, N. R.

Secretary's Order No. 10672.—Repairs thereto were made by Ross & Sanford, contractors, for the Union Stock Yard and Market Company, by order of the Board. Begun October 20 and finished October 30, 1891.

Pier at Sixty-third Street, N. R.

SHED.

Secretary's Order No. 9623.—Shed was 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 and finished July 23, 1891.

Between Seventy-second and Seventy-ninth Streets, N. R.

Secretary's Order No. 9867.—The building of a roadway on the west side of the railroad tracks thereat, was done by G. W. Plunkitt & Co., contractors, for the New York Central and Hudson River Railroad Company, under permit of the Board. Begun February 4, 1890, and finished November 20, 1891.

Foot of Seventy-fifth Street, N. R.

Secretary's Order No. 11838.—Dumping-board thereat is being transferred to bulkhead between Eighty-first and Eighty-third streets, North river, as per report of Engineer-in-Chief. Begun April 26, 1892; in progress.

Bulkhead between Seventy-ninth and Eightieth Streets, N. R.

Secretary's Order No. 11679.—A canal boat sunk thereat was removed by the Baxter Wrecking Company, contractors, for owners, by order of the Board. Begun February 25 and finished February 27, 1892.

Secretary's Order No. 11857.—A fence, about 18 feet across the bulkhead, was erected by employees of Thomas Ward, under permit of the Board. Begun April 15 and finished April 22, 1892.

Slip foot of Eightieth Street, N. R.

Secretary's Order No. 10904.—The canal boat "D. F. Carpenter" sunk thereat was removed by the Baxter Wrecking Company, contractors, for Smith & Company, alleged owners, and was towed to Hoboken, by order of the Board. Begun May 2 and finished May 4, 1891.

Bulkhead from Eightieth to Eighty-first Street, N. R.

Secretary's Order No. 9971.—A bulkhead was erected thereat by Ross & Sanford, contractors, and the rear of same filled in by Plunkitt & Smith, contractors, for F. C. Dinninny, Jr., under permit of the Board. Begun May 25, 1890, and finished February 27, 1892.

Secretary's Order No. 10580.—The driving of several white oak piles and depositing of rip-rap in front of bulkhead were done by Ross & Sanford, contractors, for F. C. Dinninny, Jr., under permit of the Board. Begun December 2, 1890, and finished November 2, 1891.

Secretary's Order No. 11794.—The driving of bearing-piles immediately in front of bulkhead, capping, decking and putting backing-log on same, all substantially in accordance with diagram, were done by T. & A. Walsh, contractors, for F. C. Dinninny, Jr., under permit of the Board. Begun April 2 and finished April 23, 1892.

From Eightieth to Eighty-third Street, N. R.

Secretary's Order No. 9052.—Filling-in the westerly 17½ feet of the right of way of the New York Central and Hudson River Railroad Company by C. B. Page, under permit of the Board. Begun January 16, 1890; in progress.

Bath at Eighty-first Street, N. R.

Secretary's Order No. 10805.—Removed, as described under Secretary's Order No. 10646. Returned June 10, 1891.

Between Eighty-first and Eighty-second Streets, N. R.

Secretary's Order No. 10646.—A floating bath, with its appurtenances, and the bath floats, etc., thereat, were removed by employees of owners, by order of the Board. Begun April 17 and finished June 2, 1891.

Ninety-fifth Street, N. R.

Secretary's Order No. 11261.—A crib 20 feet by 30 feet was built around the rock in front of float belonging to Garret May, substantially in accordance with report on Secretary's Orders No. 11202 by employees of said Garret May, under permit of the Board. Begun October 5, 1891, and finished April 27, 1892. Mr. Thompson will make a survey of premises.

Bulkhead at Ninety-seventh Street, N. R.

Secretary's Order No. 10864.—The driving and fastening of necessary spring-piles were done by J. Powley, contractor, for the Knickerbocker Ice Company, under permit of the Board. Begun May 2 and finished September 4, 1891.

Bulkhead between Ninety-seventh and Ninety-eighth Streets, N. R.

Secretary's Order No. 10051.—A bulkhead was built thereat by Cofrode & Saylor, contractors, for the Knickerbocker Ice Company, under permit of the Board. Begun July 23, 1890, and finished June 22, 1891.

Secretary's Order No. 11049.—Placing a fence thereat by the Knickerbocker Ice Company, under permit of the Board. Begun June 25, 1891; in progress.

Secretary's Order No. 10943.—The erection of a temporary shed on south half of bulkhead and the placing of ice platform in front of same were done by employees of the Knickerbocker Ice Company, under permit of the Board. Begun June 1 and finished October 5, 1891.

Secretary's Order No. 11335.—The pipe-line of the National Transit Company was removed therefrom to the foot of Ninety-seventh street, North river, by employees of said company, by order of the Board. Begun October 8 and finished October 17, 1891.

Boat-house at One Hundred and Second Street, N. R.

Secretary's Order No. 11062.—The driving and fastening of several bearing-piles and the erection of crib in front of said boat-house were done by T. & A. Walsh, contractors, for the Bloomingdale Boat Club, under permit of the Board. Begun September 7 and finished October 3, 1891.

Pier at One Hundred and Twenty-ninth Street, N. R.

Secretary's Order No. 10934.—The deck of pier was repaired by employees of the late lessee, Homer Ramsdell, by order of the Board. Begun May 20 and finished September 30, 1891.

Bulkhead and Platform at One Hundred and Thirtieth Street, N. R.

Secretary's Order No. 10877.—Repairs were made as described, under Secretary's Order No. 10952, dated April 25, 1891.

Foot of One Hundred and Thirtieth Street, N. R.

Secretary's Order No. 11860.—About 40 piles were renewed in ferry racks thereat by Spearing & Company, contractors, for the Riverside and Fort Lee Ferry Company, under permit of the Board. Begun April 15 and finished April 22, 1892.

Pier at One Hundred and Thirty-first Street, N. R.

Secretary's Order No. 10878.—Repairs were made as described, under Secretary's Order No. 10953, dated April 25, 1891.

Work Supervised.

Bulkhead north of One Hundred and Thirty-third Street, N. R.

Secretary's Order No. 11305.—The piles called for to be driven in within order on bulkhead will not be driven at present under this order. Mr. Tone, to whom permit was granted, has abandoned the idea of having said piles driven at present.

Boat-house at One Hundred and Fifty-first Street, N. R.

Secretary's Order No. 11110.—Five white oak spring-piles were driven by Ross & Sanford, contractors, for the Young Men's Christian Association of Washington Heights, under permit of the Board. Begun and finished July 30, 1891.

EAST RIVER.

From Whitehall Street to Ferry, between Piers 2 and 3, E. R.

Secretary's Order No. 11612.—Erection of a foot-bridge thereat by the New York, South Brooklyn Ferry and Steam Transportation Company, under permit of the Board. Begun December 21, 1891; in progress.

Pier 3, E. R.

Secretary's Order No. 11027.—Six oak piles were renewed on the outer end of pier by Fearon & Jenks, contractors, for the New York and South Brooklyn Ferry and Steam Transportation Company, under permit of the Board. Begun June 27 and finished June 29, 1891.

Secretary's Order No. 11177.—The deck and sheathing on same were repaired by Fearon & Jenks, contractors, for alleged owners, by order of the Board. Begun and finished August 17, 1891.

Pier 3 and west half of Pier 4, E. R.

Secretary's Order No. 11318.—Repairs to, by owners, by order of the Board. Begun November 7, 1891; in progress.

Pier 4, E. R.

Secretary's Order No. 11503.—The repairs called for in this order were done as described under Secretary's Order No. 11553, dated December 14, 1891.

Secretary's Order No. 11553.—The sheathing on deck of pier was repaired by Fearon & Jenks, contractors, for the lessees and owners, by order of the Board. Begun December 26 and finished December 31, 1891.

Pier 4, E. R. (easterly side.)

Secretary's Order No. 11567.—The repairs called for in this order to pavement at easterly side of pier were made by employees of the New York Central and Hudson River Railroad Company, lessees, of easterly half, previously to the receipt of this order, by order of the Board. Begun and finished December 16, 1891.

Piers 5 and 6, E. R.

Secretary's Order No. 11427.—Repairs, consisting of driving and fastening several side bearing-piles, white oak fender-piles and repairing caps, backing-log and deck where necessary, in substantial accordance with specifications, were made by H. Du Bois' Sons, contractors, for the New York Central and Hudson River Railroad Company, under permit of the Board. Begun November 7, 1891, and finished February 16, 1892.

Bulkhead at Pier, new 6, E. R.

Secretary's Order No. 11677.—Piercing thereof for sewer purpose, by P. Casey, contractor, for the Department of Public Works, under permit of the Board. Begun February 15, 1892; in progress.

Bulkhead between Piers 9 and 10, E. R.

Secretary's Order No. 10895.—A 6-inch drain-pipe was run through bulkhead by employees of H. E. Nesmith, under permit of the Board. Begun May 7 and finished May 13, 1891.

Pier, old 10, E. R.

Secretary's Order No. 10960.—The widening and strengthening of the above pier, and the erection of a shed thereon, were done by J. M. Ceballos, under permit of the Board. Begun June 15, and finished December 1, 1891.

Pier 12, E. R.

Secretary's Order No. 11359.—The replacing of 12 half-round oak fenders, 3 oak fender-piles 4 bearing piles, and patching the sheathing on deck of pier, were done by Fearon & Jenks, contractors, for Dumois & Company, under permit of the Board. Begun October 8 and finished October 16, 1891.

Pier 13, E. R.

Secretary's Order No. 11360.—Four bearing-piles, 6 oak fender-piles and 19 half-round oak fenders were driven and fastened by Fearon & Jenks, contractors, for H. Damois & Company, under permit of the Board. Begun October 6 and finished October 8, 1891.

Pier 15, E. R.

Secretary's Order No. 10924.—The dock on pier was resheathed by Fearon & Jenks, contractors, for William P. Clyde & Company, occupants, under permit of the Board. Begun May 5 and finished May 15, 1891.

Secretary's Order No. 11627.—Fifteen oak fenders were renewed and 1 fender-pile driven on the westerly side of pier, by T. & A. Walsh, contractors, for John F. Doyle, under permit of the Board. Begun January 9 and finished January 12, 1892.

Bulkhead between Piers 16 and 17, E. R.

Secretary's Order No. 10889.—A pile platform was built thereat according to specifications and resolution attached, by Fearon & Jenks, contractors, for James E. Ward, under permit of the Board. Begun April 27 and finished May 13, 1891. The new structure contains 7,097 square feet. A survey has been plotted, and is on file in the office of the Engineer-in-Chief.

Piers 16, 17 and 18, E. R.

Secretary's Order No. 11755.—Repairs to, by Fearon & Jenks, contractors, for owners, by order of the Board. Begun March 19, 1892; in progress.

Pier 17, E. R.

Secretary's Order No. 11666.—Two fender-piles were renewed on outer lower corner of pier by employees of owners, by order of the Board. Begun and finished February 15, 1892.

Pier 18, E. R.

Secretary's Order No. 10942.—Repairs to outer end and shed thereon, consisting of driving 12 bearing-piles through old cribwork thereat, capping same and renewing the deck at outer end of pier; also small repairs consisting of patching the corrugated iron and repairing the posts of shed at outer end, were done by Fearon & Jenks, contractors, for lessees of east half and for owner of west half, by order of the Board. Begun May 20 and finished June 10, 1891.

Secretary's Order No. 10401.—Repairs to pier were made as described under Secretary's Order No. 10942, dated September 15, 1891.

Secretary's Order No. 11666.—One fender-pile was refastened at outer easterly corner of pier by employees of owners, by order of the Board. Begun and finished February 13, 1892.

Pier 19, E. R.

Secretary's Order No. 11435.—The fender-pile at upper outer corner of pier was refastened by Fearon & Jenks, contractors, for owner of said side of pier, under permit of the Board. Begun and finished November 12, 1891.

Secretary's Order No. 11417.—The sheathing on deck of pier was renewed where necessary with new 3-inch spruce, by Fearon & Jenks, contractors, for owners of easterly half of pier, by order of the Board. Begun December 1 and finished December 4, 1891.

Secretary's Order No. 11594.—A mooring pile was driven and fastened on the easterly side of pier, by Fearon & Jenks, contractors, for owners, by order of the Board. Begun February 4 and finished February 9, 1892.

Bulkhead in front of No. 91 South Street, E. R.

Secretary's Order No. 11281.—The bulkhead was opened for the purpose of repairing the sewer pipe thereat, by employees of John C. Stark, under permit of the Board. Begun September 14 and finished September 17, 1891.

Piers 20 and 21, E. R.

Secretary's Order No. 10872.—Repairs, consisting of renewing and refastening fender-piles where necessary on east half of Pier 20 and west half of Pier 21, were made by employees of the New York and Texas Steamship Company, lessees, by order of the Board. Begun May 7 and finished May 9, 1891.

Pier 21, E. R.

Secretary's Order No. 11581.—Several fender-piles were refastened on outer end of pier by Fearon & Jenks, contractors, for lessees, by order of Board. Begun January 12 and finished January 25, 1892.

Work Supervised.

Fulton Street Ferry, E. R.

Secretary's Order No. 10788.—Repairs to the easterly rack thereat were made by John Monks & Son, contractors, for the Union Ferry Company, under permit of the Board. Begun May 2 and finished July 13, 1891. No work has been done under this permit at South, Hamilton avenue, Wall and Catharine Ferries, East river, for the past four months.

Secretary's Order No. 11568.—Ferry premises of the Union Ferry Company, East river, were repaired by said company, under permit of the Board. Begun February 3, 1892; in progress.

Pier 22, E. R.

Secretary's Order No. 10400.—The ferry rack on the westerly side of pier was repaired. No repairs have been made to pier under this order. The repairs called for to said pier will be made under Secretary's Order No. 11471, dated November 17, 1891. Repairs to ferry rack above referred to were made by John Monks & Son, contractors, for the Union Ferry Company, lessees, by order of the Board. Begun May 2 and finished June 1, 1891.

Secretary's Order No. 11471.—Repairs thereto were done by the Union Ferry Company and the Fulton Market Fishmongers' Association, by order of the Board, up to March 24, 1892, at which time work on contract for rebuilding said pier was begun.

Bulkhead between Piers 22 and 23, E. R.

Secretary's Order No. 11157.—An iron frame awning, with roof of galvanized iron, was erected thereon in front of building facing South street, all substantially in accordance with sketch submitted with this order, by employees of the Fulton Market Fishmongers' Association, under permit of the Board. Begun September 11 and finished October 8, 1891.

Pier 23, E. R.

Secretary's Order No. 10923.—Five spruce bearing-piles were driven by H. Du Bois' Sons, contractors, for owners, under permit of the Board. Begun and finished May 22, 1891.

Secretary's Order No. 11240.—Several rows of interior and side-bearing piles were driven and fastened at a point commencing about 100 feet from the outer end of pier; said bearing-piles were capped, new rangers placed thereon, and backing-log, mooring posts, deck and sheathing on same, fenders and fender-piles renewed where necessary, by Fearon & Jenks, contractors, for owners of easterly half, and for the Fulton Market Fishmongers' Association, lessees of westerly half, by order of the Board. Begun January 7 and finished February 25, 1892.

Pier 24, west half, E. R.

Secretary's Order No. 10976.—The side-bearing piles and fender-piles were renewed where necessary, also caps, rangers, deck, backing-log and mooring posts, and necessary repairs were made to the west half of shed on pier, by Fearon & Jenks, contractors, for owners, by order of the Board. Begun July 6 and finished September 3, 1891.

Pier 24, east half, and Bulkhead adjoining easterly, E. R.

Secretary's Order No. 10876.—The side-bearing and fender-piles were renewed where necessary, also the caps, rangers, deck, backing-log and mooring posts, and necessary repairs were made to east half of shed on pier, by Fearon & Jenks, contractors, for the Hartford and New York Transportation Company, by order of the Board. Begun July 6 and finished September 3, 1891.

Pier 24, E. R.

Secretary's Order No. 11329.—A shed was erected on the inner end of pier, by employees of the Hartford and New York Transportation Company, in substantial accordance with plans, by order of the Board. Begun December 28, 1891, and finished April 22, 1892.

Bulkhead between Piers 24 and 25, E. R.

Secretary's Order No. 11715.—Repairs to about 25 feet of bulkhead, consisting of renewing the rangers and sills of shed thereon, were done by employees of the Hartford and New York Transportation Company, under permit of the Board. Begun February 24 and finished March 3, 1892.

Pier 25 and half of Bulkhead adjoining, east and west, E. R.

Secretary's Order No. 10871.—The bearing and fender-piles, cross-caps, side-caps, side-rangers, interior rangers, deck and backing-log were renewed where necessary; the crib-block at outer end of pier was rebuilt from about low water up, and the shed on pier was repaired in many places by John Monks & Son, contractors, for the New Haven Steamboat Company, lessees, by order of the Board. Begun May 20 and finished August 17, 1891.

West half of Pier 26, E. R., and half of Bulkhead adjoining westerly.

Secretary's Order No. 10868.—About 40 bearing-piles were driven and fastened, and side-caps, cross-caps, rangers, deck, backing-log and fender-piles renewed where necessary, all substantially in accordance with report of April 21, 1891, by John Monks & Son, contractors, for the New Haven Steamboat Company, lessees, by order of the Board. Begun August 19 and finished October 12, 1891.

East half of Pier 26, E. R.

Secretary's Order No. 10975.—About 30 bearing-piles were driven and fastened, and side-caps, cross-caps, rangers, deck, backing-log and fender-piles removed where necessary, all substantially in accordance with report of May 14, 1891, by John Monks & Son, contractors, for S. A. Frost, agent, by order of the Board. Begun August 19 and finished October 12, 1891.

Bulkhead between Piers 27 and 28, E. R.

Secretary's Order No. 10443.—The repairing and cleaning thereof were done by employees of owners, by order of the Board. Begun November 2 and finished November 6, 1891.

Pier 27, E. R.

Secretary's Order No. 11654.—The erection of a shed addition thereon, in substantial accordance with plans, was done by C. McLean, contractor, for the Baltimore and Ohio Railroad Company, under permit of the Board. Begun February 3 and finished February 24, 1892.

Pier 28, E. R.

Secretary's Order No. 11302.—Several bearing-piles were driven and capped, rangers placed thereon and the pier decked where necessary; several of the side-bearing piles were renewed and fenders placed thereon by Fearon & Jenks, contractors, for owners, by order of the Board. Begun October 19 and finished December 4, 1891.

Secretary's Order No. 11253.—The repairs called for in this order were done as described, under Secretary's Order No. 11302, dated September 21, 1891; returned December 5, 1891.

Roosevelt Street Ferry Premises, E. R.

Secretary's Order No. 10822.—Piles and ribbon pieces were renewed on ferry racks thereat, where necessary by employees of the Brooklyn and New York Ferry Company, under permit of the Board. Begun May 2 and finished July 12, 1891. This order was superseded by Secretary's Order No. 11132.

Secretary's Order No. 11132.—Several piles were renewed where necessary in ferry-rack thereat, by employees of the Brooklyn and New York Ferry Company, under permit of the Board. Begun August 15 and finished November 14, 1891.

Roosevelt, Grand and Twenty-third Street Ferries, E. R.

Secretary's Order No. 11693.—Repairs to, by the Brooklyn and New York Ferry Company, under permit of the Board. Begun Roosevelt Ferry February 15, 1892; in progress.

Ferry Premises at James Slip, E. R.

Secretary's Order No. 11282.—The waiting-room, ticket-office, skylight and roof were repaired by employees of the Metropolitan Ferry Company, under permit of the Board. Begun September 10 and finished October 12, 1891.

Pier, old 32, E. R.

Secretary's Order No. 11201.—The pavement in front of pier was repaired by employees of the Long Island Railroad Company, under permit of the Board. Begun September 9 and finished September 26, 1891.

Secretary's Order No. 11666.—Four fender-piles and 1 mooring-pile were driven and fastened on pier, by employees of owners, by order of the Board. Begun February 16 and finished February 19, 1892.

Pier 33, E. R.

Secretary's Order No. 11497.—The repairing of pavement along the front of pier was done by employees of the Long Island Railroad Company, under permit of the Board. Begun December 12 and finished December 14, 1891.

Pier 34, E. R.

Secretary's Order No. 11579.—Repairs, consisting of driving interior and side-bearing piles, and capping and blocking up rangers, where necessary, about the centre of pier, were made by John Monks & Son, contractors, for the Union Ferry Company, by order of the Board. Begun January 4 and finished February 6, 1892.

Work Supervised.

Bulkhead between Piers 34 and 35, E. R.

Secretary's Order No. 11830.—The pavement thereon was repaired by employees of the Long Island Railroad Company, under permit of the Board. Begun April 18 and finished April 19, 1892.

Catharine Street Ferry, E. R.

Secretary's Order No. 11568.—Ferry premises of the Union Ferry Company, East river, were repaired by said company, under permit of the Board. Begun January 28, 1892; in progress.

Pier 35, E. R.

Secretary's Order No. 11198.—Six bearing-piles were driven and fastened in place of decayed and broken ones by W. Roosevelt, contractor, for the Bridgeport Steamboat Company, under permit of the Board. Begun August 17 and finished August 24, 1891.

Pier 36, E. R.

Secretary's Order No. 10894.—Six bearing-piles and 6 fenders were renewed on easterly side of pier, by Fearon & Jenks, contractors, for Lawrence Son & Gerrish, under permit of the Board. Begun May 1 and finished May 2, 1891.

