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DEPARTMENT OF DOCKS.

Twentieth Annual Report, for the Year ending April 30, 1890.

CITY OF NEW YORK—DEPARTMENT OF DOCKS,
PIER "A," NORTH RIVER, BATTERY PLACE,
NEW YORK, October 12, 1890.

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, 1890.

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

Yours, very respectfully,

EDWIN A. POST, President.

DEPARTMENT OF DOCKS,
PIER "A," BATTERY PLACE, NORTH RIVER,
NEW YORK, April 30, 1890.

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, 1889, and ending April 30, 1890, containing: 1st. The name, occupation and compensation of all persons appointed and employed by said Department. 2d. A statement of the action of the Board for the past year, classified with reference to the various subjects and duties which have engaged the attention of the Board. 3d. A list of the orders and rules made by said Board, and a description of the contracts made by said Department, the payments made by said Department and the purposes and amounts thereof; and the leases made by said Department, for what term, at what rent, to whom, and for what property."

Very respectfully,

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

[SEAL.]

AUGUSTUS T. DOCHARTY, Secretary.

FIRST.

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

Commissioners' Office.

NAME.	OCCUPATION.	COMPENSATION.
Augustus T. Docharty.....	Secretary.....	\$3,000 00
Francis E. Moon.....	Chief Clerk.....	2,200 00
James Weir.....	Apportionment Clerk.....	2,000 00
John H. Matthews.....	Clerk to the Treasurer.....	2,000 00
Charles Miller, Jr.....	Recording Clerk.....	1,800 00
Louis S. Kellogg.....	Clerk.....	1,500 00
Charles J. Farley.....	Clerk to the Commissioners.....	1,200 00
Webster H. Gilon.....	Stenographer and Typewriter.....	1,200 00
Edwin A. Gregory, Jr.....	Clerk.....	960 00
Charles S. Thompson.....	Dock Master.....	1,800 00
John J. Ryan.....	".....	1,800 00
Patrick J. Brady.....	".....	1,800 00
Joseph B. Erwin.....	".....	1,800 00
Charles S. Coye.....	".....	1,800 00
Edward Abeel.....	".....	1,800 00
William T. Coggeshall.....	".....	1,800 00
Charles Parks.....	".....	1,800 00
George A. Woods.....	".....	1,800 00
John J. Martin.....	".....	1,800 00
Max Drucker.....	Messenger.....	1,200 00
Mary Dowling.....	Cleaner.....	Per day, 1 30
Catharine Lyons.....	".....	" 1 30

Engineer-in-Chief's Office.

G. S. Greene, Jr.....	Engineer-in-Chief.....	\$6,000 00
Willard A. Nichols.....	First Assistant Engineer.....	3,000 00
Royal Chapin.....	Assistant Engineer.....	1,800 00
Godfrey P. Farley.....	".....	1,200 00
Addison Connor.....	".....	1,800 00
Henry C. Freeman.....	Clerk to Engineer-in-Chief.....	1,800 00
Edward Gottschall.....	Searcher of Water Grants.....	1,800 00
Lucius C. Higgins.....	Clerk.....	960 00
Joseph Thompson.....	".....	960 00
Frederick Lange.....	Stationary Clerk and Messenger.....	1,200 00
Robert M. Kid.....	Draughtsman.....	1,500 00
John A. Duntze.....	".....	1,500 00
William G. Johnson.....	".....	1,200 00
Otto H. Klein.....	".....	1,200 00
Alexander M. Goge.....	".....	1,000 00
Nicholas J. Van der Weyde.....	".....	1,000 00

Construction Force.

William W. Maclay.....	Superintendent of Section.....	\$3,000 00
Winfield S. Lasher.....	Assistant Engineer.....	2,400 00

NAME.	OCCUPATION.	COMPENSATION.
Andrew McC. Parker.....	Assistant Engineer.....	\$2,400 00
F. J. Boller.....	".....	1,500 00
John A. Bensele.....	".....	1,200 00
Mortimore W. Casper.....	Inspector of Pier Building.....	Per hour, 50
John Hogan.....	".....	50
John E. Land.....	".....	50
Frank E. Doughty.....	".....	50
Edward E. McCarney.....	".....	50
Patrick White.....	Foreman of Piling and Woodwork.....	1,200 00
Daniel Darby.....	Foreman of Dock Builders.....	Per hour, 40
Martin Miller.....	".....	40
Thomas Hanly.....	".....	35
Patrick Geoghegan.....	".....	35
Simeon S. Dunning.....	Foreman of Laborers.....	35
Edwin A. Gregory.....	".....	35
John Jackson.....	".....	35
Edward T. Du Bois.....	".....	35
John S. Markham.....	".....	35
John McSorley.....	".....	35
Adoniram Fairchild.....	Diver.....	Per day, 7 00
John Bundick.....	Assistant Diver.....	Per hour, 1 50
Edward Hickman.....	".....	1 50
Peter Gilligan.....	".....	1 50
Frank Paul.....	".....	Per day, 5 00
Robert S. Russell.....	".....	Per hour, 1 50
David Tullock.....	".....	1 50
E. T. Christiansen.....	".....	1 50
Bernard Troy.....	".....	1 50
Patrick Griffin.....	Diver's Tender.....	35
Charles Miller.....	".....	35
John R. Leary.....	Diver's Tender and Boatman.....	35
Effingham V. Smith.....	Timekeeper.....	1,000 00
William McDonald.....	Clerk.....	Per mo., 80 00

On Floating Property.

John H. Corley.....	Superintendent of Machinery.....	\$1,500 00
David H. Lane.....	Clerk.....	1,000 00
Thomas Stuyvesant.....	Captain, derrick "City of New York".....	Per week, 25 50
Richard Munster.....	Rigger, and Captain 10-Ton Derrick.....	18 00
John C. Wood.....	Engineer, tug "Manhattan".....	1,200 00
Luther C. Sheldon.....	Deck-hand, tug "Manhattan".....	900 00
George H. Coffin.....	".....	600 00
Hans Jonassen.....	".....	600 00
Henry Head.....	Fireman, tug "Manhattan".....	720 00
William Love.....	Captain Pile Driver.....	Per hour, 35
William H. Rose.....	Engineer, 10-Ton Derrick.....	Per week, 21 00
William H. Burnham.....	".....	Per hour, 35
William J. Brennan.....	".....	35
Dennis F. Eagan.....	".....	35
Edward S. Gutierrez.....	".....	35
Robert Kyles.....	".....	35
Frank D. Smith.....	".....	35
George A. Shevlin.....	".....	35
William P. Baker.....	".....	35
John J. Givnan.....	".....	35
Franklin Macklin.....	".....	35
Montraville M. Smith.....	Steam Engineer.....	30
Zephaniah C. Smith.....	".....	35
Isaac B. Maslen.....	".....	35
James Vandegrift.....	Fireman.....	Per week, 15 00
Patrick H. McCullough.....	Roundsman.....	1,200 00

Surveying Force.

Frederick P. Thompson.....	Surveyor.....	\$2,400 00
C. W. Staniford.....	Assistant Surveyor.....	1,800 00
J. Frank Johnson.....	Transitman.....	1,500 00
William S. White.....	".....	1,500 00
William Selmer.....	".....	1,200 00
George A. Button.....	Leveler.....	1,200 00
Bernard Rolf.....	".....	1,200 00
Hiram C. Calkins.....	Hydrographer.....	1,200 00
Allen N. Spooner.....	".....	1,200 00
George E. Rogers.....	".....	1,200 00
Patrick Crowley.....	Rodman.....	Per week, 18 00
Philip V. R. Van Wyck.....	".....	15 00
Francis O'Neill.....	".....	15 00
John F. Williams.....	".....	15 00
John Moran.....	Boatman.....	15 00
James King.....	".....	15 00
John Post.....	".....	15 00
Charles Thompson.....	".....	15 00
John Choisset.....	".....	15 00
Ole Olssen.....	Scowman.....	15 00
Iver Peterson.....	".....	20 00
Charles G. Beck.....	".....	15 00
James C. Darby.....	Sounder.....	15 00
William H. Reilly.....	".....	15 00
William J. F. Sullivan.....	".....	15 00
Richard Williams.....	".....	15 00
William H. Carman.....	".....	15 00
James J. White.....	Chainman.....	15 00
James W. Dikeman, Jr.....	".....	15 00
Gerald S. Griffin.....	".....	15 00
Luke Hazard.....	".....	15 00
Peter C. Spence.....	".....	15 00
Nicholas H. Voorhis.....	".....	12 00
John McDonough.....	Inspector of Dredging.....	Per hour, 25
George W. Carpenter.....	".....	25
Berthold Sommer.....	Clerk.....	1,200 00
Frank P. Rush.....	".....	1,000 00

General Repairs Force.

David F. McCarthy.....	Superintendent of Repairs.....	\$2,700 00
John W. Ingalls.....	Clerk.....	1,000 00
William J. Trimble.....	".....	1,000 00

West Fifty-seventh Street Yard.

NAME.	OCCUPATION.	COMPENSATION.
Robert M. Sterritt.....	Foreman West 57th Street Yard.....	\$1,200 00
Samuel Fitzpatrick.....	Office Keeper and Messenger.....	Per week, 15 00
Henry Wenzel.....	Saw Filer.....	Per hour, 35
Theodore F. Alling.....	Blacksmith.....	" 35
Charles McLean.....	".....	" 35
John Holmes.....	".....	" 35
Lawrence Maxwell.....	".....	" 35
Richard McCarthy.....	Blacksmith's Helper.....	" 20
Michael Caldwell.....	Foreman Mason and Stone-cutter.....	" 50
John Bruton.....	Stone-cutters and Masons.....	" 40
Frances Brock.....	".....	" 40
Robert L. Humphreys.....	".....	" 40
John Carroll.....	".....	" 40
Peter McEvoy.....	".....	" 40
John J. Grant.....	".....	" 40
Myles Cullen.....	".....	" 40
John Palmer.....	".....	" 40
William Gallagher.....	".....	" 40
Michael Doyle.....	".....	" 40
William Owens.....	".....	" 40
William H. Flaherty.....	".....	" 40
Patrick Barrett.....	Foreman of Carpenters.....	" 40
John J. Boyle.....	Carpenter and Ship Carpenter.....	Per mo., 100 00
Charles Carney.....	".....	Per hour, 35
Edward Cavanagh.....	".....	" 35
Hugh Daly.....	".....	" 35
Gavin Rutherford.....	".....	" 35
John R. Grant.....	".....	" 35
Daniel McLaughlin.....	".....	" 35
Charles Eagle.....	".....	" 35
John McNamara.....	".....	" 35
Peter Lang.....	".....	" 35
George Sparks.....	".....	" 35
Thomas Roberts.....	".....	" 35
James Connolly.....	".....	" 35
Matthew Drum.....	".....	" 35
Joseph Kyle.....	".....	" 35
Thomas Floyd.....	".....	" 35
William H. Cunliffe.....	Painter.....	" 35
William C. Rogers.....	".....	" 35
Thomas Conroy.....	Caulker.....	" 35
Thomas Higgins.....	".....	" 35
Benjamin Walker.....	".....	" 35
Louis J. Quistwater.....	Rigger.....	Per week, 15 00
William Witte.....	".....	" 15 00
Edward Atwell.....	".....	" 15 00

Watchmen, Per Hour, 16 2/3 Cents.

Lawrence F. Broderick.	Nicholas F. Kinnally.	James O'Reilly.
Montford Clements.	Thomas J. Larkin.	William Strowbridge (23 cents).
Patrick Donnelly.	John Murray.	Edmund K. Stephens.
John Gannon.	Henry Manheimer.	

Dock Builders, Per Hour, 30 Cents.

Frederick Ackerstrom.	Bernard Farley.	Frank McDonald.
James Ahearn.	William Fitzgerald, No. 2.	Michael McNeary.
William Barr.	William Gibbons.	Henry McShane.
Edward Brady.	Thomas Gilluley.	Patrick H. Murray.
Dunning Brown.	Patrick Gately.	Thomas Malloy.
Patrick Brady.	John Grinnon.	Michael Monohan.
George Bloomer.	John Gately.	Thomas Moran.
Patrick Brennan.	Luke Gallagher.	James E. Maloney.
Bernard E. Bertson.	Patrick Hance.	Patrick Monohan.
Joseph Byrnes.	James Harney.	John Moran.
Patrick Broderick.	Peter Huyland.	Edward Madison.
Michael Burns.	Luke Hanly.	James Mahoney.
Edward Brennan.	Truman D. Hyde.	Peter Nolan.
William Bush.	John Hillis.	John Norbeck.
James H. Brennan.	John Heffernan.	George Nelson.
George Ballard.	Michael Hennessey.	William O'Brien.
James Clark.	Alfred Hines.	John Paul.
Charles Clark.	John Howard.	William Porter.
Michael Connolly.	William Jordan.	Patrick Ryan.
Richard Cunningham.	Peter Johnson.	Thomas Redman.
Stephen Chisom.	Thomas Johnson.	Joseph Ryan.
Henry Crum.	Thomas Kiernan.	John Reeves.
George T. Cash.	Andrew Knox.	Thomas Reagan.
Michael Chrystal.	Thomas Kenny.	Samuel Robinson.
Terence Cumiskey.	Edward Kely.	James Smith, No. 1.
William Carlson.	Dennis Kennedy.	James Smith, No. 2.
Maurice Chrystal.	Morris Kennedy.	James Smith, No. 3.
John Daniels.	Charles Kreppel.	John Stokely.
John Duke.	John Love.	Charles Swanson.
William Dally.	Patrick Lafferty.	Timothy F. Shine.
Joseph Doyle.	Thomas Love.	Eugene Sullivan.
Henry Doyle.	Thomas Lafferty.	Michael Stapleton.
James Denning.	Thomas Lynch.	William Stanton.
Joseph De Temple.	John H. Link.	John Shea.
Michael Dolan.	Herman Landmehlr.	Ambrose C. Tanner.
George Deer.	Daniel Lyons.	Louis Thompson.
Cornelius Dougherty.	John J. McEntee.	James Torney.
Joseph De Temple, Jr.	Matthew McDonald.	Matthew Tavin.
Owen Dehen.	Charles McInenly.	Jackson Vermilyea.
James Donnelly.	James McEaney.	Richard J. Vinson.
Jeremiah Donovan.	Patrick McManus.	Patrick Wheelan.
William H. Ellis.	Neil McLeod.	James Woods.
George J. Ellis.	James McDonald.	Patrick Ward.
John Fitzpatrick.	John McInenly.	William White.
Edward Fitzpatrick.	Thomas McCabe.	William Welden.
William Fitzgerald, No. 1.	Daniel McLeod.	Christopher Welsh.
William Peter French.	Duncan McIsaacs.	John F. Weber.

Laborers, Per Hour, 23 Cents.

W. J. Armstrong (\$15 per week).	Thomas Burns.	T. C. Carroll (\$75 per month).
Thomas Ahearn.	Patrick J. Barrett.	Dennis Caniff.
Robert Aram.	James Bagley.	Patrick Coyle.
Edward Barry.	Jacob Bauer.	Thomas Coady.
Peter Brown.	Peter Burke.	Patrick Cash.
Thomas E. Brady.	Thomas Barry.	Marcus Cane.
William Barrett.	William J. Burke.	William Curtis.
James Bransfield.	Michael Boyle.	Peter Cauty.
John Bowen.	James Briody.	Matthew Carley.
Hugh Brady.	Mark Byrne.	Daniel Cogan.
John Bartlett.	Edward Boyle.	Daniel Cagney.
John Barr.	Jeremiah Collins.	James F. Cunningham.

William Cherry.	John P. Hinkley.	Stephen Mullins.
John H. Corrigan.	John Hanley.	Benjamin R. MacLauren.
Frank Coughlin.	John Hanfin.	John Meyers.
Patrick Canty.	Frederick Hoffman.	Thomas Moran.
Stephen Cash.	John Hewer.	John Manning.
Edward Cassin.	Bernard Igoe.	John Magrannary.
John Cuff.	Otto Junkermann.	John Martin.
Walter Crook.	Patrick Jordan.	Felix Morgan.
John P. Canavan.	Griffith Jones.	James Maguire.
John Conway.	Bernard Kelly.	Robert Nolan.
William Connolly.	William Kehoe.	James Nolan.
Patrick Cunningham.	James Keane, No. 1.	William Nethercott.
James Costello.	James Kennedy.	Percy E. Naylor.
Bernard Cummings.	Peter King.	William J. Noonan.
Joseph Crotty.	Patrick Kiernan.	Patrick J. O'Brien.
Patrick Cain.	Owen Kettle.	Michael O'Connell, No. 1.
Patrick Carroll.	Thomas Kelly.	Timothy O'Connor.
James Carroll.	William Kiesler.	Bartholomew O'Connor.
Thomas Croker.	Patrick Keegan.	James J. O'Connor.
Henry J. Cox.	James Keane, No. 2.	Patrick O'Keefe.
James Cheston, Jr.	Thomas King.	Michael O'Connell, No. 2.
John F. Cherry.	Patrick Kelly.	Michael O'Keefe.
Jas. W. Carson.	William Keelson.	John O'Brien.
Michael Collins.	William Kelly.	Thomas O'Donnell.
Joseph Devlin.	John Kearney.	James O'Brien.
John Devine.	Jacob Kirschhoch.	Nelson Parker.
Thomas P. Doran.	John Kennedy.	William Poole.
James Devine.	Frank Kennedy.	William Palmer.
James Dunning.	William Kelleghan.	Michael Petit.
Patrick Devin.	Arthur R. Kirkby.	Thomas Quinlan, No. 1.
John Downing.	John Kelly.	Patrick Quinn.
James Devlin.	Max Kamper.	Thomas Quinlan, No. 2.
Edward A. Doran.	Hugh Keenan.	James Quigley.
John Durnin.	Lawrence J. Kelly.	Frederick H. Quern.
John Daly.	Thomas Lestrangle.	Mortimer Quinn.
Joseph Driscoll.	Edward Lynch, No. 1.	Frank Quinn.
Frank Devine.	George F. Lange.	George Rafferty.
Thomas Dugan.	Daniel Lenahan.	Michael Ryan.
Thomas J. Dickman.	Max Levy.	George Roemer.
John Dillon.	Charles Leiser.	Edward Robinson.
Thomas T. Dempsey.	Thomas Lyons.	Charles Rose.
John Dowdell.	William Lowrie.	John Rode.
John P. Dempsey.	Edward Lynch, No. 2.	James Reilly.
John T. L. Doughty.	James Lane.	William Reilly.
George Eichel.	John A. Lowe.	Patrick Reynolds.
John English.	Thomas Lahey.	John F. Rein.
August Eichel.	Charles Leaycraft.	John Roach.
Jeremiah Fitzpatrick.	William Lattimer.	James H. Reagan.
Michael Farrell.	Frederick Locard.	Michael Rogers.
James Fox.	John McGrath.	Edmund Sheridan.
James P. Finnan.	Edward McDonald.	William Struve.
Francis Farney.	Hugh McCann.	Peter Snedden.
James Farley, No. 1.	James McKeever.	Dennis Shea.
George Farren.	James P. McCaffrey.	Patrick Smith.
Patrick Fleming.	William McDermott.	Phillip Stark.
John P. Frech.	John McGarry.	Edmund D. Stephens.
William T. Garvin.	Patrick McGovern.	Franz Sackman.
Martin Griffin.	Hugh McGuire.	Patrick Scullin.
John Gibbons.	Arthur McCormick.	Wm. Shoveller (\$75 per month).
John Gilmore.	John J. McGuire.	John Sheevers.
James F. Gibbons.	Peter McLaughlin.	James Spellman.
Thomas Graham.	Michael McLaughlin.	Thomas H. Spooner.
Michael Gleason.	Jefferson McCormick.	James A. Standish.
Michael Griffin.	Harry R. McCready.	John F. Sullivan.
Michael Gavigan.	Hugh McGarry.	Thomas Sullivan.
George Goldie.	John McGrane.	Henry Thomas.
Martin Garry.	James McMahon.	Joseph Trainer.
John G. Guendling.	Thomas McElroy.	Archibald B. Thompson.
Daniel Guilfoyle.	James F. McCormick.	William Teal.
Michael Gavin.	Patrick McCabe.	Morris Unruh.
Patrick Hickey.	Duncan McPhail.	James Van Houten.
Adolph Harbert.	Peter McCann.	Patrick Vallely.
Daniel Haggerty, No. 1.	Patrick McGrath.	John Whearty.
Hugh Higgins.	Peter McArdle.	Charles H. Wolf.
William Hutchinson.	Dennis Meehan.	James A. White.
William Hart.	Thomas Mahon.	John Walsh, No. 1.
John Horrigan.	John Moroney.	William Wells.
John Holmes.	Thomas Molloy.	Walter Willis.
Mortimer Hale.	Nicholas Murphy.	William Whalen.
William Hennessey.	Patrick Maguire.	Frederick Ward.
Peter W. Hasnak.	James Mallon.	John Walsh, No. 2.
Nicholas Habing.	Francis Moss, No. 1.	Joseph Williams.
James Hartney.	Thomas Murphy.	Joseph Wolff.
Joseph Hickey.	Bartholomew Murphy.	Henry Weisbader.
Timothy Hoiland.	John Miller, Jr.	Michael Zeigler.
Eugene Healy.	Francis Moss, No. 2.	Harvey Zelniff.

Appointments from May 1, 1889, to April 30, 1890.

1889.	
May 10.	Richard Osborne, John McConnell, James Brown, Thomas Hackett, Max Lowell, M. Dwyer, James Devine, Bartholomew O'Connor, Charles Leiser, Patrick Reynolds, John O'Neill, John Brooks, Joseph Fresher, William Wells, George Bryan, George Walters, Laborers.
" 10.	Edward Gavitt, Blacksmith.
" 11.	William J. Reilly, Dock Master.
" 17.	John McMullen, Patrick Gately, John Hillis, John Grinnon, Truman D. Hyde, Dock Builders.
" 17.	Thomas Finnegan, George Repper, Jr., John McAree, Laborers.
" 24.	John J. Martin, Dock Master.
" 24.	William T. Coggeshall, Assistant Dock Master.
" 31.	F. J. Boller, Assistant Engineer.
" 31.	Matthew Larkin, John Flaherty, John J. McGuire, James J. Boyle, James F. Gibbons, John Holmes, John Heffernan, Joseph Walsh, Edward O'Reilly, Richard O'Brien, William White, Thomas Quinlan No. 2, George Abrams, William Kelly, John Daly, Arthur McCormick, Laborers.
June 7.	John C. Hart, James J. Leavy, J. Miller, James Burkitt, Michael Condron, Patrick J. Barrett, Thomas Burns, Thomas Kyle, Michael Keating, Thomas Lyons, John Mooney, Laborers.
" 7.	E. T. Du Bois, Foreman of Laborers.
" 14.	Lewis Roberts, Michael Hennessey, Morris Kennedy, Frank Font, John Heffernan, Dock Builders.
" 14.	John Costello, William Martin, Laborers.
" 20.	August Flachofsky, Griffith Jones, William Duff, Hugh Waters, Phillip Steffan, Bernard Cummings, Thomas Graham, Peter McLaughlin, Christopher Sheevers, Laborers.
" 20.	Cornelius Dougherty, Dock Builder.
" 28.	Thomas McCabe, William H. Ellis, Matthew Tevlin, Michael Burns, Alfred Hines, Michael Joyce, William Weldon, William Porter, John Jackson, Wilbur Hoyt, James P. Finnan, William White, Michael Leonard, John Murphy, Jeremiah O'Sullivan, Michael Stapleton, John McInenly, Henry Schilling, James Bergen, W. H. Becker, Edward Patterson, Dock Builders.
" 28.	John Kearney, Mortimer Hale, Michael McLoughlin, Laborers.
July 5.	Jacob Kirschhoch, Edward Lawler, William Palmer, John F. Rein, Robert Aram, John Kennedy, Laborers.
" 5.	John Delahoyde, John McInerney, Michael O'Grady, John Clark, John Howard, Dock Builders.
" 12.	Daniel McLeod, Edward Brennan, James Shandley, Morris Kennedy No. 2, Morris Dowling, Christopher Welsh, John W. Keis, John Mullen, Joseph De Temple, Jr., William Carlson, Dock Builders.

1889.
 July 12. William Hennessy, Joseph Wolff, James Bagley, Jefferson McCormick, James Keon, Alfred Hooper, Michael Gleason, Murtaugh Lawler, James Quigley, Michael Griffin, Laborers.
 " 12. Michael Doyle, William Gallagher, John J. Grant, John McEvoy, Stone-cutters.
 " 12. David Tullock, Assistant Diver.
 " 19. Duncan McIsaacs, John Norbeck, Daniel Lyons, Edward F. Hoffman, Frank McDonald, Dock Builders.
 " 19. Anthony Paul, John Kennedy, Laborers.
 " 19. William Owens, John Palmer, Stone-cutters.
 " 19. W. H. Flaherty, Mason.
 " 26. William Lowrie, Edward Lynch, Edward Kelly, William Witte, James Clare, Hugh McGarry, Francis Farney, H. R. McCready, Laborers.
 " 26. Edward Madison, John Link, Dock Builders.
 " 26. John Moran, Stone-cutter.
 " 26. Edward Kelly, Foreman of Laborers.
 Aug. 2. John F. Rein, Edgar Messemer, John McGrane, Patrick Cain, John Doonan, Walter Willis, Peter W. Hasnak, Joseph Driscoll, John Meyers, Michael Gavigan, Nicholas Habing, Joseph McCloskey, Peter Burke, John Redden, Patrick Carroll, Joseph Crotty, Thomas Moran, Dennis Ryan, James Lane, John Costello, Jacob Bauer, Morris Hurley, Laborers.
 " 2. Harvey Zelniff, Michael Lee, Robert Black, George Nelson, Maurice Christal, James Mahoney, Dock Builders.
 " 2. Bernard Troy, Assistant Diver, and George A. Shevlin, Pile Driver Engineer.
 " 2. John Carroll, Stone-cutter.
 " 16. John A. Bensel, Assistant Engineer.
 " 16. William Selmer, Transmittan.
 " 23. Otto H. Klein, Draughtsman.
 " 23. Edward Cavanagh, Ship Carpenter.
 " 23. George Archbold, Stone-cutter.
 " 23. Daniel Conroy, Thomas Reagan, William Fitzgerald, No. 2, Dock Builders.
 " 23. William Hays, James Farley, Patrick Scullin, Frank Kennedy, Thomas Croker, John Tansey, William Shoveller, John Manning, Laborers.
 Sept. 6. Thomas Barry, Morris J. O'Connor, James Smith, Frank Devine, James Donnellon, James Carroll, William A. Martin, Frank J. Sims, Henry J. Cox, Laborers.
 " 6. Duncan McPhail, Dock Builder.
 " 6. Francis DeLaney, Peter Marren, Ship Carpenters.
 " 6. Hans Jonassen, Deck Hand, tug "Manhattan."
 " 12. William T. Coggeshall, Charles Parks, Dock Masters.
 " 12. Charles B. Husted, James Pursell, John Sheevers, John Roach, Laborers.
 " 12. Patrick Fallon, Dock Builder.
 " 20. Michael O'Connell, Patrick Vallely, John A. Lowe, James Gaffney, Joseph Berrian, James Hartney, James F. Cunningham, George Farren, James Cheston, Jr., Richard McCann, Laborers.
 " 20. James Ruth, William Stanton, Dock Builders.
 " 27. Daniel O'Connell, Frank Meyers, Dock Builders.
 " 27. William Curtis, William Sterling, H. P. Gillingham, Laborers.
 Oct. 4. Michael Murray, James Spellman, Matthew Carley, Laborers.
 " 4. John Gately, Dock Builder.
 " 11. James F. McCormick, Timothy Holland, James McMahon, Eugene Healy, Dennis Murphy, John McArdle, Thomas McElroy, Joseph Hickey, Patrick Jordan, Daniel Haggerty, Laborers.
 " 11. Clarence E. Taylor, Blacksmith.
 " 11. Michael McNeary, Dock Builder.
 " 17. William Whalen, W. J. Van Houten, William Kelleghan, August Eichel, Laborer.
 " 25. Patrick Tevin, Thomas H. Spooner, John Buckley, Herman Fleishner, William Feighery, Frederick Ward, Thomas Dugan, Joseph Farrell, Francis Doyle, Laborers.
 " 25. Cornelius O'Connor, Samuel Robinson, Dock Builders.
 " 25. John Morris, Jr., Ship Carpenter.
 " 25. Charles Miller, Diver's Tender.
 " 31. James Harkins, William P. Baker, John J. Givnan, Steam Engineers.
 Nov. 1. James J. Fleming, Assistant Dock Master.
 " 1. Frank Daeder, Thomas Lahey, William Nethercott, John J. O'Connor, Laborers.
 " 1. Francis O'Neill, Rodman.
 " 8. John Ott, Daniel Brodie, Arthur Kirkby, James A. Standish, Timothy Ryan, John Ahearn, Laborers.
 " 15. Charles S. Thompson, Assistant Dock Master.
 " 15. William Lattimer, Thomas J. Dickinson, George Goldie, Peter Hunt, John Kelly, Patrick Twomey, Patrick McCabe, Laborers.
 " 22. P. V. R. Van Wyck, Jr., Rodman.
 " 22. N. H. Voorhis, Chainman.
 " 22. Owen Dehan, Dock Builder.
 " 22. John Hinds, Blacksmith.
 " 22. John T. Williams, James J. O'Connor, John Magrannary, Joseph Wolff, Laborers.
 " 29. Michael H. Whalen, Dock Master.
 Dec. 6. John Dillon, Joseph Shivan, John Martin, Lawrence J. Kelly, Joseph Reagen, Duncan McPhail, Herman Landwehr, Charles Eberlin, Laborers. James Ahearn, Dock Builder.
 " 12. Charles G. Beck, Scowman.
 " 13. Peter Canty, William J. Burke, John Dougherty, Samuel P. Hinckley, Harvey Zelniff, Otto Satler, Laborers.
 " 20. James Burkitt, Patrick O'Keefe, John Salmon, Laborers.
 " 28. David W. Bogert, Dock Master, reassigned to duty.
 " 31. Augustus T. Docharty, Secretary.
 " 31. Charles S. Thompson, Dock Master.
 1890.
 Jan. 4. John Beck, Charles Leaycraft, Laborers.
 " 4. James Donnelly, Dock Builder.
 " 4. Lawrence Maxwell, Blacksmith.
 " 10. Charles S. Coye, George A. Woods, Dock Masters.
 " 10. Thomas T. Dempsey, Morris Unruth, John P. Frech, Matthew Carley, Max Kampner, William Childs, Laborers.
 " 10. Thomas Roberts, Ship Carpenter.
 " 23. Royal Chapin, Assistant Engineer.
 " 31. Addison Connor, Assistant Engineer.
 " 31. John Shea, Jackson Vermilyea, Charles Kreppel, William Bush, George Ballard, Jeremiah Donovan, Dock Builders.
 " 31. Martin Garry, Hugh Keenan, Laborers.
 Feb. 8. Franklin Macklin, Steam Engineer.
 " 8. Charles Moran, James Carman, John P. Dempsey, Michael Boyle, John Dowdell, Fred. H. Quern, Felix Morgan, Michael Pettit, D. Cogan, Laborers.
 " 8. R. J. Vinson, Dock Builder.
 " 28. Henry McShane, Edward Burke, Luke Gallagher, John F. Weber, David Cagney, Dock Builders.
 " 28. William Teal, Michael Gavin, Percy E. Naylor, John Guending, Patrick McCann, William Noonan, Laborers.
 Mar. 7. James F. Cunningham, John Walsh, James Briody, Joseph Wolff, Laborers.
 " 7. Myles Cullen, Mason.
 " 14. John Hanley, John Hanifan, Mortimer Quinn, John Quinn, Laborers.
 " 21. George Tidy, George Eichel, Frederick Hoffman, Laborers.
 " 28. Frederick Locard, Michael O'Connell, Henry Weisbader, Daniel Guilfoyle, James Maguire, Michael J. Phelan, William H. Cherry, Laborers.
 " 28. Peter McAvoy, Stone-cutter.
 Apr. 4. Robert L. Humphrey, Stone-cutter.
 " 4. John T. Sullivan, Mark Byrne, Edward Boyle, John Hewer, Michael O'Keefe, Laborers.
 " 4. George J. Ellis, Dock Builder.
 " 4. E. T. Christiansen, Assistant Diver.
 " 11. Francis Brock, Stone-cutter.
 " 11. John O'Brien, Joseph Williams, Frank Coghlan, Thomas O'Donnell, Patrick McGrath, John H. Corrigan, John F. Cherry, Patrick Devine, Charles Connolly, Michael Rodgers, Laborers.
 " 18. Patrick Canty, Timothy Ryan, Thomas Sullivan, Peter McArdle, Laborers.
 " 24. Michael Collins, Stephen Cash, Laborers.
 " 24. Daniel Lyons, Peter Braisted, Dock Builders.
 1889. Resigned, Discharged, Etc., from May 1, 1889, to April 30, 1890.
 May 10. F. C. Gates, Blacksmith, resigned.
 " 11. Patrick Curley, Dock Master, resigned.
 " 16. Joseph P. Ryan, Laborer, resigned.

1889.
 May 17. Philip McCormick, Laborer, resigned, and the appointment of George Walters, Laborer, revoked.
 " 17. John Brooks, John O'Shaughnessy, Daniel Foley, James Brown, M. Dwyer, Laborers, appointments revoked.
 " 23. Abraham Quackenbush, Laborer, name dropped from roll.
 " 31. James Keating, Henry D. Stanwood, Max Lowell, Laborers, resigned.
 " 31. George Walters, Laborer, appointment revoked.
 June 7. Michael McLaughlin and Andrew Gallagher, Laborers, discharged.
 " 7. John Heffernan, James J. Boyle, John Flaherty and Edward O'Reilly, Laborers, appointments revoked.
 " 14. James Burkitt, Laborer, appointment revoked.
 July 5. Morris Kennedy, John McMullen, John Murphy, Frank Font, Dock Builders.
 " 5. J. Miller and Kyle, Laborers, appointments revoked.
 " 12. William Duff, John Kennedy, Michael Lowery, John F. Rein, Eugene Murphy, Alfred Hooper, Laborers; Michael O'Grady, John McQuerny, William Hoyt, Edward Patterson and Morris Dowling, appointments revoked.
 " 18. William Fisher, Rigger, resigned.
 " 19. William Doyle, Laborer.
 " 19. John Clark, Dock Builder, discharged.
 " 19. Timothy Murphy, Dock Builder, name dropped from roll.
 " 26. Michael McAndrews, Ship Carpenter, discharged.
 Aug. 2. Lewis Roberts, Edward F. Anderson, Fremont Beaver, Peter McArdle, James Bergen, John Mullen, Joseph Sherman, James Shandley, Jeremiah O'Sullivan, William H. Becker, Michael Leonard, Dock Builders, discharged.
 " 2. George Bergen, James Harty, Matthew Larkin, James Nulty, Peter Lynn, Michael Lorney, William Steffan, Alfred Hooper, James Cahill, John McEvoy, Joseph Trescher, James Devine, No. 2, Patrick Mahoney, John Flaherty, Eugene Murphy, Joseph Walsh, John F. Rein, Laborers, discharged.
 " 2. John McEvoy, Stone-cutter, discharged.
 " 16. Edward Cavanagh, Ship Carpenter, discharged.
 " 30. Matthew Coghlan, Mason, discharged.
 " 30. John J. Curley, Stone-cutter, discharged.
 Sept. 5. Michael Joyce, Dock Builder, discharged.
 " 5. Charles W. Crossen and William Woodbridge, Laborers, names dropped from roll.
 " 5. John McCausland and Joseph J. Whelan, Ship Carpenters, discharged.
 " 5. Edward Kelly, Laborer, discharged.
 " 12. Charles B. Husted, Dock Master, resigned.
 " 12. Reinhardt Myhre, Deck Hand, tug "Manhattan," discharged.
 " 12. William Hutchinson, Dock Master, relieved from duty.
 " 19. William T. Coggeshall, Assistant Dock Master, resigned.
 " 20. John McCarthy, Morris O'Connor, Laborers, discharged.
 " 20. Francis Delaney, Peter Marren, Ship Carpenters, discharged.
 " 27. William Baillie, Laborer, resigned.
 " 27. Edward Hagan, Peter J. De Temple, James McNeary, Thomas E. Davis, John Delahoyde, John Manly, Ed. F. Hoffman, Henry Shelling, John W. Keis, Dock Builders, discharged.
 Oct. 4. Joseph Berrian, James Smith, James Keon, Laborers, discharged.
 " 10. Irving K. Taylor, Hydrographer, and Thomas Finnegan, Laborer, resigned.
 " 11. William G. Fitzgerald, Chainman, resigned.
 " 11. Edward Gavitt, Blacksmith, resigned.
 " 11. Matthew Carley, Laborer, discharged.
 " 25. Hugh Waters, Laborer, discharged.
 Nov. 7. J. William McCarthy, Chainman, died.
 " 8. Daniel Lyons, Duncan McPhail, Harvey Zelniff, Frank Meyer, James Bradden, Edward Cummins, John Duffy, Robert Ferguson, James Gaffney, Gus Johnson, Morris Kennedy, No. 2, James E. McGuire, James Murray, Charles W. Mickle, Thomas Mitchell, Patrick Monahan, No. 2, James Ryan, Ronald McDonald, Dock Builders, discharged.
 " 8. John Doonan, Henry H. Barkley, Edward Blake, James E. Callan, Dennis G. Deery, Thomas Hackett, Morris Hurley, Michael Keating, Edgar Messemer, Michael Nolan, Edward O'Halloran, John O'Neill, Richard Osborne, Richard O'Brien, Anthony Paul, George Repper, Jr., Barney Leonard, Edward Lawler, Murtagh Lawler, James McGinley, Thomas McGuire, John McAree, Thomas Maher, Charles S. Thompson, Michael Condron, John Dillon, Dennis Ryan, John Redden, Joseph Wolff, Laborers, discharged.
 " 8. Michael Gaytle and John Moran, Stone-cutters, discharged.
 " 8. Herman Fleishner, Laborer, appointment revoked.
 " 14. James J. Leavy, Laborer, resigned.
 " 15. Charles H. Thompson, Dock Master, resigned.
 " 15. Charles H. Pendergast, Dock Master, resigned, and David W. Bogert, Dock Master, suspended.
 " 15. Gouverneur Kemble, Secretary, removed.
 " 21. John F. Cunningham, Laborer, resigned.
 " 22. William J. Van Houten, Laborer, appointment revoked.
 Dec. 12. Randolph Gardiniere and Charles G. Beck, Inspectors Dumping of Dredged Material, discharged.
 " 13. Francis Doyle, Laborer, discharged.
 " 20. William Feighery and George Abrams, Laborers, and James Mulgrave, Dock Builder, resigned.
 " 31. Daniel O'Connell, Dock Builder, discharged.
 1890.
 Jan. 9. David W. Bogert, Dock Master, resigned.
 " 9. Clarence E. Taylor, Blacksmith, resigned.
 " 10. William J. Reilly, Dock Master, resigned.
 " 10. Michael O'Connell, No. 2, John Salmon, John Beck, Laborers, discharged.
 " 16. Edwin C. Reynolds, Assistant to Engineer-in-Chief, resigned.
 " 23. John Mooney, Laborer, died, and John Morris, Jr., Ship Carpenter, discharged.
 " 24. Charles A. Martin, Captain Tug "Manhattan," resigned.
 " 30. James Harkins, Steam Engineer, resigned.
 " 30. John T. Williams, Laborer, died.
 Feb. 6. John Buckley, Laborer, resigned.
 " 8. William Sterling, Joseph Shivan, Charles Eberlin, Edward Kilmurray, Laborers, discharged. John Jackson, Dock Builder, name dropped from the roll.
 " 27. William A. Martin, Laborer, resigned.
 " 27. John Tansey, Laborer, died.
 " 27. William Cringle, Watchman, died.
 " 28. John Ahearn, James Burkitt, Joseph Chaney, Cornelius Donovan, August Flachofsky, James Gaffney, Daniel Haggerty, No. 2, Joseph McCloskey, William Martin, Dennis Murphy, John Ott, Thomas Sullivan, Patrick Teevan, Joseph Wolff, John Barrett, James Clare, James Donnellon, Joseph Farrell, Otto Satler, John C. Hart, Peter Hunt, Richard McCann, Daniel Nolan, James Pursell, Eugene Sullivan, Patrick Twomey, John Curry, John Costello, Richard Fox, Robert Gerrity, William Hays, William McKenna, Michael McKenna, Michael Magee, Michael Murray, John J. O'Connor, William B. Riley, Laborers, discharged.
 " 28. Daniel Conroy, James Ruth, Patrick Fallon, Cornelius O'Connor, Dock Builders, and Edward Kelly, Foreman of Laborers, discharged.
 " 28. James J. Fleming, Assistant Dock Master, discharged.
 Mar. 7. Daniel Brodie, Laborer, discharged.
 " 21. William Childs, H. P. Gillingham, Charles B. Husted, John McArdle, Stephen Sheevers, John Quinn, John Dougherty, William White, John McConnell, Charles Moran, Edward Schilling, Frank J. Sims, Laborers, appointments revoked.
 " 21. Robert Black, Michael Lee, Dock Builders, appointments revoked, and John Smith, Dock Builder, discharged.
 Apr. 4. George Tidy, Michael J. Phelan, Laborers, discharged.
 " 10. Michael H. Whalen, Dock Master, resigned.
 " 24. George A. Dearborn, Dock Master, resigned.
 1889. Compensation Fixed as Follows:
 July 12. Gerald S. Griffin and Peter Spence, Chainmen, \$15 per week.
 " 19. James J. White, Chainman, \$18 per week.
 Sept. 12. John J. Boyle, Carpenter, \$100 per month.
 " 20. William G. Johnson, Draughtsman, \$100 per month.
 " 20. George A. Button and Bernard Rolfe, Levelers, \$100 per month.
 Oct. 11. Luke Hazard, Chainman, \$15 per week.
 " 17. William J. Armstrong and William Shoveller, Laborers, \$15 per week.
 1890.
 Jan. 16. Webster H. Gilon, Stenographer and Typewriter, \$100 per month.
 " 23. Berthold Sommer, Clerk, \$100 per month.

1890.
Mar. 7. William W. Maclay, Superintendent of Section, \$3,000 per annum.
" 7. William Selmer, Transitman, \$125 per month.
" 7. David F. McCarthy, Superintendent of Repairs, \$2,700 per annum.
" 7. Henry McC. Parker, Assistant Engineer, \$200 per month.
" 7. Winfield S. Lasher, Assistant Engineer, \$200 per month.
" 7. C. W. Stainford, Assistant Surveyor, \$150 per month.
" 7. Otto H. Klein, Draughtsman, \$100 per month.
" 7. Patrick Crowley, Rodman, \$18 per week.
" 7. John Hogan, Inspector Pier Building, 50 cents per hour.
" 7. Edmund K. Stephens, Watchman, 23 cents per hour.
April 18. William Shoveller and Thomas G. Carroll, Laborers, \$75 per month.
" 18. Thomas J. Larkin, Watchman, 23 cents per hour.
" 18. Marcus Cane, Laborer, 23 cents per hour, when Acting Watchman.

Official Designation.

1889.
May 10. John Hogan, Dock Builder, to Inspector of Pier Building.
July 19. John S. Markham, Scowman, and John McSorley, Laborer, to Foremen of Laborers.
" 19. Richard William, Laborer, to Sounder.
" 19. John Choisset, Laborer, to Boatman.
" 19. James King, Laborer, to Boatman.
" 19. Joseph Thompson and Lucius C. Higgins, Laborers, to Clerks.
Aug. 30. J. Frank Johnson, Leveler, and William S. White, Draughtsman, to Transitmen.
Oct. 11. Edwin A. Gregory, Laborer, to Clerk.
Nov. 1. William McDonald, Laborer, to Clerk.
1890.
Apr. 11. Samuel Robinson and Herman Landwehr, Laborers, to Dock Builders.
" 18. William Witte, Laborer, to Rigger.
" 24. William H. Carman, Laborer, to Sounder.
" 24. Iver Petersen, Scowman, to Foreman Scowman.
1889.
Dec. 12. Position of Inspector of Dumping of Dredged Material, abolished.
1890.
Feb. 28. Position of Assistant Dock Master, abolished.

SECOND.—GENERAL DUTIES.

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

THIRD.

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

I.—ORDERS AND RULES ADOPTED BY THE BOARD.

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

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

II.—DESCRIPTION OF CONTRACTS MADE BY THE BOARD.

No.	DESCRIPTION OF CONTRACT.	CONTRACTOR.	CONTRACT PRICE.	DATE OF AWARD.	DATE OF CONTRACT.	DATE OF EXPIRATION.
302	Furnishing sawed spruce timber.....	Joseph W. Duryee ...	\$21.70 per M.....	May 10, 1889	May 15, 1889	September 3, 1889.
303	Repairing crib-bulkhead at East Seventeenth street, E. R.....	Barth. S. Cronin	Class 1: \$10,240; Class 2: 75 cents per cubic yard.	May 10, 1889	May 10, 1889	September 3, 1889.
304	For sundry dredging on North River	Union Dredging Co.....	20 cents per cubic yard...	May 28, 1889	May 31, 1889	August 15, 1889.
305	For dredging slip between Piers, old 41 and old 42, N. R.....	Union Dredging Co.....	20 cents per cubic yard...	July 17, 1889	July 29, 1889	September 12, 1889.
306	Paving the newly-made land from Pier, old 29, to N. R.....	Charles Guidet	\$33,581 79	July 8, 1889	July 11, 1889	October 15, 1889.
307	Sundry dredging on North River.....	Union Dredging Co.....	20 cents per cubic yard ..	Aug. 1, 1889	Aug. 7, 1889	September 21, 1889.
308	Repairing crib-bulkhead between Piers, old 57 and old 58, N. R.....	John W. Flaherty....	\$4,293 00	Aug. 9, 1889	Aug. 16, 1889	October 18, 1889.
309	Repairing bulkhead between Piers, old 36 and new 29, E. R.....	John W. Flaherty....	\$2,398 00	Sept. 20, 1889	Sept. 26, 1889	December 2, 1889.
310	Repairing crib-bulkhead between East Seventeenth and East Eighteenth streets, E. R., and for dredging thereat.....	John Gillies.....	{ Class 1: Dredging, 20 cents per cubic yard; Class 2: Repairing crib-bulkhead, \$4,200	Sept. 10, 1889	Sept. 12, 1889	November 9, 1889.
311	Dredging at sundry places on North River.....	Union Dredging Co.....	20 cents per cubic yard...	Oct. 1, 1889	Oct. 10, 1889	November 15, 1889.
312	Building pier at foot of East Twenty-eighth street, E. R.....	Barth. S. Cronin.....	\$36,739 00	Sept. 17, 1889	Sept. 24, 1889	March 1, 1890.
313	Repairing Pier 55, and repairing crib-bulkhead under and westerly of said Pier, and for dredging	John W. Flaherty....	{ Class 1: Dredging mud, 20 cents per cubic yard; Class 2: dredging crib, \$1.25 per cubic yard; Class 3: repairing crib-bulkhead, \$2,500; Class 4: repairing pier, \$10,445	Oct. 18, 1889	Oct. 24, 1889	February 14, 1890.
314	Building pier foot of West Fiftieth street, N. R.....	Barth. S. Cronin.....	{ 70 cents per cubic yard } \$38,450 00	Nov. 1, 1889	Nov. 13, 1889	May 15, 1890, or within specified time thereafter.
315	Laying pavement along the crib-bulkhead between West Seventy-sixth and West Eightieth streets, N. R.....	John Cox.....	\$1.23 per square yard	Nov. 8, 1889	Nov. 12, 1889	December 16, 1889.
316	For furnishing granite stones for bulkhead or river wall.....	Branford Granite Co.....	80 cents per cubic yard...	Dec. 9, 1889	Dec. 16, 1889	May 1, 1890.
317	Building Pier, new 29, N. R., etc.....	John Gillies.....	\$55,000 00	Dec. 10, 1889	Dec. 31, 1889	July 31, 1890.
318	Building crib-bulkhead, from East One Hundred and Thirty-eighth street, N. R., to north of East One Hundred and Fortieth street, H. R., and for dredging.....	Fogg & Scribner.....	{ Class 1: 27 cents per cubic yard; Class 2: \$59,900	Dec. 11, 1889	Dec. 18, 1889	November 1, 1890.
319	Repairing crib-bulkhead at foot of East Forty-second street, E. R.....	John Gillies.....	\$3,000 00	Dec. 10, 1889	Dec. 20, 1889	May 30, 1890.
320	For repairing pier at foot of East Twenty-sixth street, E. R.....	Edward J. Fearon and William H. Jenks..	\$4,722 00	Jan. 3, 1890	Jan. 15, 1890	April 10, 1890.
321	Dredging site of proposed Pier, new 29, and bulkhead-wall foot of Vestry street, N. R., and at inner end of proposed pier at Twenty-eighth street, E. R.....	William M. Tebo.....	{ Class 1: Mud, 20 cents per cubic yard; Class 2: Crib-work, \$1.25 per cubic yard.....	Mar. 19, 1890	Mar. 21, 1890	April 10, 1890.
322	For furnishing piles.....	Alfred J. Murray.....	Class 1: \$20 per pile; Class 2: \$12.50 per pile; Class 3: \$10.75 per pile; Class 4: \$8.50 per pile; Class 5: \$7.25 per pile.....	Feb. 28, 1890	Mar. 8, 1890	June 1, 1890.
323	For furnishing cobble and rip-rap	Brown & Fleming....	Cobble, 91 cents per cubic yard; Rip-rap, 62½ cents per cubic yard...	April 4, 1890	April 15, 1890	July 1, 1890.
324	For furnishing sawed spruce timber.....	No bids received.....	.....	.....	.....	.....
325	For sheathing pier at West Fifty-fifth street, N. R.....	John D. Walsh.....	\$5,544 00	Mar. 5, 1890	Mar. 10, 1890	June 1, 1890.
326	For dredging at Pier, new 59, N. R., and Pier 61, E. R.....	Bids rejected .....	.....	.....	.....	.....
327	For building pier at West Forty-fifth street, N. R.....	John W. Flaherty....	\$43,490 00	Mar. 25, 1890	April 8, 1890	October 1, 1890.
328	Dredging at West Thirty-third street and West Forty-fifth street, N. R.....	Atlantic Dredging Co.....	22½ cents per cubic yard.	Mar. 28, 1890	April 9, 1890	October 31, 1890.
329	For furnishing 400 piles.....	C. N. Kimpland.....	\$19.80 per pile	April 4, 1890	April 9, 1890	June 1, 1890.
330	For sundry dredging on North and East rivers.....	Atlantic Dredging Co.....	Bids rejected. (Readvertised).....	.....	.....	.....

III.—REVENUE.

The total revenues of the Department which have accrued within the year amount to \$1,487,930.71, not including \$325,649.65 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, 1889, and also those in force on the 1st of May, 1890.

STATEMENT OF REVENUES AND DISBURSEMENTS.

Account with the Mayor, Aldermen and Commonalty, and Balance Sheet for April 30, 1890.

STATEMENT OF THE REVENUES AND DISBURSEMENTS OF THE DEPARTMENT OF DOCKS FOR AND DURING THE YEAR ENDING APRIL 30, 1890.

DOCK AND SLIP RENT.

I.—REVENUE:

Amount of rents accrued and wharfage collected during the year ending April 30, 1890, to wit:

1. To lessees of corporation wharf property..... \$1,301,733 77
2. To occupants of land under water, the property of the corporation, covered by wharf improvements erected by permission of the Department.... 99,344 08
3. Amount of wharfages collected within the year from unleased corporation wharf property..... 86,852 86

\$1,487,930 71

II.—DISTRIBUTION :

Cash—

Amount of moneys deposited with the Chamberlain prior to May 1, 1889, being in payment, in advance, of rents accruing therefor.....	\$4,662 50
Amount of moneys deposited during the year with the Chamberlain to the credit of the Commissioners of the Sinking Fund, for the redemption of the City Debt.....	1,520,913 44
	\$1,525,575 94

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

Sums received at public sale of leases of corporation wharf property, being deposits made by purchasers as security for the execution on their part of their leases respectively, which leases are to date from May 1, 1890, or subsequently, and which deposits are to be applied as rent first accruing under such leases as shall be duly completed, or in default to become forfeited.....	\$15,393 75
Proceeds of sales of old material.....	187 88
Collections received from the Counsel to the Corporation in settlement of claims placed in his hands prior to May 1, 1889, including interest and costs.....	29,529 52
	45,021 15

Leaving this amount deposited during the year as rents and wharfage from corporation wharf property (except from premises in use under ferry leases made with the Comptroller).....	\$1,480,554 79
Claims for unpaid rents during the year, placed in the hands of the Counsel to the Corporation for collection.....	6,753 42
Sundry unpaid rents.....	622 50
	\$1,487,930 71

DOCK BONDS.

Total amount of "Dock Bonds of the City of New York," issued by direction of the Commissioners of the Sinking Fund, for the use and purposes of the Department of Docks, from the date of its organization in May, 1870, to April 30, 1890.....

\$15,603,000 00

DOCK FUND.

I.—RECEIPTS :

1. Amount of proceeds of Dock Bonds approximated as being in the hands of the Comptroller on May 1, 1889, for the uses and purposes of this Department, as per Annual Report for the year ending April 30, 1889.....	\$195,058 23
2.—Amount of proceeds of Dock Bonds directed to be issued by the Commissioners of the Sinking Fund.....	1,050,000 00
Premium on Bonds sold by Comptroller.....	10,795 00
3. Amount of moneys received in and during the year, and deposited with the Chamberlain for the uses and purposes of the Department ; being reimbursements for the costs of repairs to wharf properties not owned by the Corporation, and for the use of the Department appliances and dumping-grounds, furnishing maps, tracings, etc.....	85,110 87
	\$1,340,964 12

II.—EXPENDITURE :

Amount of bills and claims audited in and during the year ending April 30, 1890, and transmitted to the Finance Department for payment, being for materials and supplies furnished, and for services rendered to this Department, to wit :

1. For Construction—	
For bills and claims audited as per Schedule B.....	\$560,131 52
As per Schedule C :	
Salaries of the Commissioners.....	9,000 00
Salaries of the Construction force.....	67,727 67
Pay-rolls of Surveyor's force—Captains, engineers, crews and watchmen on floating property, dock builders, laborers, blacksmiths, carpenters and masons, etc., on Construction force.....	290,131 52
	\$927,150 21
2. For General Repairs—	
For bills and claims audited as per Schedule D.....	\$128,090 03
As per Schedule E :	
Pay-rolls of dock-builders, watchmen, carpenters, inspectors and engineers on General Repairs force.....	41,833 75
	169,923 78
3. For Annual Expense—	
For bills and claims audited as per Schedule F.....	\$1,454 44
As per Schedule G :	
Salaries of officers and appointees.....	37,804 69
	39,259 13
4. For Acquired Property—	
For bills and claims audited as per Schedule H.....	180,037 53
	1,316,370 65

III.—BALANCE :

Amount of proceeds of Dock Bonds in the hands of the Comptroller on April 30, 1890, for use of this Department.....

\$24,593 45

NEW YORK, April 30, 1890.

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

Approved and adopted.

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

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

DR. CR.

To deposits of money with the Chamberlain.....	\$1,606,024 31	By balance, April 30, 1889, as per the report for the year ending that date ...	\$1,191,632 58
To bills and claims audited for materials and supplies furnished and for services rendered, to wit :		By Dock and Slip Rent.....	1,487,930 71
On Construction account.....	927,150 21	By requisition for Dock Bonds.....	1,050,000 00
On General Repairs account.....	169,923 78	By premium on Dock Bonds.....	10,795 00
On Annual Expense account.....	39,259 13	By reimbursements for repairs to private wharves, and for use of Department plant.....	65,536 87
Balance carried forward.....	1,193,438 75	By rent advances.....	15,393 75
		By sale of maps, etc.....	75 00
		By sale of dump tickets.....	19,349 00
		By moneys credited to Dock Fund.....	85,110 87
		By sale of old material.....	187 88
		By fines and penalties.....	150 00
		By interest received.....	8,012 72
		By costs received.....	1,691 80
	\$3,935,796 18		\$3,935,796 18

By balance, April 30, 1890.....

\$1,193,438 75

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

Balance Sheet, April 30, 1890.

DR.

CR.

Contingent Fund.....	\$1,000 00	The Mayor, Aldermen and Commonalty of the City of New York.....	\$1,178,135 00
Judgments (as per Schedule J).....	123,252 46	Rents paid in advance of May 1, 1890....	15,303 75
Sundry Debtors for unpaid rents in hands of Counsel to the Corporation for collection (as per Schedule I).....	81,504 96		
Dock Fund.....	24,593 45		
Floating plant (as per Schedule L).....	168,800 00		
Acquired real property.....	793,665 38		
Sundry unpaid rents.....	622 50		
	\$1,193,438 75		\$1,193,438 75

SCHEDULE A.

LEDGER BALANCES, APRIL 30, 1890.

DR.	FOLIO.		CR.
.....	90	Sale of maps.....	\$75 00
\$169,923 78	62	General repairs.....	.....
39,259 13	4	Annual expenses.....	.....
1,000 00	18	Contingent fund.....	.....
81,504 96	442	Unpaid rents in hands of Counsel to the Corporation.....	.....
.....	36	Dock fund.....	60,517 42
.....	32	Dock and Slip rent.....	1,487,930 71
.....	84	The Mayor, Aldermen and Commonalty of the City of New York.....	2,252,447 58
.....	77	Repairs for private owners, etc.....	65,536 87
793,665 38	1	Acquired property.....	.....
.....	39	Dump tickets.....	19,349 00
123,252 46	70	Judgments recovered.....	.....
168,800 00	50	Floating plant.....	.....
1,606,024 31	71	T. C. T. Crain, Chamberlain.....	.....
927,150 21	16	Construction account.....	.....
.....	92	Sale of old material.....	187 88
.....	78	Interest account.....	8,012 72
.....	79	Costs account.....	1,691 80
.....	19	Rent advances.....	15,303 75
.....	48	Fines and penalties.....	150 00
110 00	338	D. Milliken.....	.....
200 00	392	Thomas Patten.....	.....
62 50	321	Merchants' Ice Co.....	.....
250 00	424	Ridgewood Ice Co.....	.....
\$3,911,202 73			\$3,911,202 73

SCHEDULE B.

BILLS AND CLAIMS AUDITED ON CONSTRUCTION ACCOUNT.

Contracts for Building Piers, Furnishing Lumber, Piles, Granite, etc.

John W. Flaherty.....	\$32,906 90
Barth. S. Cronin.....	36,894 35
John Gillies.....	27,448 00
Ranald Gillies.....	20,959 04
R. P. & J. H. Staats.....	2,545 00
Joseph W. Duryee.....	18,614 72
John Peirce.....	20,671 44
Alfred J. Murray.....	6,077 44
Fogg & Scribner.....	26,583 17
John Cox.....	3,619 89
	\$196,319 95

Dredging.

Union Dredging Co.....	\$88,085 95
John F. Baxter.....	2,625 00
Chapman Derrick and Wrecking Co.....	480 00
	91,190 95

Cement.

E. Thiele.....	\$1,197 50
Sinclair & Babson.....	1,150 00
Horace H. Rapalyea & Co.....	2,258 97
Dickinson Brothers & King.....	2,349 08
James Brand.....	9,318 49
Haebler & Co.....	11,218 06
Donaldson Brothers & Co.....	189 00
Baetjer & Meyerstein.....	2,142 72
	29,823 82

Lumber and Piles.

Joseph W. Duryee.....	\$3,439 77
The East River Mill and Lumber Co.....	3,530 09
Beard & Kimpland.....	10,878 55
Alfred J. Murray.....	48,555 22
Bell Brothers.....	1,363 56
Garret E. Green.....	193 07
Eppinger & Russell.....	15,992 91
E. W. McClave & Co.....	701 59
George Karr & Co.....	922 08
John J. Goodrich.....	4,140 00
A. T. Decker & Co.....	719 47
M. J. Saulpaugh & Co.....	56 60
F. S. Shurick.....	580 41
Dexter Hunter.....	763 00
Johnson & Sawyer.....	479 23
Charles L. Bucki & Co.....	41 51
J. H. Havens.....	6 00
Robinson & Booth.....	1,447 14
Vanderbilt & Hopkins.....	727 02
John Gillies.....	751 77
	95,288 99

Broken Stone, Cobble, Rip-rap and Sand.	
Brown & Fleming	\$26,181 64
John A. Bouker	21,220 00
West Shore Trap Rock and Crushing Co	902 46
N. W. Godfrey	292 00
D. C. Donovan	2,569 95
	\$51,166 05

Coal for Tug, Pile-drivers, etc.	
Ward & Olyphant	\$1,231 30
Popham & Sedgwick	570 00
Popham & Co	1,545 40
David Duncan & Sons	3,676 36
	7,023 06

General Expenses, including Stationery, Insurance, Paving, Plumbing, Towing, Spikes, Iron, Tools and Maintenance of Floating Plant and Department Yards, etc.

Home of Industry	\$39 50
Corn Exchange Bag Co	320 00
Isaac Hall's Son	107 34
John F. Loyd	531 98
John Peirce	11,018 37
Martin B. Brown	302 57
James Matthews	1,316 02
Fred. W. Beatty	206 20
Wm. B. Ferguson & Son	991 33
Alexander Pollock	7,146 30
F. W. Devoe & Co	770 22
James S. Barron & Co	245 05
New York Coal Tar Chemical Co	128 28
Fairbanks & Co	137 25
George F. Doak	223 20
Hodgman Rubber Co	630 12
H. A. Rogers	13,557 14
Patterson Brothers	262 27
The Eckford Iron Works	132 00
H. & H. Murray	7 00
Michael Murray	24 50
Stackpole & Brother	498 00
Victor Vierow	2,085 00
Gaskell, Greenlie & Co	646 28
Peter Timme's Son	708 47
Henry B. Newhall Co	1,846 16
Patrick Keenan & Peter Neary	556 80
Stern Brothers	6 35
Fernoline Chemical Co	72 25
McNab & Harlin Manufacturing Co	46 09
J. W. Mason & Co	160 47
Clark & Wilkins	9 00
Lidgerwood Manufacturing Co	1,950 00
Hoyt Paper Tube Co	7 50
Pratt Manufacturing Co	31 50
Charles Guidet	33,581 79
John F. Walsh	380 44
Commonwealth Ice Co	131 19
Hugh Nesbitt	6 40
A. Schrader & Son	35 30
David Clark	90 00
B. C. Valentine & Co	106 65
Robert M. Gilmour	48 25
N. Y. Roofing Co	25 00
Henry R. Worthington	7 20
Tallmadge Delafield	419 06
F. N. Burdick	8 00
Heipershausen Brothers	1,151 05
Rand Drill Co	2 50
American Photo-Lithographic Co	48 00
John H. J. Ronner	20 00
T. C. Townsend	267 39
The Neuchatel Asphalt Co	1,847 66
George W. Plunkitt	600 00
Milliken Brothers	252 94
John Merry & Co	48 84
Charles Van Riper & Co	7 50
James Beggs & Co	27 90
Composite Iron Works	50 00
The Metropolitan Telephone and Telegraph Co	459 82
Hastings Card Co	10 02
Annin & Co	8 00
Semon, Bache & Co	9 00
The United States Illuminating Co	138 63
Wm. H. Borman	22 71
John A. Roebbing's Sons & Co	123 79
Wm. H. Clark	251 00
Stephen Ransom	380 84
Charles B. Brush	774 75
C. C. Chamberlain	51 00
Woodruff, Konklin & Boyer	19 70
The General Copying Apparatus Co	12 00
Daniel W. Richards & Co	189 76
J. B. & J. M. Cornell	31 15
T. & W. C. Seaman	12 75
John Smith	82 00
Pioneer Iron Works	103 00
Stephen Roberts	222 00
Adolph Starke	488 00
A. F. Swan	29 61
	89,318 70
	\$560,131 52

SCHEDULE C.

PAY-ROLLS AUDITED ON CONSTRUCTION ACCOUNT.

Commissioners.	
Edwin A. Post	\$3,000 00
James Matthews	3,000 00
J. Sergeant Cram	3,000 00
	9,000 00

Construction Force.

G. S. Greene, Jr	\$6,000 00
William M. Maclay	2,725 00
David T. McCarthy	2,425 00
Frederick P. Thompson	2,400 00
Winfield S. Lasher	2,033 26
Willard A. Nichols	2,000 00
Andrew McC. Parker	1,960 00
Henry C. Freeman	1,800 00
Edward Gottschall	1,800 00
C. W. Staniford	1,525 00
John H. Corley	1,500 00
John A. Duntze	1,500 00
Robert M. Kid	1,500 00
Edward C. Reynolds	1,473 06
J. F. Johnson	1,400 00
William S. White	1,400 00
F. J. Boller	1,337 50
Godfrey P. Farley	1,200 00

Allen N. Spooner	\$1,200 00
Patrick White	1,200 00
Patrick H. McCullough	1,200 00
Robert M. Sterritt	1,200 00
John C. Wood	1,200 00
George E. Rodgers	1,200 00
Hiram C. Calkins	1,200 00
Frederick Lange	1,200 00
Charles A. Martin	1,125 00
William G. Johnson	1,116 65
George A. Button	1,100 00
Bernard Rolf	1,100 00
Berthold Sommer	1,049 97
Effingham V. Smith	999 96
David H. Laney	999 96
John W. Ingalls	999 96
William J. Trimble	999 96
Alexander M. Goge	999 96
Nicholas J. Vander Weyde	999 96
Frank P. Rush	999 96
Luther C. Sheldon	900 00
William Selme	844 35
John A. Bense	800 00
John Boyle	750 00
Henry Head	720 00
Otto H. Klein	695 00
Joseph Thomson	640 00
Lucius C. Higgins	640 00
George H. Coffin	600 00
Rudolph Gardinere	551 61
Irving K. Taylor	519 35
Royal Chapin	483 87
William McDonald	480 00
Addison Connor	450 00
Hans Jonasson	383 33
Reinhardt Myhkree	200 00
	\$67,727 67

Surveying Force, Captains, Engineers, Crews and Watchmen on Floating Property, Dock Builders, Laborers, Blacksmiths, Carpenters and Masons on Construction Force.

24 half-monthly pay-rolls, from May 1, 1889, to May 1, 1890	290,291 02
	\$927,150 21

SCHEDULE D.

BILLS AND CLAIMS AUDITED ON GENERAL REPAIRS ACCOUNT.

Contracts for Repairing Piers and Dredging.

John W. Flaherty	\$12,154 63
Barth. S. Cronin	27,594 10
John Gillies	12,073 00
Union Dredging Co	42,365 75
Wm. M. Tebo	4,019 79
Wm. H. Morton	5,443 00
Thomas O'Connell & Michael J. Coffey	6,495 34
Edward J. Fearon & Wm. H. Jenks	4,722 00
	\$114,867 61

Dredging.

Union Dredging Co	\$3,538 60
John F. Baxter	250 00
	3,788 60

Lumber and Piles.

F. S. Shurick	\$171 36
Joseph W. Duryee	1,229 64
The East River Mill and Lumber Co	1,484 77
Alfred J. Murray	692 32
Bell Brothers	879 96
E. W. McClave & Co	1,901 39
George Karr & Co	41 58
John J. Goodrich	195 00
	6,596 02

General Expenses, including Printing, Testing Iron, Paints, Oils, Iron Spikes and Petty Expenses.

Isaac Hall's Son	\$217 47
New York Coal Tar Chemical Co	44 80
Joseph Walsh	36 00
Fairbanks & Co	83 50
H. A. Rogers	19 80
H. & H. Murray	3 50
Michael Murray	35 00
Gaskell, Greenlie & Co	144 10
Ross & Sanford	125 00
Charles Guidet	172 13
C. L. Morgan	985 00
Nicholson & Galloway	380 00
Home Insurance Co	250 00
Wm. H. Morton	85 00
R. D. Alliger	256 50
	2,837 80
	\$128,090 03

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, 1889, to May 1, 1890	41,833 75
	\$169,923 78

SCHEDULE F.

BILLS AND CLAIMS AUDITED ON ANNUAL EXPENSE ACCOUNT.

Stationery, Printing and Contingent Expenses.

Martin B. Brown	\$469 45
James Matthews	730 48
James S. Barron & Co	144 81
Stern Brothers	20 20
Annin & Co	13 00
Wm. H. Clark	21 50
Van Tassell & Kearney	25 00
W. W. Brinkerhoff	30 00
	\$1,454 44

SCHEDULE G.

BILLS AND CLAIMS AUDITED ON ACQUIRED PROPERTY ACCOUNT.

Claims for wharf property purchased during the year	\$180,037 53
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SCHEDULE H.

Salaries Audited on Annual Expense Account.

Gouverneur Kemble	\$1,616 67
Augustus T. Docharty	991 94
Francis E. Moon	2,199 96
James Weir	1,999 92
John H. Matthews	1,999 92
Charles Miller, Jr.	1,800 00
Patrick J. Brady	1,800 00
Edward Abeel	1,800 00
Joseph B. Erwin	1,800 00
John J. Ryan	1,800 00
George A. Dearborn	1,800 00
John J. Martin	1,674 19
Louis S. Kellogg	1,500 00
William T. Coggeshall	1,475 00
Charles J. Farley	1,200 00
Max Drucker	1,200 00
William J. Reilly	1,180 64
Webster H. Gilon	1,110 00
Charles Parks	1,050 00
David W. Bogert	1,018 39
Charles H. Thompson	975 00
Charles H. Pendergast	970 00
Charles Hutchison	750 00
Charles H. Thompson	748 39
Charles P. Husted	673 97
Michael H. Whalen	630 16
George A. Woods	541 94
Charles S. Coye	537 09
Edwin A. Gregory, Jr.	521 29
James Fleming	396 67
Patrick Curley	43 55
	\$37,804 69
	\$39,259 13

SCHEDULE I.

WHARFAGE FROM UNLEASED WHARVES, FOR THE YEAR ENDING APRIL 30, 1890.

On North River.

Received this Year.

Pier, old 23	\$262 17
Bulkhead between Piers, old 20 and 21	509 45
Land south of Pier, old 33	52 00
Bulkhead between Piers, new 20 and 21	343 00
Bulkhead between Piers, old 35 and 36	250 00
Bulkhead between Piers, new 24 and 25	211 90
" " Piers, old 41 and 42	1,632 50
Pier, old 42	3,669 28
Bulkhead between Piers, new 34 and 35	455 50
72 feet bulkhead south side of Pier, new 35	75 00
Bulkhead between Piers, new 35 and 36	490 86
" " 36 and 37	954 00
" " 37 and 38	263 80
" " 38 and 39	558 77
" " 39 and 40	615 65
" " 41 and 42	289 07
" " 42 and 43	525 50
Bulkhead south of Pier, old 54	59 35
North one-half of pier and east one-half bulkhead south side of West Eleventh street	1,686 37
Pier at West Twelfth street	1,573 59
Bulkhead at Gansevoort street	152 00
Pier at Bogart street	222 26
Bulkhead at Bogart street	1 50
at Pier Bloomfield street	145 36
Bulkhead at Bloomfield street	152 00
Pier at Little West Twelfth street	803 03
" West Thirteenth street	870 17
" West Sixteenth street	358 90
" West Eighteenth street	476 06
" West Nineteenth street	1,260 72
Bulkhead platform at West Twenty-fourth street	156 11
" between Piers, new 54 and 55	470 31
Pier, new 57	2,737 65
" 59	2,122 56
Pier at West Thirty-fourth street	2,178 65
" West Thirty-seventh street	1,133 25
" West Thirty-eighth street	382 95
" West Forty-sixth street	2,398 34
" West Forty-seventh street	1,326 99
Bulkhead at West Fiftieth street	113 57
Pier at West Fifty-first street	3,178 83
" West Fifty-second street	36 00
" West Fifty-fifth street	4,390 60
Bulkhead at West Seventy-fifth street	22 00
" West Seventy-sixth street	17 59
Crib-bulkhead at Seventy-seventh street	106 24
" between West Seventy-seventh and Seventy-eighth streets	834 24
" at West Seventy-eighth street	50 33
" between West Seventy-eighth and Seventy-ninth streets	558 79
Pier at West Seventy-ninth street	963 74
Bulkhead between West Seventy-ninth and Eightieth streets	482 94
" at West Eightieth street	343 39
Land under water between West Eightieth and Eighty-first streets	170 00
Bulkhead at West Ninety-fifth street	10 00
" West Ninety-sixth street	518 97
Bulkhead between West One Hundred and Twenty-ninth and One Hundred and Thirtieth streets	361 40
Pier at West One Hundred and Thirtieth street	40 00
Bulkhead between West One Hundred and Thirtieth and One Hundred and Thirty-first streets	1 50
Pier at West One Hundred and Thirty-first street	10 32
Bulkhead between West One Hundred and Thirty-first and One Hundred and Thirty-second streets	155 04
Bulkhead at West One Hundred and Thirty-second street	20 00
" West One Hundred and Thirty-eighth street	12 00
Pier at West One Hundred and Fifty-second street	23 48
Crib-bulkhead at West One Hundred and Fifty-eighth street	298 96

\$44,636 50

On East River.

Bulkhead at Battery	\$933 33
Pier, new 6	4,340 71
Bulkhead between Piers, new 6 and 8	128 34
Pier 12	1,783 25
Bulkhead between Piers 11 and 12	3 06
East 1/2 Pier 18	510 44
Bulkhead between Piers 18 and 19	6 03
West 1/2 Pier 19	6,432 47
Bulkhead between Piers 20 and 21	320 03
Pier, new 29	6,181 83
Pier, new 32	5,800 37
Easterly 1/2 of bulkhead between Piers 40 and new 32	88 33

Received this Year.

Pier 44	\$867 77
Pier 48	2,645 15
Pier 55	270 20
Bulkhead at Corlears street	16 01
Pier 60 and bulkhead north side	1,299 83
Bulkhead between Piers 60 and 61	42 66
Pier 61 and bulkhead north side	931 15
Bulkhead at East Fourteenth street	186 31
" East Sixteenth street	93 14
" East Seventeenth street	2 50
" East Eighteenth street	145 38
" East Twentieth street	288 00
" East Twenty-fourth street	9 41
Pier at East Twenty-fourth street	351 42
Bulkhead at East Twenty-sixth street	228 25
Pier at East Twenty-sixth street	162 23
" East Twenty-eighth street	316 09
Bulkhead at East Twenty-ninth street	128 55
" East Thirtieth street	187 20
Pier at East Thirty-eighth street	451 06
Bulkhead at East Forty-second street	283 45
" East Forty-third street	191 75
" East Forty-fifth street	120 00
Pier at East Forty-sixth street	1,092 00
Bulkhead at East Forty-eighth street	226 59
" East Fiftieth street	112 50
" East Fifty-third street	35 20
" East Fifty-fourth street	271 75
" East Sixtieth street	276 03
Land under water for platform in front of south one-half of bulkhead between East Sixty-second and East Sixty-third streets	265 00
Dumping-board at East Seventy-first street	297 24
Bulkhead at East Seventy-third street	520 00
Pier at East Eighty-sixth street	1,258 44
Pier at East Ninety-sixth street	20 00

\$40,120 45

On Harlem River.

Bulkhead at East One Hundred and Second street	\$18 04
" East One Hundred and Seventh street	252 80
" East One Hundred and Eleventh street	25
" East One Hundred and Twelfth street	167 65
Bulkhead between East One Hundred and Fourteenth and East One Hundred and Fifteenth streets	185 55
Pier at East One Hundred and Seventeenth street	453 14
" East One Hundred and Nineteenth street	3 31
Bulkhead at East One Hundred and Twentieth street	1 00
Pier at East One Hundred and Twenty-ninth street, foot of Second avenue	312 30
Slip foot of Lincoln avenue	128 00
Bulkhead at East One Hundred and Thirty-fifth street	6 00
" East One Hundred and Thirty-seventh street	8 50
" East One Hundred and Fifty-fifth street	352 46
" East One Hundred and Fifty-sixth street	42 06
" East One Hundred and Fifty-seventh street	169 88

2,100 94

Wharfage collected for the year ending April 30, 1890:

On the North river	\$44,636 50
On the East river	40,120 45
On the Harlem river	2,100 94
	\$86,857 89
Less short payment in District No. 3	\$5 00
" " District No. 5	03
	5 03
Total wharfage	\$86,852 86

SCHEDULE J.

Claims placed with the Counsel to the Corporation for Collection, and for which no return was made prior to May 1, 1890.

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
Daniel Darrow	May 1, 1875	2,500 00
David Tracy	May 1, 1878	2,017 50
Alexander Mason and Robert Foster	May 1, 1878	4,227 50
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, 1882	935 93
Joseph Cooper	Feb. 1, 1883	1,375 00
John H. Baxter	Feb. 1, 1883	175 00
Joseph Cooper	May 1, 1883, to May 1, 1884	2,750 00
William H. Wood	May 1, 1883, to May 15, 1884	1,562 50
Peter H. Walsh	Aug. 1, 1883, to May 1, 1886	3,843 75
Booth & Edgar	Dec. 5, 1883	250 00
Alexander Mason	Mar. 5, 1884	1,750 00
Morris Wasel	Aug. 1, 1884, to May 1, 1885	900 00
Patrick Murray	Nov. 1, 1884, to Feb. 11, 1885	28 01
Dennis Devine	For wharfage, May 1, 1885	58 90
Thomas Dore	For wharfage, May 1, 1885	235 50
James L. Miller	21 mos. and 16 days' rent to May 1, 1887	538 15
Daniel T. Robinson		177 08
F. W. Wright	12 mos. rent to May 1, 1890	4,000 00
New York Central and Hudson River Railroad	67 days' rent, Pier, new 63, North river	2,753 42
		\$81,504 96

SCHEDULE K.

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

WHOM AGAINST.	DATE FILED.	INTEREST INCLUDED.	AMOUNT.
John D. Tracy	April 14, 1880	\$504 75	\$3,479 75
David Tracy	Dec. 14, 1880	1,319 80	5,919 80
"	Dec. 29, 1880	3,133 56	14,213 96
"	Mar. 9, 1881	4,063 67	\$17,687 42
Less received	Apr. 25, 1883		780 00
"	Mar. 10, 1881	2,436 34	16,907 42
"	Mar. 15, 1881	377 18	10,430 46
"	Apr. 26, 1881	€37 85	1,839 68
"	July 29, 1881	1,366 67	3,105 56
James H. Graham	June 4, 1880	99 60	6,240 53
H. A. Tiedemann	Mar. 30, 1881	871 53	540 35
"	Oct. 6, 1881	611 10	4,721 53
Thomas Gaynor	Apr. 9, 1881	439 22	2,604 43
Thomas C. Burke	Jan. 15, 1881	2,389 60	2,531 72
"	Oct. 20, 1881	739 05	13,139 60
James Savage	Mar. 16, 1881	16 70	6,114 05
Herman Hastorf	May 17, 1880	439 63	141 70
"	Apr. 30, 1881	1,806 36	2,214 63
John E. Hoagland	Nov. 26, 1881	292 13	7,426 36
Jesse Ryder	Nov. 26, 1881	193 86	942 13
Empire City Ice Co.	Jan. 27, 1882	43 15	658 86
William H. Brown	Feb. 16, 1882	636 31	193 15
John Burns	Apr. 29, 1882	7 35	2,011 31
John Brennan and others, composing West India Fruit Dealers' Association	July 6, 1882	2,405 55	57 35
			11,780 55

WHOM AGAINST.	DATE FILED.	INTEREST INCLUDED.	AMOUNT.
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. Kerker	Oct. 9, 1882		2,100 00
			\$123,252 64

SCHEDULE L.

Statement of Valuation of Floating Plant, April 30, 1890.

The 100-ton derrick "City of New York"	\$85,000 00
" 10-ton derrick	4,000 00
" tug "Manhattan"	20,000 00
" ten pile-drivers, Nos. "1," "2," "3," "5," "6," "7," "8," "9," "10" and "11"	25,000 00
" eleven deck scows	30,000 00
" boring machine "Woodcock"	1,500 00
" three diver's scows	500 00
" yawl boats, skiffs, bateaus and sounding-boats	1,300 00
" Naphtha launch	800 00
" land ways	700 00
	\$168,800 00

STATEMENT

Of Revenues and Expenditures of the Department of Docks from the Organization of the Department in May, 1870, to April 30, 1890.

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.	OFFICE RENT, STATIONERY, AND INCIDENTALS OF COMMISSIONERS' OFFICE.	SALARIES OF ENGINEER-IN-CHIEF AND SUBORDINATES.	BILLS AND CLAIMS AUDITED ON CONSTRUCTION, INCLUDING LABOR PAY-ROLLS.	BILLS AND CLAIMS AUDITED ON GENERAL REPAIRS, INCLUDING LABOR PAY-ROLLS.	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	622,878 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 48	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	11,379 73	45,703 41	416,151 29	94,725 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	44,660 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	14,544 44	67,727 67	850,422 54	155,620 30	6,300 00
	\$18,267,677 65	\$16,163,924 01	\$317,186 76	\$721,879 04	\$287,232 64	\$833,200 63	\$11,584,918 98	169,923 78	180,037 53
								\$1,625,840 58	\$793,665 38

Statement of the Revenues and Expenditures of the Department of Docks since its Organization in May, 1870, to April 30, 1890.

Total gross revenue	\$18,267,677 65
Total gross expenditures (of which \$793,664.88 was for the acquisition of wharf property, and the value of floating plant on hand, \$168,800)	16,163,924 01
Excess of revenue over expenditures	\$2,103,753 64

RENT-ROLL Showing the Occupancy on May 1, 1890, 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 PRIOR TO MAY 1, 1889.	RECEIVED DURING YEAR.
North River.						
Pier, new 1	Iron Steamboat Co	May 1, 1881, to May 1, 1891	\$30,100 per ann.	By public sale, March 22, 1881		\$30,100 00
Bulkhead between Pier, new 1 and Pier, old 1	Cavanagh & Collins	May 1, 1888, to May 1, 1891	1,000 "	By public sale, April 11, 1888		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, 1881		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, 1885, to May 1, 1890	7,600 "	By public sale, March 30, 1885		7,600 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		
Pier 13 and half bulkhead southerly	Central R. R. Co. of New Jersey	May 1, 1885, to May 1, 1890	15,000 "	By public sale, March 30, 1885		15,000 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		
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, 1892	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	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 months notice	1,500 "	By resolution, April 30, 1884		1,500 00
Land under water for platforms between Piers 18 and 19, old 20, 7,406 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 20, and Pier, old 21	Baltimore & Ohio R. R. Co	May 1, 1887, to May 1, 1892	36,000 "	By public sale, April 9, 1887		36,000 00

PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED PRIOR TO MAY 1, 1889.	RECEIVED DURING YEAR.
South half Pier, old 23.....	New York Steam Co.....	May 1, 1888, to May 1, 1891	\$2,000 per ann.	By public sale, April 11, 1888.....	.....	\$2,000 00
Land under water for platforms between Piers, old 25 } and 26, and 26 and 27.....	N. Y. Central & Hudson R. R. 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 Feb- ruary 17, 1888.....	.....	2,149 50
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.....	1.6 "	By resolution, Feb. 17, 1888.....	.....	126 00
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 "	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	25,000 "	By public sale, April 15, 1886.....	.....	25,000 00
Piers, new 20 and new 21, and 560 feet bulkhead northerly from north side of Pier 29.....	N. Y., Lake Erie & Western R. R. Co.....	Aug. 1, 1881, to Aug. 1, 1891	95,000 "	{ By resolutions, July 14, 1875, and August 12, 1881.....	.....	95,000 00
Land under water for platform on southerly side of Pier 29..	Providence & Stonington S. S. Co.....	Mar. 21, 1887, to termina- tion of lease of Pier 29, North river.....	160 "	By resolution, Feb. 25, 1887.....	.....	160 00
Land under water for platform on north side of Pier, old 33	N. Y. Central & Hudson R. R. Co., lessee.....	At pleasure of the Board...	1,000 "	By resolution, April 29, 1885.....	.....	1,000 00
South half Pier, old 33, and bulkhead adjoining.....	Catskill and New York Steamboat Co., Limited.....	May 1, 1888, to May 1, 1891	10,000 "	By public sale, April 11, 1888.....	.....	10,000 00
North half Pier, old 34.....	J. H. Tremper and James E. Morris.....	May 1, 1889, to May 1, 1890	7,000 "	By public sale, April 18, 1889.....	\$1,750 00	5,250 00
One hundred feet bulkhead southerly from Franklin street	Hunt & Donaldson.....	May 1, 1887, at pleasure of the Board.....	150 per mo.	By resolution, April 20, 1887.....	.....	1,800 00
Inner end Pier, old 35.....	Saugerties & New York Steamboat Co.....	Mar. 15, 1889, at pleasure of the Board.....	166.66 "	By resolution, March 1, 1889.....	.....	1,916 60
Pier, new 24.....	Homer Ramsdell.....	Feb. 1, 1889, to Feb. 1, 1899.	26,685 per ann.	By resolutions, Nov. 27, 1878, and Feb. 6, 1889.....	.....	26,685 00
Pier, new 25.....	Morgan's Louisiana & Texas R. R. & S. S. Co.....	Feb. 1, 1889, to Feb. 1, 1899.	30,000 "	By resolutions, Nov. 27, 1888, and Jan. 11, 1889.....	.....	30,000 00
Pier, new 26.....	Old Dominion S. S. Co.....	May 1, 1881, to May 1, 1891	30,000 "	By resolutions, Aug. 14, 1878, April 27, May 11 and May 25, 1881.....	.....	30,000 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.....	Feb. 1, 1889, to termination of lease of Pier, new 26.	10,000 "	By resolution, Nov. 2, 1888.....	.....	10,000 00
Piers, new 27 and new 28, and bulkhead between.....	Pennsylvania R. R. Co.....	Sept. 1, 1884, to Sept. 1, 1894	55,000 "	By resolution, May 25, 1882.....	.....	55,000 00
Pier, old 39.....	Associates of the Jersey Co., and A. Van Santvoord } and H. P. Farrington.....	May 1, 1879, to removal for new pier.....	15,000 "	By resolution, Nov. 27, 1878.....	.....	7,812 50
Land under water for extension to outer end south } half Pier, old 39.....	A. Van Santvoord and H. P. Farrington.....	April 29, 1887, pleasure of the Board.....	141.75 "	By resolution, April 2, 1887.....	.....	106 32
Land under water for platform, north side of Desbrosses street.....	New Jersey R. R. & Transportation Co.....	At pleasure of the Board...	1,000 "	By resolution, Nov. 2, 1871.....	.....	1,000 00
Pier, old 40, and bulkhead northerly.....	Harvey P. Farrington.....	May 1, 1883, to May 1, 1893	20,000 "	By resolution, April 25, 1883.....	.....	20,000 00
Pier, new 34, and 75 feet bulkhead each side.....	Pacific Mail Steamship Co.....	Sept. 1, 1884, to Sept. 1, 1889 Sept. 1, 1889, to Sept. 1, 1899	45,000 " 55,000 "	{ By resolutions, July 23, 1871, and Aug. 3, 1874, and Apr. 2, 1879.....	.....	64,000 00
Pier, new 35.....	Ocean Steamship Co. of Savannah, Ga.....	May 1, 1883, to May 1, 1893	35,000 "	By resolution, June 6, 1883.....	.....	35,000 00
Pier, new 36.....	Providence and Stonington Steamship Co., assignee....	June 1, 1881, to June 1, 1891.	30,000 "	By resolutions, Nov. 20, 1879, and April 27 and June 22, 1881, and July 3, 1885.	.....	30,000 00
Pier, new 37.....	C. P. Huntington.....	May 1, 1883, to May 1, 1893	70,000 "	By public sale, April 27, 1883.....	.....	70,000 00
Half bulkhead southerly and half bulkhead northerly of Pier, new 37.....	C. P. Huntington (with covenant for 10 years renewal)..	To May 1, 1893.....	3,500 "	By resolution, June 24, 1886.....	.....	3,500 00
Pier, new 38.....	A. M. Underhill & Co., agents.....	May 1, 1888, to May 1, 1898	31,500 "	By resolution, April 21, 1888.....	.....	31,500 00
Pier, new 39.....	Francis W. J. Hurst (National S. S. Co., Limited).....	Feb. 1, 1888, to Feb. 1, 1898.	30,500 "	By resolutions, April 26, 1876, and Jan. 30 and July 17, 1878.....	.....	30,500 00
Pier, new 40—Width 75 feet; length on each side, 577 feet (excepting water rights at northerly side).....	Cunard Steamship Co. (Limited).....	May 1, 1889, to May 1, 1899	22,875 "	} Renewal lease.....	.....	30,500 00
Water rights at northerly side of Pier, new 40.....	Cunard Steamship Co. (Limited). Suit pending to compel removal.....	May 1, 1889, to May 1, 1899	7,625 "		.....
Pier, new 41.....	Delaware, Lackawanna & Western R. R. Co. (as- signed).....	Sept. 1, 1881, to Sept. 1, 1891	30,000 "	{ By resolutions, April 29, Sept. 1, 1881, and Dec. 21, 1881.....	.....	30,000 00
Bulkhead 94 feet each side of Pier, new 41.....	Delaware, Lackawanna & Western R. R. Co.....	Sept. 1, 1886, to Sept. 1, 1891	5,000 "	By resolutions, Aug. 20, 1886, Feb. 9 and July 14, 1887.....	.....	5,000 00
Reclaimed land south of Pier, new 42.....	Hudson Tunnel Railway Co.....	Nov. 1, 1887, at pleasure of the Board.....	2,000 "	By resolution, Dec. 8, 1887.....	.....	2,000 00
Pier, new 42.....	Compagnie Générale Transatlantique.....	Nov. 1, 1886, to Nov. 1, 1891	30,500 "	By resolution, Feb. 18, 1875.....	.....	30,500 00
Pier, new 43.....	International Navigation Co.....	June 15, 1888, to May 1, 1893	24,000 "	By resolutions, June 1 and 21, 1888, and Oct. 5, 1888.....	.....	24,000 00
Piers, new 44 and new 45, bulkhead between and one-half bulkhead north of Pier, new 45.....	Oceanic Steam Navigation Co.....	July 1, 1889, to July 1, 1899.	{ 49,000 1st year, 60,000 per ann. balance of term.....	By resolution, Feb. 14, 1889.....	.....	60,375 00
Pier, new 46.....	The Citizens' Steamboat Co. of Troy.....	May 1, 1889, to May 1, 1899	30,500 per ann.	By resolution, Jan. 11, 1889.....	.....	30,500 00
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).....	Frank Flandreau.....	May 1, 1890, to May 1, 1892	10,250 "	By public sale, April 17, 1890.....	.....	.....
Pier, new 47, and bulkhead southerly, and bulkhead along easterly side of approach to Piers, new 46 and new 47..	Quebec Steamship Co.....	May 1, 1886, to May 1, 1891	17,000 "	By public sale, April 15, 1886.....	.....	17,000 00
Bulkhead south of Pier, old 54, commencing about 107 feet south of the south side of the pier, and extending south- erly about 300 feet to the approach to Pier, new 47.....	Jacob I. Houseman.....	May 1, 1887, to May 1, 1890	5,500 "	By public sale, April 9, 1887.....	.....	5,500 00
Pier, old 54.....	I. P. Mersereau.....	May 1, 1883, to May 1, 1891	3,000 "	By public sale, April 11, 1888.....	.....	3,000 00
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 Tassel.....	Nov. 1, 1888, to Nov. 1, 1898	1,850 "	By public sale, Oct. 23, 1883.....	.....	\$1,850 00
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 south- erly side of said pier 225 feet, etc.....	Joseph Cornell.....	Nov. 1, 1888, to Nov. 1, 1898	1,900 "	By public sale, Oct. 23, 1888.....	.....	1,900 00
Bulkhead at Bank street.....	Knickerbocker Ice Co.....	May 1, 1888, to May 1, 1891	500 "	By public sale, April 11, 1888.....	.....	500 00
Pier at Bethune street.....	A. T. Decker & Co.....	May 1, 1887, to May 1, 1890	1,200 "	By public sale, April 9, 1887.....	.....	1,200 00
Pier at Bethune street.....	A. T. Decker & Co.....	May 1, 1890, to May 1, 1895	1,200 "	By public sale, April 17, 1890.....	.....	.....
Northerly half and outer end of pier foot of West Twelfth street, with privilege of placing dumping board thereon.....	John A. Bouker.....	May 1, 1890, to May 1, 1895	2,100 "	By public sale, April 17, 1890.....	.....	.....
Pier at Jane street.....	A. T. Decker & Co.....	May 1, 1888, to May 1, 1891	1,400 "	By public sale, April 11, 1888.....	.....	1,400 00
Pier at Horatio street, except reservation, etc.....	Consumers' Ice Co.....	May 1, 1888, to May 1, 1891	1,500 "	By public sale, April 11, 1888.....	.....	1,500 00
Pier, old 56 (with reservation to cancel, if required, for new public market).....	Daniel Shea.....	May 1, 1888, to May 1, 1891	3,500 "	By public sale, April 11, 1888.....	.....	3,500 00
Land under water for platform at bulkhead south of West Thirteenth street, 5,453 square feet.....	Drew & Bucki.....	At pleasure of the Board...	500 "	By resolution, Nov. 1, 1876.....	.....	500 00
Pier at West Fifteenth street.....	George W. Winant.....	May 1, 1888, to May 1, 1891	1,000 "	By public sale, April 11, 1888.....	.....	1,000 00
Pier at West Sixteenth street.....	Bernard Campbell.....	Feb. 1, 1890, to Feb. 1, 1895	1,000 "	By public sale, Jan. 27, 1890.....	.....	250 00
Pier at West Seventeenth street.....	Robert S. Briggs.....	May 1, 1888, to May 1, 1891	3,000 "	By public sale, April 11, 1888.....	.....	3,000 00
Pier at West Eighteenth street.....	Robert S. Briggs.....	Sept. 1, 1889, to Sept. 1, 1892	2,000 "	By public sale, Aug. 30, 1889.....	.....	1,500 00
Pier at West Twentieth street.....	Knickerbocker Ice Co.....	May 1, 1888, to May 1, 1891	3,000 "	By public sale, April 15, 1886.....	.....	3,000 00
Pier at West Twenty-first street.....	C. T. Van Santvoord.....	May 1, 1886, to May 1, 1891	3,500 "	By public sale, April 25, 1886.....	.....	3,500 00
Pier at West Twenty-second street.....	C. T. Van Santvoord.....	May 1, 1886, to May 1, 1891	2,500 "	By public sale, April 15, 1886.....	.....	2,500 00
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.....	March 18, 1887, at pleasure of the Board.....	1,712.50 "	By resolution, Oct. 20, 1886, and Jan. 7, 1887	.....	1,712 52
Land under water for platform north of ferry at West Twenty-third street, 45,000 square feet.....	Twenty-third Street Railway Co.....	At pleasure of the Board...	100 per mo.	By resolution, June 5, 1882.....	.....	1,200 00
Pier, new 54.....	Sanderson & Son, assignees.....	Jan. 1, 1882, to Jan. 1, 1892	20,000 per ann.	By resolutions, June 30, 1880, Nov. 16, 1881, and April 19, 1886.....	.....	20,000 00
Pier, new 55.....	Pim, Forwood & Co., agents.....	May 1, 1882, to May 1, 1892	20,000 "	By resolutions, July 7, 1880, Dec. 14 and 28, 1881, and April 12, 1882.....	.....	20,000 00
Pier, new 56.....	Simpson & Spence, agents.....	July 1, 1882, to July 1, 1892	25,000 "	By resolutions, Dec. 8, 1880, and July 19, 1882.....	.....	25,000 00

PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED PRIOR TO MAY 1, 1889.	RECEIVED DURING YEAR.
Pier, new 60.....	James McClenahan	May 1, 1887, to May 1, 1892	\$2,000 per ann.	By public sale, April 9, 1887.....	.....	\$2,000 00
Pier, new 61.....	N. Y. Central & Hudson R. R. Co.....	Nov. 1, 1887, to date of lease	20,000 "	By resolution, Jan. 28, 1887.....	.....	20,000 00
Pier, new 62.....	N. Y. Central & Hudson R. R. Co.....	Nov. 1, 1888, to date of lease	20,000 "	By resolution, Jan. 28, 1887.....	.....	20,000 00
Pier, new 63.....	N. Y. Central & Hudson R. R. Co.....	Aug. 26, 1889, to date of lease	15,000 "	By resolution, Jan. 28, 1887.....	.....	7,500 00
Pier at West Thirty-fifth street.....	Pennsylvania R. R. Co.....	May 1, 1887, to May 1, 1892	4,500 "	By public sale, April 9, 1887.....	.....	4,500 00
Pier at West Thirty-sixth street.....	N. Y. Central & Hudson R. R. Co., lessee.....	Dec. 5, 1886, to Oct. 3, 1894	15,000 "	By resolution, Oct. 8, 1884.....	.....	15,000 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 resolutions, Sept. 25 and Nov. 21, 1873.....	.....	100 00
Pier at West Forty-fourth street.....	New York Horse Manure Co.....	May 1, 1887, to May 1, 1892	3,500 "	By public sale, April 9, 1887.....	.....	3,500 00
Bulkhead at West Forty-fifth street.....	James McLaughlin.....	May 1, 1889, to May 1, 1890	200 "	By public sale, April 18, 1889.....	\$50 00	100 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.....	.....	.....
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.....	.....	.....
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.....	.....	.....
Pier at West Fifty-eighth street.....	Union Stock Yard & Market Co.....	May 1, 1886, to May 1, 1891	5,000 "	By public sale, April 15, 1886.....	.....	4,000 00
Land under water for site for Pier at Fifty-ninth street.....	N. Y. Central & Hudson R. R. Co.....	Nov. 1, 1887, to Nov. 1, 1892	1,500 "	By resolutions, August 16, 1876, and Nov. 7, 1877.....	.....	1,500 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 establish pier line of 1868.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1880, to May 1, 1890	17,500 "	By resolution, April 28, 1880.....	.....	17,500 00
Bulkhead on the southerly half of West Ninety-seventh street.....	Canda & Kane.....	May 1, 1888, to May 1, 1889	200 "	By public sale, April 11, 1888.....	.....	200 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.....	.....	.....
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.....	Homer Ramsdell Transportation Co.....	May 1, 1888, to May 1, 1891	1,000 "	By public sale, April 11, 1888.....	.....	1,000 00
Bulkhead between West One Hundred and Thirtieth and West One Hundred and Thirty-first streets and the southerly side of the Pier at West One Hundred and Thirty-first street.....	Riverside and Fort Lee Ferry Co.....	May 1, 1887, to May 1, 1891	500 "	By public sale, April 9, 1887.....	.....	500 00
Bulkhead platform north of West One Hundred and Thirtieth street.....	Riverside and Fort Lee Ferry Co.....	June 1, 1889, to May 1, 1891	250 "	By public sale, May 17, 1889.....	.....	250 00
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.....	237 50	712 50
Pier at West One Hundred and Thirty-second street.....	Mutual Benefit Ice Co.....	May 1, 1888, to May 1, 1891	1,000 "	By public sale, April 11, 1888.....	.....	1,000 00
Bulkhead at the southerly half of West One Hundred and Thirty-fifth street.....	Orrin D. Person.....	May 1, 1890, to May 1, 1893	120 "	By public sale, April 17, 1890.....	.....	.....
<i>East River.</i>						\$1,195,400 66
East half of Pier 4.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1886, to May 1, 1891	4,000 "	By public sale, April 15, 1886.....	.....	\$4,000 00
Bulkhead and platform between Piers 4 and 5.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1886, to May 1, 1891	1,000 "	By public sale, April 15, 1886.....	.....	1,000 00
Pier 5.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1886, to May 1, 1891	15,000 "	By public sale, April 15, 1886.....	.....	15,000 00
Bulkhead between Piers 5 and 6.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1886, to May 1, 1891	1,000 "	By public sale, April 15, 1886.....	.....	1,000 00
Pier 6.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1886, to May 1, 1891	8,000 "	By public sale, April 15, 1886.....	.....	8,000 00
West half 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, Mar. 7, 1889.....	.....	1,125 00
East half Pier 18.....	Charles L. Morgan.....	May 1, 1889, to May 1, 1892	4,500 "	By public sale, April 18, 1889.....	1,125 00	3,375 00
East half Pier 20.....	N. Y. & Texas Steamship Co.....	May 1, 1888, to May 1, 1891	7,000 "	By public sale, April 11, 1888.....	.....	7,000 00
West half Pier 21.....	C. H. Mallory & Co.....	May 1, 1886, to May 1, 1891	6,000 "	By public sale, April 15, 1886.....	.....	6,000 00
East half Pier 24 and half bulkhead adjoining.....	Hartford & N. Y. Transportation Co.....	May 1, 1886, to May 1, 1891	6,500 "	By public sale, April 15, 1886.....	.....	6,500 00
Pier 25 and half the bulkhead adjoining the westerly side thereof.....	New Haven Steamboat Co.....	May 1, 1888, to May 1, 1891	9,000 "	By public sale, April 11, 1888.....	.....	9,000 00
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
West half Pier 26 and half bulkhead adjoining.....	New Haven Steamboat Co.....	May 1, 1886, to May 1, 1891	3,000 "	By public sale, April 15, 1886.....	.....	3,000 00
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.....	375 00	1,125 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, Mar. 20, 1889.....	750 00	2,250 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, 2,475 square feet.....	Peter Charles.....	At pleasure of the Board...	400 "	By resolution, June 16, 1875.....	.....	400 00
Pier 40 and half bulkhead easterly, including platform.....	Frank Phelps.....	May 1, 1887, to May 1, 1892	11,000 "	By public sale, March 29, 1881.....	.....	11,000 00
Undivided ninth part of Pier, old 42.....	J. A. McCarthy.....	May 1, 1890, to May 1, 1895	50 "	By public sale, April 9, 1887.....	.....	.....
Pier 43.....	F. W. Wright.....	May 1, 1887, to May 1, 1890	4,000 "	By public sale, April 17, 1890.....	.....	.....
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, 1885.....	.....	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 resolutions, May 7, 1874, and November 6, 1879.....	.....	1,500 00
East half Pier 51, west half Pier 52, and bulkhead, etc., between (except reservation for Public Bath at Pier 51).....	New York, New Haven & Hartford Co.....	May 1, 1888, to May 1, 1898	8,000 "	By public sale, Sept. 20, 1887.....	.....	8,000 00
North half Pier 56, south half of Pier 57, and bulkhead between.....	C. E. Murtagh.....	May 1, 1887, to May 1, 1890	1,000 "	By public sale, April 9, 1887.....	.....	1,000 00
Upper half of Pier 58, and bulkhead between Piers 58 and 59.....	Carl Smith.....	May 1, 1888, to May 1, 1891	2,000 "	By public sale, April 11, 1888.....	.....	2,000 00
Northerly half of Pier 62, foot of Stanton street.....	C. E. Murtagh.....	May 1, 1887, to May 1, 1890	800 "	By public sale, April 9, 1887.....	.....	800 00
Bulkhead, etc., at and south of Houston street.....	Nassau Ferry Co.....	Nov. 1, 1878, to May 1, 1894	2,000 per ann. for first five yrs., 2,250 2d 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 (with reservation for Public Bath).....	Ridgewood Ice Co.....	May 1, 1888, to May 1, 1891	2,000 "	By public sale, April 11, 1888.....	.....	2,000 00
Bulkhead at foot of East Fourth street.....	B. F. Romaine.....	May 1, 1888, to May 1, 1891	150 "	By public sale, April 11, 1888.....	.....	150 00
Pier at Fifth street.....	Joseph V. Brown.....	May 1, 1888, to May 1, 1891	3,000 "	By public sale, April 15, 1886.....	.....	3,000 00
Bulkhead at the foot of East Fifteenth street.....	Thomas Cunningham.....	May 1, 1888, to May 1, 1891	200 "	By public sale, April 11, 1888.....	.....	200 00
Bulkhead at East Twentieth street.....	H. L. Herbert.....	Feb. 1, 1890, to Feb. 1, 1895	500 "	By public sale, January 22, 1890.....	.....	125 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
Pier at East Twenty-fifth street.....	J. V. Brown.....	May 1, 1887, to May 1, 1890	1,000 "	By public sale, April 9, 1887.....	.....	1,000 00
Pier at East Thirty-first street.....	Joseph V. Brown.....	May 1, 1887, to May 1, 1892	2,500 "	By public sale, April 9, 1887.....	.....	2,500 00
Pier at the foot of East Thirty-second street.....	J. H. Starin.....	May 1, 1887, to May 1, 1892	1,200 "	By public sale, April 9, 1887.....	.....	1,200 00
South half and outer end Pier at East Thirty-third street.....	Metropolitan Ferry Co., assignee.....	May 1, 1886, to May 1, 1891	2,900 "	By public sale, April 15, 1886, and resolution, July 22, 1887.....	.....	2,900 00
North half Pier at East Thirty-third street (except reservation of outer end).....	Metropolitan Ferry Co., assignee.....	May 1, 1881, to May 1, 1891	1,000 "	By public sale, May 27, 1880, and resolution, July 22, 1887.....	.....	1,000 00
Bulkhead at East Thirty-fifth street.....	Jeremiah Skidmore's Sons.....	May 1, 1886, to May 1, 1891	500 "	By public sale, April 15, 1886.....	.....	500 00

PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED PRIOR TO MAY 1, 1889.	RECEIVED DURING YEAR.
Bulkhead at the foot of East Thirty-sixth street.....	Popham & Co.....	May 1, 1887, to May 1, 1890	\$110 per ann.	By public sale, April 9, 1887.....	.....	\$110 00
Lot 25. Bulkhead at foot of East Thirty-sixth street.....	Popham & Co.....	May 1, 1890, to May 1, 1895	260 "	By public sale, April 17, 1890.....	.....	.....
Pier at East Thirty-seventh street (with reservation for Public Bath).....	Baltimore & Ohio R. R. Co.....	May 1, 1888, to May 1, 1891	1,500 "	By public sale, April 11, 1888.....	.....	1,500 00
Bulkhead-platform south of East Thirty-ninth street.....	Brown & Fleming.....	May 1, 1888, to May 1, 1891	910 "	By public sale, April 11, 1888.....	.....	910 00
Bulkhead and dump at East Thirty-ninth street.....	Long Island Land Fertilizing Co.....	May 1, 1886, to May 1, 1891	2,000 "	By public sale, April 15, 1886.....	.....	2,000 00
Bulkhead at the foot of East Fortieth street.....	Equitable Gas-light Co.....	May 1, 1887, to May 1, 1890	100 "	By public sale, April 9, 1887.....	.....	100 00
Bulkhead at the foot of East Forty-first street.....	Equitable Gas-light Co.....	May 1, 1887, to May 1, 1890	100 "	By public sale, April 9, 1887.....	.....	100 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.....	.....	.....
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.....	.....	.....
Bulkhead at foot of East Forty-third street.....	John A. Bouker.....	May 1, 1890, to May 1, 1895	300 "	By public sale, April 17, 1890.....	.....	.....
Bulkhead at foot of East Forty-fourth street.....	John A. Bouker.....	May 1, 1890, to May 1, 1895	25 "	By public sale, April 17, 1890.....	.....	.....
Bulkhead at the foot of East Forty-fourth street.....	Jacob Fleischhauer.....	May 1, 1887, to May 1, 1890	50 "	By public sale, April 9, 1887.....	.....	50 00
Bulkhead at East Forty-seventh street.....	Owens & Co.....	May 1, 1886, to May 1, 1891	500 "	By public sale, April 15, 1886.....	.....	500 00
Bulkhead at East Forty-ninth street.....	M. Goodwin.....	May 1, 1886, to May 1, 1891	600 "	By public sale, April 15, 1886.....	.....	600 00
Bulkhead at East Fifty-third street.....	Ridgewood Ice Co.....	May 1, 1889, to May 1, 1892	1,000 "	By public sale, April 18, 1889.....	\$250 00	750 00
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
Bulkhead at East Fifty-sixth street.....	Sand & Koenig.....	May 1, 1888, to May 1, 1891	150 "	By public sale, April 11, 1888.....	.....	150 00
Bulkhead platform between East Sixtieth and East Sixty-first streets, and the bulkhead platform at East Sixty-first street.....	Cavanagh & Collins.....	May 1, 1887, to May 1, 1890	1,400 "	By public sale, April 9, 1887.....	.....	1,400 00
Bulkhead platform between East Sixty-first and East Sixty-second streets, and the Pier at East Sixty-second street.....	Knickerbocker Ice Co.....	May 1, 1887, to May 1, 1890	1,275 "	By public sale, April 9, 1887.....	.....	1,275 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
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.....	.....	.....
Bulkhead at foot of East Sixty-third street.....	Neidlinger, Schmidt & Co.....	May 1, 1887, to May 1, 1890.	400 "	By public sale, April 9, 1887.....	.....	400 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, etc., at foot of East Sixty-fourth street.....	Neidlinger, Schmidt & Co.....	May 1, 1887, to May 1, 1890.	100 "	By public sale, April 9, 1887.....	.....	100 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.....	.....	.....
Land under water for bulkhead at East Seventy-fourth street.....	Thomas Patten.....	At pleasure of the Board...	100 "	By resolution, Nov. 21, 1877.....	.....	.....
Bulkhead platform at East Seventy-fifth street.....	John A. Bouker.....	May 1, 1888, to May 1, 1891.	400 "	By public sale, April 11, 1888.....	.....	400 00
Bulkhead at East Seventy-sixth street.....	D. Milliken.....	May 1, 1888, to May 1, 1891.	440 "	By public sale, April 11, 1888.....	.....	330 00
The bulkhead at East Seventy-eighth street, the bulkhead platform between East Seventy-eighth and East Seventy-ninth streets, and the pier at East Seventy-ninth street.....	Ridgewood Ice Co.....	May 1, 1887, to May 1, 1890.	4,000 "	By public sale, April 9, 1887.....	.....	4,000 00
Site for platform between East Seventy-ninth and East Eightieth streets.....	Murphy & Nesbit.....	May 1, 1878, to termination of occupancy of upland.....	100 "	By resolution, May 3, 1878.....	.....	100 00
Bulkhead at East Ninety-third street.....	Knickerbocker Ice Co.....	May 1, 1888, to May 1, 1891.	1,200 "	By public sale, April 11, 1888.....	.....	1,200 00
Bulkhead at foot of East Ninety-ninth street.....	Cavanagh & Collins.....	May 1, 1887, to May 1, 1890.	300 "	By public sale, April 9, 1887.....	.....	300 00
Harlem River.						
Bulkhead platform at foot of East One Hundred and Fourth street.....	Lehman Levy.....	May 1, 1887, to May 1, 1890.	200 "	By public sale, April 9, 1887.....	.....	200 00
Bulkhead platform at East One Hundred and Fifth street.....	Kane & Wright.....	May 1, 1887, to May 1, 1890.	325 "	By public sale, April 9, 1887.....	.....	325 00
Bulkhead at East One Hundred and Sixth street.....	A. Scott.....	May 1, 1887, to May 1, 1890.	500 "	By public sale, April 9, 1887.....	125 00	375 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.....	.....	.....
Pier at East One Hundred and Sixteenth street.....	John H. McCarthy, assignee.....	Feb. 1, 1890, to Feb. 1, 1895.	725 "	By public sale, Jan. 22, 1890, and resolution, June 20, 1890.....	.....	181 25
Pier at East One Hundred and Nineteenth street.....	Ridgewood Ice Co.....	May 1, 1889, to May 1, 1892.	500 "	By public sale, April 18, 1889.....	.....	500 00
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.....	.....	109 00
Land under water, south side East One Hundred and Twenty-sixth street, for timber basin.....	McDonough & Co.....	At pleasure of the Board...	400 "	By resolutions, June 29, 1883, and November 11, 1886.....	.....	300 00
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 resolutions, April 4, and June 20, 1883.....	.....	500 00
Bulkhead at East One Hundred and Thirty-sixth street, west side Harlem river.....	Merchants' Union Ice Co., assignee.....	May 1, 1888, to May 1, 1891.	250 "	By public sale, April 11, 1888.....	.....	187 50
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.....	.....	50 00
Bulkhead on south half of East One Hundred and Thirty-eighth street, west side Harlem river.....	John Dobbins.....	May 1, 1888, to May 1, 1891.	150 "	By public sale, April 11, 1888.....	.....	112 50
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
						\$193,638 77

APPORTIONMENT OF AUDITED DISBURSEMENTS FOR THE YEAR ENDING APRIL 30, 1890.

DEPARTMENT OF DOCKS—PIER A, BATTERY, }
NEW YORK, N. Y., May 1, 1890.

To the Board of Docks:

GENTLEMEN—The following "Apportionment of the Audited Disbursements of the Department for the year ending April 30, 1890," is respectfully submitted, viz.:

ON CONSTRUCTION ACCOUNT—NEW PLAN—PERMANENT WORK.