Secretary's Order No. 10571.—Bearing-piles were renewed and all other necessary work done on east side of pier, under Secretary's Order No. 10894.

Secretary's Order No. 11101.—Repairs to outer end of pier, consisting of renewing, where necessary, the side-caps, side-rangers, vertical sheathing, deck and fender-piles, were made by T. & A. Walsh, contractors, for owners, by order of the Board. Begun July 24 and finished August 7, 1891.

Secretary's Order No. 11102.—The canal boat sunk at end of pier by the ship "Strathgrafe" was raised by the Chapman Wrecking Company, by order of the Board. Begun July 13 and finished July 15, 1891.

Pier 38, E. R.

Secretary's Order No. 11068.—Six fender-piles were driven and fastened by W. Roosevelt, contractor, for the Maine Steamship Company, under permit of the Board. Begun July 3 and finished August 5, 1891.

Pier 39, E. R.

Secretary's Order No. 11065.—The work called for in this order was done under Secretary's Order No. 11123.

Secretary's Order No. 11123.—Several fender-piles were driven and fastened at sides and outer end of pier by W. Roosevelt, contractor, for the New Bedford line, under permit of the Board. Begun July 21 and finished August 3, 1891.

Pier 40, E. R.

Secretary's Order No. 11125.—Six white oak spring-piles were driven and fastened at outer end of pier by W. Roosevelt, contractor, for A. L. Carpenter, under permit of the Board. Begun July 21 and finished August 10, 1891.

Secretary's Order No. 11540.—Several white oak fender-piles were driven and fastened at outer end of pier by W. Roosevelt, contractor, for lessees, by order of the Board. Begun January 7 and finished January 12, 1892.

Pier, new 32, E. R.

Secretary's Order No. 10935.—A gangway was cut thereat by employees of Alexander Studwell, captain of the steamer "Portchester," under permit of the Board. Begun and finished May 12, 1891.

Between Piers, new 32 and old 42, E. R.

Secretary's Order No. 11451.—An additional section was placed in the dry-dock of the New York Floating Dry-dock Company thereat, by employees of said company, under permit of the Board. Begun December 28, 1891, and finished January 7, 1892. Mr. Thompson has made a survey of the premises.

Pier 42, E. R.

Secretary's Order No. 11851.—Two side-bearing piles were driven and fastened on the east side of pier by W. Roosevelt, contractor, for the New York Floating Dry-dock Company, under permit of the Board. Begun April 16 and finished April 18, 1892.

Pier 43, E. R.

Secretary's Order No. 11685.—A steam derrick was placed on wheels thereon, while being used by its owner, by employees of William Barrett, under permit of the Board. Begun April 20 and finished April 21, 1892.

Pier 44, foot of Rutgers Street, E. R.

Secretary's Order No. 11669.—Placing of steam derricks and a stationary scale thereon by W. C. Barber, under permit of the Board. Begun February 18, 1892; in progress.

Bulkhead between Piers 47 and 48, E. R.

Secretary's Order No. 9839.—The premises were fenced off from public use by the Department force, under Secretary's Order No. 10558.

Secretary's Order No. 10330.—The premises were fenced off by the Department's force, under Secretary's Order No. 10558.

Secretary's Order No. 10563.—The canal boat, "Barbara," sunk thereat, was raised by the Baxter Wrecking Company, contractors, for owner, by order of the Board. Begun and finished June 10, 1891.

Pier 48, E. R.

Secretary's Order No. 10825.—A pipe was run from South street, under pier, for telegraph wires, to fire boat "Havemeyer," by employees of the Fire Department, under permit of the Board. Begun May 29 and finished June 29, 1891.

Bulkhead between Piers 48 and 49, E. R.

Secretary's Order No. 10307.—Repairs will be made by the Department of Docks, under contract, owners having neglected to repair.

Secretary's Order No. 10776.—Repairs are being made by the Department under Contract No. 377.

Piers 49½, 50 and 51, E. R.

Secretary's Order No. 11393.—Repairs to, by W. Roosevelt, contractor, for the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun October 30, 1891; in progress.

Platform between Piers 49 and 50, and a portion of Pier 50, E. R.

Secretary's Order No. 10987.—The rangers and deck were renewed by employees of the New York, New Haven and Hartford Railroad Company, lessees, under permit of the Board. Begun June 2 and finished June 6, 1891.

Pier 50, E. R.

Secretary's Order No. 11633.—Repairs to, by W. Roosevelt, contractor, for owners, by order of the Board. Begun March 12, 1892; in progress.

Bulkhead Platform, between Piers 50 and 51, E. R.

Secretary's Order No. 11635.—The face timbers and fender-piles in front of bulkhead were renewed, in substantial accordance with report of January 11, 1892, by W. Roosevelt, contractor, for the New York, New Haven and Hartford Railroad, by order of the Board. Begun February 11 and finished February 25, 1892.

Pier 52, E. R.

Secretary's Order No. 11621.—The sheathing on deck of pier was repaired where necessary, by employees of lessees, by order of the Board. Begun January 16 and finished January 18, 1892.

Bulkhead between Jackson and Corlears Streets, E. R.

Secretary's Order No. 11122.—The bulkhead was excavated and refilled with stone, and the face of bulkhead was repaired by John Monks & Son, contractors, for the Hegeman estate, owners, by order of the Board. Begun November 21 and finished November 30, 1891.

Secretary's Order No. 11330.—The repairs called for in this order were done as described, under Secretary's Order No. 11122, dated July 17, 1891. Returned December 5, 1891.

Bulkhead west of Corlears Street and east of Pier 54, E. R.

Secretary's Order No. 5401.—The bulkhead was repaired, substantially in accordance with report on Secretary's Order No. 5320, by employees of owners, by order of the Board. Begun December 7, 1887, and finished November 30, 1891.

Bulkhead along East Street, between Cherry and Water Streets, E. R.

Secretary's Order No. 11218.—This order has been superseded by Secretary's Order No. 11516, dated December 5, 1891.

Grand Street Ferry Premises, E. R.

Secretary's Order No. 10822.—Piles and ribbon pieces were renewed in ferry racks, where necessary, thereat, by employees of the Brooklyn and New York Ferry Company, under permit of

Work Supervised.

the Board. Begun April 6 and finished April 25, 1891. This order was superseded by Secretary's Order No. 11132.

Grand, Roosevelt and Twenty-third Street Ferries, E. R.

Secretary's Order No. 11693.—Repairs to by the Brooklyn and New York Ferry Company, under permit of the Board. Begun Roosevelt Ferry February 15, 1892; in progress.

Bulkhead between Piers 57 and 58, E. R.

Secretary's Order No. 10844.—An ice bridge, scales and weigh office were placed thereon by employees of W. A. Winnie, under permit of the Board. Begun May 1 and finished May 7, 1891.

Pier 58, E. R.

Secretary's Order No. 10908.—The sheathing on deck of city's portion of pier was repaired by the late lessee, Carl Smith, under Secretary's Order No. 10869.

Secretary's Order No. 10919.—The sheathing on deck of south side of pier was repaired by employees of the Brooklyn and New York Ferry Company, by order of the Board. Begun May 7 and finished May 9, 1891.

Secretary's Order No. 11286.—The sheathing on deck of south half of pier was repaired by employees of owners, by order of the Board. Begun September 28 and finished October 24, 1891.

Slip between Piers 60 and 61, E. R.

Secretary's Order No. 11678.—The canal boat "Abbie Stuart" sunk thereat, was removed by the Baxter Wrecking Company, contractors, for owners, by order of the Board. Begun and finished February 12, 1892.

Bulkhead south of Pier 61, E. R.

Secretary's Order No. 10057.—H. A. Peck & Co. will not avail themselves of the privilege of permit to place scale on said bulkhead.

Bulkhead at Rivington Street, E. R.

Secretary's Order No. 10725.—The piercing of bulkhead for sewer outlet and the construction of sewer under pier thereat, were done by Patrick Casey, contractor, for the Department of Public Works, under permit of the Board. Begun March 30 and finished July 6, 1891.

Bulkhead between Piers 61 and 62, E. R.

Secretary's Order No. 11143.—A new backing-log was placed along the front of the upper half of bulkhead by employees of alleged owners, by order of the Board. Begun August 24 and finished August 25, 1891.

Pier 62, E. R.

Secretary's Order No. 11502.—Six fender-piles were driven and fastened at north side of pier, and the sheathing on deck thereat was repaired where necessary, by employees of Morgan & McGovern, under permit of the Board. Begun December 7, 1891, and finished January 11, 1892.

Pier on south side adjacent to Slip at Houston Street, E. R.

Secretary's Order No. 11721.—The deck and backing-log at outer end of pier were repaired by T. & A. Walsh, contractors, for the Nassau Ferry Company, under permit of the Board. Begun March 20 and finished April 13, 1892.

Pier 62, E. R.

Secretary's Order No. 10891.—The sheathing on deck of pier was patched and the surface of same kept safe during the location of bath-house on north side of said pier by employees of John McDermott, under permit of the Board. Begun May 6 and finished September 9, 1891.

Foot of Houston Street, E. R.

Secretary's Order No. 11173.—Twelve white oak fender-piles were driven and fastened in ferry rack thereat, to replace a similar number that were worn out, by T. & A. Walsh, contractors, for the Nassau Ferry Company, under permit of the Board. Begun August 11 and finished August 21, 1891.

Pier at Third Street, E. R.

Secretary's Order No. 10839.—The repairs referred to in this order were made by the Department's force, under Secretary's Order No. 10955, and cost of same was reported for collection from the Ridgewood Ice Company.

Pier at Fifth Street, E. R.

Secretary's Order No. 10719.—The repairs called for in this order were made by the Department's force, under Secretary's Order No. 10954, dated May 18, 1891.

Secretary's Order No. 10838.—The repairs called for in this order were made by the Department's force, under Secretary's Order No. 10954, dated May 18, 1891, and the cost of same was reported for collection from James V. Brown, late lessee.

Pier at Sixth Street, E. R.

Secretary's Order No. 11037.—Twenty fender-piles were driven and fastened by James D. Leary, contractor, for Constantine & Co., under permit of the Board. Begun June 25 and finished June 29, 1891.

Ferry Premises at Tenth Street, E. R.

Secretary's Order No. 11333.—Piles were renewed in southerly rack thereat, where necessary, by John Monks & Son, contractors, for the Tenth and Twenty-third Streets Ferry Company, under permit of the Board. Begun October 15 and finished October 31, 1891.

Foot of Eleventh Street, E. R.

Secretary's Order No. 11321.—Three spring-piles were driven and fastened by G. W. Humphries, contractor, for the New York Mutual Gas-light Company, under permit of the Board. Begun October 1 and finished October 3, 1891.

Pier at Twelfth Street, E. R.

Secretary's Order No. 11112.—The deck and fenders on pier were repaired by employees of the New York Mutual Gas-light Company, under permit of the Board. Begun July 17 and finished August 6, 1891.

Secretary's Order No. 11321.—One spring-pile was driven and fastened by G. W. Humphries, contractor, for the New York Mutual Gas-light Company, under permit of the Board. Begun October 1 and finished October 3, 1891.

Foot of Thirteenth Street, E. R.

Secretary's Order No. 11321.—Two spring-piles were driven and fastened by G. W. Humphries, contractor, for the New York Mutual Gas-light Company, under permit of the Board. Begun October 1 and finished October 3, 1891.

Pier at Nineteenth Street, E. R.

Secretary's Order No. 10419.—The New York Steam Company will not avail themselves of the privilege of permit to extend the 10-inch pipe under said pier.

Secretary's Order No. 11530.—Several fender-piles were renewed and refastened on sides of pier, and the deck of pier was repaired, where necessary, by John Walsh, contractor, for H. D. & J. U. Brookman, under permit of the Board. Begun December 4 and finished December 26, 1891.

Secretary's Order No. 11845.—Repairs to, by John U. Brookman, under permit of the Board. Begun April 14, 1892; in progress.

Between East Twenty-second and East Twenty-third Streets, E. R.

Secretary's Order No. 10475.—A ferry structure is being erected between the above premises by Brooklyn and New York Ferry Company, under permit granted by the Board. Begun September 29, 1891; in progress.

Ferry Premises at Twenty-third Street, E. R.

Secretary's Order No. 11132.—A few piles were renewed where necessary in racks thereat, the ferry-house was painted, and some slight repairs were made to the interior thereof, by employees of the Brooklyn and New York Ferry Company, under permit of the Board. Begun September 21 and finished October 31, 1891.

Twenty-third, Roosevelt and Grand Street Ferries, E. R.

Secretary's Order No. 11693.—Repairs to, by the Brooklyn and New York Ferry Company, under permit of the Board. Begun Roosevelt Ferry, February 15, 1892; in progress.

Secretary's Order No. 11703.—The ferry premises were widened by Brooklyn and New York Ferry Company, under permit granted by the Board. Begun March 12 and finished April 11, 1892.

Foot of East Twenty-fifth Street, E. R.

Secretary's Order No. 10462.—The erection of a dumping-board on the outer end of pier foot of East Twenty-fifth street, East river, was to have been done by the Department of Street Cleaning, under permit of the Board. Nothing yet done under this order.

Work Supervised.

Bulkhead between Twenty-fifth and Twenty-sixth Streets, E. R.

Secretary's Order No. 10271.—Candee & Smith will not avail themselves of the privilege of permit to repair said bulkhead.

Bulkhead at Twenty-sixth Street, E. R.

Secretary's Order No. 10742.—The piercing of bulkhead for the purpose of running a 5-inch water-pipe to the river was done by T. E. Crimmins, contractor, for Carl H. Schultz, under permit of the Board. Begun June 8 and finished June 18, 1891.

Pier at Thirty-third Street, E. R.

Secretary's Order No. 10864.—Necessary spring-piles were driven and fastened by J. Powley, contractor, for the Knickerbocker Ice Company, under permit of the Board. Begun May 2 and finished September 4, 1891.

Between Forty-third and Forty-fourth Streets, E. R.

Secretary's Order No. 10568.—The repairing of platform and shed thereat, and the extending of shed at Forty-third street, East River, were done by employees of the Lehigh Valley Railroad Company, under permit of the Board. Begun November 20, 1890, and finished July 6, 1891.

Bulkhead between Forty-fourth and Forty-fifth Streets, E. R.

Secretary's Order No. 11751.—Bearing-piles, deck, backing-log and fenders were renewed thereat, where necessary, by T. & A. Walsh, contractors, for Schwarzchild & Sulzberger, under permit of the Board. Begun March 14 and finished April 20, 1892.

Secretary's Order No. 11254.—The repairs called for in this order were made under Secretary's Order 11751, dated March 18, 1892.

Bulkhead and Bulkhead-platform, between Forty-fifth and Forty-sixth Streets, E. R.

Secretary's Order No. 11249.—Several bearing-piles were driven and capped and the deck and fender-piles renewed, where necessary, by T. & A. Walsh, contractors, for owners, by order of the Board. Begun September 21 and finished October 17, 1891.

Pier at Forty-sixth Street, E. R.

Secretary's Order No. 11234.—The work called for in this order was done under Secretary's Order No. 11258, dated September 4, 1891.

Secretary's Order No. 11258.—The hanging of a 12-inch pipe thereon was done by employees of Schwarzchild & Sulzberger, under permit of the Board. Begun September 1 and finished October 17, 1891.

Bulkhead between Forty-sixth and Forty-seventh Streets, E. R.

Secretary's Order No. 11187.—Twenty-three oak fender-piles were driven and fastened along the bulkhead by Fearon & Jenks, contractors, for Michael Kane, under permit of the Board. Begun August 20 and finished August 27, 1891.

Bulkhead-platform at Forty-seventh Street E. R.

Secretary's Order No. 10873.—The deck was repaired and fender-piles were refastened by employees of Owens & Co., lessees, by order of the Board. Begun May 4 and finished May 6, 1891.

Bulkhead at Forty-seventh Street, E. R.

Secretary's Order No. 11290.—A hoisting-engine was placed thereon by employees of Owens & Co., under permit of the Board. Begun September 15 and finished September 21, 1891.

Bulkhead and Bulkhead-platform south of Forty-ninth Street, E. R.

Secretary's Order No. 11288.—The repairs called for in this order will be done under Secretary's Order No. 11426, dated October 31, 1891.

Crib-bulkhead from south side of East Forty-ninth Street to middle of block between Forty-eighth and Forty-ninth Streets, E. R.

Secretary's Order No. 11426.—Repairs thereto were done substantially in accordance with specifications, by G. Humphries, contractor, for Peter DeWitt & Co., under permit of the Board. Begun November 3, 1891, and finished January 25, 1892.

Dumping-board between Fiftieth and Fifty-first Streets, E. R.

Secretary's Order No. 11844.—Four piles were replaced under same by Henry Du Bois Sons, contractors, for Brown & Fleming, under permit of the Board. Begun April 14 and finished April 15, 1892.

Bulkhead-platform between Sixty-first and Sixty-second Streets, E. R.

Secretary's Order No. 11291.—A hoisting mast was placed thereon by Thomas E. Booth, contractor, for H. A. Fischer & Son, under permit of the Board. Begun and finished September 21, 1891.

Bulkhead at Sixty-third Street, E. R.

Secretary's Order No. 10944.—A hole therein was filled with stone and earth by employees of Neidlinger, Schmitt & Co., lessees, by order of the Board. Begun and finished May 25, 1891.

Bulkhead-platform between Sixty-third and Sixty-fourth Streets, E. R.

Secretary's Order No. 11090.—The deck was repaired and 4 rangers and 2 mooring-posts were renewed by T. & A. Walsh, contractors, for Neidlinger & Schmitt, under permit of the Board. Begun July 10 and finished July 20, 1891.

Bulkhead between Seventy-first and Seventy-second Streets, E. R.

Secretary's Order No. 11095.—Four spring-piles were renewed by H. Du Bois' Sons, contractors, for John A. Bouker, lessee, under permit of the Board. Begun July 13 and finished July 22, 1891.

Seventy-second Street, E. R.

Secretary's Order No. 11029.—A 10-inch temporary drain-pipe was run into the East river thereat by employees of Soun Bros., under permit of the Board. Begun July 11 and finished July 16, 1891.

Pier at Seventy-fifth Street, E. R.

Secretary's Order No. 11544.—The repairs called for in this order will be made under Secretary's Order No. 11605, dated January 4, 1892.

Bulkhead between Seventy-eighth and Seventy-ninth Streets, E. R.

Secretary's Order No. 11392.—Three white oak spring-piles were driven and fastened by John D. Walsh, contractor, for the Ridgewood Ice Company, under permit of the Board. Begun October 21 and finished October 22, 1891.

Foot of Eightieth Street, E. R.

Secretary's Order No. 11402.—A sunken canal boat was removed therefrom and towed to Hoboken by the Baxter Wrecking Company, contractors, for owners, by order of the Board. Begun October 23 and finished October 27, 1891.

Secretary's Order No. 11472.—The water-pipe located thereat was extended substantially in accordance with plans by the Chapman Wrecking Company, contractors, for the Manhattan Electric-light Company, under permit of the Board. Begun November 12 and finished December 9, 1891. The Surveyor made a survey of the same, which is on file in his office.

Slip at Eighty-sixth Street, E. R.

Secretary's Order No. 10903.—The canal boat "Good Luck," sunk thereat, was removed by E. R. Lowe, wrecker, for Stickney & Cunningham, owners, by order of the Board. Begun May 6 and finished May 9, 1891.

Foot of Ninety-second Street, E. R.

Secretary's Order No. 11304.—Several piles were renewed in ferry rack thereat by T. & A. Walsh, contractors, for the Astoria Ferry Company, under permit of the Board. Begun October 13 and finished October 19, 1891.

Bulkhead at Ninety-third Street, E. R.

Secretary's Order No. 10864.—Necessary spring-piles were driven and fastened by J. Powley, contractor, for the Knickerbocker Ice Company, under permit of the Board. Begun May 2 and finished September 4, 1891.

Secretary's Order No. 10867.—Three white oak spring-piles were driven and fastened thereon, by J. L. Powley, contractor, for the Knickerbocker Ice Company, by order of the Board. Begun and finished June 9, 1891.

Ninety-third Street, E. R.

Secretary's Order No. 11638.—Repairing of salt-water pipe thereat, by George Ehret, under permit of the Board. Begun February 1, 1892; in progress.

Work Supervised.

Between East Ninety-sixth and Ninety-seventh Streets.
FILLING-IN.

Secretary's Order No. 11118.—The filling-in was stopped between the above streets, in obedience to this order, July 10, 1891, and the order answered July 20, 1891.

HARLEM RIVER.

East One Hundred and Second to One Hundred and Fourth Street.

Secretary's Order No. 10920.—Bath-houses, landing floats, piles, etc., were removed from between One Hundred and Second and One Hundred and Fourth streets, by Thomas McManus, by resolution of the Board. Begun and finished May 11, 1891.

Foot of East One Hundred and Second Street.

Secretary's Order No. 11545.—The removal of floats, etc., at East One Hundred and Second street, Harlem river, was done by F. Smith, before receiving this order, and the order was returned December 28, 1891.

Foot of One Hundred and Seventh Street, H. R.

Secretary's Order No. 10852.—A float north of East One Hundred and Seventh street, outside of the bulkhead-wall, was placed by Hiram McDonald, under permit of the Board. Begun and finished June 15, 1891.

Secretary's Order No. 11075.—The paving of sidewalk on One Hundred and Seventh street was done by Meyer Brothers, under permit of the Board. Begun August 24 and finished September 11, 1891.