	PAY-ROLLS.	BILLS.	TOTALS.
Pier A—Battery. (Resolution, July 3, 1884.)			
Asphalt deck.....	\$256 17	\$2,008 00	\$2,264 17
West Washington Market Section. (Resolution, February 6, 1889.)			
General Charges.			
Removing the old market and its site.....	\$5,993 24	\$24,927 96	37,043 90
Maintenance of Pier, old 21, N. R.....	478 72	107 85	
Maintenance of Pier, old 23, N. R.....	3,431 94	2,104 19	

	PAY-ROLLS.	BILLS.	TOTALS.
<i>Pier, new 14, N. R.</i>			
Specifications for dredging, Secretary's Order No. 9790	\$46 25	.....	\$46 25
Platform, between Piers, old 23 and old 24, North River. <i>(Resolution, July 25, 1889.)</i>			
Removing platform and structures thereon.....	\$2,913 00	\$43 52	2,956 52
Chambers Street Section. <i>(Resolutions, November 24, 1877, and November 21, 1878.)</i>			
<i>General Charges.</i>			
Removing old work	\$1,258 90	\$34 84	1,614 82
Reclaimed land rear of the bulkhead-wall.....	317 37	2 50	
Temporary platform at north end of section.....	1 20	.....
Franklin Street Section. <i>(Resolution, October 6, 1887.)</i> <i>Bulkhead-wall, Proper.</i>			
Piling and woodwork	\$20 30	\$16 06	41 09
Masonry . . . . .	.....	4 73	

	PAY-ROLLS.	BILLS.	TOTALS.		PAY-ROLLS.	BILLS.	TOTALS.
<i>General Charges.</i>				West Thirty-first Street Section.			
Temporary fender piles.....	\$18 15	\$21 00		<i>(Resolutions, August 8 and September 19, 1883.)</i>			
Reclaimed land rear of the bulkhead-wall.....	148 59	96 63		<i>General Charges.</i>			
Temporary roadway to pier, new 24, N. R.....	958 07	56 20		Reclaimed land rear of the bulkhead-wall.....	\$473 11		
<i>Pier, new 24, N. R.</i>			\$1,298 64	Levels on and examination of bulkhead-wall.....	45 74		\$518 85
<i>(Resolution, December 20, 1888.)</i>				West Thirty-second Street Section.			
Two spurs.....		\$13 44	13 44	<i>(Resolution, October 22, 1885.)</i>			
North Moore Street Section.				<i>Bulkhead-wall, Proper.</i>			
<i>(Resolution, April 28, 1880.)</i>				Stone filling.....		\$388 00	
<i>Bulkhead-wall, Proper.</i>				Masonry.....	\$79 10	54 00	521 10
Stone filling.....		\$76 00		<i>General Charges.</i>			
Piling and woodwork.....	\$47 18	19 96		Reclaimed land rear of the bulkhead-wall.....	\$5,559 57	\$4,212 54	
Masonry.....	18 02	29 53	190 76	Temporary mooring piles.....	23 68	26 25	
<i>General Charges.</i>				Raising inner end of Pier, new 63, N. R.....	651 17	56 09	
Reclaimed land rear of the bulkhead-wall.....	\$337 12	\$45 50		Levels on and examination of the bulkhead-wall.....	224 48		
Temporary sewer.....	10 41	90		Watchmen.....	6 50		10,760 28
Temporary roadway to Pier, new 25, N. R.....	382 08	372 93		<i>Pier, new 63, N. R.—(Resolution, March 16, 1887.)</i>			
Watchmen.....	514 25	6 19	1,669 38	Dredging.....	\$111 92	\$4,978 20	
Beach Street Section.				Construction under Contract No. 285—			
<i>(Resolution, July 16, 1879.)</i>				Inspection.....	140 53	51 00	
<i>General Charges.</i>				Payments.....		20,959 04	26,240 69
Removing old work.....	\$6 00			West Thirty-third Street Section.			
Reclaimed land rear of the bulkhead-wall.....	196 86		202 86	<i>(Resolution, February 20, 1890.)</i>			
Laight Street Section.				<i>Bulkhead-wall, Proper.</i>			
<i>(Resolutions, July 30 and November 3, 1880, and September 20, 1889.)</i>				Dredging under Contract No. 327—			
<i>Bulkhead-wall, Proper.</i>				Inspection.....	\$82 66		
Dredging.....	\$444 52	\$6,956 68		Stone filling.....		\$216 00	298 66
Stone filling.....	435 29	3,784 93		Pier, new 71, at West Forty-first street, N. R.			
Piling and woodwork.....	4,629 89	4,989 52		<i>(Resolution, May 22, 1890.)</i>			
Masonry.....	3,670 09	3,333 21	28,244 13	Construction under Contract No. 337—			
<i>General Charges.</i>				Specifications, Secretary's Order No. 9796.....	\$45 65		45 65
Removing old work.....	\$2,184 71	\$185 89		Pier, new 75, at West Forty-fifth street, N. R.			
Reclaimed land rear of the bulkhead-wall.....	9 00			<i>(Resolution, February 20, 1890.)</i>			
Examination of condition of the north end of the bulkhead-wall...	10 80	22 50		Dredging under Contract No. 328—			
Temporary mooring piles.....	75 55			Inspection.....	\$38 40		
Temporary fences.....	44 73		2,533 18	Construction under Contract No. 327—			
<i>Pier, new 29, N. R.</i>				Specifications, Secretary's Order No. 9576.....	22 30		
<i>(Resolution, October 10, 1889.)</i>				Inspection.....	139 05		199 75
Dredging under the resolution.....	\$259 05			Pier, new 77, at West Forty-seventh street, N. R.			
Dredging under Contract No. 321—				<i>(Resolution, April 9, 1888.)</i>			
Specifications, Secretary's Order No. 9769.....	96 70			Dredging.....		\$100 00	100 00
Inspection.....	75 19			Pier, new 79, at West Forty-ninth street, N. R.			
Payments.....		\$2,328 96		<i>(Resolution, June 12, 1890.)</i>			
Construction under Contract No. 317—				Construction under Contract No. 340—			
Specifications.....	14 75			Specifications, Secretary's Order No. 9850.....	\$11 15		11 15
Inspection.....	517 75		3,292 40	West Fifty-second Street Section.			
Canal Street Section.				<i>(Resolutions, October 6, 1887, and February 6, 1889.)</i>			
<i>(Resolution, June 13, 1872.)</i>				<i>Bulkhead-wall, Proper—South End.</i>			
<i>General Charges.</i>				Dredging.....		\$2,262 00	
Removing old work, Secretary's Orders Nos. 9062, 9152, 9420....	\$331 10	\$12 98	344 08	Stone filling.....	\$110 31	2,989 16	
Christopher Street Section.				Piling and wood-work.....		13 25	
<i>(Resolution, September 26, 1873.)</i>				Masonry.....	11,511 38	13,558 65	30,444 75
<i>Bulkhead-wall, Proper.</i>				<i>General Charges.</i>			
Masonry.....	\$601 07	\$679 85	1,280 92	Removing old work.....	\$183 66	\$17 00	
<i>General Charges.</i>				Reclaimed land rear of the bulkhead-wall.....	1,551 42	267 94	
<i>(Resolution, May 9, 1889.)</i>				Permanent sewer.....	896 99	109 36	
Reclaimed land rear of the bulkhead-wall.....	\$1,668 84	\$819 88		Temporary plank roadway to Pier, new 81, N. R.....	167 15	4 60	
Temporary roadway to piers, new 46 and new 47, North river....	404 96	730 29	3,623 97	Temporary paved roadway to Pier, new 81, N. R.....	8 50		3,205 62
West Twenty-third Street Section (south end).				<i>Pier, new 80, at West Fiftyth street, N. R.—(Resolution, October 10, 1889.)</i>			
<i>(Resolution, November 5, 1880.)</i>				Dredging.....	\$117 88	\$3,994 80	
<i>General Charges.</i>				Construction under Contract No. 314—			
Reclaimed land rear of the bulkhead-wall.....	\$156 21	\$21 58		Specifications.....	44 75		
Temporary roadways to Pier, new 54, N. R.....	706 42	487 71		Inspection.....	1,119 75	1 33	
Temporary roadways to Pier, new 55, N. R.....	295 73	363 76		Payments.....		20,894 03	26,172 54
Temporary roadways to Pier, new 56, N. R.....	26 64	1 38		<i>Pier, new 82, at West Fifty-second street, N. R.—(Resolution, June 20, 1890.)</i>			
Examination of inner end of Pier, new 57, N. R.....	1 50			Construction under Contract No. 344—			
Levels on and examination of the bulkhead-wall.....	62 41		2,123 34	Specifications, Secretary's Order No. 9851.....	\$26 40		26 40
West Twenty-third Street Section (north end).				<i>Pier, new 83, at West Fifty-third street, N. R.—(Resolution, —)</i>			
<i>(Resolution, June 28, 1882.)</i>				Construction under Contract No. —			
<i>General Charges.</i>				Specifications, Secretary's Order No. 9852.....	\$29 80		29 80
Temporary roadway to Pier, new 60, N. R.....	\$382 42	\$0 46		<i>Pier, new 84, at West Fifty-fourth Street, N. R.—(Resolution, —)</i>			
Examination of inner end of Pier, new 60, N. R.....	1 50			Construction under Contract No. —			
Levels on and examination of the bulkhead-wall.....	62 40		\$446 78	Specifications, Secretary's Order No. 9816.....	\$14 90		14 90

	PAY-ROLLS.	BILLS.	TOTALS.		PAY-ROLLS.	BILLS.	TOTALS.	
West Fifty-seventh Street Section. (Resolutions, December 20, 1888, and August 1, 1889.) Bulkhead-wall, Proper.				Water-front between East Forty-ninth and East Fifty-third Streets, E. R.				
Dredging	\$372 03	\$10,777 20	\$103,616 31	Examination of river bottom, Secretary's Order No. 9109.....	\$156 14	\$126 88	\$283 02	
Stone filling	2,187 95	19,671 28		East Ninety-fourth Street Section. (Resolution, April 25, 1889.) Bulkhead-wall, Proper.				
Piling and woodwork	16,437 74	22,332 74		Dredging.....	\$115 70	25,980 76	
Masonry.....	18,643 15	13,194 22		Stone filling.....	611 69	\$3,512 84		
General Charges.				Piling and woodwork.....	7,841 87	8,712 86		
Removing old work.....	\$186 62	.....	Masonry.....	3,357 30	1,828 50		
Reclaimed land rear of the bulkhead-wall	12,051 22	\$4,783 42	17,065 64	General Charges.				
Temporary mooring piles.....	19 63		Examination of river bottom, Secretary's Order No. 8870.....	\$32 00	\$237 55	3,197 30	
Temporary sewer	18 20	6 50		Removing old work	36 75	.....	
Pier, new 86, at West Fifty-sixth Street, N. R.—(Resolution, September 12, 1889.)				Permanent sewer	171 47	38 46		
Specifications	\$33 35	.....		Temporary mooring piles	26 00	.....	
Dredging	156 90	\$3,999 60	19,513 85	Reclaimed land rear of the bulkhead-wall.....	2,566 58	10 00		
Woodwork.....	10,467 52	4,856 48		Watchmen	78 49	.....	
Pier, new 87, at West Fifty-seventh Street, N. R.—(Resolution, February 6, 1889.)				East Ninety-sixth Street Section. (Resolution, October 31, 1889.) Bulkhead-wall, Proper.				
Dredging	\$224 22	\$7,537 00		Dredging.....	\$28 15	28 15	
Woodwork.....	18,519 12	29,460 66		General Charges.				
Paving Reclaimed Land on the North River Water-front. Between Pier, old 29, N. R., and Pier, new 21, N. R., under Contract No. 306—				Examination of river bottom.....	\$126 83	\$42 87	169 70	
Inspection	\$1,335 72	\$2 80	55,739 02	Pier at East Ninety-fifth Street, E. R. Construction under Contract No. 333—				
Payments	33,581 79		Specifications.....	\$98 15	98 15	
Connecting the new pavement with West street, Secretary's Order No. 9915, etc.....	188 20		East One Hundred and Tenth Street Section. (Resolution, April 25, 1889.) Bulkhead-wall, Proper.				
Pier, new 6, E. R. (Resolution, December 20, 1888.)				Dredging	\$517 15	\$7,644 65	34,257 31	
Dredging	\$241 00	\$1,027 15		Stone filling.....	585 85	1,626 21		
Construction under Contract No. 293—			Piling and woodwork	11,560 19	9,728 49			
Inspection.....	614 13	33 75	Masonry.....	2,173 06	421 71			
Payments.....	.....	29,256 68	General Charges.				
Pier 61, E. R. (Resolution, March 28, 1889.)				Examination of river bottom	\$220 85	\$481 34	4,329 50	
Dredging	\$126 75	\$2,509 20	Removing old work.....	544 09	80 66			
Construction under Contract No. 301—			Permanent sewer.....	1,307 19	995 69			
Inspection.....	978 65	.....	Temporary mooring piles, fences and basin.....	165 01	7 00		
Payments .....	.....	27,448 00	Watching	526 75	92		
Stone-filling at outer end, Secretary's Order No. 9678.....	26 81	306 18	31,172 71	East One Hundred and Twenty-fifth Street Section. (Resolution, March 28, 1889.) Bulkhead-wall, Proper.				
East Twenty-fourth Street Section. (Resolution, April 25, 1889.) Bulkhead-wall, Proper.				Dredging.....	\$320 93	\$1,060 40	15,591 03	
Dredging.....	\$97 00	.....		Masonry.....	7,916 26	6,293 44	
Piling and woodwork.....	124 77		General Charges.				
General Charges.				Examination of river bottom	\$333 76	\$124 95		
Examination of river bottom, Secretary's Order No. 8869.....	.....	\$191 69	Removing old work.....	237 96	3 90		
Removing old work.....	\$1,014 00	27 01	221 77	Removing rock bottom east of the bulkhead-wall.....	2,043 44	63 07		
Reclaimed land rear of the bulkhead-wall.....	30 00	.....		Temporary fences and signs.....	116 69	1 86	
Maintenance of pier at East Twenty-fourth street.....	141 22	8 84		Repairing timber boom	39 61	.....	
Bellevue Section. (Resolution, April 25, 1889.) Bulkhead-wall, Proper.				Sewer.....	.....	2 56	
Dredging.....	\$366 30	\$4 908 70		Testing wall foundation	137 02	.....	
Stone filling.....	47 53	1,143 62	1,412 76	Watching.....	496 67	57		
Piling and woodwork.....	7,274 55	5,108 42		Total.....	\$197,952 97	\$413,764 40	3,602 06	
Masonry	589 52	271 58		ON CONSTRUCTION ACCOUNT—NOT NEW PLAN.				
General Charges.								
Examination of river bottom.....	\$74 19	\$0 70		19,710 22	Crib-bulkhead, West Seventy-third to West Seventy-fifth street, N. R.			\$256 45
Removing old work.....	447 50	27 48	Examination of river bottom		\$219 15	\$37 30		
Permanent sewer.....	.....	2 52	Reclaimed Land North of West Fifty-ninth street, N. R.				
Temporary mooring piles.....	68 70	.....	From West Seventy-fifth to West Seventy-seventh street, under Secretary's Order No. 9108		\$7,905 24	\$310 94	
Watchmen.....	867 05	1 13	From West Seventy-seventh to West Eightieth street.....		758 16	3 75		
Pier at East Twenty-eighth Street, E. R.—(Resolution, August 16, 1889.)				At West Seventy-ninth street, under Secretary's Order No. 9756.	604 52	9,582 61	
Dredging under Treasurer's Orders.....	\$125 29	\$1,082 00	1,489 27	Crib-bulkhead, West Ninety-seventh to West Ninety-ninth street, N. R.			799 66	
Dredging under Contract No. 321—				Construction under Contract No. —				
Specifications, Secretary's Order No. 9768	42 90	.....		Specifications, Secretary's Order No. 8966.....	\$561 27	\$238 39	
Inspection	88 10	.....		Crib-bulkhead, between West One Hundred and Thirty-second and West One Hundred and Thirty-third streets, N. R.			
Payments .....	.....	1,278 75		Construction under Contract No. 348—			
Construction under Contract No. 312—			19,912 98	Specifications, Secretary's Order No. 9576.....	\$269 28	\$65 59	334 87	
Specifications, Secretary's Order No. 9182.....	11 75	2 50						
Inspection.....	1,265 01	16 36						
Payments .....	.....	16,000 32					

	PAY-ROLLS.	BILLS.	TOTALS.
Temporary Paving.			
Temporary paved roadways to the bulkheads between West Seventy-sixth and West Eightieth streets, N. R.:			
Under Contract No. 315—			
Inspection.....	\$180 08		
Payments.....		\$3,619 89	
Under Secretary's Order No. 9882.....	216 00	56 96	
Temporary paved roadways to the piers at East Eighty-sixth street, E. R., under Secretary's Order No. 9013.....	\$527 40	\$471 98	\$4,072 93
			999 38
Crib-bulkhead, East One Hundred and Thirty-eighth to East One Hundred and Fortieth streets, H. R.			
Construction under Contract No. 318—			
Specifications, Secretary's Order No. 9157.....	\$174 15	\$1 55	
Dredging—Inspection.....	642 25		
“ Payments.....		19,687 37	
Woodwork—Inspection.....	903 16		
“ Payments.....		6,895 80	
			28,304 28
Crib-bulkhead, Lincoln Avenue, H. R.			
Construction under Contract No. 291—			
Dredging—Payments.....		\$138 21	
Woodwork—Inspection.....	\$47 62	5 50	
Woodwork—Payments.....		3,512 01	
			3,703 34
For Department of Street Cleaning.			
Dump at East Thirty-eighth street, E. R.			
Construction under Contract No. 299—			
Inspection.....	\$171 30		
Payments.....		\$2,545 00	
			2,716 30
Total.....	\$13,179 58	\$37,590 24	\$50,769 82

ON REPAIRS ACCOUNT.

	PAY-ROLLS.	BILLS.	TOTALS.
Pier A—Battery.			
Repairs under Secretary's Order No. 8982.....	\$33 57	\$12 38	
“ “ 9307.....	118 46	42 83	
“ “ 9717.....	16 50	38	
Signs at outer end, Secretary's Order No. 9211.....	13 50	3 30	
Watchmen.....	2,244 52		
Building on Pier.			
Repairs under Secretary's Order No. 9586.....	100 55	17 48	
“ “ 9602.....	147 72	5 93	
“ “ 9666.....	47 53	84 97	
Sundry repairs to.....	1,096 38	337 34	
Boat Landing East of Pier.			
Raising of, under Engineer's order.....		50 00	
Repairs under Secretary's Order No. 8985.....	15 12	3 14	
			\$4,391 60
Bulkhead between Pier A and Pier, new 1, N. R.			
Repairs under Secretary's Order No. 9680.....	\$8 54		
			8 54
Pier, old 23, N. R.			
Repairs under Secretary's Order No. 8856.....	\$47 87	\$72 64	
			120 51
Pier, old 34, N. R. (north half).			
Repairs under Secretary's Order No. 8840.....		\$334 15	
“ “ 9467.....	\$66 97	29 66	
			430 78
Bulkhead between Piers, old 34 and old 35, N. R.			
Repairs under Secretary's Order No. 9081.....	\$23 78		
“ “ 9283.....	11 20		
“ “ 9480.....	3 68		
“ “ 9597.....	15 95	\$0 24	
“ “ 9703.....	15 35		
“ “ 10013.....	17 04		
			87 24
Pier, old 35, N. R.			
Repairs under Secretary's Order No. 8722.....		\$14 52	
“ “ 8948.....		30 00	
“ “ 8995.....	\$34 52	1 61	
“ “ 9755.....	55 75		
			136 40
Bulkhead between Piers, old 38 and old 39, N. R.			
Repairs under Secretary's Order No. 9477.....	\$26 55		
			26 55
Slip between Piers, old 41 and old 42, N. R.			
Dredging under Contract No. 305—			
Inspection.....	\$157 10		
Payments.....		\$2,510 10	
			2,667 20

	PAY-ROLLS.	BILLS.	TOTALS.
Pier, old 42, N. R.			
Repairs under Secretary's Order No. 8962.....	\$428 59	\$185 55	
“ “ 9466.....	192 60	53 63	
“ “ 9544.....	393 56	191 98	
“ “ 9662.....	119 66	101 01	
“ “ 9679.....	42 55	30 54	
“ “ 9861.....	208 04	254 67	
			\$2,202 38
Pier, new 34, N. R.			
Examination of sub-structure.....	\$61 04	\$25 02	
			86 06
Pier, new 40, N. R.			
Repairs under Secretary's Order No. 9917.....	\$85 33	\$34 32	
			119 65
Pier, new 41, N. R.			
Repairs under Secretary's Order No. 8720.....	\$49 55	\$26 71	
			76 26
Pier, new 42, N. R.			
Repairs under Secretary's Order No. 8719.....	\$18 26	\$4 30	
			22 56
Pier, new 43, N. R.			
Repairs under Secretary's Order No. 8619.....	\$52 79	\$47 01	
“ Treasurer's Order No. 13644.....		23 90	
“ “ 13703.....		70 00	
Repairs under Contract No. 292—			
Inspection.....	13 76	18 25	
Payments.....		5,443 00	
			6,048 71
Pier, new 44, N. R.			
Dredging under Contract No. 307—			
Specifications, Secretary's Order No. 9287.....	\$4 16		
Inspection.....	86 85		
Payments.....		\$3,543 60	
			3,634 61
Bulkhead, between Piers, new 44 and new 45, N. R.			
Soundings under Secretary's Order No. 9450.....	\$61 00		
			61 00
Pier, new 45, N. R.			
Dredging under Contract No. 307—			
Specifications, Secretary's Order No. 9287.....	\$4 17		
Inspection.....	105 33		
Payments.....		\$4,693 60	
			4,803 10
Pier, new 46, N. R.			
Examination of substructure.....	\$15 70		
Repairs under Secretary's Order No. 9585.....	27 04	\$1 57	
“ “ 9046 (shed).....	59 15	386 14	
Dredging under Contract No. 307—			
Specifications, Secretary's Order No. 9287.....	4 17		
Inspection.....	80 00		
Payments.....		2,526 00	
			3,099 77
Approach to Piers, new 46 and new 47, N. R.			
Repairs under Secretary's Order No. 9181.....	\$204 20	\$754 67	
“ “ 9607.....	143 65	46 49	
“ “ 9681.....	34 02	1 38	
“ “ 9941.....	17 65		
			1,202 06
Pier, old 54, N. R.			
Dredging under Secretary's Order No. 9364.....	\$25 25	\$455 00	
			480 25
Bulkhead between Perry and West Eleventh Streets, N. R.			
Dredging under Contract No. 284—			
Inspections.....	\$17 38		
Payments.....		\$352 60	
Fencing under Secretary's Order No. 9682.....	34 64	1 08	
			405 70
Bulkhead along southerly line, extended, of West Eleventh Street, N. R.			
Dredging under Secretary's Order No. 9363.....	\$3 25	\$34 00	
			37 25
Pier at West Twelfth Street, N. R.			
Repairs under Secretary's Order No. 8880.....		\$1 06	
			1 06
Pier, old 56, N. R.			
Care of pier after departure of the Quarter Master's Department, U. S. A.....			
	\$33 00		
			33 00
Bulkhead between Piers, old 56 and old 57, N. R.			
Repairs under Secretary's Order No. 8854.....		\$6 37	
“ “ 8926.....		1 06	
Repairs under Contract No. 334—			
Specifications, Secretary's Order No. 9649.....	\$21 00		
			28 43

	PAY-ROLLS.	BILLS.	TOTALS.		PAY-ROLLS.	BILLS.	TOTALS.
Bulkhead between Piers, old 57 and old 58, N. R.				Pier at West Thirty-ninth Street, N. R.			
Repairs under Contract No. 308—				Dredging under Contract No. 311—			
Specifications, Secretary's Order No. 9122.....	\$38 50	.....		Inspection.....	\$213 42	.....
Inspection.....	322 34	.....		Payments.....	.....	\$4,372 20	\$4,585 62
Payments.....	.....	\$4,293 00	\$4,653 84	Bulkhead between West Thirty-ninth and West Fortieth Streets, N. R.			
Pier, old 58, N. R.				Dredging under Contract No. 311—			
Repairs under Secretary's Order No. 8857.....	.....	\$5 50		Inspection.....	\$7 00	.....
" " 9635.....	\$92 88	12 27	110 65	Payments.....	.....	\$219 40	226 40
Bulkhead between Piers, old 58 and old 59, N. R.				Pier at West Fortieth Street, N. R.			
Repairs under Contract No. 334—				Dredging under Contract No. 304—			
Specifications, Secretary's Order No. 9649.....	\$21 00	.....	21 00	Inspection.....	\$128 20	.....
Pier, old 59, N. R.				Payments.....	.....	\$8,334 80	8,463 00
Repairs under Secretary's Order No. 9059.....	\$89 07	\$61 35	150 42	Pier at West Forty-sixth Street, N. R.			
Pier at West Thirteenth Street, N. R.				Repairs under Secretary's Order No. 8727.....	.....	\$11 37	
Repairs under Secretary's Order No. 8813.....	.....	\$46 96		" " 9015.....	\$32 92	48 16	
" " 9472.....	\$88 40	108 71		" " 9213.....	28 25	16 80	
" " 9481.....	20 68	.....		" " 9750.....	179 22	29 11	
" " 9605.....	10 67	22 20		" " 9920.....	569 35	17 12	
" " 9905.....	89 90	87 65	475 17	Dredging under Contract No. 304—			
Pier at West Fifteenth Street, N. R.				Inspection.....	34 44	.....
Repairs under Secretary's Order No. 9706.....	\$6 05	\$4 51	10 56	Payments.....	.....	1,587 60	2,554 34
Pier at West Sixteenth Street, N. R.				Pier at West Fifty-first Street, N. R.			
Repairs under Secretary's Order No. 8902.....	.....	\$20 44	20 44	Repairs under Secretary's Order No. 9429.....	\$3 92	\$1 66	
Pier at West Eighteenth Street, N. R.				Soundings under Secretary's Order No. 10027.....	16 70	.....	22 28
Dredging under Contract No. 290—				Pier at West Fifty-fifth Street, N. R.			
Inspection.....	\$36 00	.....		Repairs under Secretary's Order No. 8827.....	.....	\$18 40	
Payments.....	.....	\$349 82		" " 8978.....	\$67 89	57 04	
Repairs under Contract No. 290—				" " 9146.....	40 50	28 24	
Inspections.....	165 46	33 00		" " 9244.....	94 88	74 94	
Payments.....	.....	14,400 03		" " 9390.....	15 50	17 61	
Repairs under Secretary's Order No. 9266.....	21 18	.....	15,005 49	" " 9462.....	316 26	109 78	
Pier at West Nineteenth Street, N. R.				Repairs under Contract No. 325—			
Repairs under Secretary's Order No. 8927.....	.....	\$12 84		Inspection.....	96 31	.....	937 35
" " 9212.....	\$26 13	49 79	88 76	Pier at West Fifty-seventh Street, N. R.			
Platform along Ferry-rack at West Twenty-third Street, N. R.				Repairs.....	\$1 20	.....	1 20
Dredging under Secretary's Order No. 8999.....	\$21 52	\$823 00	844 52	Dump at West Fifty-eighth Street, N. R.			
Platform at West Twenty-fourth Street, N. R.				Removal of, under Secretary's Order No. 9384.....	\$84 65	.....	84 65
Repairs under Secretary's Order No. 9284.....	\$27 68	.....	27 68	Bulkhead foot West Seventy-sixth Street, N. R.			
Pier, new 57, N. R.				Repairs under Secretary's Order No. 9558.....	\$109 28	\$67 32	176 60
Examination of.....	\$8 50	\$20 79		Bulkhead foot West Seventy-seventh Street, N. R.			
Repairs under Secretary's Order No. 9234.....	4 00	1 00		Dredging under Contract No. 304—			
" " 9456.....	56 99	175 34		Inspection.....	\$21 72	.....
Dredging under Contract No. 346—				Payments.....	.....	\$378 00	399 72
Specifications, Secretary's Order No. 9875.....	28 71	.....	295 33	Bulkhead between West Seventy-seventh and West Seventy-eighth Streets, N. R.			
Pier, new 59, N. R.				Dredging under Contract No. 304—			
Repairs under Secretary's Order No. 8945.....	\$35 67	\$17 17		Inspection.....	\$54 25	.....
" " 9040.....	52 65	49 78		Payments.....	.....	\$1,194 20	1,248 45
" " 9235.....	34 24	8 02		Bulkhead foot West Seventy-eighth street, N. R.			
" " 9365.....	43 78	49 85		Dredging under Contract No. 304—			
" " 9524.....	65 75	48 15		Inspection.....	\$24 45	.....
" " 9989.....	96 13	7 69		Payments.....	.....	\$239 20	263 65
Dredging under Contract No. 346—				Bulkhead between West Seventy-eighth and West Seventy-ninth Streets, N. R.			
Specifications, Secretary's Order No. 9868.....	11 89	.....	590 77	Dredging under Contract No. 304—			
Pier, new 60, N. R.				Inspection.....	\$45 85	.....
Repairs.....	\$4 50	.....	4 50	Payments.....	.....	\$866 60	912 45
Pier at West Thirty-fourth Street, N. R.				Pier at West Seventy-ninth Street, N. R.			
Repairs under Secretary's Order No. 9407.....	\$8 97	\$37 82		Dredging under Contract No. 304—			
" " 9409.....	75 80	25 06		Inspection.....	\$42 00	.....
" " 9650.....	71 51	24 62		Payments.....	.....	\$962 00	1,004 00
" " 9908.....	22 16	.....		Bulkhead between West Seventy-ninth and West Eightieth Streets, N. R.			
" " 9990.....	117 79	10 10	393 83	Dredging under Contract No. 304—			
Pier at West Thirty-seventh Street, N. R.				Inspection.....	\$10 00	.....
Repairs under Secretary's Order No. 9733.....	\$64 88	\$2 40		Payments.....	.....	\$627 40	637 40
Removing platform north of pier, under Secretary's Order No. 9760	297 12	13 56	377 96	Bulkhead foot West Eightieth Street, N. R.			
Bulkhead between West Thirty-eighth and West Thirty-ninth Streets, N. R.				Dredging under Contract No. 304—			
Dredging south of West Thirty-ninth street, under Contract No. 311—				Inspection.....	\$15 50	.....
Inspection.....	\$10 00	.....		Payments.....	.....	\$310 00	325 50
Payments.....	.....	\$432 60	442 60				

	PAY-ROLLS.	BILLS.	TOTALS.		PAY-ROLLS.	BILLS.	TOTALS.
Bulkhead, foot West Ninety-sixth Street, N. R.				Bulkhead between Piers, old 36 and new 29, E. R.			
Repairs under Secretary's Order No. 9241.....	\$128 11	\$146 41		Repairs under Secretary's Order No. 9465.....	\$9 83	\$2 03	
" " 9537.....	96 18	79 37		Repairs under Contract No. 309—			
" " 9579.....	66 51	152 62		Specifications.....	36 50		
" " 9669.....	36 94	2 30		Inspection.....	372 40		
Soundings under Secretary's Order No. 10014.....	12 30		\$720 74	Payments.....		2,298 00	\$2,718 76
Bulkhead foot West One Hundred and Twenty-ninth Street, N. R.				Pier, new 29, E. R.			
Soundings under Secretary's Order No. 9828.....	\$4 53		4 53	Repairs under Secretary's Order No. 9094.....	\$19 00		
Bulkhead between West One Hundred and Twenty-ninth and West One Hundred and Thirtieth Streets, N. R.				Soundings " " 9834.....	48 54		67 54
Sounding under Secretary's Order No. 9828.....	\$4 53		4 53	Pier, new 32, E. R.			
Platform foot West One Hundred and Thirtieth Street, N. R.				Repairs under Secretary's Order No. 9976.....	\$126 09	\$128 58	254 67
Repairs under Secretary's Order No. 8955.....		\$1 95	1 95	Bulkhead between Piers 43 and 44, E. R.			
Pier at West One Hundred and Thirty-first Street, N. R.				Repairs under Secretary's Order No. 9427.....	\$50 63		50 63
Repairs under Secretary's Order No. 8862.....		\$1 95		Pier 44, E. R.			
" " 8894.....		98 39	100 34	Repairs under Secretary's Order No. 8799.....		\$2 13	
Bulkhead at West One Hundred and Thirty-fourth Street, N. R.				" " 8810.....		132 00	
Repairs under Secretary's Order No. 9933.....	\$124 72	\$1 18	125 90	" " 8951.....	\$7 53		
Bulkhead at West One Hundred and Forty-third Street, N. R.				" " 8981.....	4 89		
Soundings.....	\$4 53		4 53	" " 9311.....	120 46	100 55	367 56
Bulkhead at West One Hundred and Forty-fourth Street, N. R.				Pier 48, E. R.			
Soundings.....	\$4 31		4 31	Repairs under Secretary's Order No. 8733.....		\$21 12	
Pier at West One Hundred and Fifty-second Street, N. R.				" " 9405.....	\$54 93	190 51	
Repairs under Secretary's Order No. 9067.....	\$44 86	\$38 52		" " 9414.....	172 36	37 12	
" " 9935.....	39 08	25 55	148 01	" " 9640.....	152 72	116 73	
Pier at West One Hundred and Fifty-fifth Street, N. R.				" " 9932.....	144 01	97 50	987 00
Repairs under Secretary's Order No. 8863.....		\$28 12	28 12	Pier 51, E. R.			
Pier at West One Hundred and Fifty-eighth Street, N. R.				Soundings under Secretary's Order No. 9788.....	\$4 96		4 96
Repairs under Secretary's Order No. 9530.....	\$61 32	\$0 19		Bulkhead between Piers 51 and 52, E. R.			
Soundings under Secretary's Order No. 9828.....	4 31		65 82	Soundings under Secretary's Order No. 9788.....	\$4 96		4 96
Pavement Repaired, North River Water-front.				Pier 52, E. R.			
Under Secretary's Order No. 8859.....	\$9 50			Soundings under Secretary's Order No. 9788.....	\$4 98		4 98
" " 8928.....	184 12	\$34 99		Pier 53, E. R.			
" " 9133.....	82 93	13 02		Repairs under Secretary's Order No. 9337.....	\$2 60		2 60
" " 9196.....	108 73	13 01		Pier 55, E. R.			
" " 9302.....	137 09	22 26		Watching under Secretary's Order No. 9239.....	\$15 17		
" " 9362.....	682 12	194 16		Repairs " " 9338.....	30 03	\$8 82	
" " 9552.....	25 21	32		Removing old work.....	35 39	1 00	
" " 9553.....	11 54	97		Repairs to, under Contract No. 313—			
" " 9595.....	3 46	63		Specifications, Secretary's Order No. 8743.....	61 81	98	
" " 9605.....	23 82	3 02		Dredging—Inspection.....	93 50		
" " 9667.....	29 92			" Payments.....		737 33	
" " 9668.....	320 37	175 78		Repairs—Inspection.....	786 35		
" " 9829.....	30 87	6 36		" Payments.....		4,826 30	
" " 9837.....	32 44			Material furnished by Department on the work.....	22 00		6,618 68
" " 9882.....	29 22			Bulkhead under and west of Pier 55, E. R.			
" " 9903.....	400 28	7 38		Repairs under Contract No. 313—			
" " 9965.....	14 87			Inspection.....	\$208 00		
Under Engineer's Order.....	12 88			Material furnished by Department on the work.....	5 40		213 40
Cleaning and repairing silt basins (Resolution, June 2, 1886).....	1,125 69	87 67		Water-front between Pier 56 and Pier at East Third Street, E. R.			
" " (Secretary's Order No. 9780).....	50 04	26	3,874 93	Dredging under Contract No. 288—			
Pier 2, E. R.				Inspection.....	\$254 56		
Repairs under Contract No. 287—				Payments.....		\$8,961 05	9,215 61
Inspection.....	\$360 26	\$2 75		Bulkhead between Piers 58 and 59, E. R.			
Payments.....		6,495 34	6,858 35	Dredging under Secretary's Order No. 8852.....		\$154 40	154 40
Pier 12, E. R. (west half).				Bulkhead between Jackson and Corlears Streets, E. R.			
Repairs under Secretary's Order No. 9770.....	\$12 76		12 76	Repairs under Secretary's Order No. 9156.....	\$47 81	\$67 30	115 11
Pier 18, E. R. (east half).				Bulkhead between Rivington Street and Pier 60, E. R.			
Repairs under Secretary's Order No. 8790.....		\$2 12		Dredging under Contract No. 288—			
" Treasurer's Order No. 13716 (shed).....		985 00	987 12	Payments.....		\$41 24	41 24
Pier 19, E. R. (west half).				Pier 61, E. R.			
Repairs under Secretary's Order No. 8791.....		\$45 30		Dredging under Contract No. 288—			
" " 9611.....	\$06 93	60 88		Inspection.....	\$6 51		
" " 9771.....	12 76	69	216 56	Payments.....		\$213 56	220 07
				Bulkhead under and north of Pier 61, E. R.			
				Repairs under Contract No. 301—			
				Inspection.....	\$632 82		
				Payments.....		\$4,000 00	
				Material furnished by Department on the work.....	58 76	7 64	4,699 28

	PAY-ROLLS.	BILLS.	TOTALS.		PAY-ROLLS.	BILLS.	TOTALS.
Bulkhead foot East Fourteenth Street, E. R.				Bulkhead at East Fifty-fourth Street, E. R.			
Repairs under Secretary's Order No. 9520.....	\$41 43	.....		Repairs under Secretary's Order No. 9191.....	\$35 50	\$21 40	
" " " 9361.....	31 94	.....		" " " 9631.....	106 44	68 39	
Soundings, " " 9825.....	11 59	.....		" " " 9939.....	160 90	10 14	\$402 77
Dredging, " " 9914.....	29 50	.....	\$114 46	Bulkhead foot East Sixtieth Street, E. R.			
Bulkhead foot East Fifteenth Street, E. R.				Repairs under Secretary's Order No. 9758.....	\$67 39	\$16 41	
Repairs under Secretary's Order No. 9393.....	\$41 20	.....	41 20	Dredging " " " 9301.....	12 00	18 00	113 80
Bulkhead foot East Sixteenth Street, E. R.				Platform between East Sixtieth and East Sixty-first Streets, E. R.			
Repairs under Secretary's Order No. 9523.....	\$25 56	.....		Repairs under Secretary's Order No. 8348.....	.....	\$52 71	52 71
" " " 9823.....	437 80	\$34 50	497 86	Platform foot East Sixty-first Street, E. R.			
Bulkhead at Department Yard, East Seventeenth street, E. R.				Repairs under Secretary's Order No. 8848.....	.....	\$23 60	23 60
Repairs under Contract No. 303—				Platform between East Sixty-second and East Sixty-third Streets, E. R.			
Inspections.....	\$486 50	\$5 50		Dredging under Secretary's Order No. 9100.....	\$12 00	\$233 50	
Payments.....	.....	10,404 25		Soundings " " " 10009.....	11 44	.....	256 94
Material furnished by Department on the work.....	30 47	55 00	10,981 72	Bulkhead foot East Seventy-fifth Street, E. R.			
Bulkhead between East Seventeenth and East Eighteenth Streets, E. R.				Repairs under Secretary's Order No. 9222.....	\$6 45	.....	6 45
Repairs under Contract No. 310—				Pier at East Seventy-ninth Street, E. R.			
Specifications, Secretary's Order No. 9034.....	\$40 60	\$11 53		Repairs under Secretary's Order No. 9556.....	\$11 38	\$5 87	17 25
Dredging—Inspection.....	92 05	.....		Lower Pier at East Eighty-sixth Street, E. R.			
" Payments.....	.....	873 00		Repairs under Secretary's Order No. 9121.....	\$2 83	\$0 58	
Repairs—Inspection.....	598 87	.....		" " " 9264.....	54 20	38 91	96 52
" Payments.....	.....	4,200 00		Upper Pier at East Eighty-sixth Street, E. R.			
Removing old work.....	55 84	34 69	5,906 58	Repairs under Secretary's Order No. 8737.....	.....	\$0 28	
Bulkhead foot of East Eighteenth Street, E. R.				" " " 9715.....	\$62 21	.....	62 49
Repairs under Secretary's Order No. 9825.....	\$76 91	\$4 70	81 61	Bulkhead at East Ninety-fourth Street, E. R.			
Bulkhead foot of East Twentieth Street, E. R.				Repairs under Secretary's Order No. 9887.....	\$34 85	\$9 00	43 85
Repairs under Secretary's Order No. 9783.....	\$41 67	\$1 03	42 70	Bulkhead at East One Hundred and Second Street, H. R.			
Pier at East Twenty-eighth Street, E. R.				Examination of, under Secretary's Order No. 9198.....	\$51 35	.....
Repairs under Secretary's Order No. 8775.....	.....	\$14 52		Soundings under Secretary's Order No. 10036.....	9 25	.....	60 60
" " " 8770.....	.....	81 63		Bulkhead at East One Hundred and Seventh Street, H. R.			
" " " 9038.....	\$11 55	21 33		Repairs under Secretary's Order No. 9332.....	\$16 38	.....
" " " 9112.....	13 00	10 63		" " " 9559.....	21 18	.....
" " " 9154.....	19 21	21 65		" " " 9572.....	20 70	.....	58 46
" " " 9192.....	40 31	5 63		Bulkhead at East One Hundred and Seventeenth Street, H. R.			
" " " 9257.....	48 05	2 75		Soundings under Secretary's Order No. 9862.....	\$10 12	.....
" " " 9444.....	16 17	5 83	312 26	Dredging under Secretary's Order No. 9899.....	19 50	.....	29 62
Bulkhead foot of East Twenty-ninth Street, E. R.				Bulkhead at East One Hundred and Twentieth Street, H. R.			
Soundings under Secretary's Order No. 9404.....	\$6 50	.....		Repairs under Secretary's Order No. 9946.....	\$23 00	.....	23 00
Repairs " " " 9525.....	48 34	.....	54 84	Bulkhead at East One Hundred and Thirty-sixth Street, H. R.			
Bulkhead foot of East Thirtieth Street, E. R.				Dredging under Secretary's Order No. 9105.....	\$32 25	\$44 00	76 35
Soundings under Secretary's Order No. 9286.....	\$6 25	.....	6 25	Platform, Leggett's Creek, L. I. Sound.			
Pier at East Thirty-seventh Street, E. R.				Repairs under Secretary's Order No. 8834.....	\$14 61	\$15 50	60 11
Repairs under Secretary's Order No. 8993.....	\$12 05	.....	12 05	For Department of Public Charities and Correction.			
Bulkhead at East Thirty-eighth Street, E. R.				Blackwell's Island.			
Repairs under Treasurer's Order No. 13478.....	.....	\$36 00	36 00	Repairs to Charity Hospital Pier, under Secretary's Order No. } 9556.....	\$93 09	\$26 00	
Bulkhead foot East Forty-second Street, E. R.				Repairs to Storehouse Pier, under Secretary's Order No. 9809.....	211 55	334 13	
Repairs under Secretary's Order No. 9113.....	\$58 65	\$44 08		Randall's Island.			
" " " 9395.....	25 46	18 88		Repairs to Coal Pier, under Secretary's Order No. 9150.....	187 45	360 14	
Soundings under " " 9999.....	8 60	.....		Ward's Island.			
Repairs under Contract No. 319—				Repairs to upper Coal Pier, under Secretary's Order No. 9325.....	157 01	189 99	
Specifications, Secretary's Order No. 9401.....	84 69	11 77		Repairs to Lower Landing, under Secretary's Order No. 9328.....	119 01	102 22	
Inspection.....	355 05	.....		Hart's Island.			
Payments.....	.....	3,000 00		Repairs to Lower Landing, under Secretary's Order No. 8847.....	311 12	321 38	
Material furnished by Department on the work.....	25 20	.....	3,632 38	Pier at East Twenty-sixth street, E. R.			
Bulkhead foot East Forty-third Street, E. R.				Repairs under Secretary's Order No. 8940.....	100 89	104 19	
Repairs under Secretary's Order No. 9333.....	\$11 98	.....	11 98	" " " 9518.....	75 76	58 74	
Pier at East Forty-sixth Street, E. R.				" " " 9686.....	31 63	16 59	
Extending dump under Secretary's Order No. 9168.....	\$132 75	\$4 33	137 08	" " " 9904.....	85 14	.....
Bulkhead at East Forty-eighth Street, E. R.				Repairs under Contract No. 320—			
Repairs under Secretary's Order No. 9734.....	\$83 10	\$2 33	85 43	Specifications, Secretary's Order No. 9519.....	12 25	.....
Pier at East Fifty-first Street, E. R.				Inspection.....	285 18	.....
Repairs under Secretary's Order No. 9326.....	\$13 35	.....	13 35	Payments.....	.....	4,722 00	
Bulkhead at East Fifty-third Street, E. R.				Boat Landing, East Fifty-second street, E. R.			
Repairs under Contract No. 296—				Repairs under Secretary's Order No. 9353.....	194 16	118 00	
Inspection.....	\$49 61	\$14 50		Boat Landing, East One Hundred and Fifteenth street, H. R.			
Payments.....	.....	2,440 00	2,504 11	Repairs under Secretary's Order No. 9361.....	11 50	.....
				Boat Landing South of East Seventy-seventh street, E. R.			
				Repairs under Secretary's Order No. 9159.....	63 21	76 39	8,369 15

	PAY-ROLLS.	BILLS.	TOTALS.
For Health Department.			
<i>North Brother Island.</i>			
Repairs to pier, under Secretary's Order No. 9400.....	\$126 02	\$145 91	
<i>Bulkhead North of East Sixteenth street, E. R.</i>			
Repairs under Secretary's Order No. 9421.....	57 58	58 14	
“ “ 9763.....	194 96	30 31	\$612 92
For Department of Public Works.			
Preparing berths for and approaches to the publicbaths, removing said approaches at close of season, and restoring the piers to commercial use, Secretary's Orders Nos. 8906, 8965, 9505, 9592.....	\$648 35	\$261 59	
Repairs to pier at East Twenty-fourth street, E. R., under Secretary's Order No. 8875.....		1 06	
Repairs to pier at East Twenty-fourth street, E. R., under Contract No. 332—			
Specifications, Secretary's Orders Nos. 9628, 9738.....	50 47		961 47
For Fire Department.			
Repairing pier at West Thirteenth street, N. R., under Secretary's Order No. 9622.....	\$67 34	\$39 04	
Placing signs on Pier 48, E. R., under Secretary's Order No. 9220.....	11 65	1 44	119 47
For Department of Street Cleaning.			
Dump on Pier, old 42, N. R.—Soundings under Secretary's Order No. 9778.....	\$19 10		
Dump at West Nineteenth street, N. R.—Soundings under Secretary's Order No. 9310.....	8 50		
Dump at West Thirty-seventh street, N. R.—Removal of, under Secretary's Order No. 9469.....	168 52	\$5 79	
Dump on Pier 12, E. R.—Soundings under Secretary's Order No. 9778.....	13 95		
Dump on Pier 44, E. R.—Soundings under Secretary's Order No. 9810.....	8 00		
Dump on Pier 60, E. R.—Erection of, under Secretary's Order No. 8816.....		111 83	
Dump on Pier 61, E. R.—Removal of.....		6 37	
Dump at East Seventeenth street, E. R.—Dredging under Secretary's Order No. 8783.....		521 60	
Dump at East Seventeenth street, E. R.—Soundings under Secretary's Order No. 9778.....	9 71		
Dump at East Twenty-second street, E. R.—Soundings under Secretary's Order No. 9778.....	21 12		
Dump at East One Hundred and Tenth street, H. R.—Dredging under Secretary's Order No. 8782.....		555 60	
Removing mooring-post from the pier at East Thirty-eighth street, E. R.....	6 00		
Total.....	\$26,691 87	\$125,081 30	\$151,773 17

ON ACQUIRED WHARF PROPERTY ACCOUNT.

	PAY-ROLLS.	BILLS.	TOTALS.
For purchase of bulkhead between Pier, old 36, and Pier, new 29, E. R., under resolution, April 25, 1889 (law charges).....		\$180 85	\$180 85
For property between West Twenty-fourth and West Twenty-fifth streets, N. R., lying west of Thirteenth avenue, in settlement of judgment against the City in the action of William M. Kingsland and others—Resolution, December 10, 1889.....		179,856 68	179,856 68
Total.....		\$180,037 53	\$180,037 53

ON GENERAL EXPENSE ACCOUNT.

	PAY-ROLLS.	BILLS.	TOTALS.
Salaries of the Commissioners.....	\$9,000 00		
Salary of the Roundsman.....	1,200 00		\$10,200 00
<i>Engineer-in-Chief's Office.</i>			
Salaries—Engineer and Assistants.....	\$23,762 69		
“ Clerks and Assistants.....	6,377 75		
“ Draughtsmen.....	5,322 54		
“ Searcher of Water Grants.....	1,800 00		
Stationery.....		\$649 21	
Supplies for Draughtsmen.....		699 57	
New office furniture and repairs to old furniture.....	109 04	62 57	
Postage stamps.....		123 22	
Telegrams.....		2 45	38,909 04
<i>Work Yards and Offices.</i>			
Chambers Street Office—Maintenance of.....	\$5,674 75	\$107 91	
Laight Street Office—Maintenance of.....	1,137 40	7 63	
West Thirtieth Street Office—Maintenance of.....	1,659 75	51 91	
West Fifty-second Street Office—Maintenance of.....	1,448 16	27 23	
West Fifty-seventh Street Yard, etc.—Maintenance of.....	9,499 11	546 33	
West Fifty-seventh Street Yard, etc.—Moving yard, store-houses, etc. (Resolution, February 6, 1889).....	3,391 15	752 72	
West Fifty-seventh Street Yard, etc.—New concrete platform, cars, tracks, etc. (Resolution, February 6, 1889).....	4,001 68	1,133 42	
West Fifty-seventh Street Yard, etc.—New base block moulds (Nos. 7 to 12 inclusive).....		1,094 24	
East Seventeenth Street Yard—Maintenance of.....	7,764 29	739 43	
East Seventeenth Street Yard—New derrick (Resolution July 11, 1889).....	1,323 31	2,204 19	
East Seventeenth Street Yard—New concrete platform, cars, tracks, etc. (Resolution, April 25, 1889).....	2,718 05	3,892 90	
East Seventeenth Street Yard—New base block moulds (Nos. 13 to 15 inclusive).....		759 66	
East Twenty-sixth Street Office—Maintenance of.....	51 51	38 83	
East Ninety-fourth Street Office—Maintenance of.....	5 84	5 50	
East One Hundred and Tenth Street Office—Maintenance of.....	91 08	18 57	
East One Hundred and Twenty-fifth Street Office—Maintenance of.....	62 64	36 13	

	PAY-ROLLS.	BILLS.	TOTALS.
Dock Masters' Offices—Maintenance of.....	\$551 72	\$35 55	
Construction of two portable offices.....	168 35	452 57	
Construction of one Dock Master's office, under Secretary's Order No. 9888.....	122 11	38 42	\$51,614 04
<i>Expenses of Surveying Force.</i>			
Salaries of Clerks.....	\$2,049 93		
Repairs to office furniture.....	8 40	\$12 17	
New field implements, repairs to implements, etc.....	89 71	947 59	3,107 80
<i>Maintenance of Floating Property.</i>			
General care of.....	\$6,504 77	\$1,164 70	
Superintendent of Machinery.....	1,500 00		
Tug “Manhattan”.....	5,971 43	5,642 25	
Derrick “City of New York”.....	2,687 20	1,237 51	
Twelve-ton derrick.....	88 61	187 86	
Ten-ton derrick.....	611 08	152 40	
Pile-driver No. 1.....	270 13	46 15	
“ 2.....	918 85	235 17	
“ 3.....	332 03	320 08	
“ 5.....	285 16	293 71	
“ 6.....	586 01	474 68	
“ 7.....	328 72	319 96	
“ 8.....	671 85	285 75	
“ 9.....	55 52	61 04	
“ 10.....	202 71	77 74	
“ 11.....	790 56	311 67	
Deck scow “B”.....	40 50	4 85	
“ “C”.....	46 55	5 50	
“ “D”.....	93 36	16 02	
“ “E”.....	103 86	13 86	
“ “F”.....		5 74	
“ “H”.....	133 60	27 65	
“ “I”.....	14 80		
“ “K”.....	25 75		
“ “L”.....	16 95		
“ “Jim”.....	11 70	4 38	
“ “Willie”.....	1 75		
Diver's scow “A”.....	33 70	1 74	
“ “G”.....	65 35	21 03	
“ “N”.....		15 24	
Borer “Woodcock”.....	80 57	110 50	
Skiffs, yawls and bateaux.....	378 19	66 63	
Naphtha engine launch.....	522 82	234 76	
<i>New Floating Plant.</i>			
Pile-driver No. 4—Resolution August 16, 1889.....	2,321 78	1,272 49	
Pile-driver No. 12—Resolution October 10, 1889.....	193 10		
Deck scows “L” and “M”—Resolution October 5, 1888.....	2,588 10	1,566 59	
Diver's scow “N”—Secretary's Order No. 9288.....	618 86	352 08	
Twelve-ton derrick on scow “M”—Resolution April 25, 1889....	1,481 47	5,746 20	
Yawls Nos. 20, 21, 22.....	115 85	46 09	
Yawl No. 23.....		82 00	
Yawls Nos. 24, 25, 26.....		222 00	51,377 31
<i>Surveys.</i>			
On North river.....	\$686 81		
On East river.....	565 35		
On Harlem river.....	284 75		1,536 91
<i>Removal of Obstructions.</i>			
From Piers and bulkheads—Resolution January 5, 1888.....	\$2,470 64	\$275 49	
From bulkhead, between Piers, old 58 and old 59, N. R., Secretary's Order No. 9224.....	6 15		
From Pier at West Thirty-fourth street, N. R., Secretary's Order No. 9381.....	14 47		
From Pier at West Thirty-fourth street, N. R., Secretary's Order No. 9473.....	10 43		
From bulkhead, between West Seventy-seventh and West Seventy-eighth streets, N. R., Secretary's Order No. 9255.....	213 52		
From bulkhead, between West One Hundred and Twenty-ninth and West One Hundred and Thirtieth streets, N. R., Secretary's Order No. 9019.....	26 36		
From Pier, new 29, E. R., Secretary's Order No. 9531.....	12 62		
From slip, between Piers 52 and 53, E. R., Secretary's Order No. 8789.....		500 00	
From bulkhead, between Jackson and Corlears streets, E. R., Secretary's Order No. 9507.....	20 18	1 00	
From slip, between East Seventeenth and East Eighteenth streets, E. R., Secretary's Order No. 9098.....	2 25	250 00	
From slip foot East Thirtieth street, E. R. (soundings), Secretary's Order No. 9286.....	6 50		
From slip foot East Thirtieth street, E. R., Secretary's Order No. 9547.....	9 00	110 40	
From bulkhead at East Sixtieth street, E. R., Secretary's Order No. 9714.....	31 90		
From slip, between East Sixty-first and East Sixty-second streets, E. R., Secretary's Order No. 8835.....		198 50	
From bulkhead at East One Hundred and Fourth street, H. R., Secretary's Order No. 9652.....	95 76	12 47	
From bulkhead, between East One Hundred and Ninth and East One Hundred and Tenth streets, H. R., Secretary's Order No. 9148.....	10 00	96	
From slip foot East One Hundred and Fifteenth street, H. R., Secretary's Order No. 9387.....	9 50		
From slip foot East One Hundred and Fifteenth street, H. R., Secretary's Order No. 9548.....	10 00	482 00	
From slip, between East One Hundred and Twenty-second and East One Hundred and Twenty-third streets, H. R., Secretary's Order No. 9549.....	49 88	43 75	
Soundings over alleged obstructions in slip, between Piers, new 41 and new 42, N. R., Secretary's Order No. 9095.....	11 00		
Removing fences between West Twenty-fourth and West Twenty-fifth streets, N. R., Secretary's Order No. 9944.....	12 00		
Preventing illegal dumping in slip at West Thirty-seventh street, N. R.....	11 25		
Preventing illegal dumping in slip at East Thirty-eighth street, E. R.....	20 67		
Preventing placing of obstructions in the Bronx river at West Farms.....	50 00		
Removing advertising signs, Secretary's Order No. 9470.....	3 20		4,982 85

	PAY-ROLLS.	BILLS.	TOTALS.
<i>Car-fares—Resolution, August 23, 1887.</i>			
Of Repairs Force.....		\$165 91	
Of Surveying Force.....		362 39	
Of Assistant Engineers.....		285 52	
Of Superintendent of Machinery.....		99 98	
Of Messengers.....		43 46	
Of Roundsman.....		41 30	
			\$998 56
<i>Sundries.</i>			
"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 conformity with resolution of September 19, 1883.....	\$3,862 46		
Examination and inspection of work done or to be done, by lessees, owners and others, under order of, or permit from, the Board.....	5,253 95		
Numbering outer ends of piers, Secretary's Order No. 9149.....	869 47	\$43 76	
Maintenance of automatic tide-gauges.....	367 15	75 66	
Maintenance of timber basins at West Thirtieth and West Fifty-seventh streets, N. R.....	6,924 58	141 84	
Establishing timber-basin at West Seventy-fifth street, Secretary's Order No. 9979.....	12 30		
Placing and maintaining signs on piers and bulkheads reserved for use of the new West Washington Market, Secretary's Order No. 9279.....	57 10	11 46	
Placing and maintaining signs on the Oyster Basin at West Tenth street.....	11 35	3 06	
Excavating in reclaimed land for repairs to private sewer from No. 229 West street, Secretary's Order No. 9722.....	12 20		
Lotting old material for sale at auction.....	187 17		
Temporary stand for auctioneer at Pier A, Secretary's Order No. 9991.....	9 27	18	
Examination of water-front in conjunction with Health Department, Secretary's Orders Nos. 8372, 9247, 9276, 9556, 9603.....	360 26	1 25	
Preparing and placing two deck-scows at south side of Pier "A," Secretary's Order No. 8971.....		5 79	
Fencing in, and care of, wharf property between West One Hundred and Forty-fifth street and West One Hundred and Fifty-eighth streets, North river, Secretary's Order No. 9911.....	397 99	5 62	
Storing old documents and records in the East Seventeenth Street Yard.....	9 20		
Expenses of the President and Engineer-in-Chief to Albany and return, on Department business.....		24 60	
Telephones.....		460 22	
Fee for Public Notary's Commission.....		10 25	
Expressing Minutes of the Board to the State Library.....		60	
New towels, washing towels.....		107 63	
Totals.....	\$143,110 89	\$38,851 99	181,962 88

ON ANNUAL EXPENSE ACCOUNT.

	PAY-ROLLS.	BILLS.	TOTALS.
<i>Office of the Board.</i>			
Salaries—Secretary and Assistants.....	\$6,134 03		
" Clerks and Assistants.....	6,541 68		
" Dock Masters.....	20,766 12		
" Dock Masters' Assistants.....	2,945 22		
" Treasurer's Clerk.....	1,999 92		
" Commissioners' Clerk.....	1,200 00		
" Messengers.....	2,105 53		
" Watchmen.....	1,376 54		
			\$43,069 04
<i>General Care of Offices.</i>			
Cleaning.....	\$1,829 07	\$144 81	
Heating.....	1,654 98	530 25	
			4,159 11
<i>Office Furniture.</i>			
Repairs to.....	\$129 98		
Lettering document cases.....	10 50		
			140 48
<i>Stationery and Printing.</i>			
Blank books and miscellaneous stationery.....		\$23 75	
Printing and binding, etc., Annual Reports.....		408 00	
			431 75
<i>Sundries.</i>			
Legislative documents.....		\$56 40	
Newspapers.....		68 23	
Fee of Auctioneer for sale of leases, land under water.....		25 00	
Postage stamps.....		125 10	
Ice.....		110 55	
Telegrams.....		2 46	
			387 74
Total.....	\$46,693 57	\$1,494 55	\$48,188 12

IN SUSPENSE.