Bulkhead between One Hundred and Fourteenth and One Hundred and Fifteenth Streets, H. R.

Secretary's Order No. 10974.—A row of fender-piles was driven and chocked in front of south half of bulkhead, by Walls & Van Riper, contractors, for John Dwight, under permit of the Board. Begun May 27 and finished June 3, 1891.

Pier foot of One Hundred and Nineteenth Street, H. R.

Secretary's Order No. 11575.—The pier was cleaned by employees of lessees, by order of the Board. Begun April 8 and finished April 9, 1892.

Bulkhead northerly of One Hundred and Twentieth Street, H. R.

Secretary's Order No. 10669.—Repairs consisting of taking down the old bulkhead to about low-water mark, and rebuilding same, were done by J. W. Flaherty, contractor, for Silas Downing and Grace Collins, owners, by order of the Board. Begun April 16 and finished May 12, 1891.

Bulkhead between One Hundred and Twenty-seventh and One Hundred and Twenty-eighth Streets, H. R.

Secretary's Order No. 10864.—Necessary spring-piles were driven and fastened by J. Powley, contractor, for the Knickerbocker Ice Company, under permit of the Board. Begun May 2 and finished September 4, 1891.

Pier at One Hundred and Twenty-eighth Street, near Second Avenue, H. R.

Secretary's Order No. 11386.—About 10 fender-piles were driven and horizontal sheathing was placed on outer end of pier, by T. & A. Walsh, contractors, for Armour & Co., under permit of the Board. Begun October 20 and finished October 23, 1891.

Bulkhead-platform at Second Avenue, H. R.

Secretary's Order No. 10865.—The removing of second bearing-pile and fender-pile outside of same from the eastside of bulkhead platform, and the taking up of small portion of deck and sheathing on same, also the renewal and replacing under this order of the above piles, deck, etc., after connection was made with a pipe laid across the Harlem river, at the above point, under Secretary's Order No. 10393, were done by employees of the Standard Gas-light Company, under permit of the Board. Begun August 26 and finished September 18, 1891.

Bulkhead at Second Avenue and Bulkhead at Lincoln Avenue, H. R.

Secretary's Order No. 10398.—One 20-inch pipe was laid across the Harlem river, and the bulkheads at both the above-named premises were pierced by Standard Gas-light Company, under permit granted by the Board. Begun April 17, 1891, and finished November 1, 1891.

Second Avenue, H. R.

Secretary's Order No. 10972.—A boulder was removed from in front of above premises by Standard Gas-light Company, under permit granted by the Board. Begun June 6, 1891, and finished August 6, 1891.

Secretary's Order No. 11275.—Several fender-piles were driven and fastened in the fender of the drawbridge thereat by T. & A. Walsh, contractors, for the Manhattan Railway Company, under permit of the Board. Begun September 14 and finished October 24, 1891.

South side of Third Avenue Bridge and north side of Harlem River.

Secretary's Order No. 10713.—The extending of a pile platform thereat was done by Walls & Van Riper, contractors, for M. G. & G. A. Wright, under permit of the Board. Begun March 7 and finished May 29, 1891.

Pier east of Third Avenue on north side of Harlem River.

Secretary's Order No. 11701.—Repairs were made thereto, in substantial accordance with diagram, by Walls & Van Riper, contractors, for the North and East River Steamboat Company, under permit of the Board. Begun March 10 and finished April 20, 1892.

Pile-platform at One Hundred and Thirty-third Street, H. R.

Secretary's Order No. 10632.—Repairs consisting of renewing bearing-piles, rangers, cross and side caps, deck, backing-log and mooring-posts where necessary, were done by Walls & Van Riper, contractors, for the North and East River Steamboat Company, under permit of the Board. Begun January 15 and finished May 16, 1891.

Bulkhead on northwesterly side of the Mott Haven Canal, between One Hundred and Thirty-fifth and One Hundred and Thirty-eighth Streets, H. R.

Secretary's Order No. 11727.—The bulkhead was repaired and rebuilt, in substantial accordance with plans and specifications, by John Monks & Son, contractors, for John H. Cheever, under permit of the Board. Begun March 20 and finished April 23, 1892.

Premises between One Hundred and Thirty-eighth and One Hundred and Thirty-ninth Streets, H. R.

Secretary's Order No. 11250.—Two shanties were removed therefrom by employees of owners, by order of the Board. The third shanty referred to in this order (the owners having failed to remove same) was removed by the Department force, under Secretary's Order No. 11652, dated January 28, 1892. Begun November 20, 1891, and finished February 2, 1892.

Bulkhead between One Hundred and Thirty-eighth and One Hundred and Fortieth Streets, H. R.

Secretary's Order No. 10381.—The partial filling-in behind crib-bulkhead was done by the Department of Street Cleaning, under permit of the Board. Begun September 9, 1890, and finished July 8, 1891.

A free dump has been established at above premises for suitable material, exclusive of street cleaning garbage, etc., under Secretary's Order No. 11099, dated July 10, 1891.

Madison Avenue Bridge, H. R.

Secretary's Order No. 11834.—A temporary platform on piles, with shed thereon, is being erected north of above premises, on the easterly side of Harlem river, by Charles Van Riper, under permit from the Board. Begun February 29, 1892; in progress.

One Hundred and Forty-ninth Street, H. R.

Secretary's Order No. 11834.—Piles are being driven on the easterly side of Harlem river, at above premises, by Willson, Adams & Co., under permit from the Board. Begun March 15, 1892; in progress.

One Hundred and Fiftieth Street, H. R.

Secretary's Order No. 10620.—A crib-bulkhead with the necessary filling-in behind same was erected on the easterly side of Harlem river, by Henry Lewis Morris, under permit from the Board. Begun January 15, 1891, and finished April 16, 1892.

Secretary's Order No. 9317.—A crib-bulkhead with the necessary filling-in behind same was erected on easterly side of Harlem river, by W. W. Astor, under permit from the Board. Begun September 30, 1889; in progress.

One Hundred and Fiftieth Street and Cromwell's Creek, H. R.

Secretary's Order No. 9318.—A crib-bulkhead with the necessary filling-in behind same is being erected on easterly side of Harlem river, by J. J. Astor, under permit from the Board. Begun September 30, 1889, finished April 30, 1892.

Work Supervised.

One Hundred and Fifty-seventh Street, H. R.

Secretary's Order No. 11016.—A boat-house was located north of above premises, and piles driven for same, by Manhattan Athletic Club, under permit from the Board. Begun and finished June 15, 1891.

Pier foot of One Hundred and Fifty-seventh Street, H. R.

Secretary's Order No. 11664.—The scow "C. H. Northam," sunk thereat, was raised and repaired by the Chapman Wrecking Company, contractors, for owners, by order of the Board. Begun February 4 and finished February 6, 1892.

Eighth Avenue, H. R.

Secretary's Order No. 11604.—An iron and wood structure is being erected at above premises by Manhattan Railway Company, under permit granted by the Board. Begun March 9, 1892; in progress.

Washington Bridge, H. R.

Secretary's Order No. 10242.—A boat landing was erected at above premises by Harlem River Bridge Commission, under permit from the Board. Begun April 12 and finished November 10, 1891.

Morris Dock, H. R.

Secretary's Order No. 10965.—Repairs were made to the old pier at above premises by Lewis G. Morris, under permit from the Board. Begun June 2 and finished June 17, 1891.

Secretary's Order No. 11452.—A platform was erected at above premises, in accordance with permit issued for same, by Gas Engine and Power Company, under permit from the Board. Begun November 27, 1891, and finished December 18, 1891.

Morris Heights, H. R.

Secretary's Order No. 11203.—A platform on piles was erected at above premises by the Gas Engine and Power Company, under permit from the Board. Begun September 28 and finished October 31, 1891.

One Hundred and Thirty-eighth Street, E. R.

Secretary's Order No. 10977.—The removal of boat-house from south of the south side, on private property, to public property at the foot of the street, was done by employees of Dr. F. H. Percival, under permit of the Board. Begun and finished June 11, 1891.

Secretary's Order No. 11874.—A boat float was placed at the north side thereof, in a manner not to interfere with the mooring lines of the Public Bath when located thereat, by employees of Mr. Roth, under permit of the Board. Begun April 23 and finished April 25, 1892.

Port Morris, E. R.

Secretary's Order No. 11283.—Repairs were made to certain piers and bulkheads by the New York Central and Hudson River Railroad Company, in accordance with plans submitted, and under permit from the Board. Begun September 12 and finished October 5, 1891.

Bronx Kills, E. 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 and Hartford Railroad Company. Begun March 28, 1891, and finished August 1, 1891.

Oak Point, Bronx River.

Secretary's Order No. 10939.—The water-front in the vicinity of above premises is being improved by the East Bay Land and Improvement Company, in accordance with the plans submitted, and under the permit from the Board. Begun September 15, 1891; in progress.

Removal of Obstructions.

REMOVAL OF OBSTRUCTIONS.

Pier, new 28, N. R.

RAISING SUNKEN PILES.

Secretary's Order No. 11021.—Sunken piles were raised and removed from slip between Piers, new 28 and 29, North river, by order of the Engineer. Begun June 20 and finished June 23, 1891.

Between Piers, new 37 and 38, N. R.

PILES AND SHUTTERS.

Secretary's Order No. 10722.—Piles and shutters placed for depositing beton of bulkhead-wall between above piers were removed by divers. Begun May 1 and finished July 31, 1891.

Bulkhead between Seventy-fifth and Eightieth Streets, N. R.

BURNING OLD MATERIAL.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, broken stone and rubbish, were removed from surface of bulkhead; in progress.

Bulkhead between One Hundred and Twenty-ninth and One Hundred and Thirtieth Streets, N. R.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, broken stone and rubbish, were removed from surface of bulkhead. Begun June 20 and finished June 21, 1891.

Other obstructions were removed under various Secretary's orders, which will be found enumerated under the work of General Repairs.

Secretary's Order No. 11259.—Inflammable portion of rubbish, etc., deposited by Department of Public Works on land in rear of bulkhead, between Dey and Vesey streets, was burned. The remainder was removed by Department of Public Works. Begun September 9, 1891, and finished January 30, 1892.

Wharfage Room.

NEW WHARFAGE ROOM.

NEW WHARFAGE ROOM MADE DURING THE YEAR ENDING APRIL 30, 1892.

CONSTRUCTION UNDER "NEW PLAN."

	Linear Feet.
North River—	
New wall at West Washington Market Section	215.82
New wall at Franklin Street Section	232.72
New wall at West Fifty-seventh Street Section	34.17
East River—	
New wall at East Twenty-fourth Street Section	158.04
New wall at Bellevue Section	287.42
New wall at East Ninety-fourth Street Section	88.96
Harlem River—	
New wall at East One Hundred and Second Street Section	310.70
New wall at East One Hundred and Tenth Street Section	380.90
Total new wall	1,708.73

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 26 (extension), sides	200.00
Pier, new 35 (extension), sides	285.55
Pier, new 37 (extension), sides	212.71
Pier, new 44 (extension), north side	94.00
Pier at West Twenty-first street (in excess of old pier)	170.00
Pier at West Forty-eighth street, sides and outer end	993.00
Temporary approach to same, south side	155.00
East River—	
Pier at East Eighteenth street, sides and outer end	1,079.00
Temporary approach to same, sides	330.00
Harlem River—	
Pier at East One Hundred and Tenth street, sides and outer end	678.46
Total pier line	7,330.48
Total wall and pier line under new plan	9,039.21

TEMPORARY WORK UNDER "NEW PLAN."

	Linear Feet.
North River—	
Pier at Jane street (extension), sides	220.00
Pier, old 56 (extension), sides	148.19
Pier, old 58 (extension), sides	112.45
Total pier line, temporary work under new plan	480.64

Wharfage Room.

WORK NOT UNDER "NEW PLAN."

North River—	
Crib-bulkhead, from middle of West Eighty-first street to the middle of block between West Eighty-second and Eighty-third streets.....	397.00
East River—	
Crib-bulkhead at Charity Hospital, Blackwell's Island (extension).....	85.00
Total crib-bulkhead line.....	482.00
East River—	
Pier at East Thirty-fifth street sides and outer end.....	243.38
Total pier line.....	243.38
Total new wall, crib-bulkhead and pier line for the year.....	10,245.23
Deduct for bulkhead-line which comes under the new piers included in the above as follows:	
New wall under Pier, new 14, North river.....	75.00
New wall under Pier, new 15, North river.....	75.00
Crib-bulkhead under Pier at East Eighteenth street, East river.....	74.00
Crib-bulkhead under Pier at East Thirty-fifth street, East river.....	30.00
And also deduct for pier line as follows:	
Pier, new 44, North river, outer end.....	10.00
Total.....	264.00
Total new wharfage room for the year.....	9,981.23

The net increase during the year in the length of wharfage room is 4,947.23 linear feet, and the superficial areas of piers has been increased by 102,045 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, 1892.

WORK UNDER THE "NEW PLAN."

North River—	Linear Feet.
New wall at West Washington Market Section.....	263.34
New wall at Chambers Street Section.....	82.06
New wall at Jay Street Section.....	216.67
New wall at Franklin Street Section.....	89.69
New wall at West Forty-third Street Section.....	260.83
New wall at West Fifty-second Street Section (north end).....	1,043.55
New wall at West Fifty-seventh Street Section.....	110.53
East River—	
New wall at East Twenty-fourth Street Section.....	110.77
New wall at Bellevue Section.....	21.39
New wall at East Ninety-fourth Street Section.....	179.14
New wall at East Ninety-sixth Street Section.....	200.91
Harlem river—	
New wall at East One Hundred and Second Street Section.....	537.94
New wall at East One Hundred and Tenth Street Section.....	105.01
Total wall line.....	3,221.83
North River—	
Pier, new 15, south side and outer end.....	760.17
Pier, new 34 (extension), sides.....	300.79
Pier at West Twentieth street (in excess of old pier).....	219.00
Pier at West Twenty-second street (extension), sides.....	70.92
Total pier-line.....	1,350.88

TEMPORARY WORK UNDER "NEW PLAN."

North River—	
Pier at West Eleventh street (extension), sides.....	320.45
Total.....	320.45
Total wall and pier-line under "New Plan," begun but not finished..	4,893.16

WORK NOT UNDER "NEW PLAN."

North River—	
Crib-bulkhead from middle of block, between West Ninety-seventh and Ninety-eighth streets to north of West Ninety-ninth street, North river.....	453.17
Total crib-bulkhead line.....	453.17
Total begun during the year, but not finished.....	5,346.33

New Wharfage Room, in linear feet, made during the Year ending April 30, 1892, by Private Parties, under Permit of the Board of Docks.

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-bulkhead north of One Hundred and Fiftieth street.....	2,791.00		
Platforms on piles at Morris Dock.....		645.72	
Total on the Harlem river.....			3,436.72
<i>East River</i>			
Pier at Oak Point.....		350.00	
Total on the East river.....			350.00
Total new wharfage room completed during the year.....			4,153.72

Wharfage Room.

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

LOCATION.	LINEAR FEET.		
	Bulkhead Line.	Pier Line.	Total.
<i>North River.</i>			
Pier, old 25 (extension), sides.....		275.00	
Pier, old 27 (extension), sides.....		297.00	
Total on the North river.....			572.00
<i>Harlem River.</i>			
Platform on piles north of Madison Avenue Bridge.....		447.00	
Crib-bulkhead north of One Hundred and Fiftieth street.....	500.00		
Total on the Harlem river.....			947.00
Total new wharfage room in progress.....			1,519.00

DEPARTMENT OF STREET IMPROVEMENTS, TWENTY-THIRD AND TWENTY-FOURTH WARDS.

CITY OF NEW YORK—COMMISSIONER OF STREET IMPROVEMENTS, TWENTY-THIRD AND TWENTY-FOURTH WARDS, NO. 2622 THIRD AVENUE, CORNER 141ST STREET, COMMISSIONER'S OFFICE, January 20, 1893.

To the Supervisor of the City Record:

SIR—In compliance with section 51 of chapter 410 of the Laws of 1882, the office of Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards makes the following report of its transactions for the week ending January 19, 1893:

Permits Issued.

For sewer connections.....	2
For Croton connections.....	1
For Croton repairs.....	12
For placing building material.....	1
Total.....	16

Public Moneys Received.

For sewer connections.....	\$20 00
For restoring pavements.....	16 00
Total.....	\$36 00

Laboring Force Employed during the Week.

Foremen.....	4	Painter.....	1
Skilled Laborers.....	5	Paver.....	1
Sewer Laborers.....	6	Blacksmith.....	1
Laborers.....	30	Cleaners.....	2
Carts.....	3		
Teams.....	3	Total.....	57
Carpenter.....	1		

Total amount of requisitions drawn upon the Comptroller during the week..... \$10,415 44

Respectfully,

LOUIS J. HEINTZ, Commissioner.

FIRE DEPARTMENT.

HEADQUARTERS FIRE DEPARTMENT, NEW YORK, September 1, 1892.

The Board of Commissioners met this day.

Present—President Henry D. Purroy, in the chair, and Commissioners S. Howland Robbins and Anthony Eickhoff.

Trials.

Fireman 1st grade Edward Gallagher, of Engine 6, for "neglect of duty." Reprimanded.

Fireman 2d grade Frank Merkel, of Engine 17, for "absence without leave." Fined one day's pay.

Fireman 2d grade Edward F. Fitzpatrick, of Engine 25, for "violation of section 51, article VI., Rules and Regulations." Referred back for further investigation.

Fireman 1st grade Charles W. Smith, of Engine 11, for "being under the influence of liquor." Case adjourned to 7th instant.

Requisitions, etc.,

were received and disposed of as follows:

Expenditures Authorized.

Painting land quarters of Engine 57.....	\$165 00
Plumbing at quarters of Engine 4.....	43 00
Plumbing at quarters of Hook and Ladder 5.....	123 18
Plumbing and gas-fitting at quarters of Hook and Ladder 11.....	60 00
One "Monitor" nozzle, for use on the fire-boat "New Yorker".....	750 00

Bills and Pay-rolls Audited.

Schedule No. 82 of 1892. On August 31.

Apparatus, supplies, etc.....	\$696 10
Placing fire-alarm conductors underground.....	74 55
Salaries.....	1,568 87
Total.....	\$2,339 52

Schedule No. 83 of 1892. On August 31.

Salaries.....	\$130,213 01
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Communications, etc.,

were received and disposed of as follows:

Referred.

Chief of Department—Recommending action to place company houses in better sanitary condition. Approved. Back, with directions to carry out, and to have thorough inspection made.

Same—Recommending that fire-boats participate in Naval Parade on occasion of Columbian Celebration. Approved. To Commissioner Robbins.

Commissioner S. Howland Robbins—Relative to the sanitary condition of Headquarters building. Back, with directions to have defects remedied.

Filed.

Chief of Department—Relative to finding body of Clara Meinz in ruins of fire at Nos. 120 to 126 Wooster street. Action approved.

Adjourned.

CARL JUSSEN, Secretary.

PUBLIC ADMINISTRATOR.

LAW DEPARTMENT—CITY OF NEW YORK,
BUREAU OF THE PUBLIC ADMINISTRATOR, No. 49 BEEKMAN STREET,
NEW YORK, January 13, 1893.

To the Honorable the Board of Aldermen:

The Public Administrator, pursuant to chapter 410 of the Laws of 1882, chapter 7, section 224 of said act, herewith exhibits to the Board of Aldermen of the City of New York a statement on oath of the moneys received by the Public Administrator for commissions and expenses, and of the total amount of his receipts and expenditures in each case in which the Public Administrator took charge and collected any effects, or on which he administered on any estate, during the year 1892, with the name of the deceased, his occupation, the place of his residence at the time of his death when known, and the country or place from which he came, if he was not a resident of this State at the time of his death.

Respectfully,

WILLIAM M. HOES, Public Administrator.

Cases Heretofore Reported.