Expenses of Contract No. 230 (for furnishing granite).....	\$1,021 54
Expenses of Contract No. 259 (for furnishing pine timber).....	681 03
Expenses of Contract No. 268 (for furnishing granite).....	108 91
Expenses of Contract No. 297 (for furnishing pine).....	725 44
Expenses of Contract No. 298 (for furnishing granite).....	500 82
Expenses of Contract No. 302 (for furnishing pruce).....	91 99
Expenses of Contract No. 316 (for furnishing granite).....	242 80
Expenses of Contract No. 322 (for furnishing piles).....	12 00
Expenses of Treasurer's Order No. 12,336 (for furnishing pine).....	9 66
Expenses of Treasurer's Order No. 12616 (for furnishing piles).....	45 42
Expenses of Treasurer's Order No. 13031 (for furnishing piles).....	72
Expenses of Treasurer's Order No. 13090 (for furnishing piles).....	20 24
Expenses of Treasurer's Order No. 13575 (for furnishing piles).....	15 99
Expenses of Treasurer's Order No. 13700 (for furnishing gravel).....	35 40
Expenses of Treasurer's Order No. 13960 (for furnishing pine).....	56 26
Expenses of Treasurer's Order No. 14219 (for furnishing piles).....	22 44

Expenses of Treasurer's Order No. 14239 (for furnishing piles).....	\$177 45
Expenses of Treasurer's Order No. 14240 (for furnishing piles).....	37 71
Expenses of Treasurer's Order No. 14267 (for furnishing granite).....	372 55
Expenses of Treasurer's Order No. 14563 (for furnishing cement).....	48 38
Account—Fabrication of 43 concrete base blocks, Nos. 1a to 43a.....	13,034 86
Account—Fabrication of 86 concrete base blocks, Nos. 488 to 573.....	26,532 74
Total.....	\$43,794 35

SUMMARY.

To be accounted for:	
New material, supplies, tools and fabricated concrete base blocks, on hand May 1, 1889.....	\$36,028 29
In Suspense, May 1, 1889.....	2,265 34
	\$38,293 63
Pay-rolls audited during year ending April 30, 1890.....	\$445,557 73
Bills or claims audited during year ending April 30, 1890.....	869,244 07
	1,315,801 80
Total.....	\$1,354,095 43
Accounted for as follows:	
On Construction Account—New Plan—Permanent work.....	\$611,7 7 37
On Construction Account—Not New Plan.....	50,769 82
	\$662,487 19
On Repairs Account.....	151,773 47
On Acquired Wharf Property Account.....	180,037 53
On General Expense Account.....	\$181,962 88
On Annual Expense Account.....	42,188 12
	230,151 00
In Suspense.....	\$43,794 35
New material, supplies and tools on hand April 30, 1890.....	85,852 19
	129,646 54
Total.....	\$1,354,095 43

JAMES WEIR, Apportionment Clerk.

REPORT OF THE ENGINEER-IN-CHIEF.

DEPARTMENT OF DOCKS—OFFICE OF THE ENGINEER-IN-CHIEF,
PIER "A," FOOT OF BATTERY PLACE, N. R.
NEW YORK, May 1, 1890.

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, 1890:

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 small repairs have been made from time to time at Pier "A."

An asphalt pavement was laid on the main deck of Pier "A," in August last, by the Neufchatel Asphalt Company, under agreement dated July 23, 1889.

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.

A large amount of filling and old crib-work has been removed by dredging, and test piles have been driven, and the building of the wall on this section is now about to begin.

A new pier is to be built here, in place of Pier, old 21.

The platform and sheds upon it used as a market, between Piers, old 23 and old 24, were removed by order of the Board in July last.

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

Length of piling to date..... 607.50 feet.

" base blocks to date..... 603.42 "

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

Equivalent length of wall to date..... 589.40 "

The new bulkhead or marginal wharf or place, outside the seventy feet width of West street, has been paved with Staten Island Syenite blocks, from near Pier, old 29, to the northerly side of Pier, new 21, by Mr. Charles Guidet, contractor, under Contract No. 306.

The old sewer box has been removed and some additional facilities for passage of wagons, etc., made.

Franklin Street Section—Extending from 75 feet northerly of Harrison street to a point half way between Franklin and North Moore streets, a distance of about 253 feet.

Length of piling to date..... 111.67 feet.

" base blocks to date..... 112.57 "

" "E" course of granite to date..... 93.52 "

Equivalent length of completed wall to date..... 107.26 "

This section was practically completed last year, from its northerly end to the northerly side of Pier, old 35, North river, where it was considered advisable to stop it for the time being, or until the Department can acquire the 75 feet of bulkhead north of Harrison street, and the half of Pier, old 34, because the southerly side of the inner end of Pier, old 35, affords wharfage room greatly needed.

The temporary approach to Pier, new 24, has been laid, some filling received, water pipes laid, etc.

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 "

An iron shed has been built on this section, extending from Pier, new 27, on the Beach Street Section, to 125 feet south of Pier, new 26, by the Old Dominion Steamship Company, lessees, upon plans approved by the Board.

An iron shed has been built on Pier, new 25, by the lessees of the pier, upon plans approved by the Board.

This section was practically completed last year, except that the paving has not yet been done, because the filling or newly made land behind the wall has not yet become sufficiently settled.

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 "

This section, like that at North Moore street, was completed last year, except paving.

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

Length of piling for the year..... 128 50 feet; to date, 525.56 feet.

" base blocks for the year..... 84.62 " " 477.77 "

" "E" course of granite for the year..... 94.50 " " 453.17 "

Equivalent length of completed wall for the year..... 95.42 " " 475.92 "

This work, and that on Beach Street Section and North Moore Street Section, and the northerly part of the Franklin Street Section, makes a continuous stretch of bulkhead or river wall from the southerly line of Pier, new 24, to the northerly side of Pier, new 28, a distance of 1,000 feet.

The injunction of United States Courts of March 11, 1882, having been removed, the work on this section has been proceeded with northerly. All the dredging for the wall has been done and piling and masonry have made good progress.

Pier, new 29, North river—Pier, old 39, North river, has been removed, and the building of Pier, new 29, in its place, has been begun by Mr. John Gillies, contractor, under Contract No. 317.

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.....	334.55	373.89
Spring Street Section.....	139.92	139.92
Charlton Street Section.....	405.74	405.74
New King Street Section.....	148.41	148.41
Old King Street Section.....	114.49	114.49
Lower Clarkson Street Section.....	152.91	152.91
Houston Street Section.....	109.89	109.89
Upper Clarkson Street Section.....	102.51	102.51
Leroy Street Section.....	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.

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

Pier, new 39, North river—The shed on this pier was damaged by fire on December 5, 1889, and has been repaired. Its upper deck has been extended easterly by permit of the Board.

Pier, new 45, North river—This pier has been thoroughly repaired, under resolution of the Board, passed February 14, 1889, and a new shed built upon it by the lessees. The shed, which formerly stood on piles in front of the bulkhead or river wall, has been moved back upon the bulkhead and the coping has been set upon the wall where the shed was.

Pier, new 46, North river—The repairs to this pier and the shed upon it have not yet been reached on account of the continuous occupation of the pier. It is now expected to begin them at the close of navigation next autumn.

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 " " 878.23 "
" "E" course of granite for the year.....	00.00 " " 787.53 "
" coping for the year.....	00.00 " " 205.19 "
Approximate equivalent length of completed wall for the year.....	00.00 " " 915.00 "

On account of the various injunctions restraining the Department from proceeding with the construction on this section, no work has been done upon it, except the maintenance of the temporary roadways to the piers, filling in where settlement made it advisable, etc.

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.....	00.00 feet; to date, 500.00 feet.
" base blocks for the year.....	00.00 " " 471.80 "
" "E" course of granite for the year.....	00.00 " " 442.12 "
Approximate equivalent length of completed wall for the year.....	00.00 " " 492.00 "

For the same reasons as apply to the West Twenty-third Street Section (south end), only the same general work has been done on this section as upon the above.

Some filling in has been done by owners of water grants south of Thirtieth street.

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 filling in behind the wall.

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

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 " " 453.8 "
Approximate equivalent length of completed wall for the year.....	00.00 " " 476.8 "

The work on the wall at this section was completed for the time being last year, and but little has been done except the filling in behind it.

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 some cobble-stone filling for the wall has been put in.

From West Thirty-seventh street to West Thirty-eighth street (under resolutions of the Board passed June 6 and October 24, 1889)—The Pennsylvania Railroad Company has begun the construction of 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, and it is well advanced towards completion.

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

Length of dredging for the year.....	0.00 feet; to date, 404.66 feet.
" concrete (in bags) foundation for the year.....	0.00 " " 335.00 "
" base blocks for the year.....	81.98 " " 404.05 "
" "E" course of granite for the year.....	177.27 " " 404.05 "
Equivalent length of completed wall for the year.....	118.27 " " 402.93 "

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. The plan for this wall was approved by the Board on November 18, 1887.

In constructing this wall, the bottom was first cleaned of mud, etc., as well as was practicable by dredging, which, however, does not remove the material which lies in holes and pockets in the surface of the rock; the mud and rubbish that lay in these holes and pockets were then removed by an 8-inch pump, which would pass bricks, small stones, etc., until the whole surface of the rock bottom was clean. Concrete in bags of 4 bushels capacity and about 3 feet 6 inches long, 8 inches thick and 2 feet wide, when filled, was then placed upon the bottom and the bags so placed and built together as to form a seat or resting place to receive the base blocks; the top of the bags being somewhat irregular, a layer of fine concrete made of 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 plain 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 of the wall.

About 177 feet of this wall has been built southerly from the northerly line of West Fifty-first street, and the whole distance to a point 83 feet 10 inches south of West Fiftieth street is done and ready for use.

Pier at West Fiftieth street—A new pier at the foot of West Fiftieth street, to be 500 feet long and 60 feet wide, was begun in November last by Mr. Barth. S. Cronin, contractor, under Contract No. 314, and it will probably be completed in a few weeks.

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.

* The boundary point of West Fifty-second Street Section, south end, and of West Fifty-second Street Section, north end, is to be where the bulkhead or river wall without pile foundation changes to a wall with pile foundation. This point will be determined during the progress of the work.

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 District Court, on December 3, 1887, Ruth A. Wallace and David A. Wallace, plaintiffs.

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

Length of dredging for the year.....	492.50 feet; to date, 762.50 feet.
" piling for the year.....	503.29 " " 691.29 "
" base blocks for the year.....	483.99 " " 556.42 "
Equivalent length of completed wall for the year.....	455.48 " " 543.94 "

Good progress has been made on this section from West Fifty-eighth street southerly, and filling has been placed behind the wall as far as West Fifty-seventh street. The moving of the yard from West Fifty-seventh street Pier to the new bulkhead and to the new Pier at foot of West Fifty-seventh street, has been begun.

New Pier at West Fifty-seventh street—A new pier has been built at the foot of West Fifty-seventh street by the force of the Department, which is 500 feet long and 70 feet wide, which is to be used by the Department for the West Fifty-seventh Street Yard.

WORK OF CONSTRUCTION UNDER "NEW PLAN."

EAST RIVER.

Staten Island Ferry, foot of Whitehall street, East river—A new ferry house and extensive alterations and improvements were begun in September, 1888, and are now completed.

Pier, new 6, East river—Under unanimous resolution of the Board, passed December 20, 1888, Pier, old 7, East river, has been removed, and a new pier, to be known as Pier, new 6, East river, has been built by Mr. John W. Flaherty, contractor, under Contract No. 293, and was finished on August 20, 1889.

Pier, new 7, East river—Under resolution of the Board passed March 7, 1889, the work of thoroughly repairing and of widening this pier in place of Pier, old 8, East river, and of putting a new shed upon it, has been completed by the New York, Lake Erie and Western Railroad Company, lessee.

Pier 45, East river, between Rutgers and Jefferson streets—An iron shed has been built upon this pier by its occupants, under permit of the Board.

Pier, new 36, East river, at foot of Jefferson street—An iron shed has been built upon this pier by its lessees.

Pier 61, East river, between Rivington and Stanton streets—Under unanimous resolution of the Board, passed on March 28, 1889, Pier, old 61, between Rivington and Stanton streets, East river, was removed, and a new pier, with a temporary approach thereto, under the new plan of December 19, 1888, was built by Mr. John Gillies, contractor, under Contract No. 301. Completed November 22, 1889.

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

Dredging has been done upon site of the wall, and a portion of the old pier at foot of East Twenty-fourth street removed, to make room for building the wall.

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

Length of piling for the year.....	195.00 feet; to date, 195.00 feet.
" base blocks for the year.....	58.90 " " 58.90 "
" "E" course of granite for the year.....	00.00 " " 00.00 "
Equivalent length of completed wall for the year.....	95.11 " " 95.11 "

The old pier at the foot of East Twenty-eighth street has been removed and the building of the wall carried on from the northerly line of the street to the southward, for a distance of about 200 feet of piling and woodwork, and the base blocks have been set for a distance of about 60 feet. The setting of granite will shortly be begun.

New Pier at foot of East Twenty-eighth street (under Contract No. 312)—A new pier has been begun by Mr. Barth. S. Cronin, contractor, which has been completed, with the exception of about 100 feet of its inner end, which will be completed as soon as the wall at foot of the street is ready to receive it. This pier will be 60 feet wide and 499 feet 6 inches long on its southerly side, and 519 feet 10 inches long on its northerly side.

East Ninety-fourth Street Section—Extending from the southerly side of East Ninety-fourth street to the northerly side of East Ninety-fifth street, a distance of 370 feet.

Length of piling for the year.....	159.50 feet; to date, 159.50 feet.
" base blocks for the year.....	146.40 " " 146.40 "
" "E" course of granite for the year.....	64.40 " " 64.40 "
Equivalent length of completed wall for the year.....	114.14 " " 114.14 "

The piling and woodwork for the wall on this section has been begun for a distance of about 160 feet, where it is stopped pending result of suit against Hancke Hencken and Frederick H. Willenbrock for possession of the foot of East Ninety-fourth street, and the granite has been set in place for a distance of about 80 feet southerly of the northerly line of East Ninety-fifth street. A large amount of filling has been done behind the wall, and the wall at foot of East Ninety-fifth street is now ready to receive the pier to be built at the foot of this street, plans and specifications for which are very nearly ready for submission to the Board.

HARLEM RIVER.

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.....	343.00 feet; to date, 343.00 feet.
" base blocks for the year.....	202.97 " " 202.97 "
" "E" course of granite for the year.....	00.00 " " 00.00 "
Equivalent length of completed wall for the year.....	210.26 " " 210.26 "

The construction of the wall on this section has been begun on both the northerly and the southerly ends of the section, and proceeded with towards the middle of it. From the northerly side of East One Hundred and Tenth street southerly, the piling and woodwork has been completed for about 200 feet, and the base blocks have been set in place for same distance, and the back course of granite set for about 100 feet; and from the northerly line of East One Hundred and Seventh street, the piling and woodwork has been completed for about 100 feet northerly.

The work at East One Hundred and Tenth street is difficult and slow on account of the large sewer which constantly discharges there, and which is 8 feet high and 12 feet wide, with an area of 76 square feet.

Plans and specifications for a pier and dumping-board are being prepared, and will be submitted to the Board.

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

Length of bottom cleaned off for the year.....	267.00 feet; to date, 267.00 feet.
" base blocks for the year.....	12.05 " " 12.05 "
" "E" course of granite for the year.....	00.00 " " 00.00 "
Equivalent length of completed wall for the year.....	46.37 " " 46.37 "

The bottom of this section is chiefly of rock, though in the westerly end there is some very compact boulder clay and boulders. No piles are used for foundation of the wall, but the concrete base blocks are placed on the rock bottom prepared to receive them by blasting off the rock that is too high and leveling off the bottom with concrete. The larger portion of the bottom has been prepared and the placing of the base blocks will soon be begun.

Crib-bulkhead between One Hundred and Fifty-ninth and One Hundred and Sixty-first streets, Harlem river—The crib-work has been completed, except the filling in behind the same, upon which progress has been made by the lessees.

WORK OF CONSTRUCTION NOT UNDER "NEW PLAN."

NORTH RIVER.

Pier 11, North river—Under permit of the Board, an extension of about 78 feet in length has been built to the outer end of Pier 11, North river, and is now nearly completed.

Crib-bulkhead from West Seventy-fifth to West Seventy-seventh street—The filling behind this bulkhead has been completed and the bulkhead put into use.

Bulkhead from West Seventy-sixth to West Eightieth street, North river—A pavement of second-hand Belgian blocks taken up at the old West Washington Market Section in the progress

of the work there, was laid on the filling of the crib-work bulkhead from Seventy-sixth to Eightieth street, North river, by Mr. John Cox, contractor, under Contract No. 315.

Crib-bulkhead from the centre of West One Hundred and Thirty-fourth to the centre line of West One Hundred and Thirty-fifth street—The new crib-bulkhead which was begun on these premises last year, under permit of the Board to owners of the water grant, has been finished.

EAST RIVER.

Pier, old 45, East river—This pier has been widened and extended by its owners.

Temporary platforms in front of the bulkheads between Piers, old 44 and old 45, and between Piers, old 45 and new 36, have been built under permit of the Board by the owners of the bulkheads.

Crib-bulkhead between East Thirty-seventh and East Thirty-eighth streets, East river—A crib-bulkhead has been built about on the bulkhead line of 1857, for about 95 feet north of East Thirty-seventh street, with return on line parallel to East Thirty-seventh street, by Mr. Michael Cane, owner of water grant, under permit of the Board.

HARLEM RIVER.

Crib-bulkhead from East One Hundred and Thirty-eighth to north of East One Hundred and Fortieth street, Harlem river—A new crib-bulkhead on the westerly side of the Harlem river, from the centre line of East One Hundred and Thirty-eighth street to the centre line of the block between East One Hundred and Fortieth street and East One Hundred and Forty-first streets, was begun by Messrs. Fogg & Scribner, contractors, under Contract No. 318, in November last and the work is still in progress.

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

Willis avenue, Harlem river—The ferry rack and bridge west of Willis avenue, Harlem river, have been repaired by the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun October 9, 1889, and finished December 7, 1889.

One Hundred and Thirty-fifth street, Harlem river—The work of building a crib-bulkhead and making certain other improvements at One Hundred and Thirty-fifth street, on the east side of the Harlem river, under permit of the Board to owner of water grant, has been temporarily suspended.

Cromwell's Creek, Harlem river—A crib-bulkhead and the necessary filling behind same is being erected thereat by Mr. W. W. Astor, under permit of the Board. Begun September 30, 1889, and in progress.

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

Bronx river (west side)—A wharf was constructed on the edge of above premises, by Church E. Gates & Co., under permit of the Board. Begun July 13, 1889, and finished September 5, 1889.

General Repairs.

The repairs to piers, bulkheads, etc., have been to about the same cost as they were last year. The larger pieces of work are repairs to Pier at West Eighteenth street, North river, to Pier 2, East river, to Pier 55, East river, to bulkhead at East Seventeenth Street Yard and to the bulkhead between East Seventeenth and East Eighteenth streets, East river.

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 the 12-ton derrick, pile-driver No. 4, Divers' scow "N," 5 yawl-boats, and a rock-drilling machine for drilling holes for blasting under water. All of the floating property has been kept in almost constant use during the year. Three new deck scows and a new pile driver, to be used as a pile-cutting machine, have been ordered by the Board to be built.

Surveying Party.

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

Surveys and examinations have been made over 242,318 feet of water front. The surveys have been plotted and put on file in this office, and tracings have been prepared therefrom.

9,622 rod soundings, to ascertain the depth of soft mud, have been taken, of which 4,087 were on the North river, and 5,535 on the East and Harlem rivers; 69,444 disk soundings to ascertain the depth of water have been taken on the North, East and Harlem rivers in 390 slips, of which 39,877 were taken in 216 slips on the North river, and 29,567 in 174 slips on the East and Harlem rivers.

Of the above, 5,735 rod soundings and 20,870 disk soundings were for construction, and 48,574 disk soundings and 3,859 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, and the dumping of all dredged material has been supervised.

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

The automatic tide gauges at Pier "A," Port Morris, and the two on the Harlem river, have been attended to, and their records preserved and filed.

DEPARTMENT YARDS.

West Fifty-seventh Street Yard—Under unanimous resolutions of the Board, passed December 20, 1888, and August 1, 1889, the improvement of the water front under the new plan, between West Fifty-fifth and West Fifty-eighth streets, is in progress and partly completed.

This work necessitates the moving of West Fifty-seventh Street Yard from the old Pier at West Fifty-seventh street to the new Pier at foot of West Fifty-seventh street, and to the new bulkhead between West Fifty-seventh and West Fifty-eighth streets. This moving has been carried on, and is partly completed, in addition to the other work done at this yard.

There have been received 8,418 barrels of cement for the work of the Department, samples of each being tested before the cement is issued for the work.

96 concrete base blocks have been made for the various sections of the bulkhead or river wall on the North river.

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

East Seventeenth Street Yard—As a part of the beginning of extensive work on the East river, a platform for building base blocks for the wall has been built at this yard, and an additional derrick erected with a new hoisting engine. The office has been remodeled and a blacksmith shop established, and other work done to fit the yard for doing the East river work. The crib-work bulkhead was extensively repaired and strengthened.

4,482 barrels of cement were received and 65 base blocks for the wall on the East river were built.

The granite for the wall has also been received here from contractors, except a few cargoes.

Fire on the Water Front, from Fifty-ninth to Sixty-fourth Street, N. R.

The elevator on the bulkhead, from Sixtieth to Sixty-second street, North river, which was destroyed by the fire on April 19, 1889, has been rebuilt by the New York Central and Hudson River Railroad Company, and is nearly completed; and freight Pier "D" has also been rebuilt by the same company. The other piers and bulkheads, damaged or destroyed by the same fire, are also to be repaired or rebuilt.

I submit herewith an appendix, containing:

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

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

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

A summary of work at the Department yards.

A summary of work of "General Repairs."

A summary of work done for other Departments.

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

A summary of work of "Floating Property."

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

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

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

* NOTE.—The dumping of all material dredged by the Department of Docks was supervised up to December 13, 1889, and from and after that date the inspection of the same was discontinued.

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

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

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

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

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

New Bulkhead and Pier Head Lines.

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

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

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

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 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 pier-head line is also the same above West Twenty-third street. Below West Twenty-third street, however, the pier-head 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.

A bill is now pending in the State Legislature empowering the Department of Docks, with the approval of the Commissioners of the Sinking Fund, to extend the pier-head line on the North river, and if it becomes a law the interests of commerce can be greatly benefited by lengthening piers, whose length was established in 1871, and which are too short for many of the large vessels using them to-day.

From West Eleventh to West Fourteenth street, North river, the distance between this new pier-head 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. If, however, the plans for the improvement of this portion of the water front, recommended in report for 1880, and modified so as to improve and not disturb the New West Washington Market in report of 1888, and which was approved and supported by the Board in the fall of 1889 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 above referred to in relation to this section of the water front:

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

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

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

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

Inshore Boundary.

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

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, 1890.

WORK OF CONSTRUCTION UNDER THE "NEW PLAN."

NORTH RIVER WATER FRONT.

PIER "A."

ASPHALT PAVING.

Under Unanimous Resolution of Board, July 3, 1884.

A new asphalt deck was put on the surface of pier not covered by the offices, by the Neufchatel Asphalt Company, under agreement dated July 23, 1889. Begun August 1 and finished August 22, 1889.

Resolution of Board July 5, 1889.

Cutting scupper holes at various places in the backing-log. Begun August 14 and finished August 16, 1889.

WEST WASHINGTON MARKET SECTION.

Under Unanimous Resolution of the Board, February 6, 1889.

DREDGING.

May 7 to October 29, 1889, April 16 to April 30, 1890.—Mud, earth and crib were excavated and removed from the site of old market, between Piers 21 and 23, North river, by the Union Dredging Company, under Treasurer's Orders Nos. 13696, 13727, 13739, 13787, 13841, 13842, 13891, 13905, 13906, 13907, and 14177, 14197, 14248, 14249, 14286, 14517, 14518.

November 23 to December 2, 1889.—37 piles were pulled by Union Dredging Company, under Treasurer's Order No. 14250.

REMOVING OLD WORK.

October 22 to October 24, 1889.—Old timber and crib-work were removed to make examination for dredging estimate.

TEST PILING.

October 9, 1889, January 24 to January 31, 1890, April 1 to April 7, 1890.—Test piles were driven through the old crib-work in line of the bulkhead-wall, and were pulled by derrick "City of New York."

FENCE.

A temporary fence was built in sections of old plank and placed along edge of area to be dredged.

TOOL-HOUSE.

August 14 to August 17, 1889.—A tool-house was built of old material for section use.

Construction under "New Plan."

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

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	In 1888-1890.	Total to Date.	
	Feet.	Feet.	Feet.
*Dredging.....	220.0	220.00	250.00
Cobble.....	470.00
Rip-rap.....	470.00
Piles driven.....	470.00
Binding frames.....	470.00
Piles cut.....	470.00
Longitudinal caps.....	470.00
Cross caps.....	470.00
Decking.....	470.00
Base blocks.....	470.00
"A B" course granite.....	470.00
Coping.....	340.00
Wall actually completed.....	470.00
Equivalent length of completed wall.....	46.01	46.01	423.99

* Given in equivalent length of wall.

Pier, old 21, N. R.

Under Unanimous Resolution of Board, February 6, 1889.

BLOCKING UP PIER.

The inner end of pier was blocked up where same had been disturbed by dredging. Begun May 9, and finished July 18, 1889.

Proposed New Pier, North of Pier 21, N. R.

DREDGING.

March 24 to April 3, 1890.—Mud was excavated from site of new pier by the Union Dredging Company, under Treasurer's Order No. 13907.

REMOVING PAVING BLOCKS.

May 6 to July 19, 1889; October 30 to November 17, 1889.—Old Belgian paving blocks were taken up in front of Pier 21, North river, and stored at West Seventy-sixth street, East Eighty-sixth street and East Seventeenth Street Yard.

Pier 23, N. R.

REPAIRING PIER AND APPROACH.

The pier was blocked up where same had been disturbed by dredging and the southerly half of approach was taken up, an examination made, new piles driven, sawed off and capped, and a new deck of 4-inch plank laid over same.

Secretary's Order No. 9860.—An examination of crib was made and 8 fender piles were driven along the southerly side of same, to retain crib-filling. Begun March 20 and finished March 21, 1890.

The sheathing on plank approach to pier was repaired. Begun November 20 and finished November 26, 1889.

Between Piers 23 and 24, N. R.

REMOVING OLD WORK.

Under Secretary's Order No. 8918.

July 8 to July 24, 1889.—The shed on platform between Piers, old 23 and 24, North river was partly removed.

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

July 25 to August 26, 1889.—The balance of shed and the platform on piles were removed and, piles were pulled.

CHAMBERS STREET SECTION.

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

Paving New-made Land on Bulkhead and in front of Piers, new 20 and 21, N. R., and Pavonia Ferry.

Under Contract No. 306.

July 24 to December 12, 1889.—The earth-filling was properly graded from about 20 feet northerly of Pier 29, to about the northerly side of Pier, new 21, North river, the area paved with Staten Island syenite blocks, and the joints filled with coal tar and gravel, by Charles Guidet, contractor.

Sewer Box on Bulkhead between Piers, new 20 and 21, N. R.

May 2 to May 17, 1889.—The old sewer box on new-made land was removed and the earth-filling was properly replaced.

Section Office.

WINDOW SASH CORDS.

July 26, 1889.—New sash cords were put in windows, where required.

MOVING OFFICE.

September 30 to October 1, 1889.—The office was moved, to allow site of same to be paved.

PAINTING OFFICE.

December 27, 1889, to January 8, 1890.—Joints inside office were puttied and the base of office repainted.

STORM DOOR.

January 23 to February 10, 1890.—A storm door for office was made, put up and painted.

CLEANING OUT TRENCHES.

Under Secretary's Order No. 6818.

June 5 to August 5, 1889.—Trenches, to drain the surface water, on new-made land were cleaned out and water swept from same.

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

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	In 1889-1890.	Total to Date.	
	Feet.	Feet.	Feet.
Piles driven.....	607.50	44.20
Base blocks.....	603.42	48.28
"E" course granite.....	569.64	82.06
Equivalent length of completed wall.....	589.40	62.30

Construction under "New Plan."

Under Secretary's Order No. 9915.

March 4 to March 17, 1890.—A paved connection, about thirty feet in width, was made in front of Pier, new 21, North river, by Department labor, between the new pavement and West street.

Protecting New Pavement.

October 24 to October 26, 1889.—Earth-filling and backing-logs were placed along the north erly and easterly edge of new pavement to protect same.

Paving in Front of Pavonia Ferry.

November 14 to November 21, 1889.—Belgian paving blocks were laid at south end of new pavement in front of entrance to Pavonia Ferry.

Connection between New Pavement and West Street.

September 30 to October 19, 1889.—Connections were made with second-hand paving blocks between the new pavement and West street, where required by the traffic.

Removing Old Plank Approaches.

July 24 to December 1, 1889.—Part of the old plank approaches leading to Piers, new 20 and 21, North river, and to the Pavonia Ferry, were removed by the lessees of the piers and ferry and the balance by Department labor.

Filling in Rear of Wall.

May 8 to June 18, 1889.—729 loads of earth-filling on tickets were received and placed in rear of the bulkhead-wall.

FRANKLIN STREET SECTION.

Under Unanimous Resolution of the Board, October 6, 1887.

Bulkhead-wall Proper.

BACKING-LOGS.

May 3 to May 4, 1889.—Holes were drilled in coping, and backing-logs of 12 by 12 inch creosoted yellow pine were placed and fastened with ahlsstrom bolts north of Pier, new 24, North river.

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

Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	In 1889-1890.	Total to Date.	
		Feet.	Feet.
Dredging.....	111.67	141.48
*Cobble.....	102.67	150.48
*Rip-rap.....	102.67	150.48
Pipes driven.....	111.67	141.48
Binding frames.....	108.67	144.48
Piles cut.....	110.67	142.48
Longitudinal caps.....	110.67	142.48
Cross caps.....	110.67	142.48
Decking.....	102.67	150.48
Base blocks.....	112.67	140.48
"A B" course granite.....	101.03	152.12
"E" course granite.....	93.52	159.63
Coping.....	30.67	162.48
Wall actually completed.....	90.67	162.48
Equivalent length of completed wall.....	107.26	145.89

* Given in equivalent length of wall.

Pier, new 24, N. R.

TEMPORARY PLANK APPROACH.

The temporary plank approach to pier was repaired at various times, when necessary, between August 1, 1889, and January 7, 1890.

February 25 to March 28, 1890.—A temporary plank approach of 4-inch spruce was laid on old sill pieces from West street to the pier, under Secretary's Order No. 9886.

GANGWAYS.

Under Secretary's Order No. 9070.

June 1 to June 12, 1889.—An application by lessee for permission to cut a gangway in pier was examined and reported on.

Under Secretary's Order No. 9151.

June 22 to July 5, 1889.—A gangway 8 feet 6 inches wide was cut in south side of pier by lessee, under permit of the Board.

WATER PIPE.

Under Secretary's Order No. 9697.

December 1 to December 8, 1889.—A 4-inch wrought-iron water-pipe was laid from the main in West street to pier by lessee, under permit of the Board.

FILLING IN REAR OF WALL.

May 3 to June 4, 1889; November 26 to December 23, 1889, and April 9 to April 30, 1890.—808 loads of earth-filling, on tickets, were received and placed in rear of bulkhead-wall. Total to date, 17,083 loads on tickets; 2,341 loads without tickets, from the Street Cleaning Department, and 162 loads free. Total, 19,586 loads.

NORTH MOORE STREET SECTION.

Under Unanimous Resolution of Board, April 28, 1880.

Bulkhead-wall Proper.

BACKING-LOGS.

May 2 to May 16, 1889, and August 21 to August 22, 1889.—Holes were drilled in coping, and backing-log of 12 by 12 inch creosoted yellow pine was placed and fastened with ahlsstrom bolts.

Pier, new 25, N. R.

TEMPORARY PLANK APPROACH.

The pavement at entrance of approach to pier was raised to grade. Begun June 20 and finished June 23, 1889.

The temporary plank approach leading to pier was raised to grade, the easterly 110 feet resheathed with 4-inch yellow pine, and the pavement at entrance raised to conform to grade of approach. Begun July 8, and finished July 30, 1889.

TEMPORARY SEWER BOX.

Temporary wooden sewer extending from the foot of North Moore street to the new bulkhead-wall was repaired. Begun September 10 and finished September 12, 1889.

CLEANING OUT TRENCHES.

August 1 to November 27, 1889.—Trenches on new-made land were cleaned to drain surface water from approach to pier.

Construction under "New Plan."

SHED ON PIER.

Under Secretary's Order No. 8666.

May 1 to July 1, 1889.—A new iron shed was erected on pier by lessees, in accordance with plans and with resolution of the Board, January 11, 1889. Begun January 14, 1889.

STEAM ENGINE AND FITTINGS.

Under Secretary's Order No. 9031.

May 1 to July 3, 1889.—2 steam boilers, with fittings and fixtures, a smoke stack 70 feet high, lined with fire brick, 1 electric-light engine and dynamo, and all the necessary steam, water and gas pipes and fittings were erected on pier by the lessees, under permit of the Board. Begun April 27, 1889.

FILLING IN REAR OF WALL.

May 1 to July 9, 1889, and November 23, 1889.—516 loads of earth-filling on tickets and 6 loads of steam ashes free were received and placed in the rear of the bulkhead-wall. Total to date, 14,633 loads on tickets, 24,801 loads without tickets from the Street Cleaning Department, and 6 loads free. Total, 39,440 loads.

BEACH STREET SECTION.

Under Unanimous Resolution of the Board, July 16, 1879.

REMOVING OLD WORK.

October 12, 1889.—Old timber imbedded in earth-filling opposite Pier, new 26, North river, was removed.

Bulkhead South of Pier, new 26, N. R.

IRON CLEAT.

Unanimous Resolution of Board, July 16, 1879.—An iron cleat placed on coping was refastened, same having been pulled out of position. Begun and finished July 14, 1889.

Bulkhead in front of and adjoining Pier, new 26, N. R.

SHED.

Under Secretary's Order No. 7930.

May 1 to May 11, 1889.—A new iron shed, 50 feet wide, on the bulkhead extending from 125 feet south of the southerly side of Pier, new 26, North river, to the southerly side of Pier, new 27, North river, a length of about 361 feet, was finished by the lessees of Pier, new 26, North river, under permit of the Board. Begun June 18, 1888.

BOILERS.

Under Secretary's Order No. 8795.

May 1 to September 7, 1889.—A pair of boilers on a brick foundation were erected in shed on bulkhead south of Pier, new 26, North river, by lessees of pier, under permit of the Board. Begun February 15, 1889.

PLATFORM ELEVATOR AND ENGINE.

Under Secretary's Order No. 8846.

May 1 to September 7, 1889.—A platform elevator was placed in shed on bulkhead, and an electric-light engine and dynamo was placed in boiler room by the lessees of pier, under permit of the Board. Begun March 21, 1889.

TEMPORARY PLANK ROADWAYS.

Under Secretary's Order No. 8932.

May 1 to May 11, 1889.—Plank roadways of 3-inch spruce 30 feet wide were laid by lessees to West street from northerly and southerly ends of bulkhead shed south of Pier, new 26, North river, and for a space 40 feet wide in front of shed, under permit of the Board. Begun April 13, 1889.

FILLING IN REAR OF WALL.

May 1 to May 14 and October 4 to November 23, 1889.—407 loads of earth-filling on tickets were received and placed in rear of bulkhead-wall. Total to date, 9,751 loads on tickets, 2,863 loads without tickets from the Street Cleaning Department, and 24,435 loads free; total, 35,049 loads.

LAIGHT STREET SECTION.

Under Unanimous Resolutions of the Board, July 30 and November 3, 1880, and September 20, 1889.

Bulkhead-wall Proper.

DREDGING.

July 8 to August 3, 1889, and March 5 to March 28, 1890.—Mud under Treasurer's Orders Nos. 13819, 13944, 14229 and Contract No. 321, crib-work under Treasurer's Orders Nos. 13818, 14306 and 14544, and material classed as "bridge," under Treasurer's Order No. 14492, were excavated and removed from the line of the bulkhead-wall by W. M. Tebo and the Union Dredging Company.

STONE-FILLING.

August 6, 1889, to April 16, 1890.—3,926 cubic yards of cobble and 3,602 cubic yards of rip-rap stone were deposited in line of bulkhead-wall by John A. Bouker and Brown & Fleming, under Treasurer's Orders and contract therefor.

February 6 to February 10, 1890.—A bulkhead of 2-inch plank was placed across the piles below low water transversely of the wall to retain cobble-filling in place.

PILING AND WOODWORK.

Rafting Piles.

October 21 and October 22, 1889.—Piles were rafted at West Fifty-seventh street, North river, for this section.

Vertical Piling.

August 24, 1889, to April 30, 1890.—337 vertical piles were driven, regulated and stay-lathed. Total to date, 1,617 vertical piles.

Bracing Piles.

September 24 to December 1, 1889.—51 bracing piles were driven and regulated. Total to date, 258 bracing piles.

Binding Frames.

September 24, 1889, to January 28, 1890.—4 binding frames were made and with the aid of Divers were sunk and keyed to place. Total to date, 21 binding frames.

Sawing off Piles.

September 21 to November 6, 1889.—Foundation piles were cut off by the saw-cutting machine and the high grade piles were cut off by hand.

Rafting Pile Butts.

October 19 to December 13, 1889.—The pile butts sawed off the piles in the wall were rafted up.

Capping.

November 4, 1889, to February 10, 1890.—284 linear feet of longitudinal capping and 27 transverse caps were placed and fastened with 179 2-inch and 72 3-inch treenails.

Decking.

March 7, 1890.—100 square feet of 4-inch deck planking were placed on caps in rear of the masonry of the bulkhead-wall.

Locating Foundation Piles.

October 5 to December 13, 1889.—The foundation piles on which the concrete blocks were to be placed were located by the Divers by means of wire screens.

Construction under "New Plan."

Clearing Foundation.

April 1 and April 2, 1890.—Pile bark was cleaned from foundation by Divers.

MASONRY.

Concrete Blocks.

December 4 to December 19, 1889.—7 concrete blocks were loaded on scows at the West Fifty-seventh Street Yard by the derrick "City of New York." Mattresses were prepared for placing the concrete foundation blocks on and 7 concrete blocks were set in wall by the derrick "City of New York," assisted by the Divers, making a total of 40 foundation blocks set to date.

December 7, 1889.—Mud was pumped from foundation where concrete blocks were to be set.

Chain Holes.

December 9 to December 19, 1889.—The chain holes between the concrete foundation blocks were filled with concrete in bags.

Granite.

February 18 to April 22, 1890.—115 pieces of granite were set and backed up with 325 batches of concrete, and cement, sand and broken stone were loaded on scows at the West Fifty-seventh Street Yard as required for use in setting and backing up the granite.

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

Given in Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	In 1889 and 1890.	Total to Date.	
Dredging.....	100.00	600.00	.....
*Cobble.....	94.09	521.09	78.91
*Rip-rap.....	105.39	515.39	84.61
Piles driven.....	128.51	525.56	74.44
Binding frames.....	94.29	488.29	111.71
Piles cut.....	83.72	480.77	119.23
Longitudinal caps.....	88.29	482.79	117.21
Cross caps.....	83.79	476.79	123.21
Decking.....	8.00	384.00	216.00
Base blocks.....	84.62	477.77	122.23
"A B" course granite.....	103.49	470.16	129.84
"E" course granite.....	94.50	453.17	146.83
Coping.....	.....	206.67	163.33
Wall actually completed.....	.....	356.67	243.33
Equivalent length of completed wall.....	95.42	475.92	124.08

* Given in equivalent length of wall.

Pier, new 29, N. R.

Under Unanimous Resolution of the Board, October 10, 1889.

DREDGING.

November 2, 1889, to April 3, 1890.—Mud, under Treasurer's Order No. 14228 and Contract No. 321; crib, under Treasurer's Order No. 14305 and material classed as "bridge," under Treasurer's Order No. 14493, were excavated and removed from site of pier by the Union Dredging Company and W. M. Tebo.

BUILDING PIER.

Under Contract No. 317.

December 26, 1889, to date.—Pier, old 39, North river, was partly removed as called for under contract and a new pier 535 feet 4 inches long and 80 feet wide is being built by John Gillies, contractor.

Pier, old 39, N. R.

MOVING OLD BOILER.

Under Secretary's Order No. 9025.

May 18 to May 25, 1889.—A boiler was removed from elevator at inner end of pier and temporarily stored on bulkhead along the southerly side of the foot of West Eleventh street, North river, by E. M. Van Tassel, by direction of the Board.

REMOVING OLD WORK.

October 22, 1889, to February 14, 1890.—Portions of old pier and the shed thereon were removed, where the plank and timber could be used to advantage by the Department.

May 31 to July 6, 1889.—Old elevator and crib timbers were removed and piles were pulled at the inshore end of Pier, old 39, North river.

FENCE.

November 10, 1889, to January 31, 1890.—A fence was put up along bulkhead south of Pier, old 39, North river, to prevent trespassing.

Section Office.

MOVING OFFICE.

August 14 to August 21, 1889.—Small office was moved from North Moore Street Section to Laight Street Section and platform for same repaired.

PLATFORM FOR OFFICE.

January 24 to January 27, 1890.—Platform was built in rear of the bulkhead-wall on which to place section office.

Shed on Bulkhead South of Pier, new 27, N. R.

HOOD.

Under Secretary's Order No. 9690.

November 16, 1889, to March 8, 1890.—A hood was placed along the easterly face of shed on bulkhead for a distance of 63 feet south of southerly line of Pier, new 27, North river, and projecting easterly 8 feet 5 inches by the lessees of pier under permit of the Board.

CLUSTER PILING.

August 27 to December 10, 1889.—Four clusters of piles were driven outside the line of the bulkhead-wall for mooring purposes.

Pier, new 34, N. R.

Under Secretary's Order No. 9152.

Removal of obstructions at the inner side of pier, begun July 31 and finished August 6, 1889.

Pier, new 39, N. R.

UPPER DECK OF PIER.

Under Secretary's Order No. 8992.

July 6, 1889, to date.—The upper deck of pier is being extended easterly by the lessees under permit of the Board.

Construction under "New Plan."

CHRISTOPHER STREET SECTION.

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

Bulkhead-wall Proper.

MASONRY.

Coping.

August 12 to October 2, 1889.—The bottom beds of coping stone were dressed and 9 stones were set on bulkhead-wall south of Pier, new 45, North river.

August 12 to October 2, 1889.—The tarred pavement which was taken up to allow coping to be set was relaid and joints were filled with gravel and coal tar.

BACKING-LOG.

November 14, 1889, to April 28, 1890.—Holes were drilled in coping and a backing-log of 12-inch yellow pine was placed and fastened with ahlsstrom bolts.

Bulkheading and Filling in the North End of Section at West Tenth Street.

Under Resolution of Board, May 9, 1889.

111 spruce piles were driven, cap rangers and chocks were put on and work done on the sewer.

8,926 feet, B. M., of yellow pine were used. "Begun May 10 and finished July 15, 1889.

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

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	In 1889-1890.	Total to Date.	
	Feet.	Feet.	Feet.
Piles driven.....	1114.80	.....
Piles cut.....	1114.80	.....
Base blocks.....	1114.80	.....
"E" course granite.....	1095.22	9.58

Pier, new 43, N. R.

UPPER DECK OF SHED.

Under Secretary's Order No. 8150.

May 1 to June 25, 1889.—An upper deck has been built in shed on pier for a length of about 250 feet westerly of the office building at the inner end of pier, to accommodate passengers and baggage, by the International Steamship Company, under permit of the Board. Begun August 19, 1888.

Pier, new 45, N. R.

PLANS OF SHED.

Under Secretary's Order No. 8996.

May 1 to May 13, 1889.—The plans and specifications for a proposed new iron shed on pier were examined and reported on, by direction of the Board.

SHED.

Under Secretary's Order No. 9048.

June 10, 1889, to date.—An iron shed is being erected on pier and extra piles were driven where required for additional strength by the White Star Steamship Company, under resolution of the Board May 16, 1889. In progress.

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

Under Secretary's Order No. 9187.

Filling in with earth.—587 truck loads and 101 cart loads of earth were received. Begun June 25 and finished July 6, 1889.

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

Resolution of Board, May 9, 1889.

Building a temporary plank approach.—2,847 feet, B. M., of 5 inch and 8,488 feet feet, B. M., of 6-inch yellow pine; also 3,519 feet, B. M., of 3-inch spruce were used in the construction of same. Begun July 8 and finished July 25, 1889.

WEST TWENTY-THIRD STREET SECTION, SOUTH END.

Under Unanimous Resolution of the Board, November 5, 1880.

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

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.		
	In 1888-1889.	Total to Date.	Not Enjo ned.	Stopped by Injunction.	Total.
		Feet.	Feet.	Feet.	Feet.
Dredging.....	970.00	.....	268.2	268.2
Cobble.....	800.00	.....	438.2	438.2
Rip-rap.....	790.00	.....	448.2	448.2
Pipe driven.....	968.00	.....	271.2	271.2
Binding frames.....	958.00	.....	281.2	281.2
Piles cut.....	960.00	.....	278.2	278.2
Longitudinal caps.....	831.4	.....	406.8	406.8
Cross caps.....	831.4	.....	406.8	406.8
Decking.....	797.27	.....	440.96	440.96
Base blocks.....	878.24	.....	359.96	359.96
"A B" course granite.....	795.24	.....	442.96	442.96
"E" course granite.....	787.53	.....	450.67	450.67
"F" course granite, extra.....	205.19	.....	.....	.....
Coping.....	205.19	248.46	404.97	653.43
Completed wall.....	533.47	248.46	456.27	704.73
Equivalent length of completed wall.....	915.00	7.00	316.00	323.2

Pier, new 54, N. R.

TEMPORARY PLANK APPROACH TO PIER.

June 11 and November 26, 1889.—The temporary plank approach to pier was repaired at various times, 4 piles were driven and rip-rap stone was deposited by Brown & Fleming to protect same.

Pier, new 55, N. R.

TEMPORARY PLANK APPROACH.

July 25 and October 26, 1889.—The temporary plank approach to pier was repaired at various times as required.

Construction under "New Plan."

Pier, new 56, N. R.

TEMPORARY PLANK APPROACH.

September 16 and November 16, 1889.—The temporary plank approach to pier was repaired at various times as required.

FILLING IN REAR OF WALL.

November 8 to November 12, 1889.—Earth-filling in rear of the bulkhead-wall was leveled.

Premises between Twenty-fourth and Twenty-fifth Streets, N. R.

Under Secretary's Order No. 9944.

March 24, 1890.—The premises between West Twenty-fourth and West Twenty-fifth streets were taken possession of, fence taken down and incumbrances removed by direction of the Board.

WEST TWENTY-THIRD STREET SECTION (NORTH END).

Under Unanimous Resolution of the Board, June 28, 1882.

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

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.		
	In 1888-1890.	Total to Date.	In Progress.	Stopped by Injunction.	Total.
		Feet.	Feet.	Feet.	Feet.
Dredging.....	615.42	.....	.....	.....
Cobble.....	435.00	.....	180.42	180.42
Rip-rap.....	420.00	.....	195.42	195.42
Piles driven.....	500.00	.....	115.42	115.42
Binding frames.....	490.00	.....	125.42	125.42
Piles cut.....	480.00	.....	135.42	135.42
Longitudinal caps.....	478.94	.....	136.48	136.48
Cross caps.....	472.39	.....	143.03	143.03
Decking.....	431.02	.....	184.40	184.40
Base blocks.....	471.80	.....	143.62	143.62
"A B" course granite.....	462.18	.....	153.24	153.24
"E" course granite.....	442.12	.....	173.30	173.30
Coping.....	312.36	120.00	432.36
Wall actually completed.....	121.53	312.36	181.53	493.89
Equivalent length of completed wall.....	492.00	6.00	117.42	123.42

Between West Twenty-eighth and Thirtieth Streets, N. R.

MAKING STREETS AND AVENUES.

Under Secretary's Order No. 9910.

March 5, 1890, to date.—Earth-filling is being placed along the southerly side of West Thirtieth street, east of Thirteenth avenue, for the purpose of making streets and avenues, by Robert Ray and John A. King, executors of Cornelius Ray, in accordance with resolution of the Board requiring the above-named grantees to do the work.

West Thirtieth Street Timber Basin.

September 7, 1889, to March 18, 1890.—Material in basin was rafted and cared for, and boom-logs were fastened around same.

Pier, new 60, at Foot of West Thirtieth Street, N. R.

TEMPORARY PLANK APPROACH.

Under Unanimous Resolution of Board, June 28, 1882.

August 1, 1889, to January 22, 1890.—The temporary plank approach to the above pier was repaired at various times, when necessary.

WEST THIRTY-FIRST STREET SECTION.

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

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

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	In 1889-1890.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	257.5	.....
Cobble.....	257.5	.....
Rip-rap.....	257.5	.....
Piles driven.....	257.5	.....
Binding frames.....	257.5	.....
Piles cut.....	257.5	.....
Longitudinal caps.....	257.5	.....
Cross caps.....	257.5	.....
Decking.....	257.5	.....
Base blocks.....	257.5	.....
"A B" course granite.....	257.5	.....
"C" course granite.....	257.5	.....
"D" course granite.....	257.5	.....
"E" course granite.....	257.5	.....
"F" course granite.....	257.5	.....
Coping.....	177.5
Wall actually completed.....	80.0	177.5
Equivalent length of completed wall, except coping.....	257.5	.....

FILLING IN REAR OF THE WALL.

October 22 to December 16, 1889.—730 loads of earth-filling on tickets and 1,928 loads without tickets from the Street Cleaning Department were received and placed in the rear of the bulkhead-wall. Total to date, 41,263 loads on tickets, 7,815 loads without tickets from the Street Cleaning Department, and 1,364 loads free; total, 50,442 loads.

RAISING SECTION OFFICE.

October 15 to October 28, 1889.—Section office was raised to the grade of the adjacent earth-filling.

Construction under "New Plan."

WEST THIRTY-SECOND STREET SECTION.
Under Unanimous Resolution of the Board, October 22, 1885.

Bulkhead-wall Proper.

MASONRY.

Pointing Granite.

May 6 to May 14, 1889.—Joints in granite were pointed by Masons.

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

In Linear Feet of Wall

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	In 1889-1890.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging	515.00	.....
Cobble	515.00	.....
Rip-rap	515.00	.....
Piles driven	516.00	.....
Binding frames	516.00	.....
Piles cut	516.00	.....
Longitudinal caps	516.00	.....
Cross caps	516.00	.....
Decking	516.00	.....
Base blocks	518.00	.....
"A B" course granite	516.40	.....
"C" course granite	515.60	.....
"D" course granite	453.80	61.20
"E" course granite	9.30	505.70
"F" course granite (extra)	9.30	505.70
Coping	335.00
Equivalent length of completed wall	476.80	38.70

Pier, new 63, at Foot of West Thirty-third Street, N. R.

DREDGING.

May 8 to May 26, 1889.—Mud was excavated and removed from the one-half slips adjoining pier by the Union Dredging Company, under Treasurer's Orders Nos. 13804 and 14499.

BUILDING PIER.

Under Contract No. 285.

May 1 to May 27, 1889.—The inner 100 feet of pier was built by Ronald Gillies, contractor, in accordance with plans and specifications, thus completing the entire pier. The work under the contract was begun December 19, 1888.

RAISING INNER END OF PIER.

Under Unanimous Resolution of Board, October 22, 1885.

The inner end of pier was raised and blocked up as required by the settlement of the new bulkhead-wall at this point. Begun September 23 and finished October 15, 1889.

FILLING IN REAR OF WALL.

May 1, 1889, to date.—13,190 loads of earth-filling on tickets, and 18,806 loads without tickets from the Street Cleaning Department, were received and placed in the rear of the bulkhead-wall. Total to date, 34,280 loads on tickets and 39,564 loads from the Street Cleaning Department; total, 73,844 loads.

Approach to Pier at West Thirty-third Street, N. R.

Under Resolution of Board, October 22, 1885.

Filling in rear of wall, making examination. Begun and finished September 5, 1889.

CRIB-WORK.

May 6 to August 17, 1889.—A crib was built and sunk at the north end of section to retain earth-filling in place, spruce piles were driven along north side of same and anchored back with wire rope, and 567 cubic yards of rip-rap stone were deposited in crib by J. A. Bouker and Brown & Fleming, under Treasurer's orders therefor.

West Thirty-third Street Section.

Under Unanimous Resolution of the Board, February 20, 1890.

BULKHEAD-WALL PROPER.

Dredging.

April 10 to April 28, 1890.—Mud was excavated and removed from line of bulkhead-wall by the Atlantic Dredging Company, under Contract No. 328.

Stone Filling.

April 30, 1890.—483 cubic yards of cobble stone were deposited on wall foundation by Brown & Fleming, under Contract No. 323.

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

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	In 1889-1890.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging	98.75	98.75	.....
* Cobble	14.2	14.2	84.55
Rip-rap .....	.....	.....	98.75
Piles driven .....	.....	.....	98.75
Binding frames .....	.....	.....	98.75
Piles cut .....	.....	.....	98.75
Longitudinal caps .....	.....	.....	98.75
Cross caps .....	.....	.....	98.75
Decking .....	.....	.....	98.75
Base blocks .....	.....	.....	98.75
"A B" course granite .....	.....	.....	98.75
"E" course granite .....	.....	.....	98.75
Coping .....	.....	.....	98.75
Wall actually completed .....	.....	.....	98.75
Equivalent length of completed wall	15.04	15.04	83.71

* Given in equivalent length of wall.

Construction under "New Plan."

Between West Thirty-seventh and Thirty-eighth Streets, N. R.

RETAINING STRUCTURES.

Under Secretary's Order No. 9741.

February 3, 1890, to date.—Retaining structures to retain earth-filling in place are being built by the Pennsylvania Railroad Company at the northerly and southerly ends of the new bulkhead-wall now under construction under permit of the Board.

Pier, new 75, at Foot of West Forty-fifth Street, N. R.

DREDGING.

April 10 to April 14, 1890.—Mud was excavated and removed from site of new pier by the Atlantic Dredging Company, under Contract No. 328.

BUILDING PIER.

Under Contract No. 327.

April 23, 1890, to date.—A new pier, about 500 feet long by 60 feet wide, is being built at the foot of West Forty-fifth street, North river, by John W. Flaherty, contractor.

WEST FIFTY-SECOND STREET SECTION, SOUTH END.

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

Bulkhead-wall Proper.

PUMPING MUD.

May 2 to July 18, 1889.—Mud, sand and gravel, which could not be picked up by the dredge, were removed from the rock bottom over the area of the new bulkhead-wall, where concrete in bags was to be placed, by an 8-inch suction pump operated on scows of the Chapman Derrick and Wrecking Company and the Baxter Wrecking Company, assisted by the Department Divers.

GIVING LINES AND LEVELS.

May 2 to August 22, 1889.—Lines and levels were given at various times during the progress of the work for guiding the Divers in their work under water.

STONE-FILLING.

June 21 to October 26, 1889.—2,472 cubic yards of rip-rap stone were received and deposited on wall foundation by Brown & Fleming and J. A. Bouker, under Treasurer's orders therefor.

September 17, 1889.—Granite chips were removed from Department scow and placed in rear of the bulkhead-wall as stone-filling.

MASONRY.

Placing Concrete in Bags.

May 4 to July 9, 1889.—511 batches of concrete were mixed and placed in bags and, with the aid of Divers, were placed on rock bottom to form a foundation for the concrete foundation blocks. Total to date, 1,996 batches in bags.

Placing Concrete in Mass.

May 11 to July 9, 1889.—23¾ batches of concrete in mass were mixed and placed on top of concrete in bags to bring the foundation to the proper grade for the concrete foundation blocks. Total batches to date, 149¾.

Concrete Blocks.

June 24 to June 26, 1889.—Holes were drilled in the concrete foundation blocks in which to place irons to hold mould boards used in placing the concrete backing.

June 26 to June 29, 1889, July 18 to July 26, 1889, and August 17 to August 23, 1889.—16 regular and 10 special concrete foundation blocks were loaded on scows at West Fifty-seventh Street Yard by the derrick "City of New York" and were set on the foundation prepared to receive them.

Chain Holes.

July 9 and August 21, 1889.—Chain holes in concrete foundation blocks were filled with concrete in bags.

Granite.

May 14 to May 18, 1889.—Joints in granite were pointed.

May 21 to October 15, 1889.—244 pieces of granite were set and backed up with 325½ batches of concrete.

Coping Stone.

June 17, 1889, to February 18, 1890.—34 pieces of coping were dressed and set on the "E" course of the bulkhead-wall.

Backing Log.

February 13 to February 28, 1890.—Holes were drilled in coping for ahlsstrom bolts for backing-logs.

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

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	In 1889-1890.	Total to date.	
	Feet.	Feet.	Feet.
Dredging .....	.....	404.66	.....
Cleaning rock bottom	36.46	411.46	.....
Rip-rap	284.05	404.05	.....
Concrete in bags	76.46	411.46	.....
Concrete in mass	78.32	404.46	.....
Base blocks	81.98	404.05	.....
"A B" course granite	217.41	404.05	.....
"C" course granite	218.59	404.05	.....
"D" course granite	222.75	404.05	.....
"E" course granite	226.78	404.05	.....
Coping	263.24	263.24	21.42
Wall actually completed	323.24	383.24	21.42
Equivalent length of completed wall	118.87	402.93	1.12

INSPECTION OF GRANITE.

May 17 to July 22, 1889.—Granite discharged from schooners, under Contracts Nos. 298 and 230, and agreement under same, was inspected.

SEWER THROUGH BULKHEAD-WALL.

October 21 to December 30, 1889.—An opening was drilled through the concrete backing of the bulkhead-wall with a steam drill, for the permanent sewer at the foot of West Fiftieth street, North river, after which the granite was cut to form sewer opening, and several batches of concrete were placed to back up same.

Pier, new 80, Foot of West Fiftieth Street, N. R.

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

TEST PILES.

October 4, 1889.—Test piles were driven on site of proposed new pier, to ascertain the nature of the bottom.

Construction under "New Plan."

BUILDING PIER.

Under Contract No. 314.

November 18, 1889, to date.—A new pier, about 500 feet long by 60 feet wide, is being built by Bartholomew S. Cronin, contractor, at the foot of West Fiftieth street, North river, and is nearly completed.

Platform South of West Fiftieth Street, N. R.

Under Secretary's Order No. 8853.

May 1 to August 28, 1889.—A platform on piles, south of West Fiftieth street, North river, was removed by Department labor, and the material was cared for by direction of the Board. Begun March 25, 1889.

Pier, new 81, N. R., at foot of West Fifty-first Street.

TEMPORARY PLANK APPROACH.

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

The temporary plank approach to pier was raised and repaired at various times, as required, between May 2 and November 29, 1889.

EARTH-FILLING IN REAR OF WALL.

Under Secretary's Order No. 9271.

August 13, 1889, to January 29, 1890.—Earth-filling was placed in rear of bulkhead-wall, from a point 83 feet southerly of the south line of West Fiftieth street, North river, to the southerly line of West Fifty-first street, North river, by George W. Plunkitt, under Treasurer's Order No. 13795.

September 6 to December 3, 1889.—A crib was built at the foot of West Fiftieth street, North river, and piles were driven at south side of same to retain earth-filling, and 296 cubic yards of rip-rap stone were deposited in same.

WEST FIFTY-SEVENTH STREET SECTION.

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

Bulkhead-wall Proper.

DREDGING.

June 17 to October 11, 1889.—Mud was excavated and removed from the line of the bulkhead-wall by the Union Dredging Company, under Treasurer's Orders Nos. 13671, 13853, 13892, 14132, 13740, 14187 and 14227.

STONE-FILLING.

May 1, 1889, to date.—16,976 cubic yards of rip-rap stone, and 12,277 cubic yards of small cobble stone, were deposited in line of the bulkhead-wall by Brown & Fleming and J. A. Bouker, under Treasurer's orders therefor.

July 22 to September 9, 1889.—Mud was washed from among foundation piles previous to placing stone-filling.

PILING AND WOODWORK.

Inspecting Piles.

June 22 and September 19 to December 31, 1889.—Piles delivered for section work were inspected.

Rafting Piles.

August 20, 1889.—Piles were rafted up in timber basin for section.

Vertical Piling.

May 2, 1889, to date.—1,625 vertical piles were driven, regulated and stay-lathed. Total to date, 2,183 vertical piles.

Bracing Piles.

May 7, 1889, to April 16, 1890.—279 bracing piles were driven and regulated. Total to date, 334 bracing piles.

Binding Frames.

May 3, 1889, to April 4, 1890.—22 binding frames were made and with the aid of Divers were sunk and keyed to place. Total to date, 28 binding frames.

Sawing off Piles.

May 16, 1889, to April 24, 1890.—The foundation piles on which to place the concrete foundation blocks were sawed off by the saw-cutting machine, also the platform piles on which the caps were to be placed were sawed off.

Rafting Pile Butts.

July 20, 1889, to March 15, 1890.—Pile butts sawed off were rafted at various times.

Cleaning Pile Bark from Foundation.

January 7 to 13, and March 12 to April 25, 1890.—Pile bark was cleaned from foundation.

Locating Foundation Piles.

May 22, 1889, to April 18, 1890.—Foundation piles on which concrete foundation blocks were to be placed were located by the Divers by means of screens.

Capping.

May 3, 1889, to date.—The bracing piles were sawed off by hand and were prepared to receive the longitudinal caps. 1,608 lineal feet of longitudinal capping and 174 transverse caps were placed and fastened with 1,224 2-inch and 385 3-inch treenails.

Decking.

July 10, 1889, and November 23, 1889, to March 11, 1890.—4,883 square feet of 4-inch decking were placed on the caps in the rear of the masonry of the bulkhead-wall.

MASONRY.

Concrete Blocks.

June 18 to July 11, August 7 to August 23, September 23 to October 29, November 11 to November 22, and December 19 to December 31, 1889, February 4 to February 16, and March 22 to April 4, 1890.—37 concrete foundation blocks were loaded on scows at West Fifty-seventh Street Yard by derrick "City of New York," mattresses were prepared for setting the concrete foundation blocks on and 37 concrete blocks were set in the wall by the derrick "City of New York," assisted by the Divers. Total to date, 43 concrete blocks.

September 23, 1889, to January 25, 1890.—Mud was pumped from wall foundation previous to setting concrete blocks.

Chain Holes.

June 26, 1889, to April 5, 1890.—Chain holes in the concrete foundation blocks were filled with concrete in bags.

Lines and Levels.

October 10, 1889, and March 4 to April 3, 1890.—Lines and levels were given at various times for the guidance of the work.

Granite.

July 8, 1889, to date.—499 pieces of granite were set and backed up with 1,301 batches of concrete.

Coping.

August 12, 1889, to April 14, 1890.—The bottom beds of 16 pieces of coping were dressed and 16 pieces were set on the "E" course of the bulkhead-wall.

Construction under "New Plan."

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.
	In 1889-1890.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	492.50	762.50	.....
*Cobble.....	435.00	550.00	212.50
*Rip-rap.....	479.00	550.00	212.50
Piles driven.....	503.29	691.29	71.21
Binding frames.....	477.79	665.79	96.71
Piles cut.....	578.00	660.00	102.50
Longitudinal caps.....	509.79	580.79	181.71
Cross caps.....	513.79	556.79	205.71
Decking.....	406.95	406.95	335.55
Base blocks.....	483.99	556.42	206.08
"A B" course granite.....	469.00	469.00	293.50
"C" course granite.....	448.26	448.26	314.24
"D" course granite.....	444.35	444.35	318.15
"E" course granite.....	434.45	434.45	328.05
Coping.....	230.73	230.73	401.77
Wall actually completed.....	300.73	300.73	461.77
Equivalent length of completed wall.....	455.48	543.94	218.56

* Given in equivalent length of wall.

Pier, new 86, Foot of West Fifty-sixth Street, N. R.

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

TEST PILES.

October 1, 1889.—Test piles were driven on site of proposed new pier to ascertain the nature of the bottom.

DREDGING.

November 8 to November 12, 1889.—Mud was excavated and removed from the site of proposed new pier, under Treasurer's Order No. 14149, by the Union Dredging Company.

BUILDING PIER.

Pile-driving, Stay-lathing, etc.

November 21, 1889, to date.—Piles were driven, regulated, stay-lathed and sawed off, and horizontal braces were placed in position and fastened.

Timber Work.

November 21, 1889, to date.—Caps, rangers, chocks for mooring posts, horizontal sheathing and decking were placed in position and fastened.

Armature Plates.

March 17 to March 19, 1890.—Armature plates for double rows of pier were weighed.

SEWER.

March 20 to March 28, 1890.—Mould boards were placed for sewer under pier.

Pier, new 87, Foot of West Fifty-seventh Street, N. R.

Under Unanimous Resolution of the Board, February 6, 1889.

DREDGING.

May 1 to May 9, 1889.—Mud was excavated and removed from the site of the proposed new pier, under Treasurer's Orders Nos. 13740 and 13762, by the Union Dredging Company.

November 12 to December 2, 1889.—Mud was excavated and removed from the half slips adjoining pier by the Union Dredging Company under Treasurer's Orders Nos. 13762, 14268 and 14340.

BUILDING PIER.

Pile-driving, Stay-lathing, etc.

May 13, 1889, to date.—Vertical and bracing piles were driven, regulated, stay-lathed and sawed off, and horizontal and "A" braces were placed in position and fastened.

Timber Work.

May 2, 1889, to date.—Creosoted yellow pine timber delivered on the work, under Treasurer's Order No. 13649, was inspected and rafted.

Caps, rangers, chocks for mooring posts, horizontal and vertical chocks, decking and sheathing were placed in position on pier and fastened.

Armature Plates.

August 16 to October 31, 1889.—Armature plates, furnished under Treasurer's Order No. 13761, were placed in position on double rows of pier and fastened.

Mooring Posts.

November 11 to December 21, 1889, and February 26 to March 4, 1890.—Mooring posts furnished under Treasurer's Order No. 13783 were placed in position and fastened.

Oak Fender Piles.

November 6 to November 14, 1889.—14 white oak fender piles, furnished under Treasurer's Order No. 14105, were driven at ends of double rows of pier and fastened in place.

Oak Fenders.

November 6 to November 29, 1889, and March 10, 1890.—Oak fenders were placed in position on single rows of pier and fastened.

Cluster Piling.

August 14, 1889, to March 21, 1890.—3 clusters of piles were driven for mooring purposes.

REMOVING OLD WORK.

February 1 to March 21, 1890.—Horizontal fenders were removed from old Pier at foot of West Fifty-seventh street, North river, and fender piles were pulled and material rafted.

FILLING IN REAR OF WALL.

September 2, 1889, to date.—37,967 loads of earth-filling on tickets were received and placed in rear of the bulkhead-wall. Total to date, 37,967 loads.

May 6 to August 26, 1889.—Crib was built at the north end of section to retain earth-filling in place and 1,850 cubic yards of rip-rap were deposited in same by J. A. Bouker and Brown & Fleming, under Bouker.

Maintenance of Department Yard at West Fifty-seventh Street, N. R.

Under Resolution of the Board, November 21, 1883.

The spring piles on the outer southerly corner of pier were refastened. Begun and finished August 2, 1889.

Construction under "New Plan."

Under Resolution of the Board, April 25, 1889.

Rafting rejected timber (yellow pine) from J. W. Duryee, for sewer at East One Hundred and Tenth street, Harlem river (Treasurer's Order No. 13960). Begun July 26 and finished August 5, 1889.

Under Contract No. 297.

Receiving and inspection of yellow pine timber from J. W. Duryee, under Contract No. 297, which was begun March 22, 1889, was finished November 2, 1889.

Removal of West Fifty-seventh Street Timber Basin, N. R.

Under Resolution of the Board, February 6, 1889.

Building float stages with second-hand material, driving piles and fastening floats to same, moving timbers and materials from the old to the new basin. Begun October 26, 1889, and finished February 1, 1890.

Dumping-board on the South Side of West Fifty-eighth Street, N. R.

Under Secretary's Order No. 9384.

August 20 to August 22, 1889.—The dumping-board along the southerly side of West Fifty-eighth street, North river, was removed by force of the Department by direction of the Board.

EAST RIVER.

Pier 6, E. R.

REMOVAL OF OBSTRUCTIONS.

Under Resolution of Board, December 20, 1888.

Removal of obstructions from the river bottom and around the sides of the pier. Begun July 22 and finished July 25, 1889.

Under Engineer's Order.

August 6 to August 8, 1889.—Old timber obstructions removed from Pier 6, East river, were taken to West Thirtieth Street (North river) Basin.

Pier, new 6, E. R.

Under Contract No. 293.

The work of removing old pier, known as Pier 7, East river, and preparing for and building a new wooden pier and approach on site of old pier, to be known as Pier, new 6, East river, was done by John W. Flaherty, contractor. Begun February 11, 1889, and finished August 20, 1889.

Pier 8, E. R.

Secretary's Order No. 9003.

The pier and shed on same were widened and rebuilt in accordance with plans and specifications and resolution of Board, March 7, 1889, by the New York, Lake Erie and Western Railroad Company.

Pier, new 36, E. R.

Under Secretary's Order No. 9306.

September 27, 1889, to date.—Additional piles were driven in the pier, and a new iron shed is being built by the New England Terminal Company, in accordance with resolution of the Board, August 1, 1889.

Pier 61, E. R.

BUILDING NEW PIER AND APPROACH.

Under Contract No. 301.

The work of removing the existing pier, known as Pier 61, north of Rivington street, East river, and preparing for and building a new wooden pier and approach on site of said pier, about 366 feet 6 inches in length and 60 feet in width, was done by John Gillies, contractor. Begun May 2, 1889, and finished November 22, 1889.

July 18, 1889.—81 pile butts were rafted up at West Fifty-seventh Street Section and transferred to Pier 61 for use in construction of new crib-bulkhead.

PLACING RIP-RAP STONE.

Under Secretary's Order No. 9678.

December 29, 1889, to January 10, 1890.—437 cubic yards of rip-rap stone were deposited over the area scoured by the river current at the outer end of the pier, by Brown & Fleming, under Treasurer's Order No. 14337.

EAST TWENTY-FOURTH STREET SECTION.

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

Bulkhead wall Proper.

DREDGING.

March 7 to March 16, 1890.—7,856 cubic yards of mud were excavated and removed from site of bulkhead-wall by the Union Dredging Company, under Treasurer's orders.

April 30, 1890.—428 cubic yards of mud were excavated and removed from site of bulkhead-wall by the Atlantic Dredging Company, under Contract No. 331.

PILING AND WOODWORK.

Vertical Piling.

April 14 to April 16, 1890.—Sights were made preparatory to placing, to take sight from to drive piles.

REMOVING OLD WORK.

February 15 to March 5 and April 5 to April 9, 1890.—A portion of the old Pier at the foot of East Twenty-fourth street was removed to make way to build the new bulkhead-wall at this point.

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

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	In 1889 and 1890.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging done	150.00	150.00	158.42
Equivalent length of completed wall.....	7.53	7.53	300.89

Pier at East Twenty-fourth Street, E. R.

Under Resolution of the Board, April 25, 1889.

Temporary repairs were made to the inner end of pier with second-hand material. Begun November 14 and finished November 20, 1889.

BELLEVUE SECTION.

Under Unanimous Resolution of Board, April 25, 1889.

Bulkhead-wall Proper.

DREDGING.

September 24 to October 17, and November 9 to December 22, 1889.—11,468 cubic yards of mud, 4,277 cubic yards of sand and 1,655 cubic yards of crib-work were excavated and removed from site of the bulkhead-wall by the Union Dredging Company, under Treasurer's orders.

STONE-FILLING.

October 31 to December 10, 1889.—1,187 cubic yards of cobble stone were delivered and placed on wall foundation by Brown & Fleming and John A. Bouker, under Treasurer's orders.

Construction under "New Plan."

PILING AND WOODWORK.

August 13, 1889.—Two float stages were built of old material at West Washington Market Section.

Vertical Piling.

January 2 to April 30, 1890.—588 vertical piles were driven, regulated and stay-lathed, and 3 broken in driving. Total to date, 588 driven and 3 broken.

Bracing Piling.

February 20 to 28, 1890.—60 bracing piles were driven and regulated. Total to date, 60 driven.

Binding Frames.

January 23 to 30, 1890.—Timber was rafted at West Fifty-seventh Street Basin for binding frames.

January 31 to April 30, 1890.—6 binding frames were made and with aid of Divers were sunk and keyed to place; prior to placing the mud was washed from among the piles with a water jet operated by a pump on pile-driver No. 5, assisted by the Divers.

Sawing off Piles.

February 19 to 28 and March 1 to 7, 1890.—93 foundation piles for the concrete blocks and 161 platform piles were sawed off by the saw-cutting machine, and the butts rafted up.

Capping.

February 4 to 6, 1890.—Old square timber was rafted up at the Thirtieth Street Timber Basin, on the North river, and towed to this section, out of which float stages were made and chock pieces to place underneath ends of transverse caps on the foundation blocks.

March 17 to April 18, 1890.—Bracing piles were sawed off by hand and were prepared to receive the longitudinal capping, and 126 lineal feet of longitudinal capping was placed.

Locating Foundation Piles.

March 29 to April 7, 1890.—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.

April 21 to April 25, 1890.—4 standard and 1 special angle block 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 placing the blocks on, and 4 standard and 1 special angle block were set in wall by the derrick "City of New York," assisted by the Divers.

Chain Holes.

April 5, 1890.—The chain holes between the concrete blocks were filled with concrete in bags.

BULKHEAD AT NORTH END OF SECTION.

April 26 to April 29, 1890.—19 new piles (broke 1) and 4 second-hand piles were driven in a close row on the north line of East Twenty-eighth street, at north end of section, to protect the work at this point.

REMOVING OLD WORK.

September 12 to September 25, 1889.—Old pier in line of the bulkhead-wall at the foot of East Twenty-eighth street was removed to make way for the dredging.

February 11 to February 12, 1890.—A portion of the old Pier at the foot of East Twenty-eighth street was removed to make way to drive the bracing piles.

March 8 to March 13, 1890.—Old piles were pulled up and old platform removed adjacent to Bellevue Hospital to make way for the building of the new bulkhead-wall at this point for a timber basin.

SECTION OFFICE.

October 4, 1889.—Small office for use on section was transferred from the West Fifty-seventh Street Yard and placed on inner end of old Pier at the foot of East Twenty-eighth street.

RECEIVING AND INSPECTING TIMBER.

Under Contract No. 302.

September 9 to September 12, 1889.—Timber for use at this section was received and inspected at the foot of East Thirty-fifth street, East river.

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.
	In 1889 and 1890.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	330.00	330.00	213.81
Cobble.....	330.00	330.00	213.81
Rip-rap.....	.....	.....	543.81
Piles driven.....	195.00	195.00	348.81
Binding frames.....	168.00	168.00	375.81
Piles cut.....	168.00	168.00	375.81
Longitudinal caps.....	42.00	42.00	501.81
Cross caps.....	15.00	15.00	528.81
Decking.....	.....	.....	543.81
Base blocks.....	58.90	58.90	484.91
"A B" course granite.....	.....	.....	543.81
"C" course granite.....	.....	.....	543.81
"D" course granite.....	.....	.....	543.81
"E" course granite.....	.....	.....	543.81
Wall actually completed.....	.....	.....	543.81
Equivalent length of completed wall.....	95.11	95.11	448.70

Pier Foot of East Twenty-eighth Street.

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

DREDGING.

September 17 to 24, 1889, and March 17, 1890.—8,753 cubic yards of mud, and 1,082 cubic yards of crib-work were excavated and removed from site of new pier by the Union Dredging Company, under Treasurer's orders.

April 4 to April 13, 1890.—1,023 cubic yards of crib-work were removed by W. M. Tebo, under Contract No. 321.

REMOVING OLD AND BUILDING NEW PIER.

Under Contract No. 312.

September 26 to November 1, 1889.—All that part of the old Pier at the foot of East Twenty-eighth street, East river, which lies easterly of the established bulkhead-line was removed by Barth. S. Cronin, contractor, to make room for the new pier, and the old material was taken from the premises by the contractor.

September 30, 1889, to April 30, 1890.—The work of building the new pier at the foot of East Twenty-eighth street, East river, was begun September 30, 1889, by Barth. S. Cronin, contractor, is now in progress, and all except the inner 100 feet in length of the pier was completed April 26, 1890, with a sewer box built underneath, which is to connect with the sewer through the new bulkhead-wall when built at this point.

At Foot of East Thirty-fifth Street, E. R.

Under Contract No. 297.

Inspection of yellow pine timber at yards of J. W. Duryee, foot of East Thirty-fifth street, under Contract No. 297. Begun October 8 and finished November 2, 1889.

Construction under "New Plan."

EAST NINETY-FOURTH STREET SECTION.

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

Bulkhead-wall Proper.

DREDGING.

August 5 to 10 and November 5 to 9, 1889.—10,279 cubic yards of mud were excavated and removed from site of bulkhead-wall by the Union Dredging Company, under Treasurer's orders.

STONE-FILLING.

August 9, 1889.—Stone-filling was inspected by Department labor.

August 10 to 31, October 15 and 16, November 7 to 15, 1889, and February 1 to April 30, 1890.—3,310 cubic yards of cobble and 3,280 cubic yards of rip-rap stone were delivered and placed on wall foundation by John A. Bouker and Brown & Fleming, under Treasurer's orders. At various times during the progress of the work, the cobble stone was leveled off over the concrete block area by the Divers.

October 29 to 31 and November 7, 1889.—The north end of section was bulkheaded up by the Divers to retain the cobble-filling in place.

PILING AND WOODWORK.

August 13, 1889.—Two float stages were built of old material at West Washington Market Section.

VERTICAL PILING.

September 4, 1889, to January 6, 1890.—505 vertical piles were driven, regulated and stay-lathed, and 1 pile broken in driving. Total to date, 505 driven and 1 broken.

February 28, 1890.—One row of piles was stay-lathed.

BRACING PILING.

October 15, 1889, to January 10, 1890.—78 bracing piles were driven and regulated and 1 broken in driving. Total to date, 78 driven and 1 broken.

BINDING FRAMES.

September 25, 1889, to March 25, 1890.—7 binding frames were made and, with aid of Divers, were sunk and keyed to place. Total to date, 7 frames in place.

SAWING OFF PILES.

October 18 to 23, November 6, and November 14 to 21, 1889, and January 28 to 31, 1890.—146 foundation piles for the concrete blocks and 126 platform piles, were sawed off by the sawing machine, balance were cut off by hand.

INSPECTING PILES.

April 12 to April 14, 1890.—Piles were inspected for this section under Contract No. 322.

CAPPING.

October 23 to 31, 1889, and February 1 to April 1, 1890.—Bracing piles were sawed off by hand and were prepared to receive the longitudinal capping; 458 lineal feet of longitudinal capping and 54 transverse caps were placed.

March 18 to March 19, 1890.—Timber was rafted for this section at West Fifty-seventh Street Basin.

DECKING.

January 29 and February 6 to March 22, 1890.—957 square feet of 4-inch deck planking were placed on the caps in rear of wall.

LOCATING FOUNDATION PILES.

November 3 to 7 and December 3 to 6, 1889, and March 1 to 5, 1890.—The foundation piles on which the concrete foundation blocks were to be placed, were located by the Divers by means of wire screens.

PILE BUTTS.

November 4 and 14 to 21, 1889, and January 27 and February 1, 1890.—The pile butts from the work were rafted up and placed in a temporary basin.

MOORING PILES.

August 28 to August 30, 1889.—8 mooring piles were driven in clusters to fasten the floating property to.

RAFTING TIMBER.

September 5, 1889.—8 inches by 8 inches by 24 feet oak timber, delivered on the work, was taken care of.

MASONRY.

Concrete Blocks.

November 5 to December 3, 1889, January 7 to 15, 1890, and March 7 to 14, 1890.—Cement, sand and broken stone were loaded on scows at the East Seventeenth Street Yard, and 12 concrete foundation blocks were loaded by the derrick "City of New York" on scows, for use at this section. Mattresses were prepared for placing the concrete foundation blocks on, and 11 standard and 1 special angle block were set in the wall by the derrick "City of New York," assisted by the Divers.

Chain Holes.

December 4, 1889, January 16, 1890, and March 13, 1890.—The chain holes between the concrete blocks were filled with concrete in bags.

Granite.

March 27 to April 30, 1890.—84 pieces of granite were set, and backed up with 218 batches of concrete; cement, sand and broken stone were loaded on scows at East Seventeenth Street Yard, as required for use in setting and backing up the granite.

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.
	1889 and 1890.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging	180.00	180.00	193.08
Cobble.....	180.00	180.00	193.08
Rip-rap.....	82.00	82.00	291.08
Piles driven.....	159.5	159.5	213.58
Binding frame.....	159.00	159.00	214.08
Piles cut.....	159.00	159.00	214.08
Longitudinal caps.....	150.00	150.00	223.08
Cross caps.....	147.87	147.87	225.21
Decking.....	78.00	78.00	295.08
Base blocks.....	146.4	146.4	226.68
"A B" course granite.....	93.5	93.5	279.58
"C" course granite.....	78.8	78.8	294.28
"D" course granite.....	74.8	74.8	298.28
"E" course granite.....	64.4	64.4	308.68
Wall actually completed.....	55.00	55.00	318.08
Equivalent length of completed wall.....	114.14	114.14	258.94

Construction under "New Plan."

BREAKING UP OLD WRECKED BOATS.

August 27 and 28, 1889.—2 old wrecked canal boats lying in rear of the bulkhead-wall were broken up.

REPAIRING LAST ROW OF PILES.

Under Secretary's Order No. 9887.

March 7, 1890.—The last row of piles at the south end of the section was repaired to conform to the regular system of bulkhead-wall work; same having been disturbed by the tug "John Fuller," while docking the schooner "V. Raven" at this point.

PERMANENT SEWER.

March 11, 1890.—The caps on wall foundation were cut to grade for the sewer invert to connect with the new bulkhead-wall.

March 29 to March 31, 1890.—Templets were placed and 7 batches of concrete were placed in the sewer invert to connect with the bulkhead-wall.

April 22 to May 1, 1890.—The brick sewer to connect with the sewer to be built by the Department of Public Works in the rear of the new bulkhead-wall is being built up.

East Ninety-fourth and Ninety-fifth Streets.

FILLING IN OVER FLATS.

Under Secretary's Order No. 9324.

August 9, 1889, to March 19, 1890.—15,004 loads of earth-filling on tickets were received and placed over the flats between East Ninety-fourth and Ninety-fifth streets, East river, in rear of the bulkhead-wall.

New Pier Foot of East Ninety-fifth Street.

Under Unanimous Resolution of Board, October 31, 1889.

TEST PILING.

April 2 to 3 and 25 and 26, 1890.—Test piles were driven at various points over the new pier area to ascertain the nature of the river bottom.

EAST NINETY-SIXTH STREET SECTION.

Under Unanimous Resolution of Board, October 31, 1889.

General Charge.

TAKING BORINGS.

January 4 to January 9, 1890.—Borings were made in line of proposed bulkhead-wall, to ascertain the nature of the river bottom.

TEST PILING.

January 13 and January 14, 1890.—4 test piles were driven to ascertain the nature of river bottom in line of proposed bulkhead-wall, two of the piles were broken off in pulling with the pile driver, and one by the derrick "City of New York."

EAST ONE HUNDRED AND TENTH STREET SECTION.

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

Bulkhead-wall Proper.

DREDGING.

June 14 to July 4 and August 15 to October 6, 1889, and April 4 to 13, 1890.—27,587 cubic yards of mud, 14,010 cubic yards of sand, 51 old piles and 1 old wreck, were excavated and removed from site of the bulkhead-wall by the Union Dredging Company, under Treasurer's orders.

STONE-FILLING.

July 9 to 14, August 27 to September 18, and October 10 and 11, 1889, January 6 to 8, February 4 to 6, and March 18 to 27, 1890.—2,446 cubic yards of cobble stone and 401 cubic yards of rip-rap stone were delivered and placed on wall foundation by Brown & Fleming and John A. Bouker, under Treasurer's orders. Total to date, 2,446 cubic yards of cobble and 401 cubic yards of rip-rap stone have been delivered and placed.

January 27 to 31, February 4 to 6, March 1 and March 18 to 23, 1890.—The north and south ends of section were bulkheaded up with 4-inch plank by the Divers, transversely of the wall and below mean low water, to retain the cobble-filling in place; also the cobble stone was leveled off by the Divers over the concrete block area, prior to setting the concrete foundation block.

PILING AND WOODWORK.

Vertical Piling.

July 16, 1889, to May 1, 1890.—1,115 vertical piles were driven, regulated and stay-lathed, and 19 broken in driving. Total to date, 1,115 driven and 19 broken.

Bracing Piling.

October 11 to December 4, 1889, and April 15 to April 29, 1890.—124 bracing piles were driven and regulated, and 2 broken in driving. Total to date, 124 driven and 2 broken.

Binding Frames.

August 8, 1889, to May 1, 1890.—12 binding frames were made and with aid of Divers were sunk and keyed to place; prior to placing the mud was washed from the area with a water jet operated with steam from pile-driver No. 5, and with a wrecking pump operated with steam from the 12-ton derrick, assisted by the Divers. Total frames in place, 12.

Sawing off Piles.

October 30 and 31, November 22 to 29, December 23 to 28, 1889, and April 9, 1890.—220 foundation piles for the concrete blocks, and 302 platform piles were sawed off with the saw-cutting machine, and the two rear rows were cut off by hand.

Capping.

November 4, 1889, to April 12, 1890.—Bracing piles were sawed off by hand and were prepared to receive the longitudinal capping; 545 lineal feet of longitudinal capping and 60 transverse caps were placed; chocks were made and placed under ends of caps resting on the concrete foundation blocks; also dove-tail pieces were placed on the transverse caps.

Decking.

April 12 to April 24, 1890.—275 square feet of 4-inch deck-planking were placed on the caps in rear of wall.

Locating Foundation Piles.

December 20 to 28, 1889, and February 6 to March 15, 1890.—The foundation piles on which the concrete blocks were to be placed were located by the Divers by means of wire screens.

Inspecting Timber.

July 23 to 25, August 5, and September 5, 1889.—Timber delivered on the work, under Contract No. 302, was inspected and rafted up.

Pile Butts.

October 31, November 1 to 6, and December 14 to 16, 1889.—The pile butts from the work were rafted up.

MASONRY.

Concrete Blocks.

January 2 to 7, and February 19 to March 26, 1890.—Cement, sand and broken stone were loaded on scows at the East Seventeenth Street Yard, and 16 standard and 1 special angle block were loaded by the derrick "City of New York," on scows for use at this section. Mattresses were prepared for setting the concrete foundation blocks on, and 16 standard and 1 special angle block were placed by the derrick "City of New York," assisted by the Divers. Prior to setting the blocks mud was washed from the area by a wrecking pump operated from the 12-ton derrick, assisted by the Divers.

Chain Holes.

January 17, March 7, 8 and 17, 1890.—The chain holes, between the concrete blocks, were filled with concrete in bags.

Construction under "New Plan."

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.
	In 1889-1890.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	560	560	295.86
*Cobble.....	395	395	460.86
*Rip-rap.....	80	80	773.86
Piles driven.....	343	343	512.86
Binding frames.....	279	279	576.86
Piles cut.....	279	279	576.86
Longitudinal caps.....	207	207	648.86
Cross caps.....	182	182	673.86
Decking.....	.....	.....	855.86
Base blocks.....	202.97	202.97	652.89
"A B" course granite.....	4.0	4.0	851.86
"C" course granite.....	.....	.....	855.86
"D" course granite.....	.....	.....	855.86
"E" course granite.....	.....	.....	855.86
Wall actually completed.....	.....	.....	855.86
Equivalent length of completed wall.....	210.26	210.26	645.60

PERMANENT SEWER EXTENSION.

July 22, 1889, to January 14, 1890.—4 old piles were pulled up, 47 new and 4 second-hand piles were driven for the sewer extension, same sawed off to grade with the saw-cutting machine to receive the grillage. A grillage was built and placed, on which to build the sewer extension to connect the permanent sewer with the new bulkhead-wall at the foot of East One Hundred and Tenth street.

February 11 to February 21, 1890.—The grillage was repaired, having broken loose from its position. A standard block, No. 16, was placed on grillage to sink it to place by the derrick "City of New York."

March 3, 1890.—The block was shifted, to have a more equal bearing on the grillage, by the derrick "City of New York."

April 5, 1890.—Centres were placed for constructing the concrete invert for the sewer extension to the permanent sewer at the foot of East One Hundred and Tenth street, East river.

PLACING FENCE.

July 16 to July 21, 1889.—A fence was placed at the foot of East One Hundred and Tenth street to keep people from trespassing on the work (second-hand material used).

January 24, 1890.—A fence was placed at the foot of One Hundred and Seventh street to guard a dangerous hole, which was caused by the dredging.

Under Secretary's Order No. 9572.

October 2 to October 3, 1889.—A dangerous hole was fenced in at the foot of East One hundred and Seventh street.

SECTION OFFICE.

July 17 to July 31, 1889.—Office was placed on scow at the West Washington Market Section; transferred to this section; placed on the bulkhead and repaired. The area was graded up with earth-filling prior to placing same.

August 1 to August 9, 1889.—Rough stone were placed about the office to keep the earth-filling from washing away from it.

REMOVING OLD WORK.

October 22 to October 24, 1889.—Old bulkhead was removed to make way to drive piles for the new bulkhead-wall.

MOORING PILES.

October 5 and October 6, 1889.—1 new and 4 old mooring piles were pulled up to make way to drive the bracing piles. The new pile was broken in pulling up.

BREAKING UP OLD WRECKED BOATS.

August 29 and 31, 1889, and February 10 to 15, 1890.—Old wrecked canal boats in rear of wall were broken up, to make way for pile driver to float in order to continue the work of constructing the new bulkhead-wall.

TEMPORARY TIMBER BASIN.

April 11, 1890.—12 second-hand piles were driven between East One Hundred and Seventh and East One Hundred and Ninth streets, to form a basin to keep timber in.

TEMPORARY STORE HOUSE.

October 2 and October 3, 1889.—A small temporary store house was put up to store kerosene, lard and cylinder oil in for use on the various sections on the East river.

REMOVAL OF OLD BULKHEAD PLATFORM AND BUILDINGS FROM BETWEEN PIERS, OLD 23 AND 24, N. R.

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

August 20 and August 21, 1889.—Old boards were transferred from scow to a raft of timber at this section (same came from the West Washington Market Section).

EXAMINATION OF RIVER BOTTOM.

Under Secretary's Order No. 8871.

June 14 to June 29, 1889.—28 borings were taken for an examination of the river bottom.

Between East One Hundred and Ninth and East One Hundred and Tenth streets, H. R.

Secretary's Order No. 9148.—4 piles were pulled. Begun and finished June 28, 1889.

Pier at East One Hundred and Tenth Street, H. R.

Resolution of the Board, April 25, 1889.—Removal of the old dump therefrom. Begun May 31 and finished June 8, 1889.

Watching materials thereat and caring for same. Begun June 8 and finished July 15, 1889.

EAST ONE HUNDRED AND TWENTY-FIFTH STREET SECTION.

Under Unanimous Resolution of the Board, March 28 and April 25, 1889.

Bulkhead-wall Proper.

DREDGING.

July 9, October 7 to 11, and November 1, 1889.—3,177 cubic yards of mud and 224 cubic yards of sand were excavated and removed from site of bulkhead-wall.

PUMPING MUD.

October 12, 1889, to March 17, 1890.—Mud, sand and gravel were pumped from rock bottom in line of wall with a wrecking pump operated from Baxter Wrecking Company's floating derrick, and Department's 12-ton derrick, assisted by the Divers.

DRILLING HOLES IN BED ROCK.

January 6 to February 17, 1890.—Holes were drilled in rock on river bottom, with a drilling machine, operated with steam supplied from the 12-ton derrick, assisted by the Divers, prior to blasting same to get the proper grade to receive the concrete blocks.

Construction under "New Plan."

BLASTING BED ROCK.

January 22 to March 17, 1890.—Holes drilled in bed rock on river bottom were charged with explosives by the Divers, and blasted to form a proper grade for the foundation, and with aid of the 12-ton derrick the debris was removed and deposited in rear of wall.

MASONRY.

Concrete in Mass.

December 24 to December 30, 1889.—32 batches of concrete in mass were placed on rock bottom to form a foundation for the concrete blocks.

Concrete in Bags.

April 26 to April 30, 1890.—Cement, sand and broken stone were loaded on scows at the East Seventeenth Street Yard for use at this section. 13 batches of concrete were mixed and placed in bags, and, with aid of 12-ton derrick, were lowered to the Divers to level up the foundation on rock bottom in line of wall to receive the concrete blocks.

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.
	In 1889-1890.	Total to Date.	
	Feet.	Feet.	Feet.
Cleaning rock bottom.....	267.0	267.0	100.27
Concrete in bags.....	48.0	48.0	181.40
Concrete in mass.....	55.0	55.0	85.50
Base blocks.....	12.05	12.05	355.22
"A B" course granite.....	.....	.....	367.27
"C" course granite.....	.....	.....	367.27
"D" course granite.....	.....	.....	367.27
"E" course granite.....	.....	.....	367.27
Coping.....	.....	.....	367.27
Wall actually completed.....	.....	.....	367.27
Equivalent length of completed wall.....	46.37	46.37	320.90

PLATFORM.

March 22 to March 25, 1890.—A platform was put up for use of surveying party to place instruments when giving lines, levels and grades on the work as it progresses.

General Charges.

TAKING BORINGS.

October 16, 1889.—Borings were taken with the Baxter Wrecking Company's derrick, assisted by the Divers.

TEST PILING.

October 17 to October 24, 1889.—Test piles were driven to ascertain the nature of foundation in line of wall.

TAPPING WATER MAIN.

October 14 and October 15, 1889.—A hole was dug down to the water main, near the foot of East One Hundred and Twenty-fifth street, for the purpose of tapping same to supply the section with water.

SECTION OFFICE.

October 16 and October 17, 1889.—Office was transferred from scow and located on the bulkhead for use at this section.

BUILDING FENCE.

October 30 to November 9, 1889.—A fence was put up at the foot of East One Hundred and Twenty-fifth Street Section, to inclose section yard where the explosives are, and to keep people from trespassing.

DRILLING HOLES IN AND BLASTING BED ROCK.

March 17 to April 17, 1890.—Holes were drilled in bed rock on river bottom in slip north of the bulkhead-wall line, with a drilling machine supplied with steam from the 12-ton derrick; same were charged with explosives and blasted by the Divers, to get the required depth of water. The debris was removed by the 12-ton derrick, assisted by the Divers.

TESTING WALL FOUNDATION.

April 15 to April 18, 1890.—3 special concrete blocks were loaded on scows at the East Seventeenth Street Yard, by the derrick "City of New York," and same placed on wall foundation to ascertain if any settlement takes place prior to setting blocks permanently in the wall.

Pier, On: Hundred and Twenty-fifth Street, H. R.

Removal of old work.—Tearing up the pier. Begun July 26 and finished August 5, 1889. Building a float for the rock drill with second-hand material and 2,333 feet, B.M., of new 3-inch spruce. Begun September 29 and finished October 5, 1889.

Foot of East One Hundred and Twenty-fifth Street, H. R.

Engineer's Order.

Examination of river bottom.—63 borings were taken. Begun July 1 and finished July 13, 1889.

Miscellaneous Work of Construction under "New Plan" Done by the Force of the Department.

INVENTORY.

May 2, 1889, to March 11, 1890.—Inventories were taken of the material and tools of the Department at various times during above dates.

MATERIAL FOR AUCTION.

August 27 to August 28, 1889.—Old material at West Washington Market was arranged for sale at auction.

Construction not under "New Plan."

WORK OF CONSTRUCTION NOT UNDER "NEW PLAN."

NORTH RIVER.

Pier 11, N. R.

Under Secretary's Order No. 9876.

February 25, 1890, to date.—The pier is being lengthened by a suitable structure on piles and crib, 78 feet by 41 feet wide, by the lessees under permit of the Board.

Bulkhead between Piers 20 and 21, N. R.

PAVING.

December 13, 1889, to date.—A space between roadways, leading to piers, was partly paved by the lessees of piers under permit of the Board. Work suspended.

West Seventy-third to West Seventy-fifth Street, N. R.

Engineer's Order.—Driving of guide piles and taking borings. 5 piles were driven and 29 borings were taken. Begun July 20 and finished August 1, 1889.

Engineer's Order.—Driving of test piles. 12 test piles were driven. 10 piles were pulled. Begun August 9 and finished August 13, 1889.

Construction not under "New Plan."

Dump, West Seventy-fifth to West Seventy-seventh Street, N. R.

Under Engineer's Order.

Filling in with earth.—9,986 truck loads and 821 cart loads of earth were received. Finished May 31, 1889.

Under Resolution of Board May 31, 1889.

Secretary's Order No. 9108.—Filling in with earth. Received 30,090 truck loads and 1,252 cart loads of earth. Begun June 1, 1889, and finished January 7, 1890.

Crib-bulkhead, West Seventy-fifth to West Seventy-seventh Street, N. R.

Under Engineer's Order.

32 yellow pine piles were driven in front of the bulkhead, and were fastened and secured with 755 pounds of iron chain. Begun May 22 and finished May 25, 1889.

Crib-bulkhead between West Seventy-sixth and Eightieth Streets, N. R.

Under Contract No. 315.

Preparing for and laying pavement along the crib-bulkhead between West Seventy-sixth and West Eightieth streets, on the North river. Begun November 18 and finished December 20, 1889.

Supervising Newly Filled Land, West Seventy-seventh to Eightieth Street, N. R.

Under Engineer's Order.

No loads received; in progress.

At Foot of West Seventy-ninth Street, N. R.

Under Secretary's Order No. 8966.

Examination of the crib-work; 8 test piles were driven on bulkhead-line; 3 oak piles were used. Begun May 17 and finished May 22, 1889.

From West Ninety-sixth to West Ninety-ninth Street, N. R.

Under Secretary's Order No. 8966.

Driving of test piles; 30 tests were made; 1 yellow pine and 3 spruce piles were used. Begun July 6 and finished October 23, 1889.

EAST RIVER.

Pier 17, E. R.

Under Secretary's Order No. 8180.

An easterly extension to shed, of iron, was erected by the New York and Cuba Mail Steamship Company, in accordance with plans and specifications, under permit of the Board. Begun October 1, 1888, and finished October 30, 1889.

Pier 45, E. R.

BUILDING SHED.

Under Secretary's Order No. 9305.

December 12, 1889, to date.—Piles have been driven to strengthen pier and a new iron shed is being erected by the lessees under permit of the Board.

Bulkhead North of East Thirty-seventh Street, E. R.

Under Secretary's Order No. 8993.

A crib-bulkhead, commencing at the northerly side of East Thirty-seventh street and running north about 95 feet 3 inches, with a return crib on the northerly side, was erected and constructed by Michael Kane, substantially in accordance with plans and specifications, pursuant to resolution of the Board of April 25, 1889. Begun May 23 and finished November 16, 1889.

Pier at East Thirty-eighth Street, E. R.

Under Contract No. 299.

For preparing for and building a new dumping-board on the Pier at the foot of East Thirty-eighth street, East river. Begun May 9 and finished June 17, 1889.

Pier South of East Eighty-sixth Street, E. R.

Under Secretary's Order No. 9013.

Excavating for curbs and box drain. Building box drain. Covering box and drain. Grading and leveling. Begun June 3 and finished June 6, 1889.

Pier Foot of East Eighty-sixth Street, E. R.

Under Secretary's Order No. 9013.

Excavating for curbs and box drain. Building box drain. Covering box and drain. Grading and leveling. Begun May 13 and finished June 1, 1889.

Foot of Lincoln Avenue, H. R.

Under Contract No. 291.

For preparing for and building new crib-bulkheads and appurtenances at the foot of Lincoln avenue, Harlem river, and for dredging thereat. Finished May 10, 1889.

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

Under Contract No. 318.

For preparing and building a crib-bulkhead from East One Hundred and Thirty-eighth street to north of East One Hundred and Fortieth street, Harlem river, and for dredging thereat. Begun December 23, 1889; in progress.

Water Front from East One Hundred and Thirty-eighth to One Hundred and Forty-first Street, H. R.

Engineer's Order.—Examination made. 9 borings were taken. Begun September 23 and finished October 3, 1889.

Wharfage Room.

NEW WHARFAGE ROOM, IN LINEAR FEET, MADE DURING THE YEAR ENDING APRIL 30, 1890.

WORK UNDER THE "NEW PLAN."

North River—

New wall at Lighthouse Street Section 95.42
New wall at West Fifty-second Street Section, south end 118.87
New wall at West Fifty-seventh Street Section 455.48

East River—

New wall at East Ninety-fourth Street Section 64.40
Total new wall 734.17

North River—

Pier, new 63, sides and outer end 1,060.00
New pier at West Fifty-seventh street, sides and outer end 1,070.00

East River—

Pier, new 6, sides and outer end 814.88
Temporary approach to same, sides 264.00
Pier 61, sides and outer end 791.91
Temporary approach to same, sides 197.00

Total pier line 4,197.79

Total wall and pier line, under "New Plan" 4,931.96

Wharfage Room.

WORK NOT UNDER "NEW PLAN."

North River—

Crib-bulkhead, between Piers, old 23 and 24 65.00

East River—

Crib-bulkhead, from centre of East Seventeenth street to centre of East Eighteenth street 244.00

Harlem River—

Crib-bulkhead at foot of Lincoln avenue 107.00

Total crib-bulkhead line 416.00

North River—

Pier, old 23, sides 555.00

Pier, old 24, sides 178.00

Pier, old 55 250.25

New pier at East Thirty-eighth street, sides and outer end 378.50

Leggett's Creek—

New platform at Winslow street 50.00

Total pier line 1,411.75

Total crib-bulkhead and pier line not under "New Plan" 1,827.75

Total new wall, crib-bulkhead and pier line for the year 6,759.71

Total new wall, crib-bulkhead and pier line for the year 6,759.71

Deduct for bulkhead-line which comes under the new pier, included in the above, as follows:

New wall under Pier, new 63, North river 60.00

New wall under new pier at West Fifty-seventh street, North river 70.00

Total 130.00

Total new wharfage room for the year 6,629.71

The net increase during the year in the length of wharfage room is 746.14 linear feet, and the superficial areas of piers has been increased by 1,295 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, 1890.

WORK UNDER THE "NEW PLAN."

North River—

New wall at West Washington Market Section 470.00

New wall at Lighthouse Street Section 124.08

New wall at West Thirty-third Street Section 98.75

New wall at West Fifty-seventh Street Section 218.56

East River—

New wall at East Twenty-fourth Street Section 308.42

New wall at Bellevue Section 543.81

New wall at East Ninety-fourth Street Section 308.68

Harlem River—

New wall at East One Hundred and Tenth Street Section 855.86

New wall at East One Hundred and Twenty-fifth Street Section 307.27

Total wall line 3,295.43

North River—

Pier, new 29, sides and outer end 1,146.00

New pier at West Forty-fifth street, sides and outer end 1,060.00

Temporary approach to same, sides 134.48

New pier at West Fiftieth street, sides and outer end 1,060.00

New pier at West Fifty-sixth street, sides and outer end 1,060.00

East River—

New pier at East Twenty-eighth street, sides and outer end 1,079.33

Total pier line 5,539.81

Total wall and pier line under "New Plan," begun but not finished .. 8,835.24

WORK NOT UNDER "NEW PLAN."

Harlem River—

Crib-bulkhead from East One Hundred and Thirty-eighth to north of East One Hundred and Fortieth street 1,532.00

Total crib-bulkhead 1,532.00

Total begun during the year, but not finished 10,367.24

Department Yards.

DEPARTMENT YARDS.

West Fifty-seventh Street Yard, N. R.

Under Unanimous Resolution of the Board, November 21, 1883.

WORK DONE AT THE YARD.

May 1, 1889, to April 30, 1890.—Iron work was made and repaired for work on construction, general repairs and floating property West Fifty-seventh Street Yard, and for the surveying party; also scows were loaded with cement, sand and broken stone for use on sections. 8,418 barrels of Portland cement were received and stored for Department use, and samples were tested and recorded.

May 1, 1889, to April 30, 1890.—Three new sets of concrete moulds and cores were made, and two old sets altered and moulds and cores were set up and taken down as required to make the concrete foundation blocks. 84 regular concrete foundation blocks, containing 2,794.52 cubic yards and 12 special concrete foundation blocks, containing 214.05 cubic yards of concrete, were made.

August 30, 1889, to February 10, 1890.—Tests were made of sample barrels of the following named brands of Portland cement and the results reported and recorded:

Under Secretary's Order No. 9437.—Bowles brand.

Under Secretary's Order No. 9677.—Elephant brand.

Under Secretary's Order No. 9693.—Elephant brand.

Under Secretary's Order No. 9710.—Groschowitz brand.

Under Secretary's Order No. 9830.—Eagle brand.

Moving West Fifty-seventh Street Yard.

Under Unanimous Resolution of the Board, February 6, 1889.

BUILDING CONCRETE BLOCK PLATFORM.

August 10, 1889, to date.—Piles were driven, regulated, sawed off and capped, and a concrete block platform was built in rear of the bulkhead-wall between West Fifty-seventh and Fifty-eighth streets, North river.

TEMPORARY STORAGE OF CONCRETE BLOCKS.

October 14, 1889, to January 6, 1890.—Concrete blocks were loaded on scows by the derrick "City of New York," and were placed for temporary storage at West Thirty-third street, on bulkhead, between West Fiftieth and Fifty-first streets, West Fifty-seventh Street Pier, and on the platform in the rear of the masonry of the bulkhead-wall south of West Fifty-eighth street, North river.

TEMPORARY PLATFORM FOR BUILDING CONCRETE BLOCKS.

November 13 to November 23, 1889.—A platform was placed on Pier, new 87, North river, on which to temporarily build the concrete blocks.

Department Yards.

MOVING MATERIAL.

May 4, 1889, to date.—Concreting material was removed from old platform on Pier at foot of West Fifty-seventh street, North river, and placed on new platform in rear of wall.

The yellow pine timber in old basin was rafted and transferred to new basin westerly of the bulkhead-wall and south of West Fifty-eighth street, North river.

MOVING DIVING SCOW.

Under Secretary's Order No. 9288.

October 24, 1888.—Divers' scow was lowered into the water by the derrick "City of New York."

East Seventeenth Street Yard.

MAINTENANCE OF YARD.

August 16, 1889, to April 30, 1890.—The office building was raised up, graded about, repaired and painted by Department labor.

The store house and yard were cleaned up at various times during the year, and the old refuse material burnt up.

Surplus earth was removed from various parts of the yard and placed along the bulkhead.

Pile-driver ways, taken from pile-driver No. 8, were transferred from scow and placed in the yard by the derrick "City of New York."

Anchorage stones were placed to fasten the guys of the new yard derrick, by the derrick "City of New York."

The area for broken stone and sand bins were paved with paving blocks, and the bins were put up. A floor was laid over the paved area of sand bin, and a shop put up for use of blacksmith.

A mixing platform for concrete was laid, railroad tracks laid for cars in which the sand and broken stone is to be transferred to the mixing platform, and runs put up on which to wheel the concrete to the moulds for the concrete blocks.

The store-house floor was raised and blocked up underneath to take up settlement caused by the storage of cement.

Two privies were moved, relocated, old holes filled up and the nuisance abated.

Concrete moulds and cores were altered to make special blocks in. Also one new mould and cores are being made to make the standard blocks in.

Concrete blocks were moved from the concrete block platform to the bulkhead east of it, by the derrick "City of New York," to make room to make more blocks.

Odd pieces of granite were moved and placed back of the store house, to make room to put up the new engine house.

City records and minutes of the Board of Docks were taken from boxes sent to this yard in May and September, 1889, and sent to Pier "A," North river, by the tug "Manhattan."

Pillar foundations for the new engine house were made of concrete form in boxes, and a new engine house erected thereon by Department labor.

The new engine was placed in the engine house by H. A. Rogers, December 19, 1889. The flow in front of the furnace was floated off with cement and gravel; a trench was made and water pipe placed to supply the engine with water.

An iron cleat was placed on the bulkhead for mooring purposes.

Snow was cleaned from the concrete block and mixing platforms and from scows. Also paths were made through the yard and about the office building.

The new yard derrick was rigged up, mast guys, etc., painted, and the new engine was also painted.

WORK DONE AT YARD.

Under Unanimous Resolution of Board, April 25, 1889.

May 16 to June 30, 1889.—The old shed along the northerly edge of bulkhead was removed to make room for concrete block platform.

May 18 to June 1, 1889.—Coping stone and fender piles were moved from bulkhead to prepare same for repairs under Contract No. 303.

May 16 to May 18, 1889.—Granite was loaded on scow by derrick "City of New York," for use at West Fifty-seventh Street Section.

May 20 to May 25, 1889.—Granite and coping stone was loaded on scow by derrick "City of New York," for use at West Fifty-second Street Section.

May 28, 1889.—Derrick "City of New York" was overhauled.

June 27 to July 9, 1889.—Creosoted yellow pine was rafted at West Fifty-seventh Street Timber Basin for use in construction of concrete block platform.

July 9 to August 1, 1889.—Platform on which to build concrete foundation blocks was partly built.

August 3, 1889.—Granite was transferred to scow "K" for use on North River Sections.

August 6 to December 31, 1889.—Granite was received, inspected and stored at various times from John Pierce, under Contract No. 298.

September 3, 1889, to April 30, 1890.—4,452 barrels of Portland cement were received and stored for Department use.

September 18, 1889.—Granite was transferred to scow "H," for use on North River Sections.

October 16, 1889.—Granite was unloaded from scow "C," which was returned from North River Sections.

October 30, 1889.—Granite was transferred to scow "B" for use on North River Sections.

November 6 to November 7, 1889.—Granite was loaded on scow for sections north of West Twenty-third street.

November 16 to December 21, 1889.—Granite was received, inspected and stored at various times from Keenan & Neary under Contract No. 230, agreement.

December 6, 1889, to January 27, 1890.—Granite was received, inspected and stored at various times from John Pierce, under Treasurer's Order No. 14297.

January 27 to April 30, 1890.—Iron work was made and repaired by the blacksmith for work on construction on the East river, and for the East Seventeenth Street Yard.

September 3, 1889, to April 30, 1890.—4,452 barrels of cement (Portland) were received and stored for Department use, and samples sent to the West Fifty-seventh Street Yard, to be tested and recorded (297 barrels issued from West Fifty-seventh Street Yard). Granite was dressed in the yard for use at Bellevue, East Ninety-fourth street, East One Hundred and Tenth Street and East One Hundred and Twenty-fifth Street Sections.

September 16, 1889, to April 30, 1890.—Concrete moulds and cores were set up and taken down as required, to make the concrete foundation blocks; 43 standard, 4 special angle blocks and 18 special blocks were made, containing 2,049 cubic yards of concrete.

January 30 to April 21, 1890.—Granite was received, inspected and stored at various times, from the Branford Granite Company, under Contract No. 316.

February 3, 1890.—Granite being repaired under Treasurer's Order No. 14267, was inspected.

February 13 and 14, 1890.—Granite was unloaded from scow, which was returned from sections north of West Twenty-third street.

Sale of Old Material.

SALE OF OLD MATERIAL AT PUBLIC AUCTION.

The following old material was sold at public auction on October 7, 1889, and was removed by the purchasers:

At West Fifty-seventh Street Yard, N. R.

No. 1—1 lot, about 7,400 pounds old wrought iron.

No. 2—1 lot, about 2,750 pounds old cast iron.

No. 3—1 lot, about 950 pounds old grate bars.

No. 4—1 lot, about 1,370 pounds old rope.

No. 5—1 lot, about 18 lengths old hose.

No. 6—1 lot, about 35 canal barrows.

No. 7—1 lot, about 9 pairs old rubber boots.

No. 8—1 lot, old moulds, cores, etc.

No. 9—1 lot, two (2) boilers.

On Site of Old West Washington Market.

No. 1—1 lot, about 2,747 cubic feet 1-inch boards.

No. 2—1 lot, about 8,884 cubic feet 1-inch boards.

No. 3—1 lot, about 3,933 cubic feet old joists.

No. 4—1 lot, about 3,534 cubic feet old joists.

No. 5—1 lot, about 960 cubic feet old ice boxes.

No. 6—1 lot, about 2,880 cubic feet boards.

No. 7—1 lot, about 1,760 cubic feet galvanized iron sheathing.

No. 8—1 lot, about 2,260 pounds old wrought iron.

Repairs.

STATEMENT OF REPAIRS, OTHER THAN DREDGING, FOR THE YEAR ENDING APRIL 30, 1890, EXCLUSIVE OF REPAIRS DONE FOR OTHER DEPARTMENTS.

Battery Boat Landing, N. R.

Secretary's Order No. 8985.—The gratings on the boat landing were repaired where necessary. Begun May 6 and finished May 24, 1889.

Pier "A."

OVERHAULING RECORDS.

Records were properly arranged for reference and packed away in fire-proof room. Begun May 7 and finished September 10, 1889.

Secretary's Order No. 8982.—1 new oak spring pile was driven and fastened; 1 fender pile was refastened, and 1 oak wearing piece upon oak fender was renewed, with second-hand material. Begun and finished July 16, 1889.

Secretary's Order No. 9307.—The iron work of girders under pier and the bolt heads of bolts in chocks and fenders were cleaned and repainted with two coats of metallic paint. Begun September 23 and finished October 19, 1889.

Fender piles and tide gauge around pier were caulked, repainted and tide gauge relettered. October 2 to 14, 1889.

Secretary's Order No. 9586.—The steel shutters were thoroughly scraped and cleaned and were repainted with two coats of metallic paint. Begun October 11 and finished December 14, 1889.

Secretary's Order No. 9717.—The wearing pieces on the north side of the pier were repaired and refastened where necessary, with second-hand material. Begun and finished December 4, 1889.

GENERAL PAINTING.

The offices on pier and the heads of fender piles were repainted. Begun December 5 and finished December 27, 1889.

Secretary's Order No. 9666.—The flooring and sills under the same, in the front office of the Police Department's quarters on the pier, were taken up and renewed with 475 feet, B. M., of white pine, 1,710 feet, B. M., of 3-inch spruce, and 752 feet, B. M., of yellow pine. Begun February 27, and finished March 4, 1890.

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

Secretary's Order No. 9680.—The floating fender in front of bulkhead was refastened. Begun and finished November 25, 1889.

Pier 20, N. R.

GANGWAY.

Under Secretary's Order No. 9478.

September 16 to September 17, 1889.—A gangway 9 feet 6 inches wide was cut in the backing-log on south side of pier by the lessees under permit of the Board.

Bulkhead between Pier 29 and Pier, new 21, N. R.

REPAIRING PAVEMENT.

Contract No. 306.—Some defective joints in pavement were raked out by the force of the Department and were filled with coal tar and gravel by the contractor. Begun November 3 and finished November 14, 1889.

Secretary's Order No. 9829.—About 10 square yards of pavement were taken up in front of Pier, new 21, North river, and an examination made as to the cause of settlement, after which the blocks were cleaned and replaced and the joints filled with coal tar and gravel. Begun February 1 and finished February 5, 1890.

Secretary's Order No. 9880.—A hole just north of the north crosswalk to Pier, new 21, was refilled with earth to protect crosswalk. Begun February 20 and finished February 21, 1890.

SILT BASINS.