NAME.	OCCUPATION.	Place of Residence at the Time of Death.	Country or Place from which he came, if he was not a Resident of this State at the Time of Death.	Moneys Received for Commissions and Paid into the City Treasury.	Total Amount of Receipts in 1892.	Total Amount of Expenditures in 1892, including Funeral Expenses, Claims of Creditors, and Amount Paid to Next of Kin, etc.
John G. Ackermann.....	Waiter.....	New York.....	.....	.....	\$0 68	.....
William Anderson.....	Sailor.....	.....	.....	\$3 81	14 64	\$66 28
Catherine Abt.....	Machinist.....	.....	.....	5 65	7 11	.....
Ida Amster.....	Domestic.....	.....	.....	7 23	15 84	85 91
Charles Appleby.....	Real estate agent.....	.....	.....	.....	37 80	.....
George H. Anderson.....	Reporter.....	.....	.....	.....	11 39	128 70
Phillip O. Amery.....	Storekeeper.....	.....	.....	.....	6 47	6 47
Elizabeth Aschenbrenner.....	Domestic.....	.....	.....	4 24	11 79	11 55
Carl Austenbach.....	Agent.....	.....	Probably Texas.....	.....	1 76	1 76
Catherine Barry.....	Watchcase maker.....	.....	.....	10 77	2 65	12 08
Julius Bauderet.....	Servant.....	New York.....	.....	46 41	22 99	861 86
Jennie Barbazay.....	Tailor.....	.....	.....	.....	40	40
John Benedict.....	Domestic.....	.....	.....	10 84	.....	48
Katharine Bender.....	Laborer.....	.....	.....	.....	9 83	.....
Richard Barry.....	.....	.....	.....	.....	15 17	15 17
Paul Behrend.....	.....	.....	.....	.....	7 99	7 99
Emma Becker.....	Waiter.....	.....	.....	.....	15 38	47 70
William J. Bentley.....	Laborer.....	.....	.....	12 67	6 18	220 75
Guiseppi Bagicalupi.....	Washerwoman.....	.....	.....	5 94	2 42	44 78
Mary Bailey.....	Upholsterer.....	.....	.....	.....	91 67	182 47
John B. Barazzi.....	.....	.....	.....	4 85	15 47	39 86
Torrano Biagio.....	Domestic.....	.....	.....	.....	1,848 03	.....
Lena Bielefeldt.....	Cook.....	St. Augustine, Fla.	.....	17 19	12 78	310 06
John V. Brown.....	Printer.....	New York.....	.....	.....	08	08
William W. Bradley.....	Stableman.....	.....	.....	90 54	62 60	.....
Thomas Bryde.....	Cashier.....	.....	.....	920 76	607 51	.....
William H. Brown.....	Hardware.....	.....	.....	127 84	54 77	.....
William Breitkopf.....	Laborer.....	.....	.....	19 00	27 86	.....
Mary Breitkopf.....	.....	.....	.....	1 00	1 00	.....
James Brady.....	.....	.....	.....	205 47	.....	.....
Celestin J. Bourden.....	.....	.....	.....	65 50	21 49	.....
Clementine Bourden.....	Sailor.....	New York.....	Virginia.....	17 09	44	.....
Robert Burns.....	Reinforced policeman.....	.....	.....	64 04	77 53	776 64
Thomas F. Burke.....	Longshoreman.....	.....	.....	51 33	32 86	956 07
Archibald Buchanan.....	Furrier.....	.....	.....	.....	2,008 84	.....
Emily G. Bullard.....	Laborer.....	.....	.....	19 07	15 27	349 06
Ellen Buckley.....	Sailor.....	Died at sea.....	.....	15 46	15 46	.....
Patrick Cahill.....	Cook.....	New York.....	.....	5 08	11 02	45 01
Abby Cashmann.....	.....	.....	.....	.....	5 67	.....
Julius A. Clark.....	Laundry.....	.....	.....	.....	85	85
Chinaman, No. 211 Spring street.....	Sailor.....	.....	.....	.....	3 98	3 98
Charles Clifford.....	Washerwoman.....	.....	.....	10 66	9 81	31 86
Mary Clark.....	Student.....	Chester Co., Pa.	Springfield, Mass.....	.....	6 94	.....
Henry Clark.....	Druggist.....	New York.....	.....	5 85	27 22	.....
Matthew Chemnitz.....	Dressmaker.....	.....	.....	5,415 14	75 00	.....
Margaret Christie.....	Collector.....	.....	.....	16 81	20 01	115 87
Thomas Connell.....	.....	.....	.....	13 40	16 83	161 68
Dennis Crosby.....	Barkeeper.....	.....	.....	54 31	200 00	.....
John J. Cott.....	Nurse.....	.....	.....	24 39	24 38	.....
John H. Corr.....	.....	.....	.....	18 27	7 84	110 94
Mrs. Lewis P. Connell.....	Laundress.....	.....	.....	54 11	26 16	815 00
Marianne Cohn.....	Sailor.....	Died at sea.....	.....	.....	7 59	.....
Catharine Collins.....	Millwright.....	New York.....	.....	8 57	8 57	.....
Timothy Conlin.....	Messenger.....	.....	.....	82 71	43 66	1,551 53
Charles M. Cotta.....	Domestic servant.....	.....	.....	47 00	.....	.....
Charles D. Conway.....	Miller.....	San Francisco.....	San Francisco.....	23 38	12 81	424 53
Mary Ann Cody.....	Driver.....	New York.....	.....	1,617 68	186 85	.....
Patrick J. Coleman.....	Contractor.....	.....	.....	207 18	4,129 27	.....
Charles Cody.....	Domestic servant.....	.....	.....	78 49	41 85	1,332 36
William Davison.....	Cook.....	.....	.....	16 76	.....	.....
Francisco De Marco.....	Milliner.....	Prussia.....	Prussia.....	8 24	7 60	71 76
Mary J. Devyr.....	Domestic servant.....	New York.....	.....	138 43	19 01	169 06
Edward Daves.....	Domestic servant.....	.....	.....	34 71	30 04	1,039 53
Elise, etc., Decker.....	Domestic servant.....	.....	.....	7 90	.....	.....
William Delaney.....	Domestic servant.....	.....	.....	12 10	3 14	8 02
Hippolyte de Goer.....	Domestic servant.....	.....	.....	10 70	12 72	58 43
Mary Dermody.....	Domestic servant.....	.....	.....	63 42	31 32	1,058 49
Lizzie Delaney.....	Harness-maker.....	.....	.....	.....	25	.....
Alice Deven.....	.....	.....	.....	.....	100 00	.....
Alice Dowling.....	.....	.....	.....	.....	1 66	.....
Mary Denohue.....	.....	.....	.....	.....	46 28	793 77
William F. Dooley.....	Clerk.....	.....	.....	31 55	8 82	339 84
Mary Donnelly or Rooney.....	Housekeeper.....	.....	.....	27 16	11 82	347 16
Mary J. Doherty.....	Bootblack.....	.....	.....	.....	07	.....
William Downmann.....	Waiter.....	.....	.....	.....	77 00	.....
Hannah Dunleavy.....	.....	.....	.....	.....	94 54	.....
Patrick Egan.....	Engineer.....	.....	.....	51 34	26 88	706 52
Charles Eddmann.....	Cook.....	.....	.....	.....	86 32	.....
Adolph Eggmann.....	Agent.....	Probably Texas.....	.....	17 11	17 11	.....
Magdalena Eckenfels.....	.....	New York.....	.....	5 00	.....	.....
Karl F. Eppinger.....	Housekeeper.....	.....	.....	65 58	34 08	1,058 44
Frederick Evert.....	.....	.....	.....	28 37	17 67	519 12
James Evert.....	.....	.....	.....	4 21	69	.....
Bridget Feeney.....	Tobacco stripper.....	.....	.....	.....	47 00	.....
Laura A. Fairchild.....	.....	.....	.....	1 58	14 89	25 81
John Fitch.....	Tailor.....	.....	.....	.....	3 12	3 12
Christopher Ficken.....	Barber.....	.....	.....	127 07	77 39	2,311 58
Mary Fitzgerald.....	Cigar manufactr.....	.....	.....	6 03	228 89	.....
Justus F. Fisher.....	.....	.....	.....	122 20	62 65	2,126 98
Samuel Friedmann.....	.....	.....	.....	43 24	13 63	807 10
Patrick Fox.....	Storekeeper.....	.....	.....	.....	24	.....
Duncan Fraser.....	Shoemaker.....	.....	.....	3 64	3 64	.....
Jacob Frolich.....	.....	.....	.....	12 27	23 67	.....
Pierre Fuchs.....	Expressman.....	.....	.....	19 12	26 79	361 07
Charlotte A. Dorney.....	Baker.....	.....	.....	72	13 69	.....
Gustavus A. Fuller.....	Telegrapher.....	.....	.....	.....	15 21	271 06
Andrew Simpson.....	.....	.....	.....	4 31	4 31	1,280 00
Eugene C. George.....	.....	.....	.....	1 51	8 36	1,211 71
Cecelia Gallagher.....	.....	.....	.....	.....	25 21	.....
Emma Gardiner.....	Bartender.....	.....	.....	.....	04	16
Catharine Gallon.....	Fireman.....	.....	.....	133 61	517 07	2,548 69
Frank Getshe.....	Salesman.....	.....	.....	292 49	8,865 63	8,580 41
Charles Gilmore.....	.....	.....	.....	.....	.....	.....
Charles E. Goodwin, Jr.....	.....	.....	.....	.....	.....	.....

NAME.	OCCUPATION.	Place of Residence at the Time of Death.	Country or Place from which he came, if he were not a Resident of this State at the Time of Death.	Moneys Received for Commissions and Paid into the City Treasury.	Total Amount of Receipts in 1892.	Total Amount of Expenditures in 1892, including Funeral Expenses, Claims of Creditors, and Amount Paid to Next of Kin, etc.
F. A. Greft.....				\$6 04	\$9 42	\$24 68
Charles Grimes.....	Sailor.....	Died at sea.....	Manchester, Eng.		2 08	2 08
Juliane Graemer or Graemer.....	Seamstress.....	New York.....		72 49	36 33	1,225 14
Gottlieb Graf.....	Bartender.....	".....			1,119 86	
Kate Goldsmith.....	".....	".....			4 98	
Ann Grace.....	".....	".....				90 00
Fanny Greenberg.....	".....	".....			2 56	18 42
Mary Gordon.....	Housekeeper.....	".....				421 77
Margaret Gregg.....	Laundress.....	".....		10 11		
Peter C. Goldrich.....	Actor.....	".....		14 98	13 78	250 70
Thomas Hanson.....	".....	".....		2 84	1 44	14 06
Joseph Halliwell.....	".....	".....			8 21	
Alfred Hartwick.....	".....	".....			6 53	6 53
Bridget Healey.....	".....	".....		8 90	5 35	29 53
Annie Helkowska.....	S amstress.....	".....			1 80	1 80
George Heck.....	Painter.....	".....		8 32	8 85	117 30
William Heine.....	Retired General of U. S. Volunteers	Paris, France.....		24 23	12 35	464 50
Elise A. Hale.....		Dublin, Ireland..	Dublin, Ireland	175 38	2,276 17	4,319 81
John M. Henderson.....	Housework.....	New York.....			15 68	47 68
Mary Hamilton.....	".....	".....			16 72	45 00
George Henning.....	".....	".....		12 17	4 76	136 87
Charles Henry (Chinaman).....	Laundry.....	".....			7 24	7 24
Henry Hengel.....	Cabinet-maker.....	".....		33 88	18 42	623 86
Betty Holtzer, or Holster.....	Domestic.....	".....				89 00
Valentine Hommel.....	Baker.....	".....				50 00
John Hurley.....	Laborer.....	".....			48	
August Van Impe.....	Foreman.....	".....				47 97
William Imhof.....	".....	".....		37 21	26 81	616 17
Mary Jacquelin.....	".....	".....		91 70	76 44	1,579 47
John Jackson.....	Dock-builder.....	".....		2 61		
Gertrude Jennings.....	Nurse.....	".....				32 05
Gunder, or Peter Jacobson.....	Seaman.....	Charleston, S. C.	Sag gendsdal, Norway.....	1 97	3 06	5 56
Frank Job, or Eop or Joa.....	Stableman.....	New York.....			13 44	110 72
Ulrich Jordi.....	Tailor.....	".....			18 84	137 97
William S. Johnston.....	Seaman.....	Died at sea.....			27 80	27 80
Ann J. Kennick.....	Dressmaker.....	New York.....			7 87	
Thomas F. Keegan.....	".....	".....				
John Keeler.....	Polisher.....	".....			56	110 35
Lavinia Kennedy.....	Cook.....	".....			118 08	71 75
Bridget Kiernan.....	Domestic.....	".....			487 33	568 66
Gustav Koch.....	Photographer.....	".....			19 28	36 72
Rosina Krug.....	".....	".....		6 87		10 95
Minna Krieg, or Kreig.....	Domestic servant.....	".....			2 24	
Johann, or John Kuhn.....	Finisher.....	".....		41 96	26 76	671 67
Adalbert Lauck.....	Clerk.....	".....		21 51		
Andrew Laughlin, or McLaughlin.....	Laborer.....	".....			391 50	80 00
James J. Lalor.....	".....	".....		2 82	64	4 32
Louis Landau.....	".....	".....			25	25
Catherine Lee.....	".....	".....		2 17		9 99
Matthew S. Levy.....	".....	".....		61 30	86 48	1,144 83
G. Leblisch.....	".....	".....			2 70	
Isidor Lippmann.....	Clerk.....	".....		1 09	2 53	4 24
Charles Lindermann.....	Formerly Deputy Sheriff.....	".....			12 85	
Margaret Lowe.....	Laundress.....	".....		14 78	0 80	2 89
Kate Lowery.....	Stewardess.....	".....			38 87	122 52
Patrick McKenna.....	Laborer.....	".....		78 61	35 85	1,477 04
Julia McCarthy, No. 2.....	Peddler.....	".....		18 68	35	202 09
Ann McCormick.....	Domestic.....	".....				20 00
Hannah McCarthy.....	Cook.....	".....			5 62	
John McAleese.....	Longshoreman.....	".....		42 23	27 46	679 66
Patrick G. McLiff, or McCliff.....	Candy peddler.....	".....		6 77	16 48	40 00
Julia McDonald.....	Washerwoman.....	".....			17 35	22 99
George McMullen.....	Laborer.....	".....			8 20	26 23
Ellen McArdle.....	Laundress.....	".....				127 06
Julia McCarthy.....	Domestic.....	".....				50 00
Joseph Middleton.....	Cook.....	".....		40 73	21 49	642 73
Otto Meitzer.....	Fresco painter.....	".....				
Mary May.....	Servant.....	".....				
John Mennet.....	".....	".....			5 60	5 60
Joseph Mavarian.....	Cook.....	".....		37 61	26 99	694 66
Florence Marreso.....	Teacher.....	".....			8 60	8 60
Albert Mazaroz.....	".....	".....				
Thomas Meier.....	".....	".....		12 72		
John A. Miller.....	Baker.....	".....			5 44	18 00
William F. Mitchell.....	Merchant.....	".....			254 44	160 00
Mary Miner or Minor.....	".....	".....			20	20
William T. Matthews.....	".....	".....		8 68	14 78	59 32
Antonio Maretti.....	Cook.....	".....		5 26		153 00
Thomas Malloy.....	Truckman.....	".....				
John Munroe.....	Tailor.....	".....			42 40	
Emilie Muller.....	Dressmaker.....	".....			11 83	11 89
Margaret Mohrmann.....	Washerwoman.....	".....		2 70	1 88	31 36
Eliza Moore, etc.....	Laundry.....	".....			15 57	76 55
John Murney.....	Rigger.....	".....		19 67	12 95	141 24
Mary B. Morrill.....	Dressmaker.....	".....		10 84		
Emma Moore.....	Janitress.....	".....			98	98
Sarah Mullins.....	Housekeeper.....	".....		41 60	16 47	572 45
Ellen Molloy.....	Cook.....	".....			73 22	
John C. Muller.....	Saloon-keeper.....	".....		60 05	29 03	1,078 14
Charles Miller.....	Tailor.....	".....				95 17
Maria Nakelski.....	Servant.....	".....		17 23	15 43	248 35
Robert Neill.....	Post Office clerk.....	".....			2 00	66 02
Istran Nagy.....	Wood carver.....	Died at sea.....	Louisville, Ky	16 83	5 60	213 24
Walter Nef.....	Watchmaker.....	New York.....		1 49		
Peter Niessen.....	".....	".....			7 25	14 89
Margaret Nocter, or Naugter.....	Domestic.....	".....		29 04	22 48	371 56
Margaret O'Sul ivan.....	Peddler.....	".....		17 07	6 25	100 48
Eliza O'Brien.....	Laundress.....	".....				30 00
Michael O'Boyle.....	Engraver.....	".....			27	27
Annie Offield.....	".....	".....		30 52	19 43	396 91
Bridget Owens, or Jane Doe.....	".....	".....		14 28	15 45	172 35
Kate Orts.....	Washerwoman.....	".....			13 56	27 00
John Ormond.....	Keeper of Laundry at Ward's Island.....	".....				1 00
Ellen Olsen, or Lena S. Olsan.....	Domestic.....	".....		5 43		
Lena Otto.....	Domestic servant.....	".....			17 13	30 00
Johannes Ott.....	Barkeeper.....	".....		1 27		4 17
Isabella Pettit.....	".....	".....				
Lars P. Peterson, or Lars P. Peterson.....	Sailor.....	".....		75 99	36 26	1,183 87
Frederick Corbitt, or Passmore.....	Theatrical manager.....	".....				300 00
George Patchett.....	Clerk.....	Died at sea.....	Para, Brazil.	9 98	3 98	125 89
William Pierce (colored).....	Porter.....	New York.....			18 43	43 91
Robert Raedel.....	Timekeeper.....	".....		8 53		15 18
James W. Raymond.....	Collector.....	".....		11 50	6 67	195 69
Thomas Rendrigg.....	Watchmaker.....	".....			1 71	
John Raven.....	Clerk.....	".....			33 98	33 98
Albert Rousette.....	Cook.....	".....			96 45	
Dorothea Roast.....	Button-hole maker.....	".....		27 81	12 24	393 43
James Ross.....	Bookkeeper.....	".....		7 77	16 55	43 27
Charles, or Herrmann Schwerin.....	Cook.....	".....			8 72	184 68
Louis A. Schell.....	Officer on steamship.....	".....		11 61	10 30	127 67
Jules Sagnalle.....	Waiter.....	".....			12 51	
Barbara Schleicher.....	Domestic.....	".....			1 50	1 50
Simon Sanger.....	".....	".....		15 60	4 93	147 91
Serapio Serpa.....	Cigar dealer.....	".....			1 10	
Rosina Seitz, or Seitz.....	".....	".....			5,650 24	1,460 00
Hannah E. Saunders.....	".....	".....		66 16	63 53	1,028 26
					50 65	19 75

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Johanna R. Seyfarth.	Tradesman.	New York.			\$1 17	\$365 50	Caroline Furth.		New York.			\$75 12	\$20 00
Anton Schaad, etc.					75 50	75 50	Annie E'chhorn.	Nurse.	"			266 85	107 50
Juanita Sargent.	Tailor.				374 35	374 35	George Erhardt.	Shoemaker.	"			7 39	7 39
Christoph Schnelle.	Steward.			\$18 48	3 52	5 87	Michael Garrigan, or Gal-	Night watchman.	"			12 04	12 04
Elizabeth Sibbald.					13 08	23 21	limen.						
Smith, 66 Market street.	Painter.				14 28	50 00	Catharine Gallagher.		Philadelphia.	Philadel-		94 28	10 50
Ada Smith.	Clerk.				6 73	6 73	phia, Pa.				302 26	20 00	
James Shylock.	Chambermaid.				234 19	10 11	Julia Glynn.	Washerwoman.	New York.			503 34	125 48
William B. Small.	Laborer.			77	10 88	10 11	Mary Gillen, or Margt.		"			28 82	8 33
Marie (Mary) Smith.	Silk weaver.			4 79	13 13	22 31	Gillis.	Cab driver.	"			93 22	20 00
Thomas Simons.	Domestic.				2 16	14 00	Owen Gillson.	Theatrical mana-	"			783 93	181 80
Louis Sievers.					28		Jacob Gosche.	ger.	"			910 36	20 00
Mary Shannon.	Housekeeper.			28 75	12 42	343 95	Catharine Gordon.	Boarding-house.	"			66 11	20 00
Louise Stiel.					53		Martin Gregg.	Soldier, U. S. A.	"			662 88	144 00
Mary Starrs.	Coachman.				84		Ellen Gorman.	Housewife.	"			164 73	21 00
Frederick Stelko.	Real Est Broker.				411 64	222 00	Catherine Grogan.	Domestic.	"			817 15	175 00
John Spencer.	Architect.				15 00		Joseph P. Gordon.	Clerk.	"				
Carl Struber.	Porter.			4 47	11 26	752 92	Jacob Gutekunst.	Brewer.	"				
Robert Stricker.	Porter.			11 61	11 26	5 44	Charles O. Gunzel, or	Mechanic.	"			86 00	81 00
Frederick Stacy.	Housekeeper.			32 58	13 66	523 76	Genzel.	Landred.	"			504 65	162 00
Robert Stephen.	Tailor.				14 96		Esasher J. Hampton.	Bartender.	"			83 48	70 50
George Stephens.	Tailor.				1 07		Bernhard Hemcke.	Peddler.	"			287 84	114 00
Bridget Snedick.				11 85	6 06	85 11	Frederika Hener, or Wen-	Perfumer.	"			7 45	7 45
James Sullivan.				70 18	30 26	1,160 43	delberg.	Car-conductor.	"			272 00	207 00
George Thompson.	Bookkeeper.				9 55	28 00	Bennet M. Hall.	Mary A. Hall.	"			2,667 91	270 00
Sophia Thompson.	Whitewasher.				13 39	4 04	Henry F. Hall.	Photographer.	"			313 58	103 30
Roderick F. C. Tieffen-	Dishwasher.				15 27	19 01	Gunther Harbers.	Tailor.	"			2 70	2 70
bach.	Clerk.				39 65	10 43	Tilly Habres.	Driver.	"			89 75	20 00
Emily Taylor.	Sailor.				20	20	Mary Hering.	Domestic.	"			86 00	82 00
James Thomson.	Peddler.				13 65	19 25	Martin Hellmann.	Domestic.	"			582 69	177 75
Patrick Toomey.	Carpenter.				39 00	638 06	Delia Hines.	Margaret Henacker.	"			211 30	20 00
Patrick Tierney.	Shoemaker.				56 97	993 28	Alexander Horwarth.	Woodworker.	"			1,868 57	20 00
William R. Turner.	Reader.				85 98	38 75	Robert Hockaday.	Coachman.	"				
Otto Trohn or Truhn.	Domestic.					1,479 77	Loeb Hochmann or Hoff-	Tailor.	"			61 86	61 86
George Trever.	Saloon-keeper.				24 21	25 17	mann.	Laborer.	"			20 06	20 00
Donald Tulloch.	Merchant.				5 35	14 01	Frederick Hoker.	Domestic.	"			1,619 91	142 11
Christian Trest.	Knitting.				12 55	4 04	Catharine Horan.	Scrubwoman.	"			47 90	47 90
Esther A. Toohig.					4 75		Mary A. Hogan.	Watchman.	"			188 99	86 00
Jane Utting.	Tailor.				76 22	66 98	Delia Hollecher.	Watchman.	"			238 32	134 05
Peter Vincent.	Carpenter.				7 07	20 54	Thomas Hudgins.	Watchman.	"			678 67	186 00
Constantine Vessa.	Stonesetter.				43 46	703 88	Alexander Hume.	Watchman.	"			15 50	15 50
Friederich van Goetzen.	Sergeant U. S.				231 03	4,471 31	Thomas Hyde.	Watchman.	"			177 23	95 00
Catharine Weber.	Army.				9 60	176 70	Bella Irving.	Watchman.	"			2,206 13	2,151 03
Bridget Welsh.	Farmer.				11 40	142 33	Clara R. Jenness.	Principal of Public	"			92	92
Jacob Werschner or Werz-	Hotel keeper.				4 42	149 07	William Johnson.	School.	"			976 02	170 00
ner.	Christina Zahn.				4,292 77	150 00	Albert Johnson.		"			3,156 43	20 00
Adolph Wachowsky.	Margaretha Zahn.				11 75	203 36	Lucy M. Johnson.		"			1,624 67	20 00
Thomas Waugh.	Nanette Bernhardt.				12 82	5 94	Ludwig Jonczyk.	Machinist.	"			1,247 04	106 00
Michael F. Walsh.	John D. Kennedy.				104 24	131 21	Joseph Keller.	Driver.	"			1,125 00	175 00
	Henry Adams.					750 00	George H. Keller.	Ship carpenter.	"			1 45	1 45
	Madeline E. Kendall.						John Keleher.	Pastry cook.	"			11 00	11 00
	Mary Gallagher.				37 87	56 72	Thomas J. Kearney.	Watchman.	"			1,139 69	320 00
	Michael Greany.					7 20	G. N. Kassapousky, etc.	Employed at	"			1,676 94	20 00
	John C. Congrove.				61 42	347 06	Ludwig Kallmeyer.	Ward's Island.	"			4 20	4 20
	Merchant.					25 00	William Kelly.	Shoemaker.	"			330 78	163 40
					348 57	6,572 00	James Kerr.	Machinist.	"			28 31	20 00
						126 55	Christian Kehr.	Cook.	"			1,651 34	121 50
	Liquor Dealer.				1,028 39	117 70	Henry Oesheich.		"			211 35	20 00
	Merchant.	Portugal.			8 12		Mary Kaiser.	Domestic.	"			874 95	156 20
	Policeman.	New York.			15 74		Bridget Kiernan, No. 2,	Laborer.	"			1,053 03	81 00
	Deputy Sheriff.				12 85		or Kieran.	Dressmaker.	"			391 15	195 50
					1 50		James King.	Watchman.	"			8 54	8 54
		Ireland.	Ireland.		40 05	841 21	Pauline Koellein.	Cabinet maker.	"			2 03	2 03
					24 56	148 42	William Kopp.	Painter.	"			54 00	54 00
						347 06	Henry Kochleis.	Porter.	"			73 52	21 28
						59 11	August Kretschmer.	Waiter.	"			92 80	88 00
						10 50	Frederick Landau.	Music store.	"			507 86	170 00
							Fritz Lehmann.	Domestic.	"			15 61	15 61
							Robert Le Fevre.	Laborer.	"			30 00	10 00
							Julia A. Lahey, etc.		"			142 50	103 00
							John Larkin.	Peddler.	"			36	36
							Quimper de Lamscomb.	Broker.	"			277 73	216 20
							Rosario Lispro.	Butcher.	"			628 07	141 00
							August Limphard.		"			132 01	117 00
							Joseph B. Litt.	Clerk.	"			1,000 00	367 86
							Edward V. Lindley, etc.	Cabinetmaker.	"			182 43	80 00
							Sarah Lowenstein.	Cook.	"			386 14	93 00
							Hermann Lorenz.	Servant.	"			6 58	6 58
							Annie McManus.		"		25 05	20 00	
							Duncan W. McCorhin.		"		67 88	67 88	
							John W. McCame.		"		1 61	1 61	
							Adam Mauss.		"		92	92	
							Elizabeth Miller.		"		305 21	20 00	
							Mary Mager.		"		2,795 94	168 00	
							Ernst Martens.		"		1,091 17	115 50	
							Robert Miller.		"		226 70	143 00	
							Elizabeth Martin.		"		35 00	20 00	
							Cornelius Mahoney.		"		745 59	165 50	
					</								

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Ferdinand Schwachheim.		New York			\$2,126 61	\$133 10
Henry Schaefermeyer.		"			11 20	11 20
Ann Sexton.		"			307 96	176 50
Emil Schorbach.	Salesman.	Paris, Texas.	Germany.		1,693 17	75 00
Maria Serre.		New York			5 92	5 92
Joseph H. Ange.		"			4 50	4 50
Louis Schlam.		"			224 84	151 60
Hugo Schmerenback.		"			123 40	81 00
Nora Savage.		"			81 45	81 45
Frank E. Schulin.		"			798 16	176 70
Mary Scanlon.		"			251 90	20 00
Kate Schieder.	Cook.	"			219 34	168 38
August Schwab.		"			274 50	139 10
Eliza Smith.		"			13 42	13 42
Emily Smith.	Dr esmaker.	"			2 18	2 18
Martha Scott.		"			385 01	110 60
Mary Smith, No. 2.	Domestic.	"			6 92	6 92
Fanny Sigmund.		"			35	35
Elizabeth Smith.	Servant.	"			59 26	20 00
Margaret Smith.	Domestic.	"			240 49	132 50
John Smith.	Butcher.	"			209 40	20 00
Joseph Smith.	Bricklayer.	"			4 88	4 88
Jennie Smith.	Fortune-teller.	"			51 32	43 00
Frederika Stickle.	Domestic.	"			65 56	65 56
Fanny Staudley.	Nurse.	"			6 77	6 77
Eliza Stewart Prendergast.		"			6,462 11	70 00
John Stanten, or Stanter.		"				
or Stumper.		"			873 97	87 00
Annie Straub.	Housekeeper.	"			249 02	128 00
Christiana Staiger.	Cook.	"			7,022 58	184 50
Sarah A. Sullivan.		"			42,394 81	354 70
Marie Schmidlin.	Domestic.	"			451 07	109 95
Gesina Tincken, etc.	Cook.	"			6 00	6 00
Henry Tinian.		"			150 00	149 70
Drothea Shiel.		"			453 93	155 00
Andrew D. Thompson.	Oysterman.	"			49 49	49 49
Patrick Tully.	Sionecutter.	"			50	50
Charles Traute.		Chicago, Ill.			15 50	15 50
Catharine Twomey.		"			250 00	20 00
Joseph Tonnaint.	Baker.	"			250 16	20 00
Charles Vandenhoff.	Actor.	"			2,339 87	252 25
Ernest Hagner.		"			11 00	11 00
Lewis Valentine.		Syracuse, N. Y.			26 80	26 80
P. O. G. T. Westerling, etc.	Sailor.	New York.			5,231 26	170 00
Christiana D. Weber.	Washing.	"			128 07	65 50
Margaret Waters.	Fruit-seller.	"			1,109 88	305 60
Anna Witz.	Domestic.	"			130 04	108 00
David Williams.	Laborer.	"			1,146 43	165 91
Julius Williams.	Seaman.	"			105 00	36 00
Mary Walsh.	Domestic.	"			3 86	3 86
Eliza Williams, etc.		"			691 59	99 50
Margaret White.		"			240 30	95 00
Mary Wolansky.	Domestic.	"			52 42	10 89
Josephine Wood.		"			6 22	6 22
Harry Woods, etc.		"			63 30	23 00
James Woodworth.	Collector.	"			1 50	1 50
Charles J. B. Wyard.	Hotel steward.	"			1,148 48	333 70
Eliza J. Wynard or Sutcliff.		"			968 85	331 25
Joseph Zimmermann.	Stablenman.	New York.			19 48	19 48
Peter Lund.	Farmer.	"	Spokane Falls.		174 68	20 00
John B. Lewis.	Glue-maker.	"	"		9 20	9 20
Corina Madsen.	School girl.	"	Cardenas.		3,028 02	17 20
Francisca Mentjes.	Artist.	"	"		5 64	5 64
Ann O'Garra.	Domestic.	"	"		708 58	170 00
Charles Reinhard.		"	"		7 70	7 70
Hermann Stern.	Clerk.	"	"		55 22	20 00
Charles Swanson.	Farmer.	"	Spokane Falls.		131 07	20 00
Patrick Trenor.	Merchant.	"	"		388 74	20 00
Charles T. Mitchell.	Physician.	"	"		6 00	6 00
Margaret Brennan.		"	"		90 00	90 00
Ann Day.		"	"		1 00	1 00
Mary Hussey.	Domestic.	"	"		12 50	12 50
Robert Gilder.	Time-keeper.	"	"		14 20	14 20
James Frieth.	Agent.	"	"		2 90	2 90
Niel McLean.	Longshoreman.	"	"		5 20	5 20
Thomas H. Brown.	Herb doctor.	"	"		9 48	9 48
Harriet Jackson.	Domestic.	"	"		27 34	20 00
George H. Kuhn.	Waiter.	"	"		67 00	5 00
Totals.				\$5,248 25	\$222,688 70	\$123,343 19

The following cases were reported during the year 1892 by the Commissioners of Charities and Correction and by the Coroners; the cash received and the proceeds of sale of the effects of the deceased persons were paid into the City Treasury:

NAME.	AMOUNT.	NAME.	AMOUNT.
Unknown man, Centre and White streets.	\$0 01	John Miller.	\$0 01
Unknown man, No. 77 Lexington avenue.	10	John Taylor.	28
Unknown man, No. 25 Mulberry street.	\$1 03	Peter Cusick.	60
Express charges.	20	Nellie Kelly.	79
John Bouden.	83	Joseph Volushok.	35
Daniel Blauvelt.	53	Daniel Donovan.	25
Henry F. Brown.	01	George H. Lucas.	05
Henry Essig.	07	Jeremiah Headdon.	1 70
Thomas Magher.	77	William Sullivan.	2 00
Robert Mason.	30	Michael Marigan.	40
Charles Romley.	\$2 92	Jacob Schieder.	2 30
Less express.	25	Annie Lyons.	10
Isabella Thompson.	2 67	Kate Twomey.	2 25
Ether Lewis.	12	Alfonse Hausertren.	01
Thomas Maloney.	15	Joseph W. Maddocks.	06
Unknown, Central Park.	10	Nicholas Torter.	12
James Redigan.	60	Catherine Swan.	1 00
Jacob Luther.	13 00	Charles McCann.	12
John Boyd.	41	Charles Hentz.	7 00
Conrad Kaufman.	20	Rebecca Meyers.	37
Joseph Rosenthal.	1 80	Rebecca Meyer.	3 00
Mary Bevins or Burns.	48	Henry Dreor.	90
Andrew Knox.	40	Nora Thornton.	2 05
Unknown man, colored.	08	George Mungold.	24
Harry Oswald.	48	Thomas Wolf.	54
Elias Blum.	1 28	John Hennes.	3 62
Henry Simmins.	88	Walter Percy, or Thomas Bogue.	2 09
Unknown man, C. S. Wilbur, No. 207 Bowery.	3 60	Alexander Gaydian.	90
Charles S. Hensler.	40	James Smith.	6 00
Unknown man, Central Park.	2 40	Lizzie Flemming.	56
George Morton.	88	Kate Hyland.	1 00
Michael Barnaba.	1 80	Thomas Burke.	23
George Walton.	1 20	James Sullivan.	95
Vincenzo Dagono.	1 80	Man, St. Vincent's Hospital.	22
Henry Johnson.	1 20	Antony Koren.	05
Matthew Dockerty.	1 20	James Farrell.	3 00
Ludwig F. Muller.	72	Thomas Ford.	2 52
Solomon Rosenberg.	48	Gustave Escalo.	20
Unknown man, No. 162 Flatbush avenue.	48	Bernard Dougherty.	25
Albert Stoll.	2 00	Mary O'Melia.	72
Peter Hendrickson.	1 20	Mary Manning.	53
Lewis Raffel.	80	Mary Lyons.	20
William J. Smith.	96	William Blair.	37
Frank W. Geissel.	20	Patrick Sheridan.	3 00
Unknown man, No. 492 Ninth avenue.	88	Henry C. Bulling.	1 87
Patrick Donnelly.	1 60	Emil Hauschildt.	03
Solomon Josephs.	2 00	John Mohr.	1 52
John McGrady, or McGrogan.	60	Greda Weber.	5 00
Alfred Schruder, or Schroeter.	1 00	William Moss.	1 00
James Savage.	2 35	Walter Lacy.	19
Marion Bone.	2 00	Mary Harris.	09
John Grillone.	34	Josephine Newman.	05
		Sarah Person.	1 06
		Mary Huble.	1 22

NAME.	AMOUNT.	NAME.	AMOUNT.
Cath. Corynan.	\$7 41	Alfred Manning.	\$4 05
Mary Harris or Madison.	50	Max Keetayer.	1 40
Martha Koser.	18	Martha McCune.	2 00
Mary Riley.	18	Honora McCarthy.	25
Eliza Duven.	1 50	David J. Shea.	3 70
Eberhardina Singer.	52	Annie Ward.	50
Harry S. Berry.	62	Mary McFaddon.	1 00
Unknown man, Gouverneur Hospital.	41	Charles Walter.	25
Godfried Solomon.	64	Frederick Waltz.	57
Ike Levenick.	1 00	Maggie McCarthy.	50
Patrick Fox.	39	John Irving.	1 07
William Puller.	57	Martha Christian.	06
Mary Begley.	2 03	Matthew Schakle.	7 73
Jacob Porech.	85	Bridget Donohue.	10
Anna Forster.	1 04	Henry Hieman.	5 00
August Meyer.	73	Manuelo Creicho.	97
Matthew Hays.	10 00	Arthur Sweeney.	1 73
John Oakes.	77	Thomas Pronesso.	9 49
Maggie Marten.	3 31	John Taafe.	1 00
Thomas Gerrity.	1 00	Caroline Deemer.	70
Mary Duffner.	1 36	Henrietta Thorn.	77
Clare Hendrickson.	5 50	Herman Lewis.	20
Mary Connor.	17	Hannah Hahn.	46
Margaret Smith.	139 10	Zelia Freedman.	1 25
Lizzie Devine.	13 42	Edwin Jube.	75
Margaret Prescott.	1 40	George C. Batterman.	40
Rose Lorich.	76	John Kelly.	1 50
Mary Henderson.	1 00	John Clous.	05
William McFadden.	5 00	John Brilesauer.	2 00
Henry Hoffman.	17 25	Unknown man.	12 75
Alfred Schruder.	1 17	Maggie Jones.	42
Unknown man.	07	George Schwartz.	05
Isaac Jacobson.	31	William Ahearn.	50
Henry Schneider.	35	Joseph McLaughlin.	1 00
Kate Muldoon.	1 00	Michael Dowd.	28
Patrick Donohue.	1 81	Mary Mastony.	4 49
Hirsch Notchingsky.	29	Charles Krantz.	2 00
John Meany.	08	John Denny.	25
Maggie Reilly.	80	Dwight Adams.	01
George Johnson.	2 00	John Drew.	44
John McGue.	15	Thomas Carroll.	86
John Meany.	2 50	George Hammar.	51
Unknown woman, died January 12, 1892.	34	Christian Hensel.	03
Louis Van Slyke.	9 45	Charles Pauley.	1 33
Wallace Howard.	1 08	Bridget Mackin.	2 36
Ellen Campbell.	1 87	James Walsh.	3 00
Margaret Tobin.	73	Henry Powers.	15
Louise Costello.	35	William Teare.	31
Fannie Pellmann.	25		
Joseph Coogan.	10	Total.	\$104 56

NAME.	AMOUNT.	NAME.	AMOUNT.
Unknown man, Riverside Drive.	\$0 21	Patrick McShane.	\$0 27
Unknown man, One Hundred and Fifty second street and Fourth avenue, railroad track.	15	John J. Mott.	2 82
Albert Habadend.	\$0 92	Pietro Bernardini.	33
Car-fare.	10	Bernard Miller.	14
William Devlin.	\$3 41	William Griffith.	2 78
Car-fare.	10	Estonista Butnowitz.	39
Catherine Furlong.	1 28	Lawrence Dermott.	1 15
Unknown man, 42 Greenwich street.	\$31 04	Robert Mercer.	2 32
Less cartage.	1 00	Joseph Rodgers.	05
Unknown man, No. 69 Bowery.	1 39	Peter Stenmerman.	1 70
Joseph Lepowick.	03	John Duffy.	9 00
John Cleary.	14	Bridget Smith.	3 57
John Shay.	04	Charles Greenberger.	1 33
Unknown man, Jack.	01	Joseph Parley.	2 59
Daniel O'Connor.	05	Max Goldman.	1 49
Unknown man, Forty-third street and North river: ten cents, bad.	\$2 41	Dominico Parra.	5 00
Less cartage.	50	Francis Morris.	1 19
R. Bruce Williamson.	\$0 99	Thomas Arkins.	23
Car-fare.	10	James J. Kelly.	63
John Walker.	10	Patrick Dunn.	04
Joseph Pearson.	\$6 07	Andrea Ceraccio, or Clacio.	35
Less cartage and car-fare.	60	Mary Prichner.	20
Mary Stanton.	25	Amelia Hungar.	20
James Black.	10	James Williams.	35
Gottfried Wiedner.	\$1 32	Gustave Hartman.	4 50
Car-fare.	10	James Lavoless.	16
William Sauter.	\$0 30	Unknown man, Roosevelt ambulance.	32
Car-fare.	20	Frank Andrews.	1 04
Unknown man, Central Park.	05	John Grippen.	05
Andreas Pallo.	\$14 98	Hannah Penke.	1 25
Car-fare.	10	Leonard Welstrud.	15
Karl Hausel.	\$11 30	Thomas H. Brown.	15
Car-fare.	20	John Stinson.	15
Gustav Hollberg.	\$9 00	James White.	98
Car-fare.	10	Patrick O'Connor.	59
Unknown man.	8 90	Theodore Cozzens.	1 07
William Souther.	2 63	Daniel Lenihan.	1 92
Unknown man.	05	Leonard Albert.	35
Unknown man.	51	Unknown man, Chambers Street Hospital.	01
Charles Ross.	08	William Maher.	15
Unknown woman.	35	Maggie Stone.	5 00
Esther Lewis.	25	Julia Konker.	1 10
Henry Nathan.	22	John Lee.	2 05
Bernard Martin.	01	Nellie Lepper.	89
Madame Serte.	4 20	Maria Jengur.	75
Nathan Shihler.	86	Kate McRae.	2 85
Sarah Pearson.	1 89	Nellie Wayne.	41
William Reid.	65	Martin Kelly.	25
Charles Hentz.	2 06	Frank Bamford.	4 75
Dometri Sicola.	60	Thomas Fox.	1 25
Jacob Kraus.	1 41	James Egan.	1 30
John Hag.	90	Michael McMahon.	50
Elias Blum.	2 72	Mary White.	26
James W. Smith.	67	Gevardi Zeloni.	44
Henry F. Brown.	1 51	Catherine Miller.	3 15
Maggie Jones.	3 80	Christian Lutz.	4 00
Charles Reber.	1 26	George McIver.	12
William Cole.	1 05	August Levy.	47
Mary Mastony.	1 05	Catherine Toomey.	1 74
Raphael Malarah.	70	Passquell Mustello.	4 03
Andreas Pollo.	10	Lizzie Cluch.	21
Albert Habadend.	2 30	Charles Regan.	21
Unknown man, No. 42 Greenwich street.	35	Edward Mullen.	11
Leopold Marchesi.	60	Dennis Kerrigan.	9 63
Gottfried Wiedner.	76	James Callahan.	4 54
William Sauter.	2 30	Maud O'Brien.	25
Unknown man, "Jack."	50	Mary Wolf.	32
Gustav Hollberg.	84	Wolf Tobach.	4 00
Julius Gatzner.	2 94	Jeremiah Scanlon.	58
Joseph Ratner.	1 18	Francis Willis.	3 00
Unknown man, 1891.	72	Hattie Grant.	10
John Welsh.	10 57	James Raynor.	4 00
John Callahan.	35	John Saraipi.	2 02
Henry Sudolph.	01	John Dunn.	1 16
Jacob Bauer.	2 00	John O'Connell.	5 45
John T. Cummings.	1 65	Charles Noble.	10
Charles Weincke.	1 06	Frank Lantz.	3 07
William Carroll.	16	Unknown man, One Hundred and Thirty-eighth street and Harlem river.	03
William Husted.	1 06	Unknown man, South Ferry, E. R.	4 03
Nado Skogland.	07	John Price.	05
Edward Murray, or John McDonald.	7 85	Unknown woman.	60
Unknown man, Morgue.	2 05	Lawrence Cotter.	05
Mary Hickey.	20	Unknown man.	02
Thomas Shahn, or Sheehan.	15	John Doyle.	04
Rapanta Passenti.	2 00	Michael Mallon.	35
		Unknown man, Twenty-third street, N. R.	15
		Unknown man, Twenty-sixth street, N. R.	15
		Unknown man, Pier 23, E. R.	10
		Emile Bautior.	6 20
		Aaron Kremer.	25
		John Jones.	32
		Unknown man, Eighteenth street, N. R.	1 05
		Herman Wenke.	7 78
		Unknown man, No. 144 Avenue D.	05
		William Dougherty.	25
		Unknown man, One Hundred and Twenty-ninth street and North river.	05
		Unknown man foot of Vesey street.	45
		William Barry.	2 23