Secretary's Order No. 9780.—Silt basins on new-made land were cleaned out and mud swept from around them at various times as required during the year.

Platform North of Pier, new 21, N. R.

Secretary's Order No. 8906.—The platform was blocked up, new rangers and chocks were put on and fastened and the deck sheathing was repaired; second-hand material and 900 feet, B. M., of new 3-inch spruce were used. Begun May 6 and finished May 13, 1889.

Jay and West Streets.

REMOVING OBSTRUCTIONS.

Secretary's Order No. 9079.—The fences and other obstructions at foot of Jay street on new-made land were removed. Begun and finished May 7, 1889.

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

Secretary's Order No. 9467.—2 oak spring piles were driven and fastened, several other spring piles were reset and refastened and the backing-log was repaired with 127 feet, B. M., of 4-inch spruce. Begun September 18 and finished September 20, 1889.

Bulkhead between Piers, old 34 and 35, N. R.

Secretary's Order No. 9081.—Dangerous holes in the upper half of bulkhead were filled in with stone and earth, and the pavement was relaid. Begun June 3, and finished June 11, 1889.

Secretary's Order No. 9283.—The pavement adjoining the sheathing on bulkhead was taken up and relaid properly. Begun July 29 and finished July 30, 1889.

Secretary's Order No. 9597.—The fence on bulkhead north of Pier, old 34, was taken down and replaced and the force of the Department ordered to keep the bulkhead safe by maintaining the said fence thereon until further orders. Begun October 14 and finished October 15, 1889.

Secretary's Order No. 10013.—The pavement in front of the bulkhead, about 60 feet south of Pier, old 35, is being taken up for repairs. Begun April 28, 1890; in progress.

Bulkhead South of Pier, old 35, N. R.

REPAIRING PAVEMENT.

Secretary's Order No. 9480.—About 3 square yards of pavement were removed, old timber was placed along bulkhead to prevent filling from washing out, the hole refilled with earth and small stone and the pavement replaced to grade. Begun September 19 and finished September 20, 1889.

Secretary's Order No. 9703.—About 3 square yards of pavement were removed, timber was placed along the old bulkhead and the pavement was replaced to grade. Begun November 25 and finished December 2, 1889.

Pier, old 35, N. R.

Secretary's Order No. 8995.—The pavement in front of the southeast corner of the pier was taken up, the dangerous hole thereat was filled in with earth and stone and the pavement was properly relaid. Begun May 3 and finished May 14, 1889.

Secretary's Order No. 9111.—A broken pile in pile-rack around crib at outer end of pier was pulled, one was driven in its place and two additional piles were driven. Begun and finished June 5, 1889.

Secretary's Order No. 9755.—The stay-lathing between piles of pile-rack was renewed and five additional piles were driven. Begun December 30, 1889, and finished January 2, 1890.

Bulkhead opposite No. 229 West Street.

EXCAVATING AND REPLACING EARTH.

Secretary's Order No. 9722.—Earth was excavated west of West street to allow repairs to be made to private sewer, after which filling was replaced and rammed. Begun December 7 and finished December 9, 1889.

Pier, new 28, N. R.

PAVEMENT.

Secretary's Order No. 9024.—About 3 or 4 square feet of pavement in front of approach to pier were taken up, the hole was filled with earth and the pavement replaced to grade. Begun and finished May 9, 1889.

Bulkhead South of Pier 39, N. R.

PAVEMENT.

Secretary's Order No. 9477.—About 16 square feet of pavement along the easterly edge of old bulkhead were taken up, plank sheathing was placed in hole to retain filling, the earth was replaced and the pavement relaid to grade. Begun September 14 and finished September 19, 1889.

Repairs.

Pier, old 42, N. R.

Secretary's Order No. 8962.—9 new and 10 second-hand spruce bracing piles were driven and fastened, necessary caps and chocks were put on where required, 7 oak piles were reset and refastened, rangers, deck and backing-log were renewed where necessary, the crib-work at outer end of pier was blocked up, and the deck sheathing was patched; second-hand material and 4,025 feet, B. M., of new 3-inch spruce were used. Finished May 18, 1889.

Secretary's Order No. 9466.—Dangerous portion of south side of pier (about 150 feet) was fenced off from public use, with second-hand material. Begun September 13 and finished September 27, 1889.

Secretary's Order No. 9466.—Ten piles were driven and stay-lathed at south side of pier, side caps and braces were put on, and the deck was relaid with second-hand material. Begun September 21 and finished September 27, 1889.

Secretary's Order No. 9544.—20 new spruce bearing piles were driven on the south of pier and capped with second-hand material; 13 oak half-round fenders were put on and fastened; 10 second-hand spruce fender piles were driven and fastened and were chocked with second-hand material; 3 new mooring posts, were placed and chocked, and the deck was repaired with 2,674 feet, B. M., of 4-inch spruce. (The above-mentioned repairs were made to that portion of south side of pier which had been previously fenced off under Secretary's Order No. 9466.) Begun September 28 and finished October 14, 1889.

Secretary's Order No. 9662.—The deck sheathing was patched with second-hand material and 4,950 feet, B. M., of new 3-inch spruce. Begun November 12 and finished November 20, 1889.

Secretary's Order No. 9679.—2 white oak spring piles were driven, near the outer end of pier, and fastened same with 20 pounds of chain. Begun November 22 and finished November 23, 1889.

Secretary's Order No. 9861.—The backing-log was repaired, 1 oak spring pile was driven, fastened and chocked, and the planking on the driveway to pier was repaired with 4,373 feet, B. M., of new 3-inch spruce. Begun March 3 and finished March 26, 1890.

Pier, new 34, N. R.

PAVEMENT.

Secretary's Orders Nos. 9195 and 9196.—About 15 square yards of pavement were taken up in front of pier, earth-filling placed and rammed in hole, the paving blocks cleaned and replaced to grade, and the joints filled with coal tar and gravel. Begun July 9 and finished July 13, 1889.

Bulkhead between Piers, new 34 and 35, N. R.

Engineer's Order.—2 spruce piles were driven on a line with the old shutter columns, to keep vessels from coming in contact with the stumps of said columns. Begun and finished October 11, 1889.

Pier, new 36, N. R.

PAVEMENT.

Secretary's Order No. 9552.—About 2 square yards of pavement, north of the north crosswalk leading to pier and near West street, were taken up, earth-filling placed in hole, the paving blocks cleaned and replaced to grade, and the joints filled with coal tar and gravel. Begun October 3 and finished October 4, 1889.

PAVEMENT AND CROSSWALKS.

Secretary's Order No. 9553.—The pavement in two holes along the westerly edge of West street, in front of pier, each about 3 feet in diameter, was taken up, earth-filling placed in holes, the paving blocks cleaned and relaid to grade, and the joints filled with coal tar and gravel. The joints of 2 crosswalk stones of the north crosswalk, near West street, were squared and the space left was filled with paving blocks and the joints filled with coal tar and gravel. Begun October 3 and finished October 4, 1889.

CROSSWALK.

Secretary's Order No. 9965.—Temporary repairs were made to the north crosswalk by squaring the ends of crosswalk stones and filling in the spaces with paving blocks. Begun April 9 and finished April 16, 1890.

Piers, new 37, 38 and 40, N. R.

CROSSWALKS.

Secretary's Order No. 9667.—The south crosswalk leading to Pier, new 40, North river, and the north crosswalks leading to Piers, new 37 and 38, North river, were repaired by squaring the ends of crosswalk stones and filling in the spaces with paving blocks and crosswalk stones, properly laid and the joints filled with coal tar and gravel. Begun November 13 and finished December 3, 1889.

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

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone, earth and rubbish, were removed from its surface. Begun and finished April 21, 1890.

Pier, new 38, N. R.

PAVEMENT.

Secretary's Order No. 9837.—Temporary repairs were made on approach to pier where paving blocks were badly worn by replacing the same with new paving blocks. Begun February 6 and finished February 7, 1890.

PAVEMENT AND CROSSWALKS.

Secretary's Order No. 9903.—About 300 square yards of pavement were taken up on approach to pier and near West street, and the good blocks are being cleaned and relaid; about 110 linear feet of crosswalk stone were taken up; the ends of same are being squared; the stones are being relaid and the spaces between same are being filled with paving blocks, and all joints are being filled with coal tar and gravel. Begun April 17, 1890; in progress.

Pier, new 39, N. R.

RELAYING PAVEMENT AND CROSSWALK.

Secretary's Order No. 9595.—The pavement and crosswalk stones in front of the south side of pier, which were removed to allow gas connections to be made, were relaid and the joints filled with coal tar and gravel. Begun and finished October 17, 1889.

PAVEMENT.

Secretary's Order No. 9668.—About 136 square yards of pavement on approach to pier near West street were removed, the good blocks were cleaned and relaid with the bottom side up, and those that were badly worn were replaced with new stones furnished under Treasurer's Order No. 14373, and the joints were filled with coal tar and gravel. Begun November 13 and finished December 3, 1889.

Pier, new 40, N. R.

PAVEMENT.

Secretary's Order No. 9133.—About 17 square yards of pavement, about 30 feet north of north crosswalk leading to pier, and about 50 feet west of the westerly line of West street, were removed, an examination made as to the cause of settlement, the earth-filling was replaced and rammed to grade, the paving blocks cleaned and replaced and the joints filled with coal tar and gravel. Begun June 10 and finished June 15, 1889.

CROSSWALKS.

Secretary's Orders Nos. 9955 and 9974.—The dangerous hole in north crosswalk was temporarily repaired by cutting away the ends of stones and filling in space with granite blocks. Begun and finished April 2, 1890.

Secretary's Order No. 9917.—The sewer-box under the pier was thoroughly repaired; 552 feet, B. M., of 3-inch spruce being used therefor. Begun March 12 and finished March 24, 1890.

Pier, new 41, N. R.

Secretary's Order No. 8720.—3 bearing piles were pulled to place under side cap and refastened and braced, 1 yellow pine bracing pile was driven near outer end, 228 feet, B. M., of 4-inch and 228 feet, B. M., of 3-inch spruce were used. Begun July 13 and finished July 15, 1889.

Pier, new 42, N. R.

Secretary's Order No. 8719.—3 bearing piles on outer end of pier were refastened with 74 pounds of chain. Begun July 13 and finished July 15, 1889.

Repairs.

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

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone and rubbish, were removed from its surface. Begun and finished April 21, 1890.

Pier, new 43, N. R.

Contract No. 292.—For repairing outer end of Pier, new 43, North river, near the foot of Barrow street, North river. Finished May 3, 1889.

Secretary's Order No. 8619.—10 new side bearing piles were driven and chocked with about 240 feet, B. M., of yellow pine and fastened with about 450 pounds of iron; 27 new 8 by 12 inch oak fenders were put on and fastened; 2 white oak fender piles were driven and fastened and 17 old fenders were removed, by Ross & Sanford, contractors, under Treasurer's Order No. 13767. The above-mentioned materials, also the labor for getting out and unloading the same, were furnished by the Department of Docks. Begun May 8 and finished May 23, 1889.

PAVEMENT.

Secretary's Order No. 8928.—About 35 square yards of pavement west of the bulkhead-wall, and south of the south crosswalk leading to pier, and about 30 square yards, about 80 feet east of the bulkhead-line and south of the south crosswalk, were taken up, the earth-filling properly graded, the paving blocks cleaned and replaced, and the joints filled with coal tar and gravel. Begun May 29 and finished June 8, 1889.

DOCK MASTER'S OFFICE.

Glass was put in the office of Dock Master at the foot of Barrow street. Begun and finished January 23, 1890.

Pier, new 44, N. R.

Secretary's Order No. 9606.—About 5 square yards of pavement, about 20 feet south of pier and 13 feet east of the bulkhead-wall, were removed, the hole filled with earth and small stones properly rammed, the paving blocks cleaned and relaid, and the joints filled with coal tar and gravel. Begun October 16, and finished October 17, 1889.

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

EXAMINING AND REPORTING AS TO REPAIRS REQUIRED.

Secretary's Order No. 9282.—The pavement was examined and a report made as to the repairs required. Begun July 24 and finished August 7, 1889.

REPAIRING PAVEMENT.

Secretary's Order No. 9362.—About 219 square yards of pavement in front of Pier, new 45, North river, and about 90 square yards on bulkhead north of Pier, new 44, North river, were taken up. In front of the southerly half of Pier, new 45, North river, the earth was excavated, old timber removed and old piles cut off and pointed at mean low water. The earth-filling was properly replaced over the whole area, the paving blocks cleaned and relaid and the joints filled with coal tar and gravel. Begun August 27 and finished September 30, 1889.

Pier, new 45, N. R.

PAVEMENT.

Secretary's Order No. 9302.—The pavement which was removed to allow railroad tracks to be shifted north in front of pier was replaced, and the joints filled with coal tar and gravel. Begun August 5 and finished September 21, 1889.

Approach to Piers, new 45 and 46, N. R.

Secretary's Order No. 9681.—The sheathing thereon was patched with 1,050 feet, B. M., of 4-inch spruce. Begun November 20 and finished November 22, 1889.

Pier, new 46, N. R.

Secretary's Order No. 9585.—A bearing pile on south side of pier was pulled to place and refastened, and several fenders were also refastened. Begun October 21 and finished October 22, 1889.

EXAMINATION OF PIER.

Engineer's Order.—An examination of the above pier was made, and report made of same. Begun January 4 and finished January 6, 1890.

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

Secretary's Order No. 9181.—The sheathing on the roadway to approach was repaired with 32,998 feet, B. M., of new 4-inch spruce. Begun June 29 and finished July 12, 1889.

Secretary's Order No. 9607.—The bulkhead-platform thereat was repaired with 932 feet, B. M., of yellow pine timber and 5 bearing piles were driven and capped. Begun October 16 and finished October 21, 1889.

Secretary's Order No. 9941.—The pavement at entrance to approach was taken up and relaid. Begun March 25 and finished March 27, 1890.

Pier, old 54, foot of Perry street, N. R.

Engineer's Order.—A sign board was placed on the outer end of pier, inscribed as follows: "This pier and the water front between West Tenth and West Eleventh streets are set aside for the sole use of the Wholesale Oyster Dealers' Association of New York. By order of the Board of Docks. Edwin A. Post, President." Begun October 22 and finished October 29, 1889.

Bulkhead South of West Eleventh street, N. R.

Secretary's Order No. 9682.—The bulkhead was fenced off from public use with 810 feet, B. M., of 3-inch spruce. Begun November 30 and finished December 2, 1889.

Bulkhead between Piers, old 56 and 57, 57 and 58, and 58 and 59, N. R.

Secretary's Order No. 9279.—Sign boards were placed on bulkhead as follows: One between Piers, old 56 and 57; two between Piers, old 57 and 58, and one between Piers, old 58 and 59, each of which was lettered and inscribed as follows: "None but market boats are allowed at this bulkhead. By order of the Board of Docks. Edwin A. Post, President." Begun August 13 and finished December 3, 1889.

Bulkhead between Piers, old 57 and 58, N. R.

Contract No. 308.—For repairing the crib-bulkhead between Pier, old 57, near the foot of Bogart street, and Pier, old 58, near the foot of Bloomfield street, on the North river. Begun September 9 and finished October 29, 1889.

Pier, old 58, N. R.

Secretary's Order No. 9635.—1 bearing and several fender piles were refastened, 5 white oak half-round fenders were put on and fastened, chocks were placed between fenders and old pile was pulled. Begun November 2 and finished November 6, 1889.

Bulkhead between Piers, old 58 and 59, N. R.

Secretary's Order No. 9224.—The ice bridge thereon, belonging to the Mutual Ice Company, was taken down and removed by the force of the Department. Begun and finished July 6, 1889.

Pier 59, Foot of Little West Twelfth Street, N. R.

Secretary's Order No. 9059.—Loose fenders and fender piles were refastened, chocks were put on, 7 spruce piles were driven and 4 half-round fenders were put on and fastened. Begun May 23 and finished May 25, 1889.

Pier at West Thirteenth Street, N. R.

Secretary's Order No. 9481.—The planking on the approach to pier was repaired with 907 feet, B. M., of 4-inch spruce. Begun September 17 and finished September 18, 1889.

Secretary's Order No. 9605.—About 80 feet by 15 feet of the inner northerly side of the pier was fenced off with 1,000 feet, B. M., of 3-inch spruce. Begun and finished October 18, 1889.

Secretary's Order No. 9472.—The deck sheathing was patched with 4,059 feet, B. M., of 3-inch spruce. Begun October 19 and finished October 21, 1889.

Secretary's Order No. 9622.—1 old spring pile was pulled, 2 second-hand spruce bearing piles and 2 oak spring piles were driven and fastened, and chocks were put on. Begun October 30 and finished November 1, 1889.

Secretary's Order No. 9905.—The sheathing on deck of pier and approach to pier was patched with 3,857 feet, B. M., of 3-inch spruce. Begun March 13 and finished March 27, 1890.

Repairs.

Pier at West Fifteenth Street, N. R.

Secretary's Order No. 9706.—Fender piles on the outer end of pier were refastened with 95 pounds of chain. Begun and finished November 25, 1889.

Bulkhead Platform at West Eighteenth Street, N. R.

Secretary's Order No. 9825.—The backing-log was repaired, fender piles were refastened and chocks were placed between piles; second-hand material was used therefor. Begun February 10 and finished February 14, 1890.

Pier at West Eighteenth Street, N. R.

Contract No. 290.—Repairing pier and crib-bulkhead foot of West Eighteenth street, North river; for building a wooden sewer box under pier and for dredging thereat. Finished May 31, 1889.

Secretary's Order No. 9266.—The pavement at entrance to pier was taken up and relaid in a proper manner. Begun July 31 and finished August 2, 1889.

Pier at West Nineteenth Street, N. R.

Secretary's Order No. 9212.—A new lower armature plate was placed and fastened on the upper outer corner of pier. Begun July 25 and finished August 5, 1889.

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

Secretary's Order No. 9284.—The planking on the stub of the old pier was repaired and the pavement on the bulkhead in front of said old pier was taken up and relaid. Begun August 3 and finished August 6, 1889.

Pier, new 57, N. R.

Secretary's Order No. 9456.—A foot walk was laid from the inner end of the pier to the gangway of the U. S. Steamship "Minnesota," with a branch to the Public Bath thereat, with 2,016 feet, B. M., of new 3-inch spruce. Begun September 13 and finished September 17, 1889.

Pier, new 59, N. R.

Secretary's Order No. 8945.—The deck sheathing was patched with 800 feet, B. M., of new 3-inch spruce. Begun and finished May 4, 1889.

Secretary's Order No. 9040.—Chocks were put on and fastened with 192 feet, B. M., of yellow pine, and the deck sheathing was patched with 2,000 feet, B. M., of new 3-inch spruce. Begun May 29 and finished June 1, 1889.

Secretary's Order No. 9365.—The deck sheathing was patched with 2,016 feet, B. M., of new 3-inch spruce. Begun August 14 and finished August 16, 1889.

Secretary's Order No. 9524.—The armature plates and fender piles on the outer corners of pier were refastened and the deck sheathing was patched with 2,040 feet, B. M., of new 3-inch spruce. Begun October 25 and finished October 29, 1890.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone and rubbish, were removed from its surface. Begun April 22 and finished April 23, 1890.

Secretary's Order No. 9989.—Deck sheathing is being repaired; 4,503 feet, B. M., of 3-inch spruce has been used. Begun April 24, 1890; in progress.

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

Secretary's Order No. 9409.—Old stump of bearing pile was pulled and a new bearing pile was driven in its place and stead on the south side, near centre of pier; 1 new white oak square fender was put on and fastened and the horizontal brace was refastened. Begun and finished October 12, 1889.

Secretary's Order No. 9407.—The sheathing on the approach to pier was patched with 2,109 feet, B. M., of 3-inch spruce. Begun and finished October 12, 1889.

Secretary's Order No. 9381.—An accumulation of dirt on the side caps and rangers of the pier, on both sides, was removed. Begun October 14 and finished October 15, 1889.

Secretary's Order No. 9473.—A lot of railroad coupling pins, which had been left on the pier, were removed. Begun October 14 and finished October 19, 1889.

Secretary's Order No. 9650.—Fender piles on the outer end of pier were refastened with 40 pounds of chain; deck sheathing was patched with 1,020 feet, B. M., of 3-inch spruce, and the pavement at approach to pier was repaired. Begun November 2 and finished November 8, 1889.

Secretary's Order No. 9990.—The deck sheathing was patched with 4,174 feet, B. M., of 3-inch and 1,938 feet, B. M., of 4-inch spruce. Begun April 17 and finished April 23, 1890.

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

Secretary's Order No. 9469.—The dumping-board on the north side of the pier was removed therefrom. Begun October 14 and finished October 19, 1889.

Secretary's Order No. 9760.—The platform on the northerly side of pier was taken down and the materials of which it was constructed, consisting of braces, caps, rangers, deck, mooring posts, half-round fenders and bearing piles, were deposited in West Thirtieth Street Basin and West Fifty-seventh Street Yard. The backing-log was also taken off but was subsequently replaced on the south line of said platform. Begun January 2 and finished January 29, 1890.

Secretary's Order No. 9733.—The sheathing on deck of pier was patched with 1,998 feet, B. M., of 3-inch spruce, and a portion of the pavement in front of pier was taken up and properly relaid. Begun January 20 and finished January 22, 1890.

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

Secretary's Order No. 9015.—The deck sheathing was patched with 2,160 feet, B. M., of 3-inch spruce. Begun and finished May 21, 1889.

Secretary's Order No. 9750.—Chocks were placed between fenders and the deck and deck sheathing of pier were repaired; 669 feet, B. M., of yellow pine, 900 feet, B. M., of 4-inch and 8,437 feet, B. M., of 3-inch spruce, were used. Begun January 3 and finished January 29, 1890.

Secretary's Order No. 7394.—Obstructions, consisting of dirt and rubbish, were removed from its surface. Begun January 6 and finished January 14, 1890.

Secretary's Order No. 9920.—The approach to pier was blocked up; side and cross caps, interior and side rangers and mooring posts were renewed with second-hand material, and the deck and sheathing were repaired with 14,000 feet, B. M., of new 3-inch spruce; the deck sheathing on pier was patched with 1,504 feet, B. M., of new 3-inch spruce and 2 new mooring posts were set and chocked on pier. Begun March 24 and finished April 12, 1890.

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

Secretary's Order No. 9429.—A new horizontal chock was placed and fastened on the outer end of pier with 65 feet, B. M., of yellow pine. Begun and finished October 9, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone and rubbish, were removed from its surface. Begun December 19 and finished December 21, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt and rubbish, were removed from its surface. Begun April 24 and finished April 29, 1890.

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

Secretary's Order No. 8978.—Spring piles at the outer end of pier were refastened and the deck sheathing was patched with 2,707 feet, B. M., of new 3-inch spruce. Finished May 3, 1889.

Secretary's Order No. 9146.—Chocks were put on with 188 feet, B. M., of yellow pine and the deck sheathing was patched with 1,015 feet, B. M., of new 3-inch spruce. Begun June 18 and finished June 19, 1889.

Secretary's Order No. 9244.—Chocks were placed between fenders on the north side of the pier with 1,392 feet, B. M., of 8 by 8 inch yellow pine. And the deck sheathing was patched with 1,961 feet, B. M., of 3-inch spruce. Begun July 17 and finished August 2, 1889.

Secretary's Order No. 9390.—The deck sheathing was patched with 807 feet, B. M., of 3-inch spruce. Begun and finished August 29, 1889.

Secretary's Order No. 9462.—The fender piles at outer end of the pier were refastened and the deck sheathing was patched with 8,923 feet, B. M., of new 3-inch spruce. Begun September 81, 1889, and finished January 30, 1890.

Contract No. 325.—For repairing Pier at the foot of West Fifty-fifth street, North river. Begun April 9; in progress.

Secretary's Order No. 7394.—Obstructions, consisting of dirt and rubbish, were removed from the surface of the approach to pier. Begun April 29, 1890; in progress.

Bulkhead between West Seventy-fifth and West Seventy-sixth Streets, N. R.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, stone and earth, were removed from its surface. Begun December 12, and finished December 18, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone and rubbish, were removed from its surface. Begun and finished April 12, 1890.

Bulkhead at West Seventy-sixth Street, N. R.

Secretary's Order No. 9558.—7 spruce piles were driven and the sewer box thereat was repaired with 1,708 feet, B. M., of yellow pine. Begun October 8 and finished October 10, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, stone and earth, were removed from the surface of bulkhead. Begun November 7 and finished November 8, 1889.

Bulkhead at West Seventy-seventh Street, N. R.

Secretary's Order No. 7394.—Obstructions, consisting of earth, stone, dirt and rubbish, were removed from its surface. Begun and finished November 11, 1889.

Bulkhead between West Seventy-seventh and West Seventy-eighth Streets, N. R.

Secretary's Order No. 9255.—A deposit of bricks on the bulkhead was removed therefrom and placed on the new-made land west of the railway tracks at said location. Begun July 23 and finished August 17, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, earth and stone, were removed from the surface of bulkhead. Begun August 20 and finished August 21, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone, earth and rubbish, were removed from the surface of bulkhead. Begun November 12 and finished November 20, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone and rubbish, were removed from the surface of the bulkhead. Begun April 2 and finished April 5, 1890.

Bulkhead at West Seventy-eighth Street, N. R.

Secretary's Order No. 7394.—Obstructions, consisting of rubbish, dirt, earth and stone, were removed from the surface of bulkhead. Begun November 21, and finished December 4, 1889.

Bulkhead between West Seventy-eighth and West Seventy-ninth Streets, N. R.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone and rubbish, were removed from surface of bulkhead. Begun August 24 and finished August 27, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone and rubbish, were removed from its surface. Begun November 29 and finished December 11, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone and rubbish, were removed from its surface. Begun April 5 and finished April 7, 1890.

Foot of West Seventy-ninth Street, N. R.

Secretary's Order No. 7394.—The paving stones deposited on the line of the street were removed and placed on the north and south sides of said street. Begun October 11 and finished October 18, 1889.

Secretary's Order No. 9756.—A lot of unused paving blocks were removed and the surface where they had rested was filled in with 1,854 truck loads of earth. Begun January 6 and finished March 21, 1890.

Secretary's Order No. 9792.—The Dock Master's office was removed to the south side of the sidewalk and raised to the grade of the same. Begun January 11 and finished January 20, 1890.

Secretary's Order No. 9882.—Belgian block pavement was laid down on the north and south sides of the street, adjacent to the bulkhead; 702 feet, B. M., of 5 by 12 inch and 1,000 feet, B. M., of 12 by 12 inch yellow pine were used. Begun February 28 and finished March 24, 1890.

Bulkhead at West Seventy-ninth Street, N. R.

Secretary's Order No. 7394.—Obstructions, consisting of dirt and rubbish, were removed therefrom. Begun and finished December 18, 1889.

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

Secretary's Order No. 7394.—Obstructions, consisting of bricks, dirt, earth, stone and rubbish, were removed from the surface of the pier. Begun April 10 and finished April 12, 1890.

Bulkhead between West Seventy-ninth and Eightieth Streets, N. R.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, bricks, earth and rubbish, were removed from its surface. Begun and finished August 28, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone, earth and rubbish, were removed from its surface. Begun November 22 and finished November 27, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of stone, earth, dirt and rubbish, were removed from its surface. Begun March 5 and finished April 9, 1890.

Bulkhead at West Ninety-sixth Street, N. R.

Secretary's Order No. 9241.—The approach to bulkhead was repaired with 6,437 feet, B. M., of 4-inch spruce and the rangers were replaced. Begun August 5 and finished August 12, 1889.

Secretary's Order No. 9537.—The bulkhead was blocked up and the backing-log was repaired, 4 spruce fender piles were driven and 6 white oak piles were reset and refastened. Begun October 21 and finished October 23, 1889.

Secretary's Order No. 9579.—The approach to bulkhead was repaired with 7,156 feet, B. M., of 4-inch spruce. Begun October 24 and finished October 25, 1889.

Secretary's Order No. 9669.—The deck was repaired with 2,053 feet, B. M., of 4-inch spruce. Begun November 27 and finished November 29, 1889.

Bulkhead between West One Hundred and Twenty-ninth and One Hundred and Thirtieth Streets, N. R.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone, earth and rubbish were removed from its surface. Begun October 7 and finished October 9, 1889.

Secretary's Order No. 9919.—An accumulation of dirt, earth and rubbish was removed from the bulkhead. Begun March 25 and finished March 26, 1890.

Pier at West One Hundred and Thirty-first Street, N. R.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, earth and stone, were removed from its surface. Finished May 11, 1889.

Bulkhead between West One Hundred and Thirty-first and West One Hundred and Thirty-second Streets, N. R.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone, earth and rubbish, were removed therefrom. Begun and finished March 27, 1890.

From West One Hundred and Thirty-second to One Hundred and Thirty-third Streets, N. R.

Secretary's Order No. 9576.—Driving of test piles (13 tests were made), 119 linear feet of oak piles and 1 yellow pine pile were used; one boring was made by the borer "Woodcock." Begun February 5 and finished February 21, 1890.

Bulkhead at West One Hundred and Thirty-fourth Street, N. R.

Secretary's Order No. 9933.—The backing-log on the northerly half of bulkhead was raised and 1 mooring post was set; the piles on the southerly half were cut off to grade, about 60 loads of filling were obtained from the Street Cleaning Department and placed on the bulkhead and leveled off. Begun March 20 and finished March 29, 1889.

From West One Hundred and Forty-fifth Street to One Hundred and Forty-eighth Street, N. R.

Secretary's Order No. 9911.—The premises were fenced from public use and a Watchman's house was placed thereat; 1 Day Watchman and 1 Night Watchman were detailed thereat to prevent the use or occupation of said premises by outside parties. Begun March 10 and finished March 18, 1890.

(The Watchmen are employed on the premises and will be so employed as aforesaid until further orders.)

Pier at West One Hundred and Fifty-second Street, N. R.

Secretary's Order No. 9067.—1 spruce pile was driven and the fender piles at outer corner of pier were refastened. Begun May 27 and finished May 28, 1889.

Secretary's Order No. 9935.—The vertical sheathing on outer end of pier was repaired with 120 feet, B. M., of 3-inch spruce and 1,000 feet, B. M., of yellow pine. Begun March 18 and finished March 19, 1890.

Pier at West One Hundred and Fifty-eighth Street, N. R.

Secretary's Order No. 9530.—The rip-rap walls on both sides of the inner end of pier were rebuilt. Begun October 11 and finished November 4, 1889.

Repairs.

Repairs.

EAST RIVER.

Pier 2, E. R.

Contract No. 287.—For repairing Pier 2, East river. Finished August 10, 1889.
Secretary's Order No. 9210.—Superintending the work of shoring of ferry rack by the South Brooklyn Ferry Company. Begun August 12 and finished August 15, 1889.

Pier 12 (westerly half), E. R.

Secretary's Order No. 9770.—The deck sheathing was patched with 270 feet, B. M., of 3-inch spruce. Begun and finished January 8, 1890.

Pier 19 (westerly half), E. R.

Secretary's Order No. 9611.—A mooring pile was pulled to place and refastened, the deck sheathing was repaired with 2,530 feet, B. M., of 3-inch spruce and the pavement at entrance to pier was taken up and relaid. Begun October 22 and finished October 30, 1889.

Secretary's Order No. 9771.—The deck sheathing was patched with 225 feet, B. M., of 3-inch spruce, and the deck with 540 feet, B. M., of 4-inch spruce. Begun and finished January 7, 1890.

Bulkhead between Piers, old 36 and new 29, E. R.

Secretary's Order No. 9465.—The bulkhead in the rear of that portion which was washed out by the action of heavy tides was fenced off with 92 feet, B. M., of 3-inch spruce. Begun and finished September 10, 1889.

Contract No. 309.—For repairing the bulkhead between Piers, old 36 and new 29, East river, near the foot of Market Slip. Begun October 8, 1889, and finished January 1, 1890.

Pier, new 29, E. R.

Secretary's Order No. 9094.—Projecting spikes in the surface of the pier were driven in. Begun and finished June 3, 1889.

Secretary's Order No. 9531.—A structure which had been built under this pier by boys, and used by them as a rendezvous, was removed, and the lumber with which the structure had been built, one old oil-stove, also 2 skiffs used by said boys to obtain access to the said structure, were conveyed to West Fifty-seventh Street Yard. Begun and finished September 26, 1889.

Pier, new 32, E. R.

Secretary's Order No. 9976.—6 oak fender piles were driven and fastened with 50 pounds of chain, and chocked with 469 feet of yellow pine; the deck sheathing was patched with 2,800 feet, B. M., of 3-inch spruce. Begun April 15 and finished April 18, 1890.

Bulkhead between Piers 43 and 44, E. R.

Secretary's Order No. 9427.—A dangerous hole in the bulkhead was filled in with earth and stone, and the pavement was relaid. Begun October 12 and finished October 23, 1889.

Pier 44, E. R.

Secretary's Order No. 8951.—The pavement at entrance to the pier was taken up and relaid. Finished May 2, 1889.

Secretary's Order No. 8991.—Spring piles on upper outer corner of pier were refastened. Begun and finished May 4, 1889.

Secretary's Order No. 9311.—8 oak piles were driven, fastened and chocked; the deck sheathing was patched with 127 feet, B. M., of new 4-inch spruce and with second-hand 3-inch spruce. Begun September 6 and finished September 11, 1889.

Pier 48, E. R.

Secretary's Order No. 9414.—6 mooring posts were placed on the easterly side and 4 on the westerly side of pier; several fenders were refastened and rechocked; 1,176 feet, B. M., of yellow pine were used. Begun September 5 and finished September 14, 1889.

Secretary's Order No. 9405.—The deck sheathing was patched with 253 feet, B. M., of 4-inch and 8,021 feet, B. M., of 3-inch spruce. Begun September 14 and finished September 16, 1889.

Secretary's Order No. 9640.—A new yellow pine mooring post was placed on the upper side of the lower end of pier, 4 new white oak fender piles were driven, fastened and chocked at the outer easterly corner of pier, and the deck sheathing was repaired; 255 feet, B. M., of yellow pine and 3,025 feet, B. M., of 3-inch spruce were used. Begun November 1 and finished November 20, 1889.

Secretary's Order No. 9932.—Spring piles on the outer corner of pier were refastened with 50 pounds of iron chain, and the deck sheathing was repaired with 9,018 feet, B. M., of new 3-inch spruce. Begun March 28, 1890; in progress.

Pier 53, E. R.

Secretary's Order No. 9337.—Several loose fender piles on pier were refastened. Begun and finished August 12, 1889.

Bulkhead between Jackson and Corlears Streets, E. R.

Secretary's Order No. 9156.—12 spruce piles were driven, in clusters of 6 each, for the accommodation of a floating bath thereat, at the cost and expense of the East River Bathing Company, pursuant to resolution of the Board of June 14, 1889. Begun June 17 and finished June 19, 1889.

Secretary's Order No. 9507.—11 of the spruce piles which had been driven thereat for the accommodation of the private bath recently located in front of the bulkhead, were pulled up and conveyed to and deposited at West Fifty-seventh Street Yard. Begun and finished September 25, 1889.

Pier 55, E. R.

Secretary's Order No. 9338.—6 white oak spring piles were pulled and were redriven and fastened in a cluster on the outer end of pier, and several fender piles were also refastened; 150 pounds of iron chain were used. Begun August 7 and finished August 8, 1889.

Secretary's Order No. 8743.—Examination of pier preparatory to contract for repairs. Begun and finished August 24, 1889.

Contract No. 313.—For removing a portion of Pier 55, near the foot of Grand street, East river, and portions of the crib-bulkhead at and westerly of said pier; for repairing said pier and crib-bulkhead and for dredging thereat. Begun November 1, 1889, and finished April 15, 1890.

Pier 55, E. R.

REPAIRING CRIB-BULKHEAD.

Contract No. 313.—Pile butts were rafted up at the East One Hundred and Tenth Street Section, for use in making the repairs. Begun November 4, 1889, and finished January 20, 1890.

Pier 60, E. R.

Secretary's Order No. 7394.—Obstructions, consisting of earth, stone, dirt and rubbish, were removed from its surface. Begun June 24 and finished July 8, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone, earth and rubbish, were removed therefrom. Begun December 13 and finished December 18, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone, earth and rubbish, were removed from its surface. Begun April 17 and finished April 19, 1890.

Pier 61, E. R.

REPAIRING CRIB-BULKHEAD EASTERLY SIDE OF TOMPKINS STREET.

Contract No. 301.—The existing crib-bulkhead along the easterly side of Tompkins street, under and south of the pier, was repaired by John Gillies, contractor. Begun May 2, 1889, and finished November 22, 1889.

Bulkhead at East Fourteenth Street, E. R.

Secretary's Order No. 9520.—Several holes in the bulkhead were filled in with stone and earth and the pavement was relaid. Begun October 2 and finished October 11, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone and rubbish, were removed from the surface of bulkhead. Begun April 14 and finished April 15, 1890.

Secretary's Order No. 9901.—Several holes in the bulkhead were filled in with stone and earth and the pavement relaid thereat. Begun April 14 and finished April 19, 1890.

Bulkhead at East Fifteenth Street, E. R.

Secretary's Order No. 9393.—A dangerous hole in the centre of bulkhead was filled in with stone and earth, and the pavement was then relaid; the pavement, where sunken, in front of the bulkhead, was also taken up and relaid. Begun August 23 and finished August 29, 1889.

Repairs.

Bulkhead at East Sixteenth Street, E. R.

Secretary's Order No. 9523.—Several holes in the bulkhead were filled in with stone and earth, and the pavement was relaid. Begun September 27 and finished October 1, 1889.

Secretary's Order No. 9823.—The 6 top courses of timbers were taken off and replaced with sound timbers, longitudinal and cross ties were put on, mooring posts were set, oak fender piles were driven and fastened, spring piles were refastened; second-hand material and 50 pounds of iron chain were used therefor; 8 new half-round fenders were put on and fastened, and the pavement in front of bulkhead was repaired. Begun February 14 and finished April 12, 1890.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone and rubbish, were removed therefrom. Begun and finished April 16, 1890.

East Seventeenth Street Yard, E. R.

Contract No. 303.—For repairing the crib-bulkhead at the East Seventeenth Street Yard of the Department of Docks, on the East river. Begun May 16 and finished September 3, 1889.

Contract No. 303.—198 pile butts were rafted up in the Thirtieth Street (North River) Timber Basin, and transferred to East Seventeenth Street Yard for use in repairs to the crib-bulkhead there. Begun June 13 and finished June 21, 1889.

CONNECTING BACKING-LOG.

Secretary's Order No. 9272.—2 short pieces of creosoted yellow pine were placed along the northerly edge of crib at westerly end of same, to connect the old backing-log with the new. Begun and finished July 19, 1889.

Bulkhead between East Seventeenth and Eighteenth Streets, E. R.

Secretary's Order No. 9034.—2 test piles were driven to ascertain the nature of river bottom, 1 oak pile was used. Begun and finished July 5, 1889.

Secretary's Order No. 9098.—Old hulk of sunken lighter was raised and disposed of according to law, at the cost and expense of George Lutz, owner, by John F. Baxter, under Treasurer's Order No. 13882. Begun July 8 and finished July 12, 1889.

Contract No. 310.—For repairing the crib-bulkhead between East Seventeenth and East Eighteenth streets, on the East river, and for dredging thereat. Begun September 16, 1889, and finished January 8, 1890.

Contract No. 310.—Piles and platform of crib-work at foot of East Eighteenth street, were removed. Begun September 17 and finished September 18, 1889.

Between Seventeenth and Eighteenth Streets, E. R.

REPAIRING CRIB-BULKHEAD.

Contract No. 310.—One (1) old pile in front of the work was pulled up by the derrick "City of New York," as per Article No. 23 of the specifications. Begun and finished October 1, 1889.

Bulkhead at East Twentieth Street, E. R.

Secretary's Order No. 9783.—The backing-log was renewed and fenders were repaired with second-hand material. Begun January 20 and finished January 21, 1890.

Bulkhead between East Twenty-fourth and Twenty-fifth Streets, E. R.

Secretary's Order No. 5561.—Repairs thereto, in accordance with report on Secretary's Order No. 5048. This order has been returned for the reason that the bulkhead-wall is now being constructed in front of these premises and the repairs called for under said order will not be required thereat.

Pier at East Twenty-eighth Street, E. R.

Secretary's Order No. 9112.—The deck sheathing was patched with 510 feet, B. M., of 3-inch spruce. Begun June 6 and finished June 7, 1889.

Secretary's Order No. 9154.—The deck sheathing was patched with 1,013 feet, B. M., of 4-inch spruce. Begun and finished June 17, 1889.

Secretary's Order No. 9192.—The deck sheathing was patched with second-hand material. Begun July 2 and finished July 5, 1889.

Secretary's Order No. 9257.—The deck sheathing was repaired with second-hand material. Begun July 18 and finished July 19, 1889.

Secretary's Order No. 9444.—The deck sheathing was repaired where necessary; second-hand material and 190 feet, B. M., of new 3-inch spruce, were used therefor. Begun September 5 and finished September 7, 1889.

Bulkhead at East Twenty-ninth Street, E. R.

Secretary's Order No. 9525.—2 mooring piles were set and fastened thereat. Begun October 25 and finished October 28, 1889.

Secretary's Order No. 9857.—This order was returned on April 17, 1890, the repairs reported by the Dock Master as being required to the pavement thereat having been made by unknown parties.

Pier at East Thirty-seventh Street, E. R.

Secretary's Order No. 8993.—A portion of the backing-log on the north side of the pier opposite the new front crib-work was removed. Begun August 27 and finished August 28, 1889.

Bulkhead at East Forty-second Street, E. R.

Secretary's Order No. 9113.—4 second-hand spruce piles were driven and fastened, 6 fender piles were refastened, 1 mooring post was reset, old stumps of piles were pulled, and a hole in the bulkhead was filled in with stone and earth. Begun June 8 and finished June 11, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of earth, stone, dirt and rubbish, were removed from its surface. Begun June 15 and finished June 24, 1889.

Secretary's Order No. 9401.—An examination for the rebuilding of the bulkhead was made; 3 test piles were driven; 1 oak pile was used. Begun August 27 and finished August 28, 1889.

Secretary's Order No. 9395.—The bulkhead was fenced off from public use and a danger sign was placed thereon; 760 feet, B. M., of 3-inch spruce were used. Begun and finished August 28, 1889.

Contract No. 319.—For repairing the crib-bulkhead at the foot of East Forty-second street, on the East river. Begun December 23, 1889, and finished March 10, 1890.

Contract No. 319.—Pile butts were rafted up at the East One Hundred and Tenth Street Section, for use in making the repairs. Begun and finished January 10, 1890.

Bulkhead at East Forty-third Street, E. R.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone, earth and rubbish, were removed from its surface. Begun June 19 and finished June 22, 1889.

Secretary's Order No. 9333.—The pavement in front of bulkhead was repaired. Begun August 9 and finished August 19, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone, earth and rubbish, were removed from its surface. Begun and finished December 12, 1889.

Dumping-board at East Forty-sixth Street, E. R.

Secretary's Order No. 9168.—The dumping-board was extended on the north side; 2,313 feet, B. M., of yellow pine were used.

Bulkhead at East Forty-eighth Street, E. R.

Secretary's Order No. 9734.—The backing-log, for a distance of 60 feet, was renewed; 4 fender piles were driven and fastened, and several others were refastened; 2 mooring posts were set and chocked; second-hand material was used therefor. Begun January 21 and finished January 24, 1890.

East Forty-ninth to East Fifty-third Street, E. R.

Secretary's Order No. 9109.—Examination of river bottom; 31 tests were made; 3 spruce piles were used. Begun June 10 and finished June 15, 1889.

Pier at East Fifty-first Street, E. R.

Secretary's Order No. 9326.—The rip-rap wall at the approach to pier was repaired where necessary. Begun August 7 and finished August 8, 1889.

Bulkhead at East Fifty-third Street, E. R.

Contract No. 296.—Repairing crib-bulkhead foot of East Fifty-third street, East river. Finished May 15, 1889.

Bulkhead at East Fifty-fourth Street, E. R.

Secretary's Order No. 9191.—The sheathing on the approach was repaired with 1,000 feet, B. M., of 3-inch spruce. Begun and finished June 29, 1889.

Repairs.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone, earth and rubbish, were removed from its surface. Begun June 18 and finished June 19, 1889.

Secretary's Order No. 9651.—Mooring posts were repaired; 3 spruce fender piles were driven and fastened; the deck was repaired with 510 feet, B. M., of 3-inch spruce; the approach was also repaired with 2,518 feet, B. M., of 3-inch spruce. Begun November 6 and finished November 11, 1889.

Secretary's Order No. 9939.—The surface of bulkhead was repaired with 1,392 feet, B. M., of 3-inch and 10,053 feet, B. M., of 4-inch spruce. Begun April 7 and finished April 16, 1890.

Bulkhead Platform at East Sixtieth Street, E. R.

Secretary's Order No. 9714.—An accumulation of dirt and rubbish was removed therefrom. Begun December 10 and finished December 12, 1889.

Secretary's Order No. 9758.—4 oak fender piles were driven, fastened and chocked; 6 half-round fenders were put on and fastened, and 1 mooring post was placed; 60 pounds of iron chain were used. Begun January 24 and finished January 27, 1890.

Bulkhead Foot of East Seventy-fifth Street, E. R.

Secretary's Order No. 9222.—The stone wall at the north side of bulkhead was repaired where necessary. Begun and finished August 22, 1889.

Secretary's Order No. 7394.—Obstructions on the platform thereat, consisting of dirt, stone, earth, sand and rubbish, were removed. Begun June 15 and finished June 18, 1889.

Pier at East Seventy-ninth Street, E. R.

Secretary's Order No. 9556.—The sewer box under the pier was repaired with 267 feet, B. M., of 4-inch yellow pine. Begun and finished October 26, 1889.

Pier South of East Eighty-sixth Street, E. R.

Secretary's Order No. 9121.—A second-hand iron cleat was put on and fastened on south side of pier. Begun and finished June 13, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone, earth and rubbish, were removed from its surface. Begun June 4 and finished June 6, 1889.

Secretary's Order No. 9264.—1 yellow pine bearing pile was driven; 2 half-round oak fenders were put on, and mooring posts and fenders were refastened; 715 feet, B. M., of yellow pine, were used. Begun and finished August 7, 1889.

Secretary's Order No. 9715.—The filled-in land was leveled, and obstructions on surface of the pier were removed. Begun December 5 and finished December 6, 1889.

Pier at Foot of East Eighty-sixth Street, E. R.

Secretary's Order No. 7394.—Obstructions, consisting of dirt and rubbish, were removed from its surface. Begun June 6 and finished June 13, 1889.

Secretary's Order No. 9715.—Obstructions were removed from the surface of the pier and the filled-in land thereat was leveled and graded. Begun December 6 and finished December 9, 1889.

Leggett's Creek, E. R.

Secretary's Order No. 8834.—The necessary piles were driven and capped, and a platform was constructed thereon, with second-hand material. Finished May 1, 1889.

HARLEM RIVER.

Foot of East One Hundred and Second Street, H. R.

Engineer's Order.—Examination of river bottom; 6 borings were taken. Begun July 15 and finished July 16, 1889.

South of One Hundred and Fourth Street, H. R.

Secretary's Order No. 9652.—98 piles were pulled, and were subsequently bunched and removed to West Fifty-seventh Street Yard; 48 piles were cut off. Begun November 6 and finished November 11, 1889.

Bulkhead at One Hundred and Seventh Street, H. R.

Secretary's Order No. 9332.—A hole in the bulkhead was filled in with stone and earth and the pavement relaid; the rip-rap wall on northerly side of bulkhead was also repaired. Begun August 20 and finished August 21, 1889.

Secretary's Order No. 9559.—The pavement, where sunken on bulkhead, was taken up, the hole or sunken place was filled up with stone and earth and the pavement relaid. Begun October 24 and finished October 28, 1889.

Bulkhead at One Hundred and Fifteenth Street, H. R.

Secretary's Order No. 9360.—A hole caused by a washout, which had been ordered to be filled in by the Department force, was filled in by unknown parties. Begun and finished August 15, 1889.

Pier at One Hundred and Seventeenth Street, H. R.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone, earth, sand and rubbish, were removed from its surface. Begun June 13 and finished June 15, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone and rubbish, were removed from its surface. Begun December 2 and finished December 5, 1889.

Removal of Cement Dumped from Lighter "Suffolk," between One Hundred and Twenty-second and One Hundred and Twenty-third Streets, H. R.

Secretary's Order No. 9549.—Cement dumped from lighter "Suffolk" was removed from river bottom between One Hundred and Twenty-second and One Hundred and Twenty-third streets, by the Baxter Wrecking Company's floating derrick, assisted by the Divers. Begun October 10 and finished October 11, 1889.

Timber Boom.

November 6, 1889.—Timber boom which had been damaged by the Department was repaired in satisfactory manner.

Fourth Avenue Bridge.

TIDE GAUGE.

March 25, 1890.—Tide gauge and small house were removed and placed on the tug "Manhattan" and taken to the West Fifty-seventh Street Yard.

Work Done for Other Departments.

WORK DONE FOR OTHER DEPARTMENTS.

WORK BEING DONE AT THE REQUEST OF AND IN CONJUNCTION WITH THE HEALTH DEPARTMENT.

Pier, old 1, N. R.

Secretary's Order No. 9026.—A large quantity of mud, filth and sewage was removed from under the pier, and the bulkhead platform adjoining on the north side and the slip in front of same, by the Pennsylvania Railroad Company, under order of the Board. A depth of from 3 to 10 feet of water at mean low water was made over the area dredged. Begun May 26 and finished July 6, 1889.

Secretary's Order No. 9448.—A large quantity of objectionable and floating matter was removed from the above premises, by Pennsylvania Railroad Company, under order from the Board. A guard was placed around the premises, to prevent the accumulation of matter of a similar nature. Begun October 21, 1889, and finished November 4, 1889.

Bulkhead between Piers, old 8 and 9, N. R.

Secretary's Order No. 9449.—Floating timber, filth, etc., was removed from under the platform between above premises, by Clark & Seaman, by order of the Board. Begun and finished September 17, 1889.

Bulkhead between Piers, old 12 and 14, N. R.

Secretary's Order No. 9033.—A large quantity of dirt, filth, etc., was removed from under the platforms, at above premises, back to the line of the existing bulkhead, and from the slips in front of same, by the Central Railroad Company of New Jersey, by order of the Board. Begun May 26, 1889, and finished October 13, 1889.

Bulkhead between Piers, old 16 and 17, N. R.

Secretary's Order No. 9503.—A large quantity of mud, filth, etc., was removed from under the platforms, in front of above premises, and the slip in front of same, by the Associates of the Jersey Company, by order of the Board. Begun October 5, 1889, and finished December 26, 1889.

Work Done for Other Departments.

Bulkhead between Piers, old 18 and 20, N. R.

Secretary's Order No. 9502.—Work of dredging under the platforms, located at above premises, and in the slips in front of same, is still in progress. Begun October 28, 1889; in progress.

Bulkhead between Piers, old 25 and 28, N. R.

Secretary's Order No. 9501.—The mud, filth, etc., was removed from under the platforms, located at above premises and in the slips in front of same, by New York Central and Hudson River Railroad Company, by order of the Board. Begun October 8, 1889, and finished December 17, 1889.

Pier, new 40, N. R.

Secretary's Order No. 9918.—The half slip adjoining the south side of the above premises was dredged to a depth of from 26 to 30 feet, at mean low water, by the Cunard Steamship Company, by order of the Board. Begun March 26, 1890, and finished April 5, 1890.

Secretary's Order No. 8921.—The slip on the north side of above premises was dredged to a depth of from 26 to 30 feet, at mean low water by the Cunard Steamship Company, by order of the Board. Begun July 5 and finished July 15, 1889.

EAST RIVER.

Bulkhead North of East Sixteenth Street, E. R.

Secretary's Order No. 9421.—5 oak piles were driven and chocked and properly fastened. Begun September 3 and finished September 5, 1889.

Secretary's Order No. 9763.—The 4 top courses of timbers and the backing-log were renewed, several fender piles were driven and fastened, second-hand materials being used therefor; 1 new oak spring pile was driven and fastened, and a new deck was laid with 1,750 feet, B. M., of new 3-inch spruce. Begun January 11 and finished January 20, 1890.

Bulkhead between Tenth and Eleventh Streets, E. R.

Secretary's Order No. 9565.—The work of removing mud, filth, etc., from under the platform, and the slip in front of same, at the above premises, was commenced and temporarily suspended by the alleged owners, represented by James Affleck, executor, by order of the Board. Begun November 4, 1889, and temporarily suspended.

LONG ISLAND SOUND.

Pier at North Brother Island, L. I. Sound.

Secretary's Order No. 9400.—6 oak piles were driven, fastened and chocked, new chocks and braces were put on where required, deck sheathing was renewed and a hoisting mast was erected on pier; 468 feet, B. M., of yellow pine, 912 feet, B. M., of 4-inch, and 2,000 feet, B. M., of 3-inch spruce, were used. Begun August 30 and finished September 5, 1889.

WORK DONE FOR THE DEPARTMENT OF PUBLIC WORKS.

NORTH RIVER.

Pier at Horatio Street, N. R.

Secretary's Order No. 8965.—The gangway was opened for access to Public Bath, on north side of pier. Begun and finished June 13, 1889.

Secretary's Order No. 9592.—The gangway to the Public Bath was closed. Begun October 12 and finished October 16, 1889.

Pier, new 57, Foot of West Twenty-seventh Street, N. R.

Secretary's Order No. 8965.—The gangway was opened for access to the Public Bath; 225 feet, B. M., of 3-inch spruce were used. Begun June 24 and finished June 25, 1889.

Secretary's Order No. 9592.—The gangway to the Public Bath was closed. Begun and finished October 12, 1889.

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

Secretary's Order No. 8965.—The gangway was opened for access to the Public Bath; a platform was built with 180 feet, B. M., of 3-inch spruce. Begun and finished June 19, 1889.

Secretary's Order No. 9592.—The gangway to the Public Bath was closed. Begun and finished October 12, 1889.

Bulkhead between West One Hundred and Twenty-ninth and One Hundred and Thirtieth Streets, N. R.

Secretary's Order No. 8965.—The gangway was opened for access to the Public Bath; two second-hand iron cleats were put on and 144 feet, B. M., of 3-inch spruce and 105 feet, B. M., of yellow pine were used. Begun September 3 and finished September 5, 1889.

Secretary's Order No. 9505.—The gangway to the Public Bath was repaired with 49 feet, B. M., of yellow pine and 47 feet, B. M., of 3-inch spruce. Begun September 19 and finished September 20, 1889.

EAST RIVER.

Foot of Corlears Street, E. R.

Secretary's Order No. 8965.—The gangway was opened for access to the Public Bath; second-hand material was used. Begun June 14 and finished June 15, 1889.

Secretary's Order No. 9592.—The gangway to the Public Bath was closed. Begun and finished October 12, 1889.

Pier 62, Foot of Stanton Street, E. R.

Secretary's Order No. 8965.—The gangway was opened for access to the Public Bath; second-hand material was used. Begun June 12 and finished June 13, 1889.

Secretary's Order No. 9592.—The gangway to the Public Bath was closed. Begun October 12 and finished October 18, 1889.

Pier at East Nineteenth Street, E. R.

Secretary's Order No. 8965.—The gangway was opened for access to the Public Bath; second-hand material was used. Begun and finished June 15, 1889.

Secretary's Order No. 9592.—The gangway to the Public Bath was closed. Begun and finished October 11, 1889.

Pier at East Thirty-seventh Street, E. R.

Secretary's Order No. 8965.—The gangway was opened for access to the Public Bath; second-hand material and 175 feet, B. M., of 3-inch spruce were used. Begun June 10 and finished June 20, 1889.

Pier at East Fifty-first Street, E. R.

Secretary's Order No. 8965.—The gangway was opened for access to the Public Bath; 10 second-hand piles were driven and 180 feet, B. M., of 3-inch spruce were used, the stone wall thereat was also repaired. Begun May 27 and finished June 18, 1889.

Bulkhead South of East Seventy-eighth Street, E. R.

Secretary's Order No. 8965.—4 test piles were driven to ascertain whether the Public Bath could be located thereat. Begun and finished June 20, 1889.

Bulkhead North of East Seventy-eighth Street, E. R.

Secretary's Order No. 8965.—The gangway was opened for access to the Public Bath; 225 feet, B. M., of 3-inch spruce and 231 feet, B. M., of yellow pine were used. Begun July 13 and finished July 20, 1889.

Secretary's Order No. 8965.—The gangway to the Public Bath was repaired, where necessary, with second-hand material. Begun and finished August 5, 1889.

Secretary's Order No. 9592.—The gangway to the Public Bath was closed. Begun and finished October 11, 1889.

HARLEM RIVER.

Bulkhead at East One Hundred and Twelfth Street, H. R.

Secretary's Order No. 8965.—The gangway was opened for access to the Public Bath; 225 feet, B. M., of 3-inch spruce were used. Begun June 18 and finished June 19, 1889.

Work Done for Other Departments.

WORK DONE FOR THE DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

EAST RIVER.

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

Secretary's Order No. 8940.—3 fender piles were reset, chocks and cleats were put on, and deck sheathing was patched with 2,142 feet, B. M., of new 3-inch spruce. Finished May 6, 1889.

Secretary's Order No. 9518.—The deck sheathing was repaired with 2,511 feet, B. M., of new 3-inch spruce. Begun October 3 and finished October 5, 1889.

Secretary's Order No. 9686.—1 oak spring pile was driven, fastened and chocked, and several other spring piles were refastened and rechecked. Begun and finished November 21, 1889.

Contract No. 320.—For repairing the Pier at the foot of East Twenty-sixth street, East river. Begun January 20, 1890, and finished April 8, 1890.

Secretary's Order No. 9904.—The pavement at entrance to pier was taken up and relaid where necessary, 3 new mooring posts were placed on the pier and fastened with fifty pounds of iron chain and chocked with second-hand material. Begun April 4 and finished April 15, 1890.

Bulkhead Platform at East Fifty-second Street, E. R.

Secretary's Order No. 9353.—9 oak fender-piles were driven and fastened; the cap on south side and the backing-log were renewed; 2 oak cleats were put on and fastened and the entire deck was resheathed; the stairway leading from the platform to the steam launch was rebuilt; 852 feet, B. M., of yellow pine, 80 feet, B. M., of 4-inch and 2,646 feet, B. M., of 3-inch spruce were used. Begun August 13 and finished August 26, 1889.

Float between East Seventy-sixth and Seventy-seventh Streets, E. R.

Secretary's Order No. 9159.—The float thereat was widened and the deck of same was repaired with second-hand yellow pine and 3-inch spruce; rip-rap was placed around the posts of the bridge leading to said float. Begun June 21 and finished June 22, 1889.

HARLEM RIVER.

Boat Landing at Foot of East One Hundred and Fifteenth Street, H. R.

Secretary's Order No. 9361.—1 oak pile was pulled up and then redriven and fastened thereat. Begun and finished August 15, 1889.

Bulkhead Platform Foot of East One Hundred and Twentieth Street, H. R.

Secretary's Order No. 9946.—The pavement at entrance to platform was taken up and relaid. Begun April 21 and finished April 25, 1890.

Blackwell's Island, E. R.

Charity Hospital Pier.

Secretary's Order No. 9656.—The deck, caps and rangers were blocked up and repaired with 1,000 feet, B. M., of new yellow pine; 3 new bearing piles and 6 second-hand fender piles were driven and fastened. Begun November 12 and finished November 14, 1889.

Store-house Pier.

Secretary's Order No. 9809.—22 new white oak spring piles were driven and fastened with bolts and 300 pounds of iron chain and several loose fender piles were refastened and rechecked. Begun January 27 and finished February 4, 1890.

Randall's Island, H. R.

Secretary's Order No. 9150.—Necessary repairs were made to the coal dock; 5 mooring posts were renewed, the backing-log was repaired, deck sheathing was laid with 16,005 feet, B. M., of new 3-inch spruce. Begun June 21 and finished June 28, 1889.

Ward's Island, H. R.

Pier at Lower Landing, East Side.

Secretary's Order No. 9328.—10 oak piles were driven and the spring piles were refastened and rechecked; old stumps of piles were pulled; 564 feet, B. M., of yellow pine were used. Begun August 14 and finished August 19, 1889.

Pier or Coal Dock at Upper Landing, East Side.

Secretary's Order No. 9325.—2 new and 6 second-hand oak piles were driven, fastened and chocked; 3 new mooring piles were set and chocked and new deck sheathing was laid; 400 feet, B. M., of 4-inch spruce, 1,978 feet, B. M., of yellow pine and 4,015 feet, B. M., of 3-inch spruce were used; about 100 feet of the backing-log were also removed. Begun August 20 and finished August 26, 1889.

Hart's Island, L. I. Sound.

Secretary's Order No. 8847.—11 second-hand bearing piles and 6 second-hand fender piles were driven at the lower landing or pier, the vertical sheating in front of pier and the deck and backing-log were repaired where necessary; 1 mooring post was reset and the gangway and deck sheathing were also repaired; 7,020 feet, B. M., of new 3-inch spruce were used. Begun May 9 and finished May 16, 1889.

General Expenses.

GENERAL EXPENSES.

Bulkhead Platforms on North, East and Harlem Rivers.

Secretary's Order No. 8372.—Examinations under same, in conjunction with sanitary experts of the Health Department, from time to time; in progress.

Piers on North, East and Harlem Rivers.

Secretary's Order No. 9149.—Painting designations on new piers and restoring same on old piers where defaced or obliterated. Begun July 1 and finished December 21, 1889.

Pier "A," N. R.

Engineer's Order.—Floating yellow pine timber was secured and rafted. Begun and finished June 28, 1889.

Secretary's Order No. 9211.—A sign was placed in lieu of a damaged one, on the outer end of pier. Begun July 3 and finished July 18, 1889.

Secretary's Order No. 9211.—An additional sign board was placed on the south side, near outer end of pier. Begun and finished August 13, 1889.

Secretary's Order No. 9991.—A temporary platform stand was erected on the surface of the pier, for use of auctioneer at the sale at auction of leases of wharf property and the same was taken down after said sale. Begun April 14 and finished April 18, 1890.

Removal of Old Washington Market, Foot of Vesey Street, N. R.

Engineer's Order.—Begun and finished July 23, 1889.

Pier, old 24, N. R.

Engineer's Order.—Examination of same by Engineer Parker, assisted by Dock Builders. Begun and finished June 11, 1889.

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

Secretary's Order No. 9279.—A sign board was placed and fastened on bulkhead. Begun and finished August 13, 1889.

Bulkhead between Piers, old 57 and 58, N. R.

Secretary's Order No. 9279.—A sign board was placed and fastened on bulkhead. Begun and finished November 3, 1889.

Crib-bulkhead between Piers, old 57 and 58, N. R.

Contract No. 308.—Visit of Inspector Frank E. Doughty to Newtown Creek to look after cross ties. Begun and finished September 3, 1889.

Piers, old 58 and 59, N. R.

Engineer's Order No. 9010.—Sign boards marked "None but market boats allowed at this pier. By order of the Board of Docks. Edwin A. Post, President," were placed on said piers. Begun and finished June 18, 1889.

General Expenses.

Piers, new 44 and 45, N. R.

Secretary's Order No. 8809.—Inspection of work done by private parties. Begun May 13 and finished October 7, 1889.

Removing Sign Advertisements of C. McDougall, from the following-named Piers and Bulkheads, viz.:

Secretary's Order No. 9740.—Pier, new 57, North river, removed 2 signs; bulkhead between Piers, new 60 and 61, North river, removed 1 sign; Pier, new 63, North river, removed 1 sign. Begun and finished December 3, 1889.

At West Thirtieth Street Basin, N. R.

Engineer's Order.—Rafting and preparing old materials for public sale. Begun August 8 and finished August 19, 1889.

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

Engineer's Order.—Watching the dumping of material from the dump. Begun May 24 and finished May 28, 1889.

At West Fifty-seventh Street Basin, N. R.

Engineer's Order.—Watching and caring for yellow pine timber and other materials in the basin, and rafting same; in progress.

Engineer's Order.—Receiving and inspecting yellow pine piles delivered under Treasurer's Orders Nos. 13090, 13792, 13793. Begun and finished June 10, 1889.

Contract No. 297.—Rafting rejected yellow pine timber of Contract No. 297, delivered under Treasurer's Order No. 13878. Begun and finished June 18, 1889.

Engineer's Order.—Rafting rejected yellow pine timber received from J. W. Duryee, under Treasurer's Order No. 13960. Begun July 35 and finished August 5, 1889.

Engineer's Order.—Rafting and preparing old material for public sale. Begun August 28 and finished August 30, 1889.

At West Fifty-seventh Street Yard, N. R.

Secretary's Order No. 10018.—Placing of a Dock Master's office on scow "B," at West Fifty-seventh Street Yard, and subsequently towing and placing same on Pier, new 29, East river. Begun April 28 and finished April 29, 1890.

Pier 2 (West Side), E. R.

Secretary's Order No. 8943.—Inspection of work done by private parties. Begun May 31 and finished June 7, 1889.

Pier 8, E. R.

Secretary's Order No. 9003.—Inspection of work done by private parties. Begun May 30 and finished June 4, 1889; begun August 16 and finished September 25, 1889.

Pier 48, E. R.

Secretary's Order No. 9220.—Placing a sign at outer end of pier, at berth of the Fire Department boat, in lieu of missing one. Begun July 8 and finished July 19, 1889.

Pier 55, E. R.

Secretary's Order No. 9239.—A Day Watchman and a Night Watchman were placed in possession of pier. Begun July 16 and finished July 19, 1889.

Pier Foot of East Third Street, E. R.

Secretary's Order No. 8806½.—Examination of same by Superintendent of Repairs David F. McCarthy, assisted by Foreman Dock Builder Martin Miller. Begun and finished June 10, 1889.

Bulkhead North of East Third Street, E. R.

Secretary's Order No. 8807.—Examination of same by Superintendent of Repairs David F. McCarthy, assisted by Foreman Dock Builder Martin Miller. Begun and finished June 10, 1889.

Ferry Premises North Side of East Seventh Street, E. R.

Secretary's Order No. 8808.—Examination of same by Superintendent of Repairs David F. McCarthy, assisted by Foreman Dock Builder Martin Miller. Begun and finished June 10, 1889.

Bulkhead Under Pier North of East Ninth Street, E. R.

Secretary's Order No. 8809.—Examination of same by Superintendent of Repairs David F. McCarthy, assisted by Foreman Dock Builder Martin Miller. Begun and finished June 10, 1889.

At East Seventeenth Street Yard, E. R.

Engineer's Order.—Receiving and inspecting oak piles from A. J. Murray, delivered under Treasurer's Order No. 13709. Begun and finished May 9, 1889.

Engineer's Order.—Receiving and inspecting oak piles from A. J. Murray, delivered under Treasurer's Order No. 14240, and caring for same. Begun October 21 and finished November 13, 1889.

Engineer's Order.—Bunching and caring for oak piles. Begun November 15 and finished November 16, 1889.

Bulkhead South of East Thirty-eighth Street, E. R.

Engineer's Order.—Inspection of work done by private parties. Begun December 23 and finished December 28, 1889.

Bulkhead between East Forty-second and Forty-third Streets, E. R.

Secretary's Order No. 9028.—Inspection of work done by private parties. Begun May 13 and finished May 18, 1889.

At Foot of East Eighty-sixth Street, E. R.

Secretary's Order No. 9013.—Watching and caring for paving stones thereat. Begun May 2 and finished June 1, 1889.

East Ninety-fourth Street, E. R., to East One Hundred and Tenth Street, H. R.

Engineer's Order.—Moving a raft of pile butts from East Ninety-fourth street, East river, to East One Hundred and Tenth street, Harlem river. Begun and finished August 10, 1889.

Bronx River.

Engineer's Order.—Placing temporarily a Watchman to prevent the erection of a pontoon bridge over the Bronx river at West Farms. Begun June 30 and finished November 10, 1889.

Resolution of the Board, April 25, 1889.—Inspection of castings for the new 12-ton derrick at the foundry of George Smith in Jersey City, N. J. Begun and finished August 21, 1889.

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.

Bulkhead at Foot of Jay Street, N. R.

Secretary's Order No. 9079.—A fence and other obstructions placed by some person or persons was removed by the force of the Department. Begun and finished May 27, 1889.

Bulkhead opposite No. 229 West Street.

Secretary's Order No. 9722.—Earth was excavated down to temporary sewer and replaced by the force of the Department, to allow sewer to be cleaned by James Reilly and at his expense. Begun December 7 and finished December 9, 1889.

Pier, new 39, N. R.

Secretary's Order No. 9595.—The pavement in front of the south side of pier which was taken up to allow repairs to be made to gas-pipe was replaced by the force of the Department for and at the expense of the Consolidated Gas Company. Begun and finished October 17, 1889.

Work Done for Owners, Lessees, etc.

Bulkhead in front of and between Piers, new 44 and 45, N. R.

Secretary's Order No. 9362.—About 309 square yards of pavement were removed, and in front of the south half of Pier, new 45, North river, and the bulkhead north of Pier, new 44, North river, the earth-filling was excavated down to low water, and old timber and piles removed and cut off, after which the earth-filling was replaced and the whole area repaved to the proper grade with coal-tar joints by the force of the Department for and at the expense of the White Star Steamship Company. Begun August 27 and finished September 30, 1889.

Pier, new 45, N. R.

Secretary's Order No. 9302.—A portion of the pavement in front of pier which was removed to allow railroad tracks to be shifted north was replaced with coal-tar joints by the force of the Department for and at the expense of the White Star Steamship Company. Begun August 5 and finished September 21, 1889.

Bulkhead between Pier, old 54, and West Eleventh Street, N. R.

Contract No. 284.—1,763 cubic yards of material were excavated, removed and disposed of from the above premises at the cost and expense of lessees or alleged owners. Begun August 6 and finished August 16, 1889.

Bulkhead Foot of West Fifty-eighth Street, N. R.

Secretary's Order No. 9384.—The dumping-board along southerly side of West Fifty-eighth street was removed by the force of the Department for and at the expense of John Chester. Begun August 20 and finished August 22, 1889.

Bulkhead at One Hundred and Fifteenth Street, H. R.

Secretary's Order No. 9548.—964 cubic yards of brick were excavated, removed and disposed of from the above premises, for the alleged owners of same. Begun November 2 and finished November 4, 1889.

Bulkhead between One Hundred and Twenty-second and One Hundred and Twenty-third Streets, H. R.

Secretary's Order No. 9549.—63 barrels of cement, together with cement barrels, were excavated, removed and disposed of, which were dumped thereat, by lighter "Suffolk." Begun October 10 and finished October 11, 1889.

Pier at Thirty-ninth Street and Bulkheads adjoining, N. R.

Contract No. 311.—25,121 cubic yards of material were excavated, removed and disposed of, as follows: From the bulkhead south of Thirty-ninth street, North river, 2,163 cubic yards; from the pier at Thirty-ninth street, North river, 21,861 cubic yards; from the bulkhead north of Thirty-ninth street, North river, 1,097 cubic yards, for Bechstein & Co. and C. Vorbach, alleged owners. Begun October 14 and finished November 15, 1889.

West Fifty-seventh Street Yard.

Secretary's Order No. 9437.—1 barrel of Bowles' quality cement was tested by the force of the Department for and at the expense of W. Betts Lawrence. Begun August 30 and finished September 10, 1889.

Secretary's Order No. 9677.—1 barrel of cement was tested by the force of the Department for and at the expense of Charles R. Weeks & Bro. Begun November 13 and finished November 26, 1889.

Secretary's Order No. 9693.—1 barrel of cement was tested by the force of the Department for and at the expense of C. B. Richards & Co. Begun December 12 and finished December 19, 1889.

Secretary's Order No. 9710.—1 barrel of cement was tested by the force of the Department for and at the expense of Dickenson Bros. & King. Begun November 29 and finished December 3, 1889.

Secretary's Order No. 9830.—1 barrel of cement was tested by the force of the Department for and at the expense of Leopold Weil & Bros. Begun February 3 and finished February 10, 1890.

Floating Property.

FLOATING PROPERTY.

The floating property of the Department consists of the following:

- 100-ton derrick, "City of New York."
- 12-ton derrick.
- 10-ton derrick.
- Tug "Manhattan."
- 11 pile drivers, Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 and 11.
- 11 deck scows, "B," "C," "D," "E," "F," "H," "I," "K," "L," "Jim" and "Willie."
- Boring-machine "Woodcock."
- 3 Divers' scows, "A," "G" and "N."
- Small Divers' scow.
- Naphtha engine launch.
- 14 yawl boats, 2 skiffs, 2 bateaux and 4 sounding boats.
- 2 sets of land ways—One 30 feet high and one 45 feet high.
- Rock-drilling machine, with ways 19 feet high.

The 100-ton Derrick, "City of New York."

May 4, 1889.—Towed from West Thirty-eighth street (where it had been laid up since April 27, 1889), to West Fifty-first Street Pier, and laid up to May 15, 1889, then was towed to East Seventeenth Street Yard, and handled granite, etc.

June 17, 1889.—Towed from East Seventeenth Street Yard to Pier "A," North river, laid up, on account of the tide, to June 18, then was towed to West Fifty-seventh Street Yard.

June 19, 1889.—Loaded 3 concrete base blocks on scow "L" at West Fifty-seventh Street Yard for West Fifty-seventh Street Section, and set the 3 blocks in the bulkhead-wall on June 22, 1889.

June 24, 1889.—Loaded 3 concrete base blocks on scow "L" at West Fifty-seventh Street Yard for West Fifty-seventh Street Section, and set the 3 blocks in the bulkhead-wall on June 25, 1889.

June 27, 1889.—Loaded 8 concrete base blocks on scows "H" (5) and "L" (3) at West Fifty-seventh Street Yard for West Fifty-second Street Section, June 28, 1889, towed to West Fifty-second Street Section and set the 8 blocks in the bulkhead-wall, then laid up at West Fifty-first Street Pier.

July 16, 1889.—Towed from West Fifty-first Street Pier to West Fifty-seventh Street Yard, and on July 17, 1889, loaded 8 concrete base blocks on scows "B" (5) and "D" (3) for West Fifty-second Street Section; on July 18, towed to West Fifty-second Street Section and set the 8 blocks in the bulkhead-wall, and shifted granite on West Fifty-first Street Pier.

July 24, 1889.—Towed from West Fifty-first Street to West Fifty-seventh Street Yard; July 25, loaded 5 concrete base blocks on scows "B" (2), "E" (3), for West Fifty-second Street Section; towed to West Fifty-second Street Section and set the 5 blocks in the bulkhead-wall.

July 29, 1889.—Towed from West Fifty-first street to West Fifty-seventh Street Yard, took on deck 2 old concrete blocks; thence to West Thirty-second Street Section and took on deck another old concrete block; thence to East Seventeenth Street Yard, and did the work required at yard.

August 7, 1889.—Towed from East Seventeenth Street Yard to West Fifty-seventh Street Yard. August 8, 1889.—Loaded 3 concrete base blocks on scow for West Fifty-seventh Street Section, and on August 9, 1889, set the 3 blocks in the bulkhead-wall.

August 12, 1889.—Removed the bracing pile-driver ways from deck of pile-driver No. 8, and placed them (temporarily) on deck of scow "Jim."

August 13, 1889.—Placed a new set of 50 feet vertical ways on deck of pile-driver No. 8. August 12 and 13, 1889.—Loaded 5 concrete base blocks on scows for West Fifty-seventh Street Section, and set the 5 blocks in the bulkhead-wall by August 16, 1889.

August 17, 1889.—Loaded 5 concrete base blocks on scows for West Fifty-second street, and on August 19, 1889, towed to West Fifty-second Street Section, and set the 5 blocks in the bulkhead-wall.

August 22, 1889.—Department Divers examined the bottom and sides of hull of derrick and found same in good order.

August 23, 1889.—Removed the set of bracing or batter pile-driver ways (formerly on pile-driver No. 8), from deck of scow "Jim," and placed them on deck of derrick, then was towed from West Fifty-second Street to East Seventeenth Street Yard, and placed the bracing ways on the bulkhead.

September 17 and 18, 1889.—Placed and fitted up on deck of scow "E" the bracing pile-driver ways formerly of pile-driver No. 8.

September 19, 1889.—Towed from East Seventeenth Street Yard (where it had been employed fitting up the booms and masts of new derrick at yard), to West Fifty-seventh Street Yard.

September 21, 1889.—Loaded 6 concrete base blocks on scows for West Fifty-seventh Street Section, and set the 6 blocks in the bulkhead-wall.

Floating Property.

September 28, 1889.—Towed from West Fifty-seventh Street Yard to East Seventeenth Street Yard, and fitted up mast and booms of new derrick at yard.

October 9, 1889.—Towed from East Seventeenth Street Yard to West Fifty-seventh Street Yard.

October 10 and 11, 1889.—Loaded 9 concrete base blocks on scows, and on October 12 was towed to West Fifty-second Street Section, and stored the 9 blocks on top of the bulkhead-wall there.

October 16, 1889.—Towed from West Fifty-second Street Section to West Fifty-seventh Street Yard.

October 17 and 23, 1889.—Loaded 9 concrete base blocks on scows at West Fifty-seventh Street Yard.

October 24, 1889.—Placed the new Divers' scow "N" in the water at West Fifty-seventh Street Yard, on the same day was towed to West Twenty-ninth street and placed 9 concrete base blocks on top of bulkhead-wall for storage.

October 30, 1889.—Towed from West Twenty-ninth street to East Seventeenth Street Yard.

November 7, 1889.—Towed from East Seventeenth Street Yard to West Twenty-seventh street (where it was left on account of a strong ebb tide), and on November 8 was towed to West Fifty-seventh street, new Pier.

November 9, 1889.—The Police Department inspected boiler of derrick.

November 11 and 12, 1889.—Loaded 6 concrete base blocks on scows at West Fifty-seventh Street Yard, and on November 14, 15 and 16 set the six blocks in the bulkhead-wall at West Fifty-seventh Street Section.

November 12, 1889.—Placed the iron mast of new 12-ton derrick in base on deck of same.

November 13, 1889.—Shifted concrete block platforms at West Fifty-seventh Street Yard.

November 20, 1889.—Loaded 3 concrete base blocks on scow "D" at West Fifty-seventh Street Yard, and on November 21 was towed to West Thirty-second Street Section and placed the 3 blocks on top of bulkhead-wall for storage.

November 23, 1889.—Towed from West Thirty-second street to East Seventeenth Street Yard, loaded 4 concrete base blocks on scows "D" and "H."

November 27, 1889.—Towed from East Seventeenth Street Yard to East Ninety-fourth Street Section and set the 4 blocks in the bulkhead-wall.

December 4, 1889.—Towed from East Ninety-fourth street to West Fifty-seventh Street Yard.

December 6, 1889.—Loaded 3 concrete base blocks on scow "D" at West Fifty-seventh Street Yard, and on December 7 towed to Light Street Section and set the 3 blocks in the bulkhead-wall; December 12, 1889, towed back to West Fifty-seventh Street Yard.

December 16, 1889.—Loaded 4 concrete base blocks on scows "D" and "K" (2 each) at West Fifty-seventh Street Yard, towed to Light Street Section and set the 4 blocks in the bulkhead-wall, and on December 19 was towed back to West Fifty-seventh Street Yard.

December 21 and 23, 1889.—Loaded 5 concrete base blocks on scows "D" and "K," and on January 6, 1890, unloaded the blocks from scows "D" and "K" and placed them on new Pier foot West Fifty-seventh street for storage.

December 26, 1889.—At 1.30 P. M., Messrs. R. P. & J. H. Staats' tugs towed the 100-ton derrick from West Fifty-seventh Street Yard to West Thirty-seventh street for the purpose of laying the beton blocks at proposed wall for the Pennsylvania Railroad Company, between Thirty-seventh and Thirty-eighth streets, North river, as ordered under Secretary's Order No. 9402, and laid 10 beton blocks up to January 3, 1890, inclusive, and Messrs. Staats Brothers' tugs towed (at 5 P. M.) the 100-ton derrick back to West Fifty-seventh Street Yard.

January 6, 1890.—Towed from West Fifty-seventh street to East Seventeenth Street Yard and loaded 8 concrete base blocks on scows "D," "E" and "K," for East Ninety-fourth Street Section (4) and East One Hundred and Tenth Street Section (4) and on January 10, 1890, towed to East One Hundred and Tenth Street Section and set 4 blocks in the bulkhead-wall, and on January 13, 1890, towed to East Ninety-fourth Street Section and set 4 blocks in the bulkhead-wall.

January 18, 1890.—Towed from East Ninety-fourth street to East Seventeenth Street Yard and handled and shifted granite, etc.

January 24, 1890.—Towed from East Seventeenth Street Yard to Pier "A," North river, where it was left on account of an ebb tide until January 25, then towed to West Thirty-seventh street.

January 27 and 28, 1890.—Pulled and removed 43 piles at platform and Pier foot of Thirty-seventh street, North river, under Secretary's Order No. 9760.

January 27 to 30, 1890.—Moved and set 10 beton blocks temporarily between Thirty-seventh and Thirty-eighth streets, North river, under Secretary's Order No. 9402, for Messrs. Staats Brothers, also placed a set of pile-driver ways on new pile driver for Messrs. Staats Brothers, and on January 30, at 4 P. M., Messrs. Staats Brothers' tugs towed the 100-ton derrick to West Fifty-seventh Street Yard.

February 1, 1890.—The Department Divers examined the bottom of derrick and found same in good condition.

February 4 and 6, 1890.—Loaded 6 concrete base blocks on scows "D" and "K" at West Fifty-seventh Street Yard and set the 6 blocks in the bulkhead-wall at West Fifty-seventh Street Section.

February 18, 1890.—Towed from West Fifty-seventh street to East Seventeenth Street Yard and loaded 6 concrete base blocks on scows "D" and "H" (3 each) and on February 20 towed to East One Hundred and Tenth Street Section and set the 6 blocks in the bulkhead-wall.

February 27, 1890.—Towed from East One Hundred and Tenth street to East Seventeenth Street Yard, loaded 6 concrete base blocks on scows "D" and "H" (3 each) and on March 1, 1890, towed to East One Hundred and Tenth Street Section and set the 6 blocks in the bulkhead-wall.

March 7, 1890.—Towed from East One Hundred and Tenth street to East Seventeenth Street Yard, loaded 6 concrete base blocks on scows "D" and "H" (3 each) and on March 11, towed to East Ninety-fourth Street Section, set 4 blocks in the bulkhead-wall and on March 14, towed to East One Hundred and Tenth Street Section and set 2 blocks in the bulkhead-wall.

March 18, 1890.—Towed from East One Hundred and Tenth street to East Seventeenth Street Yard, loaded 9 coping stones and moved coping stones on deck of derrick; on March 20, towed from East Seventeenth to West Fifty-seventh street and unloaded the 9 coping stones from deck of derrick to deck scow.

March 22 to 31, 1890.—Loaded on scow and set 7 concrete base blocks in the bulkhead-wall at West Fifty-first Street Section.

April 1, 1890.—Towed from West Fifty-seventh street to West Washington Market Section and pulled a lot of test piles.

April 7, 1890.—Towed from West Washington Market Section to West Fifty-seventh street.

April 10, 1890.—Removed a set of vertical pile-driver ways from deck of pile-driver No. 8 and placed them on deck of West Fifty-seventh street new pier for storage, then placed a set of batter pile-driver ways on deck of pile-driver No. 8; the batter ways were removed from deck of scow "E."

April 11, 1890.—Placed "A" frame on deck of new pile-driver No. 4.

April 12, 1890.—Towed from West Fifty-seventh street to East Seventeenth Street Yard, loaded 3 concrete base blocks on scow "H," and April 16, towed to East One Hundred and Twenty-fifth Street Section, set 1 block in the bulkhead-wall, then was towed to East One Hundred and Tenth street (it not being safe to allow the derrick to lay up at East One Hundred and Twenty-fifth street over night on account of the shallow water there); on April 17, towed back to East One Hundred and Twenty-fifth street, set 1 block in the bulkhead-wall and placed 1 block temporarily, then towed to East Seventeenth Street Yard, loaded 3 concrete base blocks on scow "H" for Bellevue Section.

April 21, 1890.—Towed from East Seventeenth Street Yard to Bellevue Section and set 3 concrete base blocks in the bulkhead-wall.

April 22, 1890.—Towed from Bellevue Section to East Seventeenth Street Yard, loaded 2 concrete base blocks on scow "H," and on April 24 towed to Bellevue Section and set the 2 blocks in the bulkhead-wall.

April 26, 1890.—Towed from East Twenty-eighth street to East Seventeenth Street Yard, and fitted up the boom, fall, etc., of hoisting derrick at yard.

The force of the Department repaired floor in engine room, capstan gear, braces on tower, circle shutters, joints on boiler, house, machinery, etc.; put canvas coats on tower; trimmed off wearing pieces; caulked top sides; put in lights of glass; painted new work on derrick, house, yawl boat and profile for setting blocks in the bulkhead-wall; made hand rope fenders; cleaned water tanks, boiler and machinery and did the general work on board derrick.

August 1, 1889.—H. A. Rogers, under Treasurer's Order No. 13993, furnished 250 feet rubber hose, 2½ inches diameter, and 5 pairs of couplings.

The 12-ton Derrick.

Unanimous Resolution of the Board, April 25, 1889.

The scow of this derrick was built by the force of the Department under unanimous resolution of the Board, October 5, 1888, and is the last one of the two ordered under the said resolution. Its dimensions are 70 feet long, 30 feet wide and 7 feet 6 inches deep, with a displacement of 325 tons. It was begun April 5, 1889, and launched at West Fifty-seventh Street Yard on August 3, 1889.

The force of the Department fitted up 1 new 30 horse-power double cylinder 8¼ inches by 10 inches special 4-friction drum hoisting engine, with a 53 by 102 inch upright boiler, with a brake on each drum complete on one bed plate, drum 14 inches diameter, 24 inches face, 29 inches diameter flanges with extra winch shaft, winches, bearings, etc.; 1 new 8-inch cataract centrifugal pumping outfit, with 1 to 12 inch 32 horse-power centre crank Porter engine and fittings; 1 cast-iron bed piece for mast; 1 wrought-iron mast 32 inches by 42 feet long, with galvanized

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crucible steel wire rope guys and galvanized wrought-iron shackles. Also fitted up the new Worthington pump and fittings transferred from pile-driver No. 8.

December 20, 1889.—Finished construction and towed to East One Hundred and Twenty-fifth Street Section.

October 28, 1889.—The Police Department inspected the new boiler.

The following materials were furnished for derrick:

August 9, 1889.—George Karr & Co., under Treasurer's Order No. 14016, furnished 65 roofing boards, 100 pieces novelty siding and 60 pieces spruce, 3 inches by 4 inches.

August 15, 1889.—Gaskell, Greenlie & Co., under Treasurer's Order No. 13921, furnished 16 (1,614 pounds) galvanized iron straps and fastenings.

September 9, 1889.—Henry B. Newhall Company, under Treasurer's Order No. 14024, furnished 112 pounds steel castings, 12 turn buckles and 12 open sockets.

September 18, 1889.—Alexander Pollock, under Treasurer's Order No. 14091, furnished 566 feet galvanized crucible steel, 7 inches wire rope 1 1/4 inches diameter.

September 10, 1889.—Lidgerwood Manufacturing Company, under Treasurer's Order No. 13919, furnished 1 30-horse-power double cylinder 8 1/4 by 10 inch special 4-friction, drum-hoisting engine with 53 inches by 102 inches upright boiler, with foot brake on each drum complete on one bed plate, drums 14 inches diameter, 24 inches face, 29 inches diameter flanges with extra winch shaft, winches, bearings, etc.

September 20, 1889.—John Merry & Co., under Treasurer's Order No. 14102, furnished 12 galvanized wrought-iron shackles.

September 20, 1889.—Milliken Brothers, under Treasurer's Order No. 13980, furnished 1 32-inch column and 2 25-inch columns, each 42 feet long.

September 19, 1889.—Woodruff, Conklin & Bayer, under Treasurer's Order No. 14006, furnished 16 4-light sashes, 2 feet by 2 feet 8 inches.

September 25, 1889.—The Riverside Bridge and Iron Works Company, under Treasurer's Order No. 14054, furnished one wrought-iron ladder.

September 28, 1889.—The New York Roofing Company, under Treasurer's Order No. 14156, furnished 6 rolls 3-ply roofing paper, 6 pounds tins, 6 gallons coating.

October 29, 1889.—H. A. Rogers, under Treasurer's Order No. 14182, furnished one 8-inch sataract centrifugal pumping outfit and one 10 by 12 inch 32-horse-power centre crank, Porter engine and fittings.

October 29, 1889.—Henry B. Newhall & Co., under Treasurer's Order No. 14211, furnished one casting of iron.

November 8, 1889.—H. A. Rogers, under Treasurer's Order No. 14310, furnished 100 pounds babbitt metal.

November 16, 1889.—H. A. Rogers, under Treasurer's Order No. 14330, furnished 6 nipples, 2 1/2 inches by 2 1/2 inches, 6 elbows 2 1/2 inches and 3 tees 2 1/2 inches.

November 18, 1889.—H. A. Rogers, under Treasurer's Order No. 14358, furnished two 3/4-inch chains with ring and hook, one 24 feet long and one 16 feet long, one 1/2-inch chain with ring and hook 16 feet long, and two 1-inch chains 18 feet long with one 1/2-inch ring, 2 hooks and 1 shackle.

November 26, 1889.—H. A. Rogers, under Treasurer's Order No. 14297, furnished 2 16-inch fourfold blocks, 4 15-inch fourfold blocks, 2 16-inch triple blocks, 4 15-inch double blocks, 2 16-inch single blocks, 4 10-inch single patent blocks and 4 10-inch double patent blocks.

November 27, 1889.—Alexander Pollock, under Treasurer's Order No. 14288, furnished 4 turned cast-iron sheaves 2 1/2 inches by 16 inches, with 8 boxes, 8 caps, shafts and bolts complete.

December 5, 1889.—Henry B. Newhall & Co., under Treasurer's Order No. 14308, furnished 4 socket sheaves 10 inches, 8 cast-iron sockets and twelve 3/4-inch bolts.

February 11, 1890.—Alexander Pollock, under Treasurer's Order No. 14462, furnished labor and material to reshape disk for the 8-inch centrifugal pump.

February 18, 1890.—H. A. Rogers, under Treasurer's Order No. 14477, furnished one extra heavy bronze disk for the 8-inch centrifugal pump.

March 3, 1890.—H. A. Rogers, under Treasurer's Order No. 14495, furnished labor and material to reshape disk for 8-inch centrifugal pump.

The derrick is now at work at East One Hundred and Twenty-fifth Street Section.

The 10-ton Derrick.

May 22, 1889.—Towed from West Fifty-seventh Street Yard to West Fifty-second Street Section.

July 6, 1889.—Towed from West Fifty-second Street Section to West Fifty-seventh Street Section.

July 26, 1889.—Towed from West Fifty-seventh Street Section to West Fifty-second Street Section.

July 29, 1889.—Towed from West Fifty-second Street Section to West Fifty-seventh Street Section.

August 17, 1889.—Towed from West Fifty-seventh Street Section to West Fifty-second Street Section.

September 27, 1889.—Towed from West Fifty-second Street Section to bulkhead between Piers, new 44 and 45, North river, and set coping stones.

October 2, 1889.—Towed from bulkhead between Piers, new 44 and 45, North river, to West Fifty-second Street Section.

October 4, 1889.—Towed from West Fifty-second Street Section to West Fifty-seventh Street Section.

November 2, 1889.—Towed from West Fifty-seventh Street Section to West Fifty-second Street Section, and back to West Fifty-seventh Street Section.

December 3, 1889.—Towed from West Fifty-seventh Street Section to West Fifty-second Street Section, and back to West Fifty-seventh Street Section.

December 24, 1889.—Towed from West Fifty-seventh Street Section to West Fifty-second Street Section.

January 3, 1890.—Towed from West Fifty-second Street Section to West Fifty-seventh Street Section.

February 6, 1890.—Towed from West Fifty-seventh Street Section to West Fifty-second Street Section.

February 8, 1890.—Towed from West Fifty-second Street Section to West Fifty-seventh Street Section.

During the year the 10-ton derrick has been engaged setting and handling granite, etc., in the bulkhead-wall at the sections above mentioned.

The force of the Department repaired scows, etc., as follows: Laid new deck plank, put in new side plank, timbers, and 4-inch and 6-inch hackmatack knees; caulked sides and deck; put on and fastened wearing pieces, iron work, etc.; made and put up new coal bunkers; repaired house machinery, etc.; painted; cleaned boiler, engine, machinery, etc.; oiled boom, and put in first-class order, during the month of May, 1889.

June 15, 1889.—The Police Department inspected the boiler of derrick.

September 25, 1889.—H. A. Rogers, under Treasurer's Order No. 14071, furnished 1 cut gear, 9/4 by 4 inch face, for pump shaft.

May 10, 1889.—New York Roofing Company, under Treasurer's Order No. 13769, furnished 2 rolls 3-ply roofing, 2 gallons of coating and 2 pounds of tins.

Tug "Manhattan."

Laid up to clean boiler, repair machinery, boiler, rudder, etc., clean and paint bottom, etc., on May 8 to June 17, 1889, inclusive; July 30, 1889; August 28, 1889; October 14, 1889; November 25, 1889; January 17, 1890; February 28 to March 14, 1890.

May 8, 1889.—At 8.20 A. M. went on Jenkins & Tregarthen's dry dock, at Pier 52, East river; at 9.15 A. M. was hauled out of the water, and David Clark, under Treasurer's Order No. 13718, scraped and cleaned bottom of tug from water line down and painted same with two coats of Wetterstedt's copper paint; finished at 4.30 P. M.; left the dry dock and returned to West Fifty-seventh Street Yard and laid up for repairs to machinery.

May 9, 1889.—Stephen Ransom, under Treasurer's Order No. 13713, commenced repairs to condenser, and furnished 350 3/4 inch by 6 feet 10 inches American seamless brass tube; finished repairs May 18, 1889.

May 13, 1889.—The United States Local Inspector of Steam Vessels inspected the "Manhattan" and ordered that the following work, etc., be done before a license would be granted:

Boilers—Back corners of furnaces hard patched, legs cut off about 8 inches, fusible plug renewed, all leaky sockets and rivets renewed.

Hull—Place on board 100 feet of 2 1/2-inch hose, 100 feet of 1 1/2-inch hose, and change bottom sounding pipe.

May 19, 1889.—Was towed from West Fifty-seventh Street Yard to Rivington street, and on May 20, 1889, Heipershausen Brothers, under Treasurer's Order No. 13801, commenced the repairs to boiler, as ordered under Secretary's Order No. 9053.

May 23, 1889.—H. A. Rogers, under Treasurer's Order No. 13810, furnished 100 feet each of 1 1/2-inch and 2 1/2-inch hose, with couplings to suit, as ordered under Secretary's Order No. 9053.

May 24, 1889.—The United States Local Inspectors made further examination and ordered the following additional repairs made:

Four front corners of furnace heads renewed, two bridge wall heads renewed, waist piece at bottom blow cock cut out and renewed, two soft patches in bottom of back connection cut out and hard patched, ash pans renewed. Heipershausen Brothers made the additional repairs, under Treasurer's Order No. 13828, as ordered under Secretary's Order No. 9084.

The repairs were finished June 17, 1889, and a license granted on June 18, 1889, and the "Manhattan" resumed running.

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The hired tugs of Victor Vierow did all the towing required by the Department while the "Manhattan" was laid up, under Treasurer's Orders Nos. 13714, 13816, 13829.

May 20, 1889.—Stephen Ransom, under Treasurer's Order No. 13571, furnished 2 1-inch brass nipples, 1 1-inch brass elbow, 1 1-inch Jenkins valve, and labor to drill hole and cut pipe.

June 21, 1889.—The hired tug of Victor Vierow towed timber, etc., from West Fifty-seventh street, and pile-driver No. 6, from Pier 61, East river, to East Seventy-eighth street and Randall's Island, also watered pile-driver No. 6, under Treasurer's Order No. 13890.

August 6, 1889.—H. A. Rogers, under Treasurer's Order No. 14004, furnished 1 piece Ulster iron, 3/4 inch by 5 inches by 16 feet, 108 pounds.

August 9, 1889.—Alexander Pollock, under Treasurer's Order No. 14028, furnished 1 cask sal soda (336 pounds) and 50 pounds Albany grease.

September 11, 1889.—Alexander Pollock, under Treasurer's Order No. 14119, furnished 8 plates of zinc, 210 pounds.

October 22, 1889.—Alexander Pollock, under Treasurer's Order No. 14225, furnished 3 lamp founts and burners.

December 18, 1889.—H. A. Rogers, under Treasurer's Order No. 14358, furnished 1 galvanized iron smoke stack, 6 feet long by 32 inches circumference, of 3/8-inch iron, angle-iron on one end, to suit donkey boiler; 1 length galvanized stovepipe, 1/8 inch by 10 feet 6 inches long, with cap; 1 grate and frame, and set of fire bricks for No. 8 ("Busy Bee") stove.

December 27, 1889.—The hired tug "John A. Griswold," under Treasurer's Order No. 14333, assisted the "Manhattan" in towing the derrick "City of New York" from East Seventeenth Street Yard to East Ninety-fourth Street Section.

February 28, 1890.—At about 9 A. M., while backing out of slip, between Pier, new 28, and Pier, old 39, North river, the rudder struck against the outer end of Pier, old 39, North river (crib-work under water). There was no signal or buoy placed at spot where the "Manhattan" struck to indicate that there was any danger there. A hired tug assisted the "Manhattan" in getting to West Fifty-seventh street.

March 1, 1890.—The Department Diver examined rudder, and reported the damage done as follows: rudder brace and post broken.

March 12, 1890.—Towed from West Fifty-seventh street to Gouverneur street, East river, and at 1 P. M. went on dry dock (Jenkins & Tregarthen's), and David Clark, under Treasurer's Order No. 14545, scraped, cleaned and painted bottom with two coats of Wetterstedt's copper paint, from water line down. The Department force made, placed and fitted up a new rudder and gear, repaired copper on bottom and machinery, caulked butts outside plank, etc. March 14, at 9.45 A. M., run off of dry dock, and returned to West Fifty-seventh street in good working order.

The force of the Department made a new rudder, hanging oak fenders and ladder; repaired bulkhead in engine room and fire room, floor under boiler, coal bunkers, ladder, keelson, machinery bilge pump, hatch cover, deck, steam whistle, etc.; painted boat davits, smoke stack, pilot house, fenders and water tank; caulked sides, hull under stem, etc.; put a new oak lining in the iron (bow) ice cutter; put new sash cord in pilot-house windows; put up a new bench vise; fastened fender iron on side; shifted gong bell and speaking tube; put glass in windows of house; cleaned boiler and machinery and kept in repair.

February 20, 27 and 28, 1890.—The hired tugs of Victor Vierow, under Treasurer's Order No. 14400, assisted the "Manhattan" in doing the work of the Department.

March 1 to 14, 1890.—The hired tugs of Victor Vierow, under Treasurer's Order No. 14500, did the towing required by the Department while the "Manhattan" was laid up for repairs to rudder, etc.

March 4, 1890.—C. & R. Poillon, under Treasurer's Order No. 14534, furnished one piece white oak, 14 inches by 19 inches by 17 feet long for rudder.

March 10, 1890.—C. & R. Poillon, under Treasurer's Order No. 14541, furnished one piece white oak, 15 inches by 18 inches by 18 feet 8 inches long, for an extra rudder stock.

March 13, 1890.—H. A. Rogers, under Treasurer's Order No. 14537, furnished one set of composition rudder braces, 138 pounds, and pattern for same.

March 18, 1890.—The hired tug "Reindeer," under Treasurer's Order No. 14559, assisted the "Manhattan" to tow the 100-ton derrick from East One Hundred and Tenth street to East Seventeenth Street Yard.

March 20, 1890.—H. A. Rogers, under Treasurer's Order No. 14557, furnished 36 pounds 1 1/2-inch brass pipe, 6 1/2-inch brass elbows, 1 1/2-inch brass strainer and 1 1/2-inch brass hose nipple.

April 16, 1890.—The hired tugs "J. A. Griswold" and "Reindeer" assisted the "Manhattan" to tow the 100-ton derrick from East Seventeenth Street Yard to East One Hundred and Twenty-fifth street and back to East One Hundred and Tenth street, under Treasurer's Order No. 14557.

April 17, 1890.—The hired tug "J. A. Griswold" assisted the "Manhattan" to tow the 100-ton derrick from East One Hundred and Tenth street to East One Hundred and Twenty-fifth street, and back to East Seventeenth Street Yard, under Treasurer's Order No. 14557.

April 29, 1890.—H. A. Rogers, under Treasurer's Order No. 14619, furnished one cask sal soda, also 2 50-foot lengths 2 1/2-inch red-cross cotton hose, lined with rubber, with 2 pairs corporation couplings, on April 30, 1890.

Pile Drivers.

Pile-driver No. 1.—The force of the Department repaired ways, house, smoke stack, pile-driver hammer, machinery, etc.; caulked deck; cleaned water tank, boiler and machinery; put lights of glass in windows; made hatchway gratings; put new toggle on ways; fastened deck cleats; fitted a boom on pile-driver hammer and outrigger on ways for the purpose of setting granite and concrete in the bulkhead-wall on East River Sections, and painted. The pile driver is now at work at East Ninety-fourth Street Section.

April 9, 1890.—The Police Department inspected boiler.

Pile-driver No. 2.—June 19, 1889.—The Police Department inspected boiler. The force of the Department repaired ways, house, hatch covers, machinery, etc.; removed boiler, engine and machinery; cut out old deck plank, engine beds, fore and aft bulkheads, etc.; laid and caulked new deck plank; put in new bulkheads, timber, coal bunkers, etc.; fitted up boiler, engine and machinery; fastened deck cleats, timbers and iron work; caulked water tank; painted and lettered engine house, and put in first-class order. Finished repairs and towed to East One Hundred and Tenth Street Section on April 8, 1890. No. 2 was laid up for repairs from December 13, 1889, to April 7, 1890.

September 21, 1889.—Gaskell, Greenlie & Co., under Treasurer's Order 14126, furnished 1 cast-iron drum frame and 2 cast-iron caps (125 pounds), 7 hours' labor, drilling and fitting same, 3 3/4 by 5 1/2 inch bolts and nuts, 1 3/4-inch bolt and nut 3 1/2 inches long.

March 24, 1890.—H. A. Rogers, under Treasurer's Order No. 14465, repaired engine frame, etc., of No. 2.

Pile-driver No. 3.—The force of the Department repaired ways, house, hatch covers, machinery, etc.; fitted up a boom on pile-driver hammer and outrigger on ways for the purpose of setting granite and concrete material in the bulkhead-wall; caulked deck; fastened deck cleats and iron work.

November, 1889.—Removed the old boiler and fitted up in its place a new tubular upright boiler furnished by H. A. Rogers, under Treasurer's Order No. 14010; fitted a new number plate on new boiler; cleaned boiler and machinery, and kept in repair.

June 27, 1889.—The Police Department inspected the old boiler, removed, and on December 7, 1889, inspected the new boiler in its place.

October 12, 1889.—H. A. Rogers, under Treasurer's Order No. 14010, furnished one upright tubular boiler, 36 inches in diameter by 7 feet 6 inches high, with smoke stack and brichen, and on December 19, 1889, under Treasurer's Order No. 14371, furnished 1 1/2-inch Jenkins safety valve. The pile driver is now at work at East Twenty-fourth Street Section.

Pile-driver No. 4 (new), under construction.—December 20, 1889, under unanimous resolution of the Board August 16, 1889, the force of the Department commenced building a new hull of the following dimensions: Length, on deck, 45 feet; breadth, 22 feet; depth, 5 feet forward and 4 feet 6 inches aft, and launched it March 7, 1890, also built a new engine house and "A" frame for brace of the new adjustable ways; April 11, 1890, placed the "A" frame on deck of new scow or hull; building a set of adjustable pile-driver ways 63 feet high, fitted up new upright tubular boiler 3 feet 6 inches diameter by 7 feet 6 inches high, one Lidgerwood double cylinder 8 inches by 10 inches hoisting engine, with double friction drum, steam winch, smoke stack and steam fittings, which were furnished by H. A. Rogers, under Treasurer's Order No. 14516 on March 28, 1890.

December 7, 1889.—Dexter Hunter, under Treasurer's Order No. 14174, furnished 20,142 feet, B. M., yellow pine timber.

December 10, 1889.—John Loyd, under Treasurer's Order No. 14,352, furnished one pile-driver hammer 3,400 pounds.

January 31, 1890.—George Karr & Co., under Treasurer's Order No. 14,445, furnished 65 pieces novelty siding, 50 pieces 3 inches by 4 inches by 16 feet spruce, 50 pieces 1 1/4 inches by 9 inches by 13 feet spruce and 65 pieces of roofing.

February 11, 1890.—Charles L. Bucki & Co., under Treasurer's Order No. 14451, furnished 1,153 feet, B. M., yellow pine timber.

March 14, 1890.—H. A. Rogers, under Treasurer's Order No. 14505, furnished bolts, castings, forgings, etc.

Pile-driver No. 5 (fitted up as a pile-cutter), May 25, 1889.—The Police Department inspected the old boiler on No. 5 and condemned the tubes in same. The force of the Department removed the old condemned boiler and fitted up another old boiler in its place temporarily; repaired house, machinery, ways, shaft, tubes in old boiler, etc.; made new hatch covers and coamings; fitted up the Worthington duplex pump (transferred from pile-driver No. 8) September 6, 1889; fastened

Floating Property.

chocks, deck cleats and iron work; removed the old boiler (fitted up temporarily) and fitted up in its place a new tubular upright boiler; painted and lettered house and kept in repair.

May 23, 1889.—H. A. Rogers, under Treasurer's Order No. 13810, furnished 200 feet $\frac{3}{4}$ -inch leather lacing.

June 21, 1889.—Walls & Van Riper towed the pile-cutting machine from West Fifty-seventh Street Yard to Railroad avenue, Harlem river, and back to West Fifty-seventh Street Yard on June 24, 1889, having been loaned to Walls & Van Riper, under Secretary's Order No. 9180.

August 6, 1889.—H. A. Rogers, under Treasurer's Order No. 14003, furnished 36 feet of 6-inch best double oak tanned belt, also 38 feet of 8-inch belt.

October 12, 1889.—H. A. Rogers, under Treasurer's Order No. 14009, furnished one 15 horsepower tubular upright boiler 36 inches diameter by 7 feet 3 inches high.

January 18, 1890.—The Police Department inspected the new boiler. The pile driver is now at work at East One Hundred and Tenth Street Section.

Pile-driver No. 6.—The force of the Department fitted up a new steam winch; repaired machinery, hatch covers, house, ways, etc.; finished the building of new engine house (commenced in April, 1889), painted and lettered house, marked scale on ways, fitted up new coal bunkers and finished repairs June 8, 1889.

August 1 to 7, 1889.—The force of the Department removed the old boiler and fitted up in its place a new tubular upright boiler, 36 inches diameter by 7 feet 3 inches high, which was furnished by Heipershausen Brothers, under Treasurer's Order No. 13847, July 24, 1889.

August 8, 1889.—The Police Department inspected the new boiler.

The force of the Department fitted up an outrigger on ways and boom in pile-driver hammer, for the use of setting granite and concrete material, at Lighthouse Street Section; this rigging was removed in April, 1890; also cleaned boiler and kept in repair.

May 10, 1889.—New York Roofing Company, under Treasurer's Order No. 13769, furnished 2 rolls of 3-ply roofing, 2 gallons coating and 2 pounds of tins.

September 18, 1889.—Alexander Pollock, under Treasurer's Order No. 14093, furnished brass number plate for boiler.

March 29, 1890.—The Carolina Oil and Creosote Company, under Treasurer's Order No. 14254, furnished 4,476 feet, B. M., yellow pine timber for a new set of pile-driver ways.

The pile driver is now at work at new West Fifty-sixth Street Pier.

Pile-driver No. 7.—The force of the Department repaired ways, hatch covers, gypsy-winch beds, house, machinery, etc.; put in lights of glass in windows; caulked deck, made plugs for pump holes, fastened chocks on deck and iron work, made hatchway gratings, and in November, 1889, removed the old boiler and fitted up in its place a new tubular upright boiler, 36 inches diameter by 7 feet 6 inches high, with smoke stack and brichen, which were furnished by H. A. Rogers, under Treasurer's Order No. 14011, October 12, 1889.

November 15, 1889.—The Police Department inspected the new boiler.

November 16, 1889.—H. A. Rogers, under Treasurer's Order No. 14330, furnished 3 No. O, Perley's patent, half-gypsy windlasses.

The pile-driver is now at work at West Fifty-seventh Street Timber Basin.

Pile-driver No. 8 (fitted up with batter ways).—The force of the Department repaired pump, house, machinery, etc.; built, painted and fitted up a new set of 50 feet (high) vertical ways in place of the batter ways; removed August 12, 1889; fastened deck cleats, iron work, etc., painted smoke stack, boiler and house, made hatchways in bed of ways.

September 6, 1889.—Removed the Worthington duplex pump and placed same on pile-driver No. 5.

April 10, 1890.—Removed the set of vertical ways from deck and fitted up in place the set of batter ways removed August 12, 1889. Cleaned boiler and machinery and kept in repair.

May 11, 1889.—Henry R. Worthington, under Treasurer's Order No. 13779, furnished 24 No. 5 rubber valves and 24 No. 5 valve springs for pump.

May 20, 1889.—Stephen Ransom, under Treasurer's Order No. 13751, furnished 1 4-inch nipple, 1 4-inch coupling and 1 4-inch cast-iron strainer for pump.

May 16, 1889.—Eckford Iron Works, under Treasurer's Order No. 13459, furnished 1 No. O half-gypsy windlass, 1 set double sheaves and boxes and 4 roller chocks for new 50-foot vertical ways.

July 6, 1889.—John A. Roebeling's Son Company, under Treasurer's Order No. 13915, furnished 225 feet $\frac{3}{4}$ -inch diameter galvanized iron wire rope and $8\frac{3}{4}$ -inch open end sockets for new 50-foot vertical ways.

September 27, 1889.—The Police Department inspected boiler.

October 19, 1889.—H. A. Rogers, under Treasurer's Order No. 14123, furnished one Worthington 7½ inches by 4½ inches by 10 inches steam pump, discharge fitted for 2½-inch hose, $\frac{1}{4}$ -inch elbow, 4 4-inch couplings, $\frac{1}{4}$ -inch strainer and 2 pieces (each) 4-inch steam pipe, 4 feet 6 inches long, 12 feet 6 inches long. This pump and fittings were transferred to the new 12-ton derrick. The pile driver is now at work at East One Hundred and Tenth Street Section.

Pile-driver No. 9.—The force of the Department repaired house, ways, iron work, etc., removed the old bench vise and fitted up in its place a new one, made and painted hatchway gratings, caulked coamings of engine house, fitted deck chocks, cleaned boiler and machinery and kept in repair.

July 22, 1889.—The Police Department inspected boiler.

Pile-driver No. 10.—May 25, 1889.—Police Department inspected boiler. The force of the Department repaired hatches, ways, house, machinery, etc.; put a new side shore on ways, put glass in window sash; put on new deck cleats; altered patterns of grate bars; covered roof of house with roofing paper; made gratings for hatchways, cleaned boiler and machinery and kept in repair. The pile driver is now at work at Bellevue Section.

October 12, 1889.—Gaskell, Greenlie & Co., under Treasurer's Order No. 14179, furnished grate bars.

December 19, 1889.—H. A. Rogers, under Treasurer's Order No. 14371, furnished one 2½-inch "Jenkins" angle valve.

January 25, 1889.—A. F. Swan, under Treasurer's Order No. 14432, furnished roofing paper, tins and coating.

Pile-driver No. 11.—The force of the Department thoroughly overhauled and repaired vertical ways with new bed logs, side and cross timbers, braces, etc.; cut out old and laid and caulked new deck plank, put in new knees and timbers, repaired house, machinery, hatch covers, etc.; put on and fastened iron deck cleats and gypsy on bits; painted house and ways, lettered sides of house and put in first-class order; finished repairs July 15, 1889, and on July 16, 1889, commenced work at East One Hundred and Tenth Street Section.

The force of the Department altered patterns of grate bars, put glass in windows of house, put up a new side shore on ways, covered roof of house with roofing paper, cleaned boiler and machinery, repaired house, ways, etc., and kept in repair.

May 23, 1889.—Joseph W. Duryee, under Treasurer's Order No. 13782, furnished 2,773 feet, B. M., yellow pine.

June 28, 1889.—John F. Walsh, under Treasurer's Order No. 13864, furnished 2 pieces white oak, 4 inches by 12 inches by 30 feet.

October 1, 1889.—Lidgerwood Manufacturing Company, under Treasurer's Order No. 14144, put new style friction on engines.

October 12, 1889.—Gaskell, Greenlie & Co., under Treasurer's Order No. 14179, furnished grate castings.

January 25, 1890.—A. F. Swan, under Treasurer's Order No. 14432, furnished roofing paper, tins and coating.

April 14, 1890.—Police Department inspected boiler.

The pile driver is now at work at West Fifty-seventh Street Section.

All the pile drivers have been at work almost constantly (except when laid up for repairs) during the past year.

Pile-cutting Machine (new).

April 12, 1890.—The force of the Department commenced the building of a new pile-cutting machine, under unanimous resolution of the Board, October 10, 1889.

March 29, 1889.—The Carolina Oil and Creosote Company, under Treasurer's Order No. 14254, furnished 18,451 feet, B. M., yellow pine timber for new hull and ways of pile-cutting machine.

Deck Scows.

Scow "B."—Has been in use from time to time. The force of the Department trimmed off the wearing pieces, caulked deck, made new spruce fenders and oak hatchway gratings; painted and kept in repair.

Scow "C."—Has been in use from time to time. The force of the Department repaired rail, iron work and side; caulked a leak on side of scow; painted and kept in repair.

Scow "D."—Has been in use from time to time. The force of the Department repaired rail, made gratings for hatchways, fastened wearing pieces and corner bands; caulked ends, sides and deck; painted and kept in repair.

Scow "E."—Has been in use from time to time. The force of the Department, on September 17 and 18, 1889, placed and fitted up on deck a set of batter pile-driver ways (formerly on pile-driver No. 8), and on April 10, 1890, removed the said ways; also caulked deck, repaired corner of scow, corner bands, deck, etc.; painted and lettered, made plugs for pump holes and kept in repair.

Scow "F" (fitted up with 10 pockets and used for carrying coal to different parts of the work).—Has been in use from time to time, but will be overhauled as soon as convenient, as repairs are required to scow.

Scow "H."—Has been in use from time to time. The force of the Department painted and lettered, trimmed off wearing pieces, repaired rail, caulked deck, made and painted new oak hatchway gratings, cut scuppers in rail, made plugs for pump holes and kept in repair.

Floating Property.

Scow "I."—Has been in use from time to time. The force of the Department made and painted oak hatchway gratings and kept in repair.

Scow "K."—Has been in use from time to time. The force of the Department painted and lettered scow, fastened corner band and fender pieces, and kept in repair.

Scow "L."—Has been in use from time to time. The force of the Department caulked deck, made oak hatchways, gratings and kept in repair.