NAME.	AMOUNT.	NAME.	AMOUNT.
John Rogers.....	\$41 03	Samuel Lipsker.....	\$0 32
Unknown man, from No. 303 East Fifty-seventh street.....	41	Philip Redican.....	23
Unknown man, foot of Morton street.....	05	Unknown man, New York Bay.....	60
Annie Johnson.....	2 06	Unknown man, No. 251 Houston street.....	37
Thomas Lynch.....	39	Unknown man, or Patrick Cummings.....	1 00
Michael Manning.....	24	Andrew Saunders.....	25
Charles Leskie.....	90	Unknown man, Woodlawn station.....	02
		Unknown man, Pier 29, N. R.....	02

Cash received from Coroners September 1, 1892 :

DATE.	NAME.	AMOUNT.	DATE.	NAME.	AMOUNT.
Aug. 2, 1892	Frank Winkelman.....	\$0 13	Aug. 18, 1892	Unknown man, Hunt's Point.	\$0 08
" 11, "	Sophie Weisner.....	04	Apr. 23, "	Unknown woman, Hall's Hotel.....	1 67
" 4, "	Vincenzo Del Gatto.....	08		Total.....	\$2 39
" 21, "	Luigi Capone.....	20			
" 15, "	Abram Manowitch.....	19			

Proceeds of sale of effects received from Coroners :

NAME.	AMOUNT.	NAME.	AMOUNT.
John Smith.....	\$0 20	Clara Burroughs.....	\$0 80
Unknown man.....	04	Esther Lewis.....	08
E. Monks.....	1 80	Total.....	\$2 92

The balances remaining in the following estates, unclaimed by next of kin, have been paid into the City Treasury, pursuant to chapter 573 of the Laws of 1887 :

NAME.	AMOUNT.	NAME.	AMOUNT.
Patrick G. McLiff.....	\$40 00	William W. Bradley.....	\$0 08
F. A. Gref.....	24 68	Florencia Marrero.....	8 60
Dorothea Rost.....	43 27	John Mannett.....	5 60
Louis Sievers.....	22 31	Mary Miner.....	25
Catherine Gallon.....	23 70	Louis Loudan.....	25
Mary Clark.....	31 86	George Trever.....	19 25
Michael McNulty.....	148 42	Peter Niessen.....	7 25
William T. Matthews.....	59 32	Edward Davis.....	16 76
George Thompson.....	85 11	Pierre Fuchs.....	3 64
Patrick Tierney.....	205 93	Cecilia Gallagher.....	4 31
Bridget Healy.....	29 53	Julia McDonald.....	22 99
Margaret Lowe.....	2 89	William Pierce.....	13 18
Edmund Wilde.....	142 35	John Ormond.....	1 00
John Murney.....	141 24	Henry B. Wood.....	9 50
Alice Dowling.....	58 43	Otto Trohn.....	20
Abby Cashman.....	45 01	Michael O'Boyle.....	27
Bridget Owens.....	172 35	William B. Small.....	6 73
John J. Cott.....	161 68	Friedrich Von Goetzen.....	9 57
David Fields.....	25 81	Frank Job, etc.....	5 56
William Delaney.....	71 76	Charles Henry.....	7 24
Frank Gitchie.....	12	Robert Burns.....	21 49
Thomas Hanson.....	14 06	Alfred Hartwick.....	6 53
Thomas Connell.....	115 87	Emma Moore.....	98
Mary A. Bailey.....	28 30	Charles D. Conway.....	8 57
Catharine Barry.....	1 08	Ada Smith.....	23 21
Torrano Biagio.....	39 86	James Everitt.....	17 11
Rosina Krug.....	10 95	Charles Edmann.....	07
Andrew Simpson.....	13 63	C. Anstenbach.....	1 76
Antonio Maretti.....	89	Patrick Cahill.....	15 46
Elizabeth Aschenbrenner.....	11 15	Mary Fitzgerald.....	3 12
Margaret O'Sullivan.....	100 48	Charles Clifford.....	3 98
Thomas Simonds.....	10 11	Jennie Barbazne.....	40
Margaret Mohrmann.....	24 02	Paul Behrend.....	15 17
Charles Schwerin.....	115 88	Emma Becker.....	7 99
Alice Deven.....	7 58	Frederick Schilko.....	10 53
James J. Lalor.....	4 32	Peter Sutherland.....	5 87
Catharine Lee.....	9 99	Smith, No. 66 Market street.....	2 70
Isidor Lippmann.....	4 24	G. Liblich.....	85
Nanette Barnhardt.....	14 45	Chinaman, No. 211 Spring street.....	

The following is a report of moneys unclaimed by next of kin and paid into the City Treasury by the Public Administrator during the year 1892, in addition to the estates received from the Commissioners of Charities and Correction and the estates paid into the City Treasury, pursuant to chapter 573 of the Laws of 1887, and Coroners' cases :

NAME.	AMOUNT.	NAME.	AMOUNT.
Sarah Mullins.....	\$149 49	William R. Turner.....	\$378 61
John O. Brown.....	280 56	Jane Utting.....	103 78
Fred B. Stacy.....	599 74	Sophia Thompson.....	947 45
Hippolyte de Goer.....	139 74	Julien Banderet.....	48 02
Laura A. Fairchild.....	978 27	William S. Johnstone.....	307 39
Joseph Mavaian.....	216 44	Joseph Middleton.....	129 94
Mary Jacquelin.....	869 87	Justus F. Fischer.....	497 23
William Imhof.....	619 92	John D. Kennedy.....	1,556 46
Mary Dermody.....	1,009 58		

The balance of moneys in the hands of the Public Administrator on the 1st day of January, 1893, was as follows :

Continental National Bank.....	\$76,126 54
Importers and Traders' National Bank.....	79,706 47
National Park Bank.....	80,960 52
Mercantile Trust Company.....	77,181 10

Making a total of..... \$313,974 63

The total amount of money which came into the hands of the Public Administrator during the year 1892 was..... \$222,688 70

The total amount disbursed by him during the said year was..... \$128,591 44

The total amount paid into the City Treasury during the year 1892 for commissions was..... \$5,248 25

The total amount of money paid into the City Treasury for intestate estates was..... \$12,118 16

City and County of New York, ss. :

William M. Hoes, the Public Administrator in the City of New York, being duly sworn, deposes and says, according to his best knowledge, information and belief, the foregoing account contains a true statement of the moneys received by the Public Administrator, for commissions and expenses, and the total amount of his receipts and expenditures in each case in which he has taken charge of and collected any effects or on which the Public Administrator has administered on any estate during the year 1892, with the name of the deceased, his or her occupation, his or her place of residence at the time of death, if the same be known, and the country or place from which he or she came, if he or she was not a resident of this State at the time of his or her death.

WILLIAM M. HOES.

Sworn to before me this 13th day of January, 1893.

A. J. B. MILLER, Notary Public, New York County.

OFFICIAL DIRECTORY.

STATEMENT OF THE HOURS DURING which the Public Offices in the City are open for business, and at which the Courts regularly open and adjourn, as well as of the places where such offices are kept and such Courts are held; together with the heads of Departments and Courts :

EXECUTIVE DEPARTMENT.

Mayor's Office.

No. 6 City Hall, 10 A. M. to 4 P. M.; Saturdays, 10 A. M. to 12 M.
THOMAS F. GILROY, Mayor. WILLIS HOLLY, Secretary and Chief Clerk.

Mayor's Marshal's Office.

No. 1 City Hall, 9 A. M. to 4 P. M.
DANIEL ENGELHARD, First Marshal.
GEORGE E. BEST, Second Marshal.

COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115, Stewart Building, 9 A. M. to 4 P. M.
CHARLES G. F. WAHLE and EDWARD OWENS.

AQUEDUCT COMMISSIONERS.

Room 209, Stewart Building, 5th floor, 9 A. M. to 4 P. M.
JAMES C. DUANE, President; JOHN J. TUCKER, FRANCIS M. SCOTT, H. W. CANNON, and the MAYOR, COMPTROLLER and COMMISSIONER OF PUBLIC WORKS; *ex officio*, Commissioners; J. C. LULLY, Secretary; A. FTELEV, Chief Engineer; E. A. WOLFF, Auditor.

BOARD OF ARMORY COMMISSIONERS.

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

COMMON COUNCIL.

Office of Clerk of Common Council.

No. 8 City Hall, 9 A. M. to 4 P. M.
GEORGE B. MCLELLAN, President Board of Aldermen.
MICHAEL F. BLAKE, Clerk Common Council.

DEPARTMENT OF PUBLIC WORKS

No. 31 Chambers street, 9 A. M. to 4 P. M.
MICHAEL T. DALY, Commissioner; MAURICE F. HOLAHAN, Deputy Commissioner (Room A).
ROBERT H. CLIFFORD, Chief Clerk (Room 6).
GEORGE W. BIRDSALL, Chief Engineer (Room 9); JOSEPH RILEY, Water Register (Rooms 2, 3 and 4); WM. M. DEAN, Superintendent of Street Improvements (Room 5); HORACE LOOMIS, Engineer in Charge of Sewers (Room 9); WILLIAM G. BERGEN, Superintendent of Repairs and Supplies (Room 15); MAURICE FEATHERSON, Water Purveyor (Room 1); STEPHEN H. MCCORMICK, Superintendent of Lamps and Gas (Room 11); JOHN L. FLORENCE, Superintendent of Streets and Roads (Room 12); MICHAEL F. CUMMINGS, Superintendent of Incumbrances (Room 16).

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.
THOMAS W. MYERS, Comptroller; RICHARD A. STORRS, Deputy Comptroller; D. LOWBER SMITH, Assistant Deputy Comptroller.

LAW DEPARTMENT.

Office of the Counsel to the Corporation.

Staats Zeitung Building, third and fourth floors. 9 A. M. to 5 P. M. Saturdays, 9 A. M. to 12 M.
WILLIAM H. CLARK, Counsel to the Corporation.
ANDREW T. CAMPBELL, Chief Clerk.

POLICE DEPARTMENT

Central Office.

No. 300 Mulberry street, 9 A. M. to 4 P. M.
JAMES J. MARTIN, President; CHARLES F. MACLEAN, JOHN MCCLAVE and JOHN C. SHEEHAN, Commissioners; WILLIAM H. KIPP, Chief Clerk; T. F. RODENBROUGH, 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; CHAS. E. SIMMONS, M. D., and EDWARD C. SHEEHY, Commissioners; 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 BENNY, General Bookkeeper; Out-Door Poor Department. Office hours, 8:30 A. M. to 4:30 P. M. WILLIAM BLAKE, Superintendent. Entrance on Eleventh street.

DEPARTMENT OF BUILDINGS.

No. 220 Fourth avenue, corner of Eighteenth street, A. M. to 4 P. M.
THOMAS J. BRADY, Superintendent.

FIRE DEPARTMENT.

Office hours for all, except where otherwise noted, from 9 A. M. to 4 P. M. Saturdays, 12 M.

Headquarters.

Nos. 157 and 159 East Sixty-seventh street.
S. HOWLAND ROBINS, President; ANTHONY EICKHOFF and JOHN J. SCANNELL, Commissioners; CARL JUSSER, Secretary.
HUGH BONNER, Chief of Department; PETER SEERY, Inspector of Combustibles; JAMES MITCHELL, Fire Marshal; WM. L. FINDLEY, Attorney to Department; J. ELLIOT SMITH, Superintendent of Fire Alarm Telegraph.
Central Office open at all hours.

HEALTH DEPARTMENT

No. 301 Mott street, 9 A. M. to 4 P. M.
CHARLES G. WILSON, President, and JOSEPH D. BRYANT, M. D., the PRESIDENT OF THE POLICE BOARD and HEALTH OFFICER OF THE PORT, *ex officio*, Commissioners; EMMONS CLARK, Secretary.

DEPARTMENT OF PUBLIC PARKS.

Emigrant Industrial Savings Bank Building, Nos. 49 and 51 Chambers street, 9 A. M. to 4 P. M. Saturdays, 12 M.
PAUL DANA, President; ABRAHAM B. TAPPEN, NATHAN STRAUS and HENRY WINTHROP GRAY, Commissioners; CHARLES DE F. BURNS, Secretary.

DEPARTMENT OF DOCKS.

Battery, Pier A, North river.
J. SERGEANT CRAM, President; EDWIN A. POST and JAMES J. PHELAN, Commissioners; AUGUSTUS T. DOCHARTY, Secretary.
Office hours, from 9 A. M. to 4 P. M.

DEPARTMENT OF TAXES AND ASSESSMENTS

Staats Zeitung Building, Tryon Row, 9 A. M. to 4 P. M. Saturdays, 12 M.
EDWARD P. BARKEK, President; EDWARD L. PARRIS and GEORGE C. CLAUSEN, Commissioners; FLOYD T. SMITH, Secretary.

DEPARTMENT OF STREET CLEANING.

Stewart Building. Office hours, 9 A. M. to 4 P. M.
THOMAS S. BRENNAN, Commissioner; JOHN J. RYAN, 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; WILLIAM HILDRETH FIELD and HENRY MARQUAND, Members of the Supervisory Board; LEE PHILLIPS, Secretary and Executive Officer.

BOARD OF ESTIMATE AND APPOINTMENT

The MAYOR, Chairman; E. P. BARKEK (President, Department of Taxes and Assessments), Secretary; the COMPTROLLER and PRESIDENT OF THE BOARD OF ALDERMEN, Members; CHARLES V. ADEB, Clerk.
Office of Clerk, Staats Zeitung Building, Room 5.

BOARD OF ASSESSORS.

Office, 27 Chambers street, 9 A. M. to 4 P. M.
EDWARD GILSON, Chairman; EDWARD CAHILL, CHARLES E. WENDT and PATRICK M. HAVERTY; WM. H. JASPER, Secretary.

BOARD OF EXCISE.

No. 54 Bond street, 9 A. M. to 4 P. M.
LEICESTER HOLME, WILLIAM S. ANDREWS and WILLIAM DALTON, Commissioners; JAMES F. BISHOP, Secretary.

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.
FERDINAND LEVY, Register; JOHN VON GLAHN, 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.
HENRY D. PURROY, 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.

SUPREME COURT

Second floor, New County Court-house, opens 10:30 A. M.; adjourns 4 P. M.

CHARLES H. VAN BRUNT, Presiding Justice; GEORGE L. INGRAHAM, ABRAHAM R. LAWRENCE, GEORGE C. BARRETT, GEORGE P. ANDREWS, EDWARD PATTERSON and MORGAN J. O'BRIEN, Justices; HENRY D. PURROY, Clerk.

General Term, Room No. 9, WILLIAM LAMB, Jr., Clerk.
Special Term, Part I., Room No. 10, HUGH DONNELLY, Clerk.

Special Term, Part II., Room No. 18, WILLIAM J. HILL, Clerk.

Chambers, Room No. 11, AMBROSE A. MCCALL, Clerk.

Circuit, Part I., Room No. 12, WALTER A. BRADY, Clerk.

Circuit, Part II., Room No. 14, JOHN LERSCHER, Clerk.

Circuit, Part III., Room No. 13, GEORGE F. LYON, Clerk.

Circuit, Part IV., Room No. 15, J. LEWIS LYON, Clerk.

POLICE DEPARTMENT.

POLICE DEPARTMENT—CITY OF NEW YORK,
OFFICE OF THE PROPERTY CLERK (Room No. 9),
No. 300 MULBERRY STREET,
NEW YORK, 1893.

OWNERS WANTED BY THE PROPERTY Clerk of the Police Department of the City of New York, No. 300 Mulberry street, Room No. 9, for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc., also small amount money taken from prisoners and found by patrolmen of this Department.
JOHN F. HARRIOT
Property Clerk

DEPARTMENT OF STREET CLEANING.

NOTICE.

PERSONS HAVING BULKHEADS TO FILL IN the vicinity of New York Bay, can procure material for that purpose—ashes, street sweepings, etc., such as is collected by the Department of Street Cleaning—free of charge, by applying to the Commissioner of Street Cleaning, in the Stewart Building.
THOMAS S. BRENNAN,
Commissioner of Street Cleaning.

CORPORATION NOTICE.

PUBLIC NOTICE IS HEREBY GIVEN TO THE owner or owners, occupant or occupants, of all houses and lots, improved or unimproved lands affected thereby, that the following assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

List 4031, No. 1. Sewer in Boulevard (west side), and West End avenue, between One Hundred and Fifth and One Hundred and Eighth streets, with curves into One Hundred and Fifth, One Hundred and Sixth and One Hundred and Seventh streets.

List 4032, No. 2. Flagging and reflagging, curbing and receding in front of Nos. 328 and 330 West Fortieth street.

List 4033, No. 3.—Flagging and reflagging, curbing and receding north side of One Hundred and Third street, beginning at First avenue and extending westerly about 500 feet.

List 4034, No. 4.—Flagging and reflagging, curbing and receding the block bounded by Hancock place, One Hundred and Twenty-fifth street, St. Nicholas and Columbus avenue.

The limits embraced by such assessment include all the several houses and lots of grounds, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of West End avenue, from One Hundred and Fifth to One Hundred and Seventh street, and west side of Boulevard, from One Hundred and Seventh to One Hundred and Eighth street; also both sides of One Hundred and Fifth, One Hundred and Sixth and One Hundred and Seventh streets, extending about 200 feet westerly from West End avenue and west side of West End avenue, extending about 100 feet southerly from One Hundred and Fifth street.

No. 2. Nos. 328 and 330 West Fortieth street, known as Ward Nos. 5185 and 5186.

No. 3. North side of One Hundred and Third street, extending about 250 feet westerly from First avenue.

No. 4. Block 936, Ward Nos. 7 to 14, inclusive and Ward No. 51, in the Twelfth Ward.

All persons whose interests are affected by the above-named assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Chairman of the Board of Assessors, at their office, No. 27 Chambers street, within thirty days from the date of this notice.

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation on the 25th day of February, 1893.

EDWARD GILON, Chairman,
PATRICK M. HAVERTY,
CHARLES E. WENDT,
EDWARD CHAILL,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 27 CHAMBERS STREET,
NEW YORK, January 24, 1893.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE,
NEW YORK, January 24, 1893.

TO CONTRACTORS.

PROPOSALS FOR HOSPITAL SUPPLIES.
Sealed bids or estimates for furnishing the following hospital supplies, all to be delivered in installments as may be required, during the year 1893, viz.:

4,500 pounds, more or less, of MEDICINAL SOLUTION OF PEROXIDE OF HYDROGEN, to comply with the following conditions: Residue on evaporation not to exceed .05 per cent; complete absence of barium and hydrofluoric acid, the free acid in 100 cubic centimetres (cc.) of the solution to be completely neutralized by 1 cc. of normal alkali volumetric solution. To be equal to fully 10 volumes of available oxygen at the time of delivery—that is, 1 cc. of it should decolorize not less than 17.8 cc. of decinormal potassium permanganate solution, containing 3.16 gm. per liter. To be delivered in 1 pound bottles, 25 in a closed box; 5 pound bottles, 6 in a closed box, or 1 gallon bottles, 4 in a closed box as may be required. The bidder to give the price per pound for the two first-named kinds of package and the price per gallon for the last.

25,000 pounds, more or less, GRANULATED SUGAR, to conform to sample exhibited.
6,000 pounds, more or less, ABSORBENT LINT, to conform to sample exhibited.

—will be received at the Department of Public Charities and Correction, in the City of New York, until 10 o'clock A. M. of Friday, February 3, 1893. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Hospital Supplies," with his or their name or names, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the President of said Department and read.

THE BOARD OF PUBLIC CHARITIES AND CORRECTION RESERVES THE RIGHT TO REJECT ALL BIDS OR ESTIMATES IF DEEMED TO BE FOR THE PUBLIC INTEREST, AS PROVIDED IN SECTION 64, CHAPTER 410, LAWS OF 1882.

No bid or estimate will be accepted from, or contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

The award of the contract will be made as soon as practicable after the opening of the bids.
Delivery will be required to be made from time to time, and in such quantities as may be directed by the said Commissioners.

Any bidder for this contract must be known to be engaged in and well prepared for the business, and must have satisfactory testimonials to that effect; and the person or persons to whom the contract may be awarded will be required to give security for the performance of the contract by his or their bond, with two sufficient sureties, in the penal amount of fifty (50) per cent. of the ESTIMATED amount of the contract.

Each bid or estimate shall contain and state the name and place of residence of each of the persons making the same; the names of all persons interested with him or them therein; and if no other person be so interested, it shall distinctly state that fact; also that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud; and that no member of the Common Council, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate that the several matters stated therein are in all respects true. Where more than one person is interested, it is requisite that the verification be made and subscribed by all the parties interested.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for its faithful performance; and that if he shall omit or refuse to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled on its completion and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the work by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of this contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety and otherwise; and that he has offered himself as a surety in good faith and with the intention to execute the bond required by section 12 of chapter 7 of the Revised Ordinances of the City of New York, if the contract shall be awarded to the person or persons for whom he consents to become surety. The adequacy and sufficiency of the security offered is to be approved by the Comptroller of the City of New York.

No bid or estimate will be considered unless accompanied by either a certified check upon one of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such check or money must not be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the

amount of the deposit made by him shall be forfeited to and retained by the City of New York as liquidated damages for such neglect or refusal; and if he shall execute the contract within the time aforesaid, the amount of his deposit will be returned to him.

Should the person or persons to whom the contract may be awarded neglect or refuse to accept the contract within five days after written notice that the same has been awarded to his or their bid or proposal, or if he or they accept, but do not execute the contract and give the proper security, he or they shall be considered as having abandoned it and as in default to the Corporation, and the contract will be readvertised and relet as provided by law.

The quality of the Hospital Supplies must conform in every respect to the specifications and samples, and bidders are cautioned to examine both specifications and samples of the articles required before making their estimates.

Bidders will state the price for each article, by which the bids will be tested.
Bidders will write out the amount of their estimate in addition to inserting the same in figures.

Payment will be made by a requisition on the Comptroller, in accordance with the terms of the contract, or from time to time, as the Commissioners may determine.

The form of the contract, including specifications, and showing the manner of payment, can be obtained at the office of the Department, and bidders are cautioned to examine each and all of its provisions carefully, as the Board of Public Charities and Correction will insist upon its absolute enforcement in every particular.

HENRY H. PORTER, President,
CHARLES E. SIMMONS, M. D.,
EDWARD C. SHEEHY,
Commissioners, Department of Public Charities and Correction.

DEPARTMENT OF PUBLIC PARKS.

AUCTION SALE.

THE DEPARTMENT OF PUBLIC PARKS WILL sell at Public Auction, at the office of the Central Park Menagerie, in the Arsenal Building, Sixty-fourth street and Fifth avenue, Central Park, on Thursday, January 26, 1893, at 11 o'clock A. M.,

ONE FEMALE HIPPOPOTAMUS,

two and one-half years old, weighing about 1,200 pounds, in the best of health and very gentle.

The purchase money to be paid in bankable funds at the time of sale.

The animal to be removed from the Menagerie by the purchaser within five days from time of sale.

By order of the Department of Public Parks,
CHARLES DE F. BURNS,
Secretary.

CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS.

NEW YORK CITY CIVIL SERVICE BOARDS,
Room 30, COOPER UNION,
NEW YORK, January 13, 1893.

PUBLIC NOTICE IS HEREBY GIVEN THAT open competitive examinations for the positions below mentioned will be held at this office on the dates specified:

January 23. TRANSITMAN.
January 24. INSPECTOR OF FRUIT.
LEE PHILLIPS,
Secretary and Executive Officer.

DEPARTMENT OF DOCKS.

(Work of Temporary Construction under New Plan.)

DEPARTMENT OF DOCKS,
PIER "A," NORTH RIVER.

TO CONTRACTORS.

(No. 434.)

PROPOSALS FOR ESTIMATES FOR PREPARING FOR AND BUILDING A NEW WOODEN PIER, WITH APPURTENANCES, INCLUDING TWO WOODEN SEWERS, NEAR THE FOOT OF CANAL STREET, NORTH RIVER.

ESTIMATES FOR PREPARING FOR AND building a New Wooden Pier, with appurtenances, including Two Wooden Sewers, near the foot of Canal street, North river, will be received by the Board of Commissioners at the head of the Department of Docks, at the office of said Department, Pier "A," foot of Battery place, North river, in the City of New York, until 1 o'clock P. M. of

FEBRUARY 2, 1893.

at which time and place the estimates will be publicly opened by the head of said Department. The award of the contract, if awarded, will be made as soon as practicable after the opening of the bids.

Any person making an estimate for the work shall furnish the same in a sealed envelope to said Board, at said office, on or before the day and hour above named, which envelope shall be indorsed with the name or names of the person or persons presenting the same, the date of its presentation and a statement of the work to which it relates.

The bidder to whom the award is made shall give security for the faithful performance of the contract, in the manner prescribed and required by ordinance, in the sum of Eighteen Thousand Dollars.

The Engineer's estimate of the nature, quantities and extent of the work is as follows:

(a) NEW PIER.

	Feet, B. M., measured in the work.
1 Yellow Pine Timber, 12" x 14".....	19,418
" " " 12" x 12".....	187,968
" " " 10" x 12".....	6,800
" " " 10" x 10".....	900
" " " 8" x 12".....	288
" " " 8" x 10".....	597
" " " 8" x 12".....	760
" " " 8" x 10".....	664
" " " 8" x 8".....	93
" " " 7" x 12".....	14,779
" " " 7" x 14".....	327
" " " 7" x 12".....	1,862
" " " 7" x 9".....	772
" " " 6" x 12".....	9,288
" " " 5" x 12".....	195
" " " 5" x 11".....	7,640
" " " 5" x 10".....	22,137
" " " 4" x 10".....	251
" " " 4" x 10".....	99,037
Total.....	373,796

NOTE.—This yellow pine timber is to be furnished by the Department of Docks to the contractor free of charge, in the water or on a pier or bulkhead at one or more points on the North river water-front south of West Seventy-fifth street, as hereinafter specified, and the contractor is to raft it, care for it and transport it to the site of the new pier at his own expense and risk.

	Feet, B. M., measured in the work.
2 Spruce Timber, 3" x 10".....	39,045
" " " 4" x 10".....	81,897
" " " 4" x 5".....	133
Total.....	121,075

	Feet, B. M., measured in the work.
3 White Oak Timber, 8" x 12".....	14,112
4 Yellow Pine Timber, 5" x 16".....	1,213
" " " 6" x 8".....	404
" " " 2" x 4".....	6,468
Total.....	8,085

NOTE.—The above quantities of timber, in items 2, 3 and 4, are to be furnished by the contractor.
All the timber in items 2, 3 and 4 are inclusive of extra lengths required for scarfs, laps, etc., but are exclusive of waste.

5 White Pine, Yellow Pine, or Cypress Piles for Pier.....	638
(It is expected that these piles will have to be about 85 feet in length to meet the requirements of the specifications for driving.)	
6 White Oak Fender-piles, about 60 feet long.....	14
7 3/4" x 28", 3/4" x 26", 3/4" x 24", 3/4" x 22", 3/4" x 20", 3/4" x 18", 3/4" x 16", 3/4" x 14", 3/4" x 12", 3/4" x 10", 3/4" x 8", 3/4" x 7" and 3/4" x 6" square, and 3/4" x 8 1/2" and 3/4" x 8 1/2" round, Wrought-iron, Spike-pointed Dock-spikes, and 40d. Nails, about.....	35,600 pounds.
8 Boiler-plate Armatures and Wrought-iron Strap-bolts and Washers, about.....	14,995 "
9 2", 1 1/2", 1 1/4", 1 1/8" and 1" Wrought-iron Screw-bolts, Lag-Screws and Nuts, about.....	20,339 "
10 Cast-iron Washers for 1 1/2", 1 1/4" and 1" Screw-bolts, about.....	8,856 "
11 Cast-iron Mooring-posts and Pile-shoes, about.....	20,000 "
12 Cast-iron Cleats, about.....	450 "
13 Materials for Painting and Oiling or Tarring.	
14 Labor of every description for about 29,068 square feet of new pier.	

(b) SEWER.

	Feet, B. M., measured in the work.
1 Yellow Pine Timber, 5" x 12".....	2,910
" " " 5" x 11".....	4,680
" " " 5" x 10".....	3,150
" " " 5" x 9".....	5,670
Total.....	16,410

NOTE.—This yellow pine will be furnished by the Department of Docks to the Contractor in the same manner as specified for yellow pine in item 1, subdivision (a).

	Feet, B. M., measured in the work.
2 Yellow Pine Timber, 5" x 16".....	31,107
" " " 5" x 14".....	9,946
Total.....	41,053

NOTE.—This yellow pine in item 2 will be furnished by the contractor.

	Feet, B. M., measured in the work.
3 Spruce or Yellow Pine Timber, creosoted, 4 1/2" x 4 1/2", measured before planing, about.....	120,810
Spruce or Yellow Pine Timber, creosoted, 9" x 14", measured in the work.....	84
Total.....	120,894

4 3/4" x 16", 3/4" x 18", 3/4" x 12" and 3/4" x 8" square Wrought-iron Dock-spikes, about.....	13,114 pounds.
5 1 1/2" Wrought-iron Screw-bolts and Nuts, about.....	3,504 "
6 Galvanized Wrought-iron Bands, Bolts and Mouth-pieces for Sewer, about.....	30,396 "
7 Cast-iron Washers for 1 1/2" Screw-bolts, about.....	2,243 "
8 Labor of every description for about 1,441 linear feet of Elliptical Sewers.	

N. B.—As the above-mentioned quantities, though stated with as much accuracy as is possible, in advance, are approximate only, bidders are required to submit their estimates upon the following express conditions, which shall apply to and become a part of every estimate received:

(1) Bidders must satisfy themselves, by personal examination of the location of the proposed work, and by such other means as they may prefer, as to the accuracy of the foregoing Engineer's estimate, and shall not, at any time after the submission of an estimate, dispute or complain of the above statement of quantities, nor assert that there was any misunderstanding in regard to the nature or amount of the work to be done.

(2) Bidders will be required to complete the entire work to the satisfaction of the Department of Docks, and in substantial accordance with the specifications of the contract and the plans therein referred to. No extra compensation, beyond the amount payable for the work before mentioned, which shall be actually performed, at the price therefore, to be specified by the lowest bidder, shall be due or payable for the entire work.

The work to be done under the contract is to be commenced within five days after the date of the contract, and all the work contracted for is to be fully completed on or before July 15, 1893, or within as many days thereafter as the site of the new pier and approach shall be occupied after the date of the contract by the Department of Docks in dredging, and the damages to be paid by the contractor for each day that the contract may be unfulfilled after the time fixed for the fulfillment thereof has expired, are, by a clause in the contract, determined, fixed and liquidated at Fifty Dollars per day.

Bidders will state in their estimates a price for the whole of the work to be done in conformity with the approved form of agreement and the specifications therein set forth, by which prices the bids will be tested. These prices are to cover all expenses of every kind involved in or incidental to the fulfillment of the contract, including any claim that may arise through delay, from any cause, in the performing of the work thereunder. The award of the contract, if awarded, will be made to the bidder who is the lowest for doing the whole of the work, and whose estimate is regular in all respects.

Bidders will distinctly write out, both in words and in figures, the amount of their estimates for doing the work.

The person or persons to whom the contract may be awarded will be required to attend at this office with the sureties offered by him or them, and execute the contract within five days from the date of the service of a notice to that effect; and in case of failure or neglect so to do, he or they will be considered as having abandoned it, and as in default to the Corporation; and the contract will be readvertised and relet, and so on until it be accepted and executed.

Bidders are required to state in their estimates their names and places of residence; the names of all persons interested with them therein; and if no other person be so interested, the estimate shall distinctly state the fact; also, that the estimate is made without any connection with any other person making an estimate for the same work, and that it is in all respects fair, and without collusion or fraud; and also, that no member of the Common Council, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other

officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof; which estimate must be verified by the oath, in writing, of the party making the estimate, that the several matters stated therein are in all respects true. Where more than one person is interested, it is requisite that the verification be made and subscribed by all the parties interested.

Each estimate shall be accompanied by the consent, in writing, of two householders or freeholders of the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person or persons making the estimate, they will, on its being so awarded, become bound as his or their sureties for its faithful performance; and that if said person or persons shall omit or refuse to execute the contract, they will pay to the Corporation of the City of New York any difference between the sum to which said person or persons would be entitled upon its completion and that which said Corporation may be obliged to pay to the person to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the work to be done by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of the contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety and otherwise; and that he has offered himself as surety in good faith and with the intention to execute the bond required by law. The adequacy and sufficiency of the security offered will be subject to approval by the Comptroller of the City of New York after the award is made and prior to the signing of the contract.

No estimate will be received or considered unless accompanied by either a certified check upon one of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money, to the amount of five per centum of the amount of security required for the faithful performance of the contract. Such check or money must not be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box; and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of his deposit will be returned to him.

Bidders are informed that no deviation from the specifications will be allowed, unless under the written instructions of the Engineer-in-Chief.

No estimate will be accepted from, or contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

THE RIGHT TO DECLINE ALL THE ESTIMATES IS RESERVED IF DEEMED FOR THE INTEREST OF THE CORPORATION OF THE CITY OF NEW YORK.

Bidders are requested, in making their bids or estimates, to use the blank prepared for that purpose by the Department, a copy of which, together with the form of the agreement, including specifications, and showing the manner of payment for the work, can be obtained upon application therefor at the office of the Department.

J. SERGEANT CRAM,
EDWIN A. POST,
JAMES J. PHELAN,
Commissioners of the Department of Docks.

Dated NEW YORK, January 21, 1893.

HEALTH DEPARTMENT.

HEALTH DEPARTMENT,
No. 301 MOTT STREET.

TO CONTRACTORS.

SEALED BIDS OR ESTIMATES FOR FURNISHING One Thousand Tons of White Ash Coal for the Riverside Hospital at North Brother Island, under the charge of the Board of Health, will be received at the office of the Health Department, in the City of New York, until 1.30 o'clock P. M. of the 25th day of January, 1893. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed, "Bid or Estimate for furnishing Coal for Riverside Hospital," and with his or their name or names, and the date of its presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the President of said Board and read.

The Board of Health reserves the right to reject all bids or estimates, as provided in section 64, chapter 410, Laws of 1882, if deemed to be for the public interest. No bid or estimate will be accepted from, or contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

The award of the contract will be made as soon as practicable after the opening of the bids.

The Coal to be of good quality, and the quantity that will be required will be about One Thousand (1,000) Tons of White Ash Coal, to be well screened and in good order, each ton to be 2,240 pounds, in accordance with the specification attached to and which forms a part of the contract aforesaid.

Delivery to be made at the Riverside Hospital, North Brother Island, in such quantities and at the time required by the Board of Health; any changes in the time or place of delivery, however, may be made in writing by the Board of Health.

The above quantity is estimated and approximated only, and bidders are notified that the Board of Health reserves the right to increase or diminish said quantities by an amount not exceeding fifteen per cent. of the estimated quantities, and the contractor will be paid therefor only at the rate or price named in the contract, and that in case the above-named quantity shall not be required by the Department, no allowance will be made for any real or supposed damage or loss of profit.

The person or persons to whom the contract may be awarded will be required to give security for the performance of the contract by his or their bond, with two sufficient sureties, each in the penal sum of THREE THOUSAND (3,000) DOLLARS.

Each bid or estimate shall contain and state the name and place of residence of each of the persons making the same; the names of all persons interested with him or them therein; and if no other person be so interested, it shall distinctly state that fact; also that it is made without any connection with any other person making an estimate for the same purpose, and it is in all respects fair, and without collusion or fraud; and that no member of the Common Council, head of a department, chief of a bureau, deputy thereof or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate, that the several matters therein stated are in all respects true. Where more than one person is interested, it is requisite that the verification be made and subscribed by all the parties interested.

Bidders will be required to furnish testimonials that they are engaged in the coal business in the City of New York, and have the plant necessary to carry out

the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," that unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 998 of said "New York City Consolidation Act of 1882."

Section 998 of the said act provides that, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated from the date of such entry to the date of payment."

The above assessment is payable to the Collector of Assessments and Clerk of Arrears at the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," Room 31, Stewart Building, between the hours of 9 A. M. and 2 P. M., and all payments made thereon on or before March 6, 1893, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per cent. per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

THEO. W. MYERS,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, JANUARY 13, 1893.

NOTICE OF ASSESSMENT.

ASSESSMENT FOR OPENING ONE HUNDRED AND SIXTY-FOURTH STREET, TWENTY-THIRD WARD, CONFIRMED BY THE SUPREME COURT DECEMBER 30, 1892.

IN PURSUANCE OF SECTION 997 OF THE "New York City Consolidation Act of 1882," the Comptroller of the City of New York hereby gives public notice to all owners of property and persons affected by the assessment, in the matter of acquiring title to EAST ONE HUNDRED AND SIXTY-FOURTH STREET, from East One Hundred and Sixty-fifth street to Railroad avenue, West, and from Brook avenue to Trinity avenue, which assessment was confirmed by the Supreme Court December 30, 1892, and entered on the 4th day of January, 1893, in the Record of Titles of Assessments kept in the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," that unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon as provided in section 998 of said "New York City Consolidation Act of 1882."

Section 998 of the said act provides that, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated from the date of such entry to the date of payment."

The above assessment is payable to the Collector of Assessments and Clerk of Arrears at the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," Room 31, Stewart Building, between the hours of 9 A. M. and 2 P. M., and all payments made thereon on or before March 6, 1893, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per cent. per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

THEO. W. MYERS,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, JANUARY 13, 1893.

NOTICE OF ASSESSMENT.

ASSESSMENT FOR OPENING ST. NICHOLAS TERRACE, TWELFTH WARD, CONFIRMED BY THE SUPREME COURT, DECEMBER 30, 1892.

IN PURSUANCE OF SECTION 997 OF THE "New York City Consolidation Act of 1882," the Comptroller of the City of New York hereby gives public notice to all owners of property and persons affected by the assessment, in the matter of acquiring title to ST. NICHOLAS TERRACE, from Academy place to Convent avenue, which assessment was confirmed by the Supreme Court December 30, 1892, and entered on the 9th day of January, 1893, in the Record of Titles of Assessments kept in the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," that unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 998 of said "New York City Consolidation Act of 1882."

Section 998 of the said act provides that, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated from the date of such entry to the date of payment."

The above assessment is payable to the Collector of Assessments and Clerk of Arrears at the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," Room 31, Stewart Building, between the hours of 9 A. M. and 2 P. M., and all payments made thereon on or before March 13, 1893, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per cent. per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

THEO. W. MYERS,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, JANUARY 13, 1893.

BOARD OF EDUCATION.

SEALED PROPOSALS WILL BE RECEIVED BY the Board of School Trustees for the Twelfth Ward, at the Hall of the Board of Education, No. 146 Grand street, until 9.30 o'clock A. M., on Tuesday, January 31, 1893, for erecting New Wings to Grammar School No. 57, on East One Hundred and Fifteenth street.

JOHN WEALE, Chairman,
ANTONIO RASINES, Secretary,
Board of School Trustees, Twelfth Ward.
Dated New York, January 18, 1893.

Sealed proposals will also be received at the same place by the School Trustees of the Twenty-fourth Ward, until 4 o'clock P. M., on Tuesday, January 31, 1893, for supplying the New Furniture for the new School Building at Woodlawn.

ELMER A. ALLEN, Chairman,
THEODORE E. THOMSON, Secretary,
Board of School Trustees, Twenty-fourth Ward.
Dated New York, January 18, 1893.

Plans and specifications may be seen, and blank proposals obtained, at the office of the Superintendent of School Buildings, No. 146 Grand street, third floor.

The Trustees reserve the right to reject any or all of the proposals submitted.

The party submitting a proposal, and the parties proposing to become sureties, must each write his name and place of residence on said proposal.

Two responsible and approved sureties, residents of this city, are required in all cases.

No proposal will be considered from persons whose character and antecedent dealings with the Board of Education render their responsibility doubtful.

The party submitting a proposal must include in his proposal the names of all sub-contractors, and no change will be permitted to be made in the sub-contractors named without the consent of the School Trustees and Superintendent of School Buildings.

SUPREME COURT.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to ONE HUNDRED AND FIFTIETH STREET, between Bradhurst avenue and the bulkhead line, Harlem river, in the Twelfth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT THE undersigned were appointed by an order of the Supreme Court, bearing date the 8th day of March, 1892, Commissioners of Estimate and Assessment, for the purpose of making a just and equitable estimate and assessment of the loss, if any, over and above the benefit and advantage, or of the benefit and advantage, if any, over and above the loss and damage, as the case may be, to the respective owners, lessees, parties and persons, respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening a certain street herein designated as One Hundred and Fiftieth street, as shown and delineated on a certain map made by the Board of Commissioners of the Central Park, by and under authority of chapter 697 of the Laws of 1867, and filed in the office of the Street Commissioner of the City of New York, on the 7th day of March, 1868, and more particularly set forth in the aforesaid order of appointment and the petition of the Board of Street Opening and Improvement filed therewith in the office of the Clerk of the City and County of New York; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street, so to be opened or laid out and formed, to the respective owners, lessees, parties and persons, respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor and of performing the trusts and duties required of us by chapter 16, title 5 of the act entitled "An Act to consolidate into one act and to declare the special and local laws affecting public interests in the city of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to the undersigned Commissioners of Estimate and Assessment, at their office, No. 51 Chambers street, in the City of New York, Room No. 3, with such affidavits or other proofs as the said owners or claimants may desire, within thirty days after the date of this notice (January 23, 1893).

And we, the said Commissioners, will be in attendance at our said office on Wednesday, the 1st day of March, 1893, at 2 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner or on behalf of the Mayor, Aldermen and Commonality of the City of New York.

Dated New York, January 23, 1893.

MICHAEL J. MULQUEEN,
MATTHEW CHALMERS,
BENJAMIN PATTERSON,
Commissioners.

MATTHEW P. RYAN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to CEDAR PLACE (although not yet named by proper authority), extending from Eagle avenue to Union avenue, in the Twenty-third Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by the Department of Public Parks.

NOTICE IS HEREBY GIVEN THAT THE BILL of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court, in the City of New York, on the 6th day of February, 1893, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon, and that the said bill of costs, charges and expenses has been deposited in the office of the Department of Public Works, there to remain for and during the space of ten days.

Dated New York, January 23, 1893.

GEORGE P. WEBSTER,
J. RHINELANDER DILLON,
WILLIAM H. MARSTON,
Commissioners.

MATTHEW P. RYAN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to the opening of ONE HUNDRED AND FIFTIETH STREET, between Amsterdam avenue and the Boulevard, in the Twelfth Ward of the City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding and to the owner or owners, occupant or occupants, of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 51 Chambers street (Room 4), in said city, on or before the 6th day of March, 1893, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said 6th day of March, 1893, and for that purpose will be in attendance at our said office on each of said ten days at 3 o'clock P. M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 4th day of March, 1893.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz: Northerly by the centre line of the block between One Hundred and Fiftieth street and One Hundred and Fifty-first street; easterly by the westerly line of Amsterdam avenue; southerly by the centre line of the block between One Hundred and Fiftieth street and One Hundred and Forty-ninth street; and westerly by the easterly line of the Boulevard; excepting from said

area all the streets, avenues and roads, or portions thereof, heretofore legally opened, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 6th day of March, 1893, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, January 23, 1893.

BENJAMIN PATTERSON, Chairman,
SAMUEL W. MILBANK,
H. W. GRAY,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to INDEPENDENCE AVENUE (although not yet named by proper authority), extending from Spuyten Duyvil Parkway to Morrison street, in the Twenty-fourth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by the Department of Public Parks.

NOTICE IS HEREBY GIVEN THAT THE BILL of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court, at the Chambers thereof, in the County Court-house, in the City of New York, on the 4th day of February, 1893, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Department of Public Works, there to remain for and during the space of ten days.

Dated New York, January 23, 1893.

GEORGE P. WEBSTER,
JAMES F. HORAN,
WILLIAM H. MARSTON,
Commissioners.

MATTHEW P. RYAN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title (wherever the same has not been heretofore acquired) to ONE HUNDRED AND FORTY-THIRD STREET, from Amsterdam avenue to Convent avenue, in the Twelfth Ward of the City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding and to the owner or owners, occupant or occupants, of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 51 Chambers street (Room 4), in said city, on or before the 1st day of March, 1893, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said 1st day of March, 1893, and for that purpose will be in attendance at our said office on each of said ten days at 2 o'clock P. M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 28th day of February, 1893.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz: Northerly by the centre line of the block between One Hundred and Forty-third street and One Hundred and Forty-fourth street; easterly by the westerly line of Convent avenue; southerly by the centre line of the block between One Hundred and Forty-third street and One Hundred and Forty-second street; and westerly by the easterly line of Amsterdam avenue; excepting from said area all the streets, avenues, roads or portions thereof heretofore legally opened, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 16th day of March, 1893, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, January 20, 1893.

ARTHUR INGRAHAM, Chairman,
THEODORE WESTON,
MICHAEL J. MULQUEEN,
Commissioners.

MATTHEW P. RYAN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to BOSTON AVENUE (although not yet named by proper authority), extending from Sedgwick avenue to Bailey avenue, in the Twenty-fourth Ward of the City of New York, as the same has been heretofore laid out and designated as a first class street or road by the Department of Public Parks.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court, in the Chambers thereof, in the County Court-house, in the City of New York, on the 2d day of February, 1893, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Department of Public Works, there to remain for and during the space of ten days.

Dated New York, January 18, 1893.

SAMUEL W. MILBANK,
JOHN CONNELLY,
Commissioners.

MATTHEW P. RYAN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to LOWELL STREET (although not yet named by proper authority), extending from Third avenue to Rider avenue, in the Twenty-third Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by the Department of Public Parks.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by order of the Supreme Court, bearing date the 23d day of September, 1891, Commissioners of Estimate and Assessment, for the purpose of making a just and equitable estimate and assessment of the loss, if any, over and above the benefit and advantage, or of the benefit and advantage, if any, over and above the loss and damage, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening a certain street, herein designated as Lowell street, as shown and delineated on the map of the village of Mott Haven, filed in the Register's office at White Plains June 5, 1866, and as retained and filed by the Commissioners of Morrisania, under chapter 841 of the Laws of 1868, and more particularly set forth in the petition of the Board of Street Opening and Improvement, filed in the office of the Clerk of the City and County of New York; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An Act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified to us, the undersigned Commissioners of Estimate and Assessment, at our office, No. 51 Chambers street, in the City of New York, Room No. 3, with such affidavits or other proofs as the said owners or claimants may desire, within thirty days after the date of this notice (January 18, 1893).

And we, the said Commissioners, will be in attendance at our said office on the 24th day of February, 1893, at 3 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto; and at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto, and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of the Mayor, Aldermen and Commonality of the City of New York.

Dated New York, January 18, 1893.
SAMUEL W. MILBANK,
JACOB P. SOLOMON,
HENRY W. GRAY,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to the opening and extension of ONE HUNDRED AND TWENTY-FIFTH STREET, between the Boulevard and Claremont avenue, in the Twelfth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT THE undersigned were appointed by an order of the Supreme Court, bearing date the 7th day of April, 1891, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss, if any, over and above the benefit and advantage, or of the benefit and advantage, if any, over and above the loss and damage, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening a certain street herein designated as Claremont place, as shown and delineated on certain maps made by the Board of Street Opening and Improvement of the City of New York, under authority of chapter 410 of the Laws of 1882, as amended by chapter 360 of the Laws of 1883, and chapter 17 of the Laws of 1884, and filed in the office of the Department of Public Works on the 9th day of December, 1890, and in the office of the Council to the Corporation on the 9th day of December, 1890, and more particularly set forth in the aforesaid order of appointment and the petition of the Board of Street Opening and Improvement filed therewith in the office of the Clerk of the City and County of New York; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street, so to be opened or laid out and formed, to the respective owners, lessees, parties and persons, respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An Act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to the undersigned Commissioners of Estimate and Assessment, at their office, No. 51 Chambers street, in the City of New York (Room No. 3), with such affidavits or other proofs as the said owners or claimants may desire, within thirty days after the date of this notice (January 17, 1893).

And we, the said Commissioners, will be in attendance at our said office on the 23d day of February, 1893, at 4 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner or on behalf of the Mayor, Aldermen and Commonality of the City of New York.

Dated New York, January 17, 1893.
J. ROMAINE BROWN,
SIDNEY HARRIS,
JOHN H. KITCHEN,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to BOSTON AVENUE (although not yet named by proper authority), extending from Sedgwick avenue to Bailey avenue, in the Twenty-fourth Ward of the City of New York, as the same has been heretofore laid out and designated as a first class street or road by the Department of Public Parks.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned Commissioners of Estimate and Assessment in the above-entitled matter, will be in attendance at our office, No. 51 Chambers street (Room 4), in the said city, on Monday, January 30, 1893, at 2 o'clock P. M., to hear any person or persons who may consider themselves aggrieved by our estimate or assessment (an abstract of which has been heretofore filed by us for and during the space of forty days in the office of the Commissioner of Public Works, No. 31 Chambers street), in opposition to the same; that our said abstract of estimate and assessment may be hereafter inspected at our said office, No. 51 Chambers street; that it is our

attention to present our report for confirmation to the Supreme Court, at a Special Term thereof, in the County Court-house in the City of New York, on the 2d day of February, 1893, at the opening of Court on that day, to which day the motion to confirm the same will be adjourned, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, January 17, 1893.
JOHN CONNELLY,
SAMUEL W. MILBANK,
Commissioners.

MATTHEW P. RYAN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to INDEPENDENCE AVENUE (although not yet named by proper authority), extending from Suyten Duyvil Parkway to Morrison street, in the Twenty-fourth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by the Department of Public Parks.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned Commissioners of Estimate and Assessment in the above-entitled matter, will be in attendance at our office, No. 51 Chambers street (Room 4), in the said city, on Monday, January 30, 1893, at three o'clock p. m., to hear any person or persons who may consider themselves aggrieved by our estimate or assessment (an abstract of which has been heretofore filed by us for and during the space of forty days in the office of the Commissioner of Public Works, No. 31 Chambers street), in opposition to the same; that our said abstract of estimate and assessment may be hereafter inspected at our said office, No. 51 Chambers street; that it is our intention to present our report for confirmation to the Supreme Court, at a Special Term thereof, in the County Court-house, in the City of New York, on the 2d day of February, 1893, at the opening of Court on that day, to which day the motion to confirm the same will be adjourned, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, January 16, 1893.
GEORGE F. WEBSTER,
JAMES F. HORAN,
WILLIAM H. MARSTON,
Commissioners.

MATTHEW P. RYAN, Clerk.

In the matter of the application of the Board of Education by the Council to the Corporation of the City of New York, relative to acquiring title by the Mayor, Aldermen and Commonalty of the City of New York, to certain lands on the northerly side of FIFTY-FIRST STREET, between First and Second avenues, in the Nineteenth Ward of said city, duly selected and approved by said Board as a site for school purposes, under and in pursuance of the provisions of chapter 191 of the Laws of 1888, as amended by chapter 35 of the Laws of 1890.

PURSUANT TO THE PROVISIONS OF CHAPTER 191 of the Laws of 1888, as amended by chapter 35 of the Laws of 1890, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Chambers street, in the County Court-house in the City of New York, on the 27th day of February, 1893, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter.

The nature and extent of the improvement hereby intended is the acquisition of title, by the Mayor, Aldermen and Commonalty of the City of New York, to certain lands and premises, with the buildings thereon and the appurtenances thereto belonging, on the northerly side of Fifty-first street, between First and Second avenues, in the Nineteenth Ward of the said city, in fee simple absolute, the same to be converted, appropriated and used to and for the purposes specified in said chapter 191 of the Laws of 1888, as amended by said chapter 35 of the Laws of 1890, said property having been duly selected and approved by the Board of Education as a site for school purposes, under and in pursuance of the provisions of said chapter 191 of the Laws of 1888, as amended by said chapter 35 of the Laws of 1890, being the following described lot, piece or parcel of land, viz.: All that certain lot, piece or parcel of land situate, lying and being in the Nineteenth Ward of the City of New York, bounded and described as follows:

Beginning at a point on the northerly side of Fifty-first street, distant one hundred feet westerly from the northwesterly corner of Fifty-first street and First avenue; and running thence westerly along the northerly side of Fifty-first street, twenty-five feet; thence northerly parallel with First avenue one hundred feet five inches; thence easterly parallel with Fifty-first street, twenty-five feet; and thence southerly parallel with First avenue, one hundred feet five inches to the place of beginning.

Dated New York, January 17, 1893.
WILLIAM H. CLARK,
Counsel to the Corporation,
No. 2 Tryon Row, New York City.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to ONE HUNDRED AND ELEVENTH STREET, from Amsterdam avenue to Riverside avenue, in the Twelfth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 28th day of January, 1892, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss, if any, over and above the benefit and advantage, or of the benefit and advantage, if any, over and above the loss and damage, as the case may be, to the respective owners, lessees, parties and persons, respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening a certain street herein designated as One Hundred and Eleventh street, as shown and delineated on a certain map of the City of New York, made by the Commissioners of Streets and Roads of the City of New York, filed in the office of the Street Commissioner of the City of New York April 1, 1891, and as shown and delineated on a certain map made by the Board of Commissioners of the Central Park, and filed in the office of the Street Commissioner of the City of New York on March 7, 1888, and more particularly set forth in the aforesaid order of appointment and the petition of the Board of Street Opening and Improvement filed therewith in the office of the Clerk of the City and County of New York; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street, so to be opened or laid out and formed, to the respective owners, lessees, parties and persons, respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An Act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties or persons interested in the real estate taken or to be taken for the purpose of opening the said street, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to the undersigned Commissioners of Estimate and Assessment, at our office, No. 51 Chambers street, in the City of New York, Room No. 3, with such affidavits or other proofs as the said owners or claimants may desire, within thirty days after the date of this notice (January 5, 1893).

And we, the said Commissioners, will be in attendance at our said office on the 14th day of February, 1893, at 3 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners or claimants, or such additional proofs and allegations as may then be offered by such owner or on behalf of the Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, January 5, 1893.
CLIFFORD W. HARTRIDGE,
PETER MCINTYRE,
APPLETON L. CLARK,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to ONE HUNDRED AND THIRTY-NINTH STREET, between Amsterdam avenue and Convent avenue, in the Twelfth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT THE undersigned were appointed by an order of the Supreme Court, bearing date the 17th day of June, 1892, Commissioners of Estimate and Assessment, for the purpose of making a just and equitable estimate and assessment of the loss, if any, over and above the benefit and advantage, or of the benefit and advantage, if any, over and above the loss and damage, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening a certain street herein designated as One Hundred and Thirty-ninth street, as shown and delineated on a certain map of the City of New York, made by the Commissioner of Streets and Roads of the City of New York, and filed in the office of the Street Commissioner of the City of New York April 1, 1891, and as shown and delineated on a certain map made by the Board of Commissioners of the Central Park, and filed in the office of the Street Commissioner of the City of New York on March 7, 1888, and more particularly set forth in the aforesaid order of appointment and the petition of the Board of Street Opening and Improvement filed therewith in the office of the Clerk of the City and County of New York; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street, so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An Act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to the undersigned Commissioners of Estimate and Assessment, at their office, No. 51 Chambers street, in the City of New York, Room No. 3, with such affidavits or other proofs as the said owners or claimants may desire, within thirty days after the date of this notice (January 4, 1893).

And we, the said Commissioners, will be in attendance at our said office on the 9th day of February, 1893, at 2 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of the Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, January 4, 1893.
SAMUEL E. DUFFEY, Chairman,
CHAS. S. HAYES,
WM. H. KLINKER,
Commissioners.

MATTHEW P. RYAN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to BOSTON AVENUE (although not yet named by proper authority), extending from Sedgwick avenue to Bailey avenue, in the Twenty-fourth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by the Department of Public Parks.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants, of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 51 Chambers street, Room 4, in said city, on or before the 14th day of January, 1893, and that we, the said Commissioners, will hear parties so objecting within ten week days next after the said 14th day of January, 1893, and for that purpose will be in attendance at our said office on each of said ten days, at 2 o'clock p. m.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 14th day of January, 1893.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: Northerly by the prolongation easterly of the southerly line of Macomb street, from Bailey avenue to the centre line of the block between Boston avenue and Heath avenue, and the centre line of the block between Boston avenue and Heath avenue; easterly by the centre line of the blocks between Sedgwick avenue and Boston avenue; southerly by the centre line of the blocks between Boston avenue and a certain unnamed street or avenue extending from Bailey avenue to Nathalie avenue and the prolongation of said centre line from Nathalie avenue to the centre line of the blocks between Sedgwick avenue and Boston avenue; and westerly by the easterly line of Bailey avenue and

the centre line of the block between Boston avenue and Heath avenue, excepting from said area all the streets, avenues and roads, or portions thereof, heretofore legally opened, and all the unimproved land included within the lines of streets, avenues, roads, public squares and places shown and laid out upon any map or maps filed by the Commissioners of the Department of Public Parks, pursuant to the provisions of chapter 604 of the Laws of 1874, and the laws amendatory thereof, or of chapter 410 of the Laws of 1882, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers street, in the County Court-house, in the City of New York, on the 27th day of January, 1893, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, December 2, 1892.
SAMUEL W. MILBANK, Chairman,
JOHN CONNELLY,
Commissioners.

MATTHEW P. RYAN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, to acquire title to certain lands required for a public park, at or near CORLEARS HOOK, in the Seventh Ward of the City of New York.

NOTICE TO ALL PERSONS INTERESTED IN THIS PROCEEDING OR IN ANY OF THE LANDS AFFECTED THEREBY.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants, of all houses and lots and improved or unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 200 Broadway, (fifth floor), in the said city, on or before the 15th day of February, 1893, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said 15th day of February, 1893, and for that purpose will be in attendance at our said office on each of said ten days at three o'clock p. m.

Second—That the abstract of our said estimate, together with our damage maps, showing the land to which title is sought to be acquired, with the improvements thereon, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 16th day of February, 1893.

Third—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers street, in the County Court-house, in the City of New York, on the 8th day of March, 1893, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, December 30, 1892.
MEYER THALMESSINGER, Chairman,
HENRY CAMPBELL,
DAVID McCURE,
Commissioners.

CARROLL BERRY, CLERK.

In the matter of the application of Thomas F. Gilroy, Commissioner of Public Works of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring certain pieces or parcels of land, and the title thereto, wherever the same have not been heretofore acquired for the use of the public, for the purposes of sewerage and drainage, pursuant to section 327 of chapter 410 of the Laws of 1882, as amended by chapter 423 of the Laws of 1888, and chapter 31 of the Laws of 1892, between the easterly termination of One Hundred and Sixty-seventh street and the Harlem river, in the Twelfth Ward of the City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants, of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 51 Chambers street (Room 4), in said city, on or before the 24th day of January, 1893, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said 24th day of January, 1893, and for that purpose will be in attendance at our said office on each of said ten days at 1 o'clock p. m.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited by us with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 23d day of January, 1893.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: Northerly by an irregular broken line beginning at the intersection of the easterly line of Kingsbridge road with the southerly line of One Hundred and Seventy-third street, and running thence generally in an easterly direction to the high-water line of the Harlem river; easterly by the high-water line of the Harlem river; southerly by an irregular broken line, beginning at a point in the high-water line of the Harlem river, where the centre line of One Hundred and Sixty-second street, if prolonged, would intersect said high-water line; running thence westerly to a point 1.0 feet westerly of the westerly line of Amsterdam avenue and about 75 feet southerly from the southerly line of One Hundred and Sixty-second street, and westerly by an irregular broken line, beginning at said last-mentioned point and running thence generally in a northerly direction to the point or place of beginning, excepting from said area all the streets, avenues and roads, or portions thereof, heretofore legally opened, and all the unimproved land included within the lines of streets, avenues, roads, public squares and places shown and laid out upon any map or maps filed by the Commissioners of the Department of Public Parks, pursuant to the provisions of chapter 604 of the Laws of 1874, and the laws amendatory thereof, or of chapter 410 of the Laws of 1882, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers street, in the County Court-house, in the City of New York, on the 7th day of February, 1893, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, December 12, 1892.
ANDREW S. HAMERSLEY, JR.,
Chairman,
OLIVER B. STOUT,
HENRY HUGHES,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title (wherever the same has not been heretofore acquired), to ONE HUNDRED AND NINETEETH STREET (although not yet named by proper authority), between Audubon avenue and Eleventh avenue, in the Twelfth Ward of the City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants, of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 51 Chambers street (Room 4), in said city, on or before the 19th day of January, 1893, and that we, the said Commissioners, will hear parties so objecting within ten week days next after the said 19th day of January, 1893, and for that purpose will be in attendance at our said office on each of said ten days at 11 o'clock a. m.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 18th day of January, 1893.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: Northerly by a line parallel with and distant 100 feet northerly from the northerly line of One Hundred and Ninetieth street; easterly by the westerly line of Audubon avenue; southerly by the centre line of the block between One Hundred and Eighty-ninth street and One Hundred and Ninetieth street, and westerly by the easterly line of Eleventh avenue, excepting from said area all the streets, avenues and roads or portions thereof heretofore legally opened, and all the unimproved land included within the lines of streets, avenues, roads, public squares and places shown and laid out upon any map or maps filed by the Commissioners of the Department of Public Parks, pursuant to the provisions of chapter 604 of the Laws of 1874, and the laws amendatory thereof, or of chapter 410 of the Laws of 1882, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers street, in the County Court House, in the City of New York, on the 2d day of February, 1893, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, December 7, 1892.
EZEKIEL R. THOMPSON, JR.,
Chairman,
JACOB BLUMENTHAL,
JOSEPH I. MCKEON,
Commissioners.

MATTHEW P. RYAN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title (wherever the same has not been heretofore acquired), to INDEPENDENCE AVENUE (although not yet named by proper authority), extending from Suyten Duyvil Parkway to Morrison street, in the Twenty-fourth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by the Department of Public Parks.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants, of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 51 Chambers street (Room 4), in said city, on or before the 11th day of January, 1893, and that we, the said Commissioners, will hear parties so objecting within ten week days next after the said 11th day of January, 1893, and for that purpose will be in attendance at our said office on each of said ten days at 3 o'clock p. m.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 10th day of January, 1893.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: Northerly by the division line between the land now or late of John Ewen and the land now or late of Sisters of Charity, which said line is distant about 860 feet northerly of the northerly line of Morrison street; easterly by the westerly line of the Suyten Duyvil Parkway and its prolongation for a distance of about 100 feet southerly of the southerly line of Kappock street; southerly by a line parallel with and distant 100 feet southerly from the southerly line of Kappock street; and westerly by a line parallel with and distant 250 feet westerly from the westerly line of Independence avenue and the prolongations of said line for a distance of about 140 feet southerly of the southerly line of Kappock street and for a distance of about 840 feet northerly of the northerly line of Morrison street; excepting from said area all the streets, avenues and roads, or portions thereof, heretofore legally opened, and all the unimproved land included within the lines of streets, avenues, roads, public squares and places shown and laid out upon any map or maps filed by the Commissioners of the Department of Public Parks, pursuant to the provisions of chapter 604 of the Laws of 1874, and the laws amendatory thereof, or of chapter 410 of the Laws of 1882, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers street, in the County Court-house, in the City of New York, on the 25th day of January, 1893, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, November 30, 1892.
GEORGE F. WEBSTER, Chairman,
JAMES F. HORAN,
WILLIAM H. MARSTON,
Commissioners.

MATTHEW P. RYAN, Clerk.

THE CITY RECORD.

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W. J. K. KENNY,
Supervisor.