Scow "M."—Fitted up as 12-ton derrick. Under unanimous resolution of the Board October 5, 1888. The force of the Department built scow "M," it being the last one of the two ordered under the above resolution, and is fitted up as a derrick scow. Begun April 5, 1889, and launched August 3, 1889, at West Fifty-seventh Street Yard.

Scows "Jim" and "Willie" are laid up at West Fifty-seventh Street Yard, where they are used for storing timber, etc., as they are not fit to tow or carry a heavy load.

Scow "Willie" is fitted up with a set of boat davits, which are used in hoisting out of the water the naphtha engine launch and other small boats.

Boring Machine "Woodcock."

June 4, 1889.—Police Department inspected boiler. The force of the Department removed the rods and other portable fixtures used for steam borings, and fitted up the machine for hand borings in June, 1889. Also repaired house, boring rods, pump, desk, tools, ladder, scows, etc., cleaned boiler, painted rods, and kept in repair.

June 10, 1889.—McNab and Harlin Manufacturing Company, under Treasurer's Order No. 13831, furnished the following material, to be used in taking hand borings: 101 $\frac{3}{4}$ feet $\frac{3}{4}$ -inch pipe, 2½ feet 1½-inch pipe, 86 feet 2-inch pipe, 1 $\frac{3}{4}$ -inch cap, 1 $\frac{3}{4}$ -inch and 1 2-inch Tee, 22 $\frac{3}{4}$ -inch and 17 2-inch couplings, 1 extra heavy coupling, 1 $\frac{3}{4}$ -inch hose nipple, 1 $\frac{3}{4}$ -inch and 1 1-inch and 1 2-inch common pipe tongs, 1 No. 2 Robbins wrench, 1 No. 1 Rumsey pump, 30 feet $\frac{3}{4}$ -inch rubber hose, 1 10-pound sledge, 1 sledge handle, 2 1-inch female hose couplings, 2 $\frac{3}{4}$ -inch female hose couplings, 4 3-ply $\frac{3}{4}$ -inch bolt bands, 6 hickory mallets 8 inches long, and labor to cut pipe. This material was charged to East One Hundred and Tenth Street Section. Unanimous resolution of the Board April 25, 1889.

October 12, 1889.—H. A. Rogers, under Treasurer's Order No. 14201, furnished 31 pieces 2-inch heavy pipe, with patent couplings.

October 22, 1889.—Alexander Pollock, under Treasurer's Order No. 14225, furnished 25 pieces $\frac{3}{4}$ -inch iron pipe, 5 feet long, with thread on each end, and 25 $\frac{3}{4}$ -inch couplings.

November 9, 1889.—H. A. Rogers, under Treasurer's Order No. 14184, furnished 2 bits for strata boring.

November 16, 1889.—H. A. Rogers, under Treasurer's Order No. 14330, furnished 1 3-inch double acting force pump, brass lined, metal valve, etc.; 12 feet 1½-inch suction hose, and 1 pair couplings.

During the year the borer was engaged on the following work:

June 13, 1889.—Towed to East One Hundred and Tenth Street Section and made several borings on the work thereat. July 17, 1889.—Towed back to West Fifty-seventh Street Yard.

July 22, 1889.—Towed to West Seventy-third street and made several borings between Seventy-third and Seventy-fifth streets, North river. August 1, 1889.—Towed back to West Fifty-seventh Street Yard.

August 19, 1889.—Towed to Bellevue Section, made borings thereat and towed back to West Fifty-seventh Street Yard August 24, 1889.

September 23, 1889.—Towed to One Hundred and Thirty-eighth street, Harlem river, made 9 borings and towed back to West Fifty-seventh Street Yard, October 3, 1889.

October 7, 1889.—Towed to West Ninety-seventh street and, under Secretary's Order No. 8066, made borings between Ninety-sixth and Ninety-ninth streets, North river, and towed back to West Fifty-seventh Street Yard October 23, 1889.

January 4, 1890.—Towed to East Ninety-fourth Street Section, made borings thereat, and towed back to West Fifty-seventh Street Yard, January 8, 1890.

February 14, 1890.—Towed to One Hundred and Thirty-second street, North river, made borings thereat and towed back to West Fifty-seventh Street Yard February 21, 1890.

The borer is now laid up at West Fifty-seventh Street Yard.

Divers' Scows.

Divers' scow "A" has been in use from time to time.

The force of the Department caulked deck, put on and fastened wearing pieces, corner band and iron work and kept in repair.

Scow "A" is now at work at West Fifty-seventh Street Section.

Divers' scow "G" has been in use from time to time.

The force of the Department repaired, painted and lettered house; caulked deck and sill of house; repaired air pump and kept in repair.

Scow "G" is now at work at East One Hundred and Twenty-fifth Street Section.

Divers' scow "N" (new)—August 30, 1889.—Under Secretary's Order No. 9288, the force of the Department commenced building a new scow of the following dimensions: Length, 34 feet; breadth, 17 feet, depth over all, 3 feet 6 inches.

October 24, 1889.—Placed hull of new scow in the water, and built a house on scow, of the following dimensions: 12 feet 3 inches wide, 14 feet long, and 7 feet 6 inches high. This scow was finished November 6, 1889, and towed to East Ninety-fourth Street Section for work.

The scow is now at work at Bellevue Section.

The following materials were furnished for new scow:

September 9, 1889.—Joseph W. Duryee, under Treasurer's Order No. 14025, furnished 7,495 feet, B. M., yellow pine timber.

September 16, 1889.—William B. Ferguson & Son, under Treasurer's Order No. 14120, furnished 6-inch hackmatack knees, sawed to mould.

October 8, 1889.—George Karr & Co., under Treasurer's Order No. 14178, furnished 20 3 inches by 4 inches by 16 feet long spruce, 50 pieces novelty siding and 30 pieces roofing.

October 9, 1889.—H. A. Rogers, under Treasurer's Order No. 14134, furnished galvanized spikes, 7 inches.

October 30, 1889.—Woodruff, Conklin & Bayer, under Treasurer's Order No. 14272, furnished 4 4-light sashes, glazed, 18 inches by 22 inches.

November 1, 1889.—H. A. Rogers, under Treasurer's Order No. 14280, furnished 1 No. 80 blazer stove and rail, 4 lengths black stove pipe, 5 inches, 1 galvanized iron pipe with cap, and galvanized iron for deck.

Small Divers' scow is laid up at West Fifty-seventh Street Yard, where it is used for storing lines, etc., not being serviceable for other work, as it is worn out and decayed.

Naphtha Engine Launch.

Has been in use from time to time on examinations of water front, and used for carrying small parcels of material and tools to the different parts of the work.

The force of the Department put in a locker for clothes, laid and painted canvas on deck, made canvas covers for seats, painted and lettered, covered deck and inside with "Crockett's" spar composition, put new sheet brass on locker, tops and brackets, made and put on new oak fender strips on sides, repaired seams and ribbon pieces, made ladder cleats, pike pole and flagstaffs, cleaned and kept in repair.

June 4, 1889.—Robert M. Gilmour, under Treasurer's Order No. 13802, furnished 2 cork cushions, with glazed covers.

June 11, 1889.—F. W. Devoe & Company, under Treasurer's Order No. 13879, furnished 1 gallon "Crockett's" spar composition.

July 2, 1889.—Pratt Manufacturing Company, under Treasurer's Order No. 13910, furnished 100 gallons 76° naphtha.

September 6, 1889.—Pratt Manufacturing Company, under Treasurer's Order No. 14112, furnished 100 gallons 76° naphtha.

October 22, 1889.—Alexander Pollock, under Treasurer's Order No. 14225, furnished 8½ pounds sheet brass.

November 4, 1889.—Pratt Manufacturing Company, under Treasurer's Order No. 14289, furnished 100 gallons naphtha, 76°.

January 17, 1890.—Annis & Company, under Treasurer's Order No. 14411, furnished 1 municipal flag, 21 inches long.

March 14, 1890.—Alexander Pollock, under Treasurer's Order No. 14503, furnished 100 gallons naphtha, 76°.

Small Boats.

The force of the Department have repaired, caulked and painted the yawl boats, skiffs, bateaux and sounding boats, from time to time, as required to keep them serviceable.

June 11, 1889.—Finished the building of the new 15-foot yawl boat, commenced April 18, 1889; it will be known as yawl boat No. 22.

October 30, 1889.—John T. Smith, under Treasurer's Order No. 14275, furnished 1 new 16-foot yawl boat, known as No. 23.

December 10, 1889, and January 8, 1890.—Stephen Roberts, under Treasurer's Order No. 14309, furnished 3 new 15-foot yawl boats, known as Nos. 24, 25 and 26.

Condemed 1 skiff, it being decayed and useless.

Land Ways.

The land ways have been in use from time to time, and kept in repair by the Department force.

Floating Property.

The set, 30 feet high, are now at West Fifty-seventh Street (new) Pier.

The set, 45 feet high, are now at new bulkhead wall, West Fifty-seventh Street Section.

The vertical pile-driver ways (removed from pile-driver No. 8) are now at storage at new West Fifty-seventh Street Pier.

Engineer's Order No. 9442.

The force of the Department broke up the old condemned land pile-driver ways at East Seventeenth Street Yard. Begun October 11, 1889, and finished October 12, 1889.

Rock-drilling Machine.

The force of the Department made and fitted up on a float stage a set of ways 19 feet high, also fitted on ways a steam rock drill and fixtures complete; repaired and fitted up a hand winch, cleats, windlasses, etc., on the float stage.

This machine was built for East One Hundred and Twenty-fifth Street Section work, where it is now in use, under unanimous resolution of the Board, March 28, 1889.

East Seventeenth Street Yard.

June 20, 1889.—The Police Department inspected boiler of derrick.

The force of the Department repaired engine, boiler, machinery, house, etc., of old derrick; fitted new mast, boom, machinery, etc., of new hoisting derrick.

October 16, 1889.—Fitted up a new set (2) wrought-iron boat davits, with 4 cast-iron sockets, which were furnished by Gaskell, Greenlie & Co., under Treasurer's Order No. 14157.

December 16, 1889.—H. A. Rogers, under Treasurer's Order No. 14300, furnished 1 Lidgerwood double drum, double end hoisting engine with boiler and fixtures mounted complete on one end.

January 24, 1890.—Police Department inspected the new boiler.

Pier "A," North River, and Building thereon.

The force of the Department repaired furniture, blue-print boards, draughting boards and tables, doors, windows, roof and building, as required from time to time; also repaired deck of pier, painted girders under pier, window sills, gratings, offices, etc.; varnished furniture, floors of offices and Engineer-in-Chief's office, fitted up a radiator in room No. 8, bronzed radiators, made draughting tables, made and fitted up closets in Rooms Nos. 9 and 23, marked a lot of boxes for papers, fitted up and removed storm sashes, made and fitted up on deck of pier a coal bin with a capacity of forty tons, made and fitted up a shop for use of carpenter, caulked doors of fire room, cleaned boilers, packed valves, cleaned out waste pipe, fitted up rolling shutters, etc.

Engineers attending boilers for heating the building during the cold weather.

Foreman, with laborers, discharged from scows and stored on pier 130½ gross tons egg coal, delivered under Treasurer's Orders Nos. 14276, 14392, 14478 and 14610.

August 23, 1889.—Police Department inspected steam heating boilers.

October 23, 1889.—The force of the Department commenced repairs to the police waiting room floor as follows: Removed the old floor, steam pipes and radiator, cemented the floor and finished same on November 18, 1889, under Secretary's Order No. 9602.

August 6, 1889.—H. A. Rogers, under Treasurer's Order No. 14003, furnished 1 check valve, 1½ inches.

August 21, 1889.—Bell Brothers, under Treasurer's Order No. 14058, furnished 3,150 feet, B. M., spruce for coal bin.

October 19, 1889.—J. B. & J. M. Cornell, under Treasurer's Order No. 14217, repaired 2 rolling shutters.

April 26, 1890.—Alexander Pollock, under Treasurer's Order No. 14631, furnished 10 pounds bronze and 1 chisel brush for use on steam radiators.

Miscellaneous Work at West Fifty-seventh Street Yard.

The force of the Department did the following work at West Fifty-seventh Street Yard:

Made spruce ladders, pike poles, saw benches, tide gauge staffs, windlass heavers, hanging fenders, pile chains with rings, pump-hole plugs, hatchway gratings, step ladder and tools. Repaired pile chains, tools, purchase blocks and ladders. Filed cross-cut saws; heated pitch; pumped out scows; handled coal; inspected and handled new timber; cleaned boilers and machinery, and did all the work required in looking generally after floating property laid up at West Fifty-seventh Street Yard. Made two 24-foot ladders for West Washington Market Section; also 5 danger sign boards. Made 2 water-closet seats, buck-saw frames, cant hooks, ring pullers, straight edges, iron work, pile dogs, etc., for East Ninety-fourth Street Section and East One Hundred and Tenth Street Section. Made and repaired buck-saw frames and repaired a concrete bucket for West Fifty-seventh Street Section. Made and repaired sounding rods for use of surveying party.

New houses for sections.—The work of building and painting 2 new portable offices, 10 feet by 12 feet by 11 feet high, were begun July 26, 1889, and finished September 24, 1889.

Made sounding-pole; fitted pipes, etc., for East One Hundred and Twenty-fifth Street Section. Made templates for sewer and a draughting board for Bellevue Section. Made templates for sewer staves "A" and "B" for Pier, new 39, North river. Made a rough model of a dumping mud scow. Put up lockers in store house; put glass in shop windows on West Fifty-seventh Street Pier. Made straight edges, profile and beetles for Lighthouse Section. Painted blocks; made and marked patterns, and kept up steam in the boiler (at pipe shop) to prevent the Croton water in pipes from freezing during the cold weather.

December 7, 1889.—Police Department inspected the boiler in pipe shop on pier.

The two old upright tubular boilers formerly on pile-drivers Nos. 5 and 6 were sold at public sale on October 7, 1889.

Secretary's Order No. 9888.—The work of building and painting one new portable office 10 feet by 15 feet, begun March 6, 1890, was finished March 20, 1890, and fitted up with a desk and wardrobe; also a galvanized iron pipe railing and a letter plate and box on door for the use of the Dock Master at District No. 3. The work of putting up railing was finished April 11, 1890.

March 10, 1890.—A. F. Swan, under Treasurer's Order No. 14540, furnished 4 rolls, 3-ply roofing, 4 pounds of tins and 4 gallons coating for roof of new office.

March 13, 1890.—The Dunbar Lumber and Box Company, under Treasurer's Order No. 14523, furnished 935 feet spruce joists, 49 pieces 1-inch flooring, 22 pieces 1-inch roofing, 58 pieces 1-foot novelty siding, 210 pieces ¾-inch scratch beaded spruce, 100 feet ¾-inch quarter round moulding, 60 feet 2½-inch moulding, 50 feet 6-inch chair rail, 3 feet 4-inch ash saddle, 5 16-foot lengths 1½-inch door stop, 5 16-foot lengths ¾ by 5 inch beaded casing, 5 16-foot lengths 2-inch back band moulding; 1 sash door glazed, and 3 4-light sashes for new Dock Master's office District No. 3.

April 10, 1890.—Alexander Pollock, under Treasurer's Order No. 14582, furnished galvanized iron pipe railing and fittings, 1 dozen coat and hat hooks, and 1 letter-box plate for new office.

April 28, 1890.—Placed the new office on scow "B," and, on April 29, towed to Pier, new 29, East river, and placed the new office on deck of pier thereat, as ordered under Secretary's Order No. 10018.

*Miscellaneous Work Done at Other Localities by the Force of the Department.**CHAMBERS STREET OFFICE.*

August 24, 1889.—Made, painted and fitted up a new storm door at office, repaired gate and put in glass in windows of office.

DOCK MASTER'S OFFICE, NEAR PIER, NEW 43, NORTH RIVER.

July 18, 1889.—Put 4 panes glass in office windows.

September 17, 1889.—Repaired door of office.

Secretary's Order No. 9004.—Painter inspected the repairs to shed on Pier, new 46, North river.

The following materials, other than that already specified, have been furnished for the general use of Floating Property, except where otherwise stated:

David Duncan & Son, under Treasurer's Order No. 13741, furnished 58 tons of coal during the month of May, 1889, and, under Treasurer's Order No. 13799, furnished 74 tons of coal during the month of June, 1889, and, under Treasurer's Order No. 13902, furnished 121 tons of coal during the month of July, 1889.

May 21, 1889.—Fernoline Chemical Company, under Treasurer's Order No. 13811, furnished 6 barrels fernoline.

June 3, 1889.—The Rand Drill Company, under Treasurer's Order No. 13833, furnished 2 drill bits for strata boring.

June 6, 1889.—George Karr & Co., under Treasurer's Order No. 13830, furnished 500 feet, B. M., ½-inch; 500 feet, B. M., 1-inch; 499 feet, B. M., 1¼-inch; 501 feet, B. M., 1½-inch, and 492 feet, B. M., 2-inch white pine, and 984 feet, B. M., 3 inches by 6 inches by 16 feet long pine ceiling, and 30 pieces 1¼ inches by 9 inches by 13 feet long, and 20 pieces 3 inches by 4 inches by 16 feet long spruce.

June 28, 1889.—William B. Ferguson & Son, under Treasurer's Order No. 13881, furnished 3 16-inch iron strapped snatch blocks.

June 29, 1889.—Alexander Pollock, under Treasurer's Order No. 13880, furnished 50 pounds Babbitt metal, 61 pounds ¾-inch 3-ply rubber packing, 12 ¾-inch elbows and 12 (each) ½-inch and ¾-inch unions.

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July 6, 1889.—Eckford Ship Windlass Company, under Treasurer's Order No. 13883, furnished 12 double-roller chocks and 4 single-roller chocks for use of pile drivers.

July 29, 1889.—William B. Ferguson & Son, under Treasurer's Order No. 13956, furnished 500 hickory ship wedges, and repaired single, double and snatch blocks.

July 25, 1889.—Alexander Pollock, under Treasurer's Order No. 13957, furnished 1 Morse screw plate (size B), 2 sets ¾-inch dies to suit, 1 valve stem for 2½-inch angle valve.

July 25, 1889.—Alexander Pollock, under Treasurer's Order No. 13962, furnished 24 2-inch pipe couplings; 12 (each) ½-inch, ¾-inch, 1-inch and 1¼-inch disks for Jenkins valves, and 20 pounds sala packing.

July 30, 1889.—Patterson Brothers, under Treasurer's Order No. 13988, furnished 2 mortise locks and knobs, 4 closet locks, 6 pairs hinges, 1 pair coat and hat hooks, 1 pound roofing tacks and 4 rolls roofing paper for two new portable offices.

August 1, 1889.—J. W. Mason & Co., under Treasurer's Order No. 13919, furnished 3 veteran office chairs, cherry veneer seats.

David Duncan & Son, under Treasurer's Order No. 13985, furnished 122 tons of coal during the month of August, 1889, and under Treasurer's Order No. 14090 furnished 104½ tons coal during the month of September, 1889, and under Treasurer's Order No. 14160 furnished 116 tons coal during the month of October, 1889.

August 7, 1889.—Alexander Pollock, under Treasurer's Order No. 14015, furnished one 2½-inch throttle valve and 12 ¾-inch brass oil cups, No. 36.

August 23, 1889.—Garret E. Green, under Treasurer's Order No. 13987, furnished 10 pieces, 3 inches by 6 inches by 12 feet long, spruce; 64 pieces, 3 inches by 4 inches by 13 feet, spruce; 115 pieces, 1 by 9 inch pine novelty siding; 32 pieces, 1 by 9 inch good pine roofing; 62 pieces, 1 inch by 4 inches by 13 feet, spruce flooring; 1 sash door, 2 feet 6 inches by 6 feet 6 inches, 1½ inches thick; 6 sashes, 2 feet by 2 feet 8 inches; 125 pieces, ¾ inch by 4½ inches, pine, tongued and grooved; 112 feet 5-inch beaded casing, pine; 112 feet 2-inch band moulding; 100 feet ¼-inch round moulding; 107 feet 2½-inch bed moulding; 112 feet 1½-inch door stop; 16 feet ash saddle, 4 inches. And under Treasurer's Order No. 14008, furnished 125 pieces, ¾ by 4½ inch pine, tongued and grooved.

August 27, 1889.—H. A. Rogers, under Treasurer's Order No. 14074, furnished 2 pieces bar iron, ¼ by 4 inch, 118 pounds.

August 27, 1889.—George Karr & Co., under Treasurer's Order No. 14080, furnished 500 feet, B. M. (each), of 1 inch, 1¼ inches and 1½ inches, and 116 feet, B. M., 1½ inches by 14 inches, 16 feet long, of white pine.

August 26, 1889.—Alexander Pollock, under Treasurer's Order No. 14079, furnished 5 gallons paraffine varnish and 1 5-gallon can.

September 18, 1889.—H. A. Rogers, under Treasurer's Order No. 14125, furnished 100 feet, 2½-inch 3-ply rubber hose; 2 pairs 2½-inch couplings, 4 2½-inch hose bands; 1 rubber hose pipe, 2½ inches; screw tip, 1½ inches by 11 inches; and under Treasurer's Order No. 14094, furnished one No. 5 little giant rock-drill column, with arm and clamp in two pieces, 8 feet and 15 feet long each; 4 drill rods to drill 2¾ inches diameter, 1 electric blasting machine to 15 charges, 100 feet 14-foot fuses, 300 feet cotton covered leading wire, 100 feet 1¼-inch 5-ply marine-wound steam hose, with couplings; and 5 pieces 3½-inch pipe, 2, 3, 5, 6 and 10 feet long, with thread on each end and couplings, for East One Hundred and Twenty-fifth Street Section rock-drilling machine.

September 16, 1889.—William B. Ferguson & Son, under Treasurer's Order No. 14120, furnished 36 6-inch hackmatack knees and 4,000 1-inch pine deck plugs.

September 24, 1889.—Alexander Pollock, under Treasurer's Order No. 14093, furnished 3 dozen (each) ½ inch by 18 inches, ½ inch by 2¾ inches and ¾ inch by 12 inches Scotch water glasses, 6 dozen (each) ¾-inch and ¾-inch rubber washers and 12 dozen ½-inch rubber washers.

September 27, 1889.—H. A. Rogers, under Treasurer's Order No. 14155, furnished steam fittings.

October 3, 1889.—Alexander Pollock, under Treasurer's Order No. 14133, furnished 6 No. O "Perley's" patent half windlasses.

October 9, 1889.—H. A. Rogers, under Treasurer's Order No. 14134, furnished 500 pounds galvanized spikes, 7 inches by ¾ inch, 10 bolts 5½ inches by ¾ inch, 10 bolts 11½ inches by ¾ inch, 187 pounds countersunk head screw bolts, and 319 pounds square head screw bolts.

October 14, 1889.—The East River Mili and Lumber Company, under Treasurer's Order No. 14188, furnished 1,509 feet, B. M., white oak, 1 inch, 1½ inches and 2 inches.

October 16, 1889.—John F. Walsh, under Treasurer's Order No. 14215, furnished 2 pieces white oak, 250 feet, B. M.

October 22, 1889.—H. A. Rogers, under Treasurer's Order No. 14152, furnished one 5,000 pounds Weighmaster's Japan beam and Weighmaster's frame for same.

October 24, 1889.—H. A. Rogers, under Treasurer's Order No. 14191, furnished 1 E screw plate, with 1 pair (each) 1½-inch right hand, 1 pair 2-inch right and 1 pair 2-inch left dies, and 1 1½-inch and 1 2-inch right tap and 1 2-inch left tap.

October 22, 1889.—A. Pollock, under Secretary's Order No. 14225, furnished 2 pairs button pliers, 10 inches.

October 29, 1889.—H. A. Rogers, under Treasurer's Order No. 14261, furnished 6 sheets galvanized iron 3 feet by 8 feet, 100 screw bolts ¾ inch by ¾ inch, 1 package escutcheon pins, brass, 2 pairs Brown's adjustable pipe tongs No. 4, 1 No. 3 Robbins pipe tongs, 1 deck pump lever for W. & B. Douglass pump No. 4, 1 4-inch nipple, 1 4-inch elbow.

October 31, 1889.—Alexander Pollock, under Treasurer's Order No. 14273, furnished 1 No. 3 Root's acme hand blower.

November 2, 1889.—Gaskell, Greenlie & Co., under Treasurer's Order No. 14259, furnished 682 pounds cast-iron cleats.

November 4, 1889.—Gaskell, Greenlie & Co., under Treasurer's Order No. 14287, furnished 1 pitch pot and 30 half (cast-iron) chocks.

November 11, 1889.—H. A. Rogers, under Treasurer's Order No. 14292, furnished 400 ¾-inch, 400 ¾-inch, 300 ½-inch and 417 ¾-inch machine bolts, 110 pounds (each) ¾-inch and ¾-inch square washers, 100 pounds ¾-inch nuts, 300 pounds ½-inch countersunk head screws, 200 feet ¾-inch leather lacing, 6 lengths 4½-inch stove pipe, 51 pounds babbitt metal, 4¾-inch turn buckles, 100 pounds 1-inch washers.

November 12, 1889.—William B. Ferguson & Son, under Treasurer's Order No. 14301, furnished labor and material to repair 9 blocks.

November 15, 1889.—George Karr & Co., under Treasurer's Order No. 14307, furnished 1,500 feet white pine, ½ inch, 1 inch, 1¼ inches, 500 feet each, and 100 pieces pine ceiling ¾ inch by 4½ inches.

November 16, 1889.—H. A. Rogers, under Treasurer's Order No. 14313, furnished 6 No. 5 Merrill vises, 13 feet 1 inch steam hose and couplings, 1 pipe stock and dies, 2½-inch pipe, 55 feet steam pipe, 2½ inches, 1 steel sledge 12 pounds, 1 hot and cold chisel 5¾ inches, 1 square flatter 2½ inches, 1 gross machine screws, 1 tap, 1 flange (curved), 2½ inches, for boiler 53 inches diameter.

November 27, 1889.—Isaac Hall's Son, under Treasurer's Order No. 14348, furnished anchors, 1,789 pounds in all.

November, 1889.—David Duncan & Son, under Treasurer's Order No. 14255, furnished 123 tons of coal, and, under Treasurer's Order No. 14350, furnished 159 tons coal in December, 1889.

December 2, 1889.—H. A. Rogers, under Treasurer's Order No. 14356, furnished steam fittings.

December 10, 1889.—John Loyd, under Treasurer's Order No. 14352, furnished pile-driver hammer, 3,400 pounds.

January 13, 1890.—H. A. Rogers, under Treasurer's Order No. 14384, furnished 50 pounds (each) ¾-inch galvanized clinch and driving rings for new pile-driver No. 4, 50 machine bolts for new 12-ton derrick, 50 pounds solder, 12 eagle thumb screw clamps and 100 pounds ¾-inch rubber packing.

January 20, 1890.—Dexter Hunter, under Treasurer's Order No. 14418, furnished 2,523 feet, B. M., yellow pine timber.

January 23, 1890.—H. A. Rogers, under Treasurer's Order No. 14409, furnished 8 (each) 6 and 7 inches double sheave blocks, 100 fathoms ¾-inch galvanized guy rope, 24 patent lignum-vite sheaves, 5 inches by 1½ inches roller bushes, 6 brass 1¼-inch Jenkins valves and 1 pound copper rivets and burrs.

January, 1890.—Popham & Co., under Treasurer's Order No. 14391, furnished 143 tons of coal.

February 15, 1890.—H. A. Rogers, under Treasurer's Order No. 14448, furnished 49 feet ¼-inch steam pipe, 105 feet ¾-inch steam pipe, 1 3-way cock ¾-inch for 12-ton derrick, 1 ½ and 1 1½ inch pipe die, 5 brass number plates, 1 each for pile-drivers Nos. 3, 5 and 7, 12-ton derrick and 1 East Seventeenth Street Yard derrick.

February 15, 1890.—H. A. Rogers, under Treasurer's Order No. 14457, furnished 3 2-inch throttle valves, 1 pair Robbins tongs, 2 Stillson wrenches, and steam fittings.

February, 1890.—Popham & Co., under Treasurer's Order No. 14438, furnished 141 tons coal.

March 1, 1890.—H. A. Rogers, under Treasurer's Order No. 14490, furnished 6 B B wrought-iron hooks for chains.

March 10, 1890.—H. A. Rogers, under Treasurer's Order No. 14539, furnished 2 Hancock inspirators No. 15, 15 8-inch gaskets pure gum, 3 3-inch nipples, 3 2½-inch elbows, 3 2½-inch couplings, 20 pounds composition sheathing nails, 22½ pound round copper, 6 feet bell chain, ½ dozen 3-inch bell pulleys, 12 elliptical scrapers, 100 feet 5-inch leather belt, 1 mortise lock, 1 pair porcelain knobs, 1 brass drawer lock, 1 brass wardrobe lock, 1 pair 3-inch iron butts, 1 pair brass

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flabs 1½ inches by 2½ inches, 1 pair 3-inch butts, 3 pounds No. 12 copper wire, 1 Tee 2½ inches by 2½ inches by 1½ inches.

March 20, 1890.—H. A. Rogers, under Treasurer's Order No. 14557, furnished 6 "Dames" flange unions, 1½-inch, and 6 1½-inch elbows.

March 24, 1890.—George Karr & Co. under Treasurer's Order No. 14556, furnished 500 feet, B. M., each, ½-inch, 1-inch, 1¼-inch and 1½-inch clear pine, and 100 pieces pine ceiling, ¾ inch by 4½ inches.

March 26, 1890.—Alexander Pollock, under Treasurer's Order No. 14506, furnished 3 iron buckets for depositing concrete.

March, 1890.—R. H. Hunt, under Treasurer's Order No. 14508, furnished 106¾ tons of coal.

April 3, 1890.—H. A. Rogers, under Treasurer's Order No. 14579, furnished 402 pounds square washers, ¾ inch and ⅞ inch; 6 12-inch single blocks, inside iron strapped, roller bushed, swivel hook with becket; 1 sheet ¼ inch by 48 inches by 107 inches flanged iron; 12 dozen boxes diamond matches, 25 ½ by 1 inch set screws, 6 3-inch elbows and 6 3-inch couplings.

April 10, 1890.—Alexander Pollock, under Treasurer's Order No. 14582, furnished 1 dozen butt hinges and locks, 12 each ½-inch and ¾-inch plugs, 12 each ¼-inch and 1-inch elbows, 6 1½ by 1¼ inch elbows, 12 1¼ by ¾ inch bushes, 6 2-inch Jenkins globe valves, 12 each ¾-inch, 1½-inch and 2-inch valve disks; 6 Tees, 2 inches by 1¼ by 1½ inch.

April, 1890.—Woodruff, Conklin & Bayer, under Treasurer's Order No. 14592, furnished 18 4-light sashes, 20 inches by 24 inches, glazed, for engine houses of pile drivers.

April 1890.—Meeker, Payne & Co., under Treasurer's Order No. 14574, furnished 169 tons coal.

Contracts.

Contracts under which Work was Done During the Year.

UNDER NEW PLAN.	NOT UNDER NEW PLAN.	GENERAL REPAIRS.	CONTRACT FOR.	CONTRACT DATED.	WORK BEGUN.	WORK FINISHED.
Con. No.	Con. No.	Con. No.				
285	....	....	Removing old Pier at foot of West Thirty-third street, North river, and for building Pier, new 63, North river.....	Oct. 27, 1888	Oct. 30, 1888	May 27, 1889
		287	Repairing Pier 2, East river.....	Jan. 23, 1889	Jan. 24, 1889	Aug. 10, 1889
		290	Repairing pier and crib-bulkhead at West Eighteenth street, North river, and dredging thereat.....	Jan. 8, 1889	Jan. 12, 1889	June 28, 1889
		291	Dredging for and building crib-bulkhead at Lincoln avenue, Harlem river.....	Jan. 18, 1889	Jan. 28, 1889	May 10, 1889
		292	Repairing outer end of Pier, new 43, North river.....	Jan. 26, 1889	Feb. 19, 1889	May 3, 1889
293	....	....	Removing Pier, old 7, East river, and building Pier, new 6, East river, on site thereof.....	Feb. 7, 1889	Feb. 11, 1889	Aug. 20, 1889
		296	Repairing crib-bulkhead at foot of East Fifty-third street, East river.	Mar. 6, 1889	Mar. 6, 1889	May 15, 1889
297	....	....	Furnishing sawed yellow pine timber.	Mar. 16, 1889	Mar. 22, 1889	Oct. 31, 1889
298	....	....	Furnishing cut granite.....	Apr. 1, 1889	June 24, 1889	Jan. 1, 1890
	299	....	Preparing for and building a new dumping-board on the Pier at foot of East Thirty-eighth street, East river.....	May 2, 1889	May 9, 1889	June 17, 1889
		302	Dredging from the southerly side line of West Seventy-seventh street, extended, to the northerly side line of West Eightieth street, extended, on the North river.....	Embraced in	Contract No.	304.
301	....	....	Removing the existing pier, known as Pier 61, north of Rivington street, East river, and for preparing for and building a new wooden pier and approach on the site of said pier, and for repairing the existing crib-bulkhead along the easterly side of Tompkins street, under and south of said pier.....	Apr. 25, 1889	May 2, 1889	Nov. 22, 1889
		302	Furnishing sawed spruce timber.....	May 15, 1889	July 13, 1889	Nov. 6, 1889
		303	Repairing the crib-bulkhead at the East Seventeenth Street Yard of the Department of Docks on the East river.....	May 14, 1889	May 16, 1889	Sept. 3, 1889
		304	Dredging at West Fortieth Street Pier, at West Forty-sixth Street Pier, and from the southerly side line of West Seventy-seventh street, extended, to the northerly side line of West Eightieth street, extended, on the North river.....	May 31, 1889	June 5, 1889	Aug. 17, 1889
		305	Dredging the slip between Pier, old 41, and Pier, old 42, North river..	July 29, 1889	July 31, 1889	Aug. 30, 1889
306	....	....	Removing the existing crosswalk, earth, etc., from the newly-made land extending from about 20 feet northerly of Pier, old 29, to about the northerly side of Pier, new 21, North river, which is to be paved, and preparing for and paving the same with granite on Staten Island syenite blocks and laying crosswalks.....	July 11, 1889	July 17, 1889	Dec. 12, 1889
		307	Dredging at Piers, new 44, 45 and 46, on the North river.....	Aug. 6, 1889	Aug. 8, 1889	Oct. 5, 1889
		308	Repairing the crib-bulkhead between Pier, old 57, near the foot of Bogart street, and Pier, old 58, near the foot of Bloomfield street, on the North river.....	Aug. 16, 1889	Sept. 9, 1889	Oct. 31, 1889
		309	Repairing the bulkhead between Piers, old 36 and new 29, East river, near the foot of Market Slip.....	Sept. 26, 1889	Oct. 8, 1889	Jan. 1, 1890
		310	Repairing the crib-bulkhead between East Seventeenth and East Eighteenth streets, on the East river, and for dredging thereat.....	Sept. 12, 1889	Sept. 17, 1889	Jan. 8, 1890
		311	Dredging at Pier foot of West Thirty-ninth street, and in front of the bulkhead adjoining, on the North river.....	Oct. 10, 1889	Oct. 14, 1889	Nov. 15, 1889
312	....	....	Removing all that part of the existing Pier at the foot of East Twenty-eighth street, East river, which lies easterly of the established bulkhead-line, except the crib-work below low-water mark, and for preparing for and building a new wooden pier, with appurtenances, including a sewer box, on the site of said pier.....	Sept. 24, 1889	Sept. 26, 1889	Nov. 6, 1889
		313	Removing a portion of Pier 55, near the foot of Grand street, East river, and portions of the crib-bulkhead at and westerly of said pier; for repairing said pier and crib-bulkhead, and for dredging thereat....	Oct. 24, 1889	Nov. 1, 1889	Apr. 15, 1890
314	....	....	Preparing for and building a new wooden pier, with appurtenances, including a sewer box, at the foot of West Fiftyth street, North river	Nov. 13, 1889	Nov. 18, 1889	In progress.
		315	Preparing for and laying pavement along the crib-bulkhead between West Seventy-sixth and West Eightieth streets, North river....	Nov. 12, 1889	Nov. 18, 1889	Dec. 20, 1889
316	....	....	Furnishing granite stones for bulkhead or river wall.....	Dec. 16, 1889	Feb. 28, 1890	In progress.

Contracts.

UNDER NEW PLAN.	NOT UNDER NEW PLAN.	GENERAL REPAIRS.	CONTRACT FOR.	CONTRACT DATED.	WORK BEGUN.	WORK FINISHED.
Con. No.	Con. No.	Con. No.				
317	....	....	Removing all that part of Pier, old 39, at the foot of Vestry street, North river, which lies westerly of a line about 80 feet easterly of the new bulkhead-line, except the crib-work below low-water mark; for removing all of the shed on said pier and on the bulkhead platform southerly thereof; and preparing for and building a new wooden pier, with appurtenances, including a sewer box, on the site of said Pier, old 39, to be known as Pier, new 29, North river.....	Dec. 21, 1889	Dec. 26, 1889	In progress.
	318	....	Preparing for and building a crib-bulkhead, from East One Hundred and Thirty-eighth street to north of East One Hundred and Fortieth street, Harlem river, and for dredging thereat.....	Dec. 18, 1889	Dec. 23, 1889	In progress.
		319	Repairing the crib-bulkhead at the foot of East Forty-second street, on the East river.....	Dec. 20, 1889	Dec. 23, 1889	Mar. 10, 1890
		320	Repairing the Pier at the foot of East Twenty-sixth street, East river....	Jan. 15, 1890	Jan. 20, 1890	Apr. 8, 1890
321	....	....	Dredging the site of proposed Pier, new 29, and the site of proposed bulkhead-wall at the foot of Vestry street, on the North river, and also at the inner end of the site of proposed new pier at the foot of East Twenty-eighth street, on the East river.....	Mar. 21, 1890	Mar. 22, 1890	Apr. 12, 1890
		322	Furnishing about 2,100 piles.....	Mar. 8, 1890	Mar. 14, 1890	In progress.
		323	Furnishing and putting in place small cobble and rip-rap stones.....	Apr. 15, 1890	Apr. 19, 1890	In progress.
		324	Furnishing sawed spruce timber.....	No letting.		
		325	Repairing the pier at the foot of West Fifty-fifth street, North river.....	Mar. 10, 1890	Apr. 9, 1890	In progress.
		326	Dredging at Pier, new 59, on the North river, and at Pier 61, on the East river.....	All bids rejected.		
327	....	....	Preparing for and building a new wooden pier, with a temporary approach thereto, and appurtenances, including a sewer box at the foot of West Forty-fifth street, North river.....	Apr. 8, 1890	Apr. 23, 1890	In progress.
		328	Dredging for proposed bulkhead-wall at West Thirty-third Street Section, and for a new pier at foot of West Forty-fifth street, on the North river.....	Apr. 9, 1890	Apr. 10, 1890	Temp. susp., Apr. 28, 1890
329	....	....	Furnishing about 400 piles.....	Apr. 9, 1890		In progress.
		330	Dredging at the following-named places on the North and East rivers: North river—Canal street dumping-board; dumping-board at West Nineteenth street pier..... East river—Dumping-board at Pier 12; dumping-board at Pier 44, slip between Piers 51 and 52; dumping-board at foot East Seventeenth street; dumping-boards at foot East Twenty-second street.....	All bids rejected.		
331	....	....	Dredging at East Twenty-fourth Street Section, on the East river....	Apr. 28, 1890	Apr. 30, 1890	In progress.

FORMS OF CONTRACTS AND SPECIFICATIONS PREPARED AND SUBMITTED TO THE BOARD OF DOCKS.

Engineer's Order.—For dredging the slip between Piers, old 41 and 42, North river. Submitted May 31, 1889; advertised as Contract No. 305.

Secretary's Order No. 8924.—For removing the existing crosswalk, earth, etc., from the newly made land extending from about 20 feet northerly of Pier, old 29, to about the northerly side of Pier, new 21, North river, which is to be paved, and preparing for and paving the same with granite on Staten Island syenite blocks and laying crosswalks. Submitted June 6, 1889; advertised as Contract No. 306.

Secretary's Order No. 9221.—For dredging the north side of Pier, new 44, Pier, new 45, and the south side of Pier, new 46, North river. Submitted July 8, 1889; advertised as Contract No. 307.

Secretary's Order No. 9122.—For repairing the crib-bulkhead between Pier, old 57, near the foot of Bogart street, and Pier, old 58, near the foot of Bloomfield street, on the North river. Submitted July 12, 1889; advertised as Contract No. 308.

Engineer's Order.—For repairing the bulkhead between Piers, old 36 and new 29, East river, near the foot of Market Slip. Submitted July 18, 1889; advertised as Contract No. 309.

Secretary's Order No. 9034.—For repairing the crib-bulkhead between East Seventeenth street and East Eighteenth street on the East river and for dredging thereat. Submitted July 19, 1889; advertised as Contract No. 310.

Secretary's Order No. 9352.—For dredging at Pier at Thirty-ninth street, North river, and the bulkheads adjoining. Submitted August 22, 1889; advertised as Contract No. 311.

Secretary's Order No. 9182.—For removing all that portion of the existing pier at the foot of East Twenty-eighth street, East river, which lies easterly of the established bulkhead-line, except the crib-work below low-water mark, and for preparing for and building a new wooden pier, with appurtenances, including a sewer box on the site of said pier. Submitted August 22, 1889; advertised as Contract No. 312.

Secretary's Order No. 8743.—For removing a portion of Pier 55, near the foot of Grand street, East river, and portions of the crib-bulkhead at and westerly of said pier; for repairing said pier and crib-bulkhead, and for dredging thereat. Submitted September 18, 1889; advertised as Contract No. 313.

Secretary's Order No. 9434.—For preparing for and building a new wooden pier, with appurtenances, including a sewer box, at the foot of West Fiftyth street, North river. Submitted October 11, 1889; advertised as Contract No. 314.

Engineer's Order.—For preparing for and laying pavement along the crib-bulkhead between West Seventy-sixth street and West Eightieth streets, North river. Submitted October 11, 1889; advertised as Contract No. 315.

Secretary's Order No. 9269.—For furnishing granite stones for bulkhead or river-wall. Submitted October 24, 1889; advertised as Contract No. 316.

Engineer's Order.—For removing all that part of Pier, old 39, at the foot of Vestry street, North river, which lies westerly of a line about 80 feet easterly of the new bulkhead-line, except the crib-work below low-water mark; for removing all of the shed on said pier and on the bulkhead platform southerly thereof, and preparing for and building a new wooden pier, with appurtenances, including a sewer box, on the site of said Pier, old 39, to be known as Pier, new 29, North river. Submitted November 1, 1889; advertised as Contract No. 317.

Secretary's Order No. 9157.—For preparing for and building a crib-bulkhead, from East One Hundred and Thirty-eighth street to north of East One Hundred and Fortieth street, Harlem river, and for dredging thereat. Submitted November 7, 1889; advertised as Contract No. 318.

Secretary's Order No. 9401.—For repairing the crib-bulkhead at the foot of East Forty-second street, on the East river. Submitted November 7, 1889; advertised as Contract No. 319.

Secretary's Order No. 9519.—For repairing the Pier at the foot of East Twenty-sixth street, East river. Submitted November 16, 1889; advertised as Contract No. 320.

Secretary's Order No. 9568.—For dredging at Third Avenue bridge, Harlem river. Submitted December 19, 1889.

Secretary's Orders Nos. 9768, 9874.—For dredging at the inner end of the site for purposes of new pier at the foot of Twenty-eighth street, East river. Submitted February 13, 1890; advertised as Contract No. 321.

Secretary's Orders Nos. 9769, 9874.—For dredging the site of proposed Pier, new 29, and the site of the proposed bulkhead-wall, at the foot of Vestry street, North river. Submitted February 27, 1890; advertised as Contract No. 321.

Secretary's Order No. 9821.—For furnishing about 2,100 piles. Submitted February 6, 1890; advertised as Contract No. 322.

Secretary's Order No. 9822.—For furnishing and putting in place small cobble and rip-rap stones. Submitted February 6, 1890; advertised as Contract No. 323.

Contracts.

Engineer's Order.—For furnishing sawed spruce timber. Submitted February 6, 1890; advertised as Contract No. 324.

Secretary's Order No. 9591.—For repairing the Pier at the foot of West Fifty-fifth street, North river. Submitted February 6, 1890; advertised as Contract No. 325.

Secretary's Order No. 9868.—For dredging at Pier, new 59, North river. Submitted February 13, 1890; advertised as Contract No. 326.

Secretary's Order No. 9676.—For preparing for and building a new wooden pier, with a temporary approach thereto, and appurtenances, including a sewer box, at the foot of West Forty-fifth street, North river. Submitted February 20, 1890; advertised as Contract No. 327.

Secretary's Order No. 9889.—For dredging for new pier at the foot of Forty-fifth street, North river. Submitted February 27, 1890; advertised as Contract No. 328.

Secretary's Order No. 9894.—For dredging for proposed bulkhead-wall at West Thirty-third Street Section, North river. Submitted February 27, 1890; advertised as Contract No. 328.

Contracts.

Unanimous Resolution of Board.—For furnishing about 400 piles. Submitted February 27, 1890; advertised as Contract No. 329.

Secretary's Order No. 9871.—For dredging at sundry named places on the North and East rivers, as follows: Dumping-board at Canal street, and the one at West Nineteenth street; dumping-board at Pier 12, East river; dumping-board at Pier 44, East river; the slip between Piers 51 and 52, East river; dumping-board at foot of Seventeenth street, East river, and the dumping-board at the foot of Twenty-second street, East river. Submitted February 28, 1890; advertised as Contract No. 330.

Secretary's Order No. 9875.—For repairs to Pier, new 57, North river. Submitted March 13, 1890.

Engineer's Order.—For dredging for proposed bulkhead-wall at East Twenty-fourth Street Section, East river. Submitted March 28, 1890; advertised as Contract No. 331.

Secretary's Order No. 9738.—For repairs to Pier at Twenty-fourth street, East river. Submitted April 18, 1890; advertised as Contract No. 332.

Dredging.

Dredging Done by the Department of Docks for the Year ending April 30, 1890.

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-WORK.		Sand.	Rip-rap.							
			Class A.	Class B.									
West Washington Market Section, N. R.	May, 1889	14,991	4,000	Feet.	25 to 35	Resolution of Board, Feb. 6, 1889.	Union Dredging Co.	Mar. 22, 1889	In progress.
	June, 1889	10,000	.....	.....	.....	.....			
	Aug., 1889	10,000	1,000	.....	.....	.....				
	Oct., 1889	.....	4,500	2,500	.....	.....					
	Nov., 1889	.....	.....	.....	.....	.....		
Laight Street Section, N. R., bulkhead-wall.	Mar., 1890	13,210	25 to 35	Resolution Board, July 16, 1889; } Nov. 3, 1889; Sept. 30, 1889.. }	"	July 8, 1889	Mar. 18, 1890
	Apr., 1890	7,480	.....	.....	.....	.....			
	July, 1889	10,087	.....	.....	.....	.....			
	Aug., 1889	2,941	1,538	.....	.....	.....				
	Mar., 1890	4,957	.....	.....	.....	.....			
Pier, new 29, N. R.	Apr., 1890	1,282	426	30 to 35	Contract No. 321.....	Resolution of Board, Feb. 27, 1890.	William M. Tebo...	Mar. 22, 1890	Mar. 28, 1890
	Mar., 1890	1,717	.....	.....	.....	.....			
	Nov., 1889	9,277	.....	.....	.....	.....			
	Feb., 1890	4,074	.....	.....	.....	.....			
	Mar., 1890	6,558	.....	.....	.....	.....			
* Slip between Piers, old 41 and 42, N. R.	Apr., 1890	2,523	245	25	Contract No. 321.....	Resolution of Board, Oct. 10, 1889.	Union Dredging Co.	Nov. 2, 1889	Mar. 19, 1890
	Mar., 1890	6,211	.....	.....	.....	.....			
	Apr., 1890	3,493	.....	.....	.....	.....			
	July, 1889	294	.....	.....	.....	.....			
	Aug., 1889	24,807	.....	.....	.....	.....			
Bulkhead north of Pier, new 34, N. R.	July, 1889	148	6 to 10	Contract No. 305.....	Resolution of Board, May 31, 1889.	Union Dredging Co.	July 31, 1889	Aug. 30, 1889
	Aug., 1889	1,761	.....	.....	.....	.....			
	Sept., 1889	5,839	.....	.....	.....	.....			
	Oct., 1889	10,118	.....	.....	.....	.....			
	Aug., 1889	.....	.....	.....	.....	.....		
North side Pier, new 44, N. R.	Aug., 1889	30	Treasurer's Order No. 14209	Resolution of Board, July 8, 1889.	"	Aug. 10, 1889	Oct. 5, 1889
	Aug., 1889	.....	.....	.....	.....	.....		
	Aug., 1889	.....	.....	.....	.....	.....		
	Aug., 1889	.....	.....	.....	.....	.....		
	Aug., 1889	.....	.....	.....	.....	.....		
Bulkhead between Piers, new 44 and 45, N. R.	Aug., 1889	30	Treasurer's Order No. 14055	Resolution of Board, July 8, 1889..	"	Aug. 12, 1889	Aug. 13, 1889
	Aug., 1889	.....	.....	.....	.....	.....		
	Aug., 1889	.....	.....	.....	.....	.....		
	Aug., 1889	.....	.....	.....	.....	.....		
	Aug., 1889	.....	.....	.....	.....	.....		
Pier, new 45, N. R.	Aug., 1889	14,667	30	Contract No. 307.....	Resolution of Board, July 8, 1889..	"	Aug. 8, 1889	Sept. 19, 1889
	Sept., 1889	8,801	.....	.....	.....	.....			
	Sept., 1889	12,630	.....	.....	.....	.....			
	Sept., 1889	.....	.....	.....	.....	.....		
	Sept., 1889	.....	.....	.....	.....	.....		
South side Pier, new 46, N. R.	Sept., 1889	30	Contract No. 307.....	Resolution of Board, July 8, 1889.	"	Sept. 7, 1889	Sept. 17, 1889
	Sept., 1889	.....	.....	.....	.....	.....		
	Sept., 1889	.....	.....	.....	.....	.....		
	Sept., 1889	.....	.....	.....	.....	.....		
	Sept., 1889	.....	.....	.....	.....	.....		
North side Pier, old 54, N. R.	Aug., 1889	2,275	10	Treasurer's Order No. 14043	Secretary's Order No. 9364.....	"	Aug. 15, 1889	Aug. 23, 1889
	Aug., 1889	.....	.....	.....	.....	.....		
	Aug., 1889	.....	.....	.....	.....	.....		
	Aug., 1889	.....	.....	.....	.....	.....		
	Aug., 1889	.....	.....	.....	.....	.....		
† Bulkhead between Pier, old 54, N. R., and West Eleventh street.	Aug., 1889	1,763	10	Contract No. 284.....	Resolution of Board, Sept. 20, 1888	"	Aug. 6, 1889	Aug. 9, 1889
	Aug., 1889	.....	.....	.....	.....	.....		
	Aug., 1889	.....	.....	.....	.....	.....		
	Aug., 1889	.....	.....	.....	.....	.....		
	Aug., 1889	.....	.....	.....	.....	.....		
Bulkhead along West Eleventh street, N. R.	Aug., 1889	170	10	Treasurer's Order No. 14042	Secretary's Order No. 9363.....	"	Aug. 23, 1889	Aug. 23, 1889
	Aug., 1889	.....	.....	.....	.....	.....		
	Aug., 1889	.....	.....	.....	.....	.....		
	Aug., 1889	.....	.....	.....	.....	.....		
	Aug., 1889	.....	.....	.....	.....	.....		
Platform north side West Twenty-third street, N. R.	May, 1889	4,115	20 to 25	Treasurer's Order No. 13797	Secretary's Order No. 8999.....	"	May 20, 1889	May 22, 1889
	May, 1889	.....	.....	.....	.....	.....		
	May, 1889	.....	.....	.....	.....	.....		
	May, 1889	.....	.....	.....	.....	.....		
	May, 1889	.....	.....	.....	.....	.....		
Pier, new 63, N. R.	May, 1889	24,891	25	Resolution of Board, Mar. 16, 1887	"	May 9, 1889	May 25, 1889
	May, 1889	.....	.....	.....	.....	.....		
	May, 1889	.....	.....	.....	.....	.....		
	May, 1889	.....	.....	.....	.....	.....		
	May, 1889	.....	.....	.....	.....	.....		
West Thirty-third Street Section, N. R., bulkhead wall.	Apr., 1890	16,954	35	Contract No. 328.....	Resolution of Board, Feb. 27, 1890	{ Atlantic Dredg- } ing Co.....	Apr. 15, 1890	April 28, 1889
	Apr., 1890	.....	.....	.....	.....	.....		
	Apr., 1890	.....	.....	.....	.....	.....		
	Apr., 1890	.....	.....	.....	.....	.....		
	Apr., 1890	.....	.....	.....	.....	.....		
† Bulkhead south of West Thirty-ninth street, N. R.	Oct., 1889	2,163	15	Resolution of Board, Feb. 27, 1890	{ Atlantic Dredg- } ing Co.....	Oct. 30, 1889	Oct. 31, 1889
	Oct., 1889	.....	.....	.....	.....	.....		
	Oct., 1889	.....	.....	.....	.....	.....		
	Oct., 1889	.....	.....	.....	.....	.....		
	Oct., 1889	.....	.....	.....	.....	.....		
† Pier at West Thirty-ninth street, N. R.	Oct., 1889	11,204	15	Contract No. 311.....	Resolution Board, Aug. 22, 1889..	{ Union Dredging } Co.....	Oct. 14, 1889	Nov. 15, 1889
	Nov., 1889	10,657	.....	.....	.....	.....			
	Nov., 1889	.....	.....	.....	.....	.....		
	Nov., 1889	.....	.....	.....	.....	.....		
	Nov., 1889	.....	.....	.....	.....	.....		
† Bulkhead north of West Thirty-ninth street, N. R.	Nov., 1889	1,097	15	Resolution Board, Aug. 22, 1889..	{ Union Dredging } Co.....	Nov. 12, 1889	Nov. 14, 1889
	Nov., 1889	.....	.....	.....	.....	.....		
	Nov., 1889	.....	.....	.....	.....	.....		
	Nov., 1889	.....	.....	.....	.....	.....		
	Nov., 1889	.....	.....	.....	.....	.....		
Pier at West Fortieth street, N. R.	June, 1889	24,582	25	Contract No. 304.....	Resolution Board, April 18, 1889..	{ Union Dredging } Co.....	June 5, 1889	July 8, 1889
	July, 1889	17,092	.....	.....	.....	.....			
	July, 1889	.....	.....	.....	.....	.....		
	July, 1889	.....	.....	.....	.....	.....		
	July, 1889	.....	.....	.....	.....	.....		
Pier at West Forty-fifth street, N. R.	Apr., 1890	4,308	20	Contract No. 328.....	Resolution of Board, Feb. 27, 1890	{ Atlantic Dredg- } ing Co.....	Apr. 10, 1890	{ Temporarily suspended } { Nov. 2, 1889 } { Apr. 14, 1890 }
	Apr., 1890	.....	.....	.....	.....	.....		
	Apr., 1890	.....	.....	.....	.....	.....		
	Apr., 1890	.....	.....	.....	.....	.....		
	Apr., 1890	.....	.....	.....	.....	.....		
Pier at West Forty-sixth street, N. R.	July, 1889	7,938	20	Contract No. 304.....	Resolution of Board, Apr. 18, 1889	Union Dredging Co.	July 9, 1889	July 12, 1889
	July, 1889	.....	.....	.....	.....	.....		
	July, 1889	.....	.....	.....	.....	.....		
	July, 1889	.....	.....	.....	.....	.....		
	July, 1889	.....	.....	.....	.....	.....		
Pier at West Fiftieth street, N. R.	Oct., 1889	21,496	20	Resolution of Board, Oct. 10, 1889	"	Oct. 21, 1889	{ Temporarily suspended } { Nov. 2, 1889 } { Temporarily suspended } { Nov. 12, 1889 }
	Nov., 1889	2,830	.....	.....	.....	.....			
	Nov., 1889	.....	.....	.....	.....	.....		
	Nov., 1889	.....	.....	.....	.....	.....		
	Nov., 1889	.....	.....	.....	.....	.....		
Pier at West Fifty-sixth street, N. R.	Sept., 1889	1,920	20	Resolution of Board, Sept. 12, 1889	"	Sept. 30, 1889	{ Temporarily suspended } { Nov. 2, 1889 } { Temporarily suspended } { Nov. 12, 1889 }
	Oct., 1889	16,404	.....	.....	.....	.....			
	Nov., 1889	7,074	.....	.....	.....	.....			
	May, 1889	16,375	.....	.....	.....	.....			
	Nov., 1889	20,281	.....	.....	.....	.....			
Pier at West Fifty-seventh street, N. R.	Nov., 1889	20,281	20 to 25	Resolution of Board, Feb. 6, 1889	"	Apr. 24, 1889	Dec. 2, 1889
	Dec., 1889	1,346	.....	.....	.....	.....			
	June, 1889	17,087	.....	.....	.....	.....			
	Sept., 1889	17,595	.....	.....	.....	.....			
	Oct., 1889	5,649	.....	.....	.....	.....			
West Fifty-seventh Street Section, N. R., bulkhead-wall.	Feb., 1890	8,944	25 to 30	Resolution of Board, Dec. 20, 1888	"	June 16, 1889	Feb. 20, 1890
	Aug., 1889	1,284	.....	.....	.....	.....			
	Aug., 1889	606	.....	.....	.....	.....			
	Aug., 1889	.....	.....	.....	.....	.....		
	Aug., 1889	.....	.....	.....	.....	.....		
Bulkhead at West Seventy-seventh street, N. R.	July, 1889	3,269	15	Contract No. 304.....	Resolution of Board, Apr. 18, 1889	"	July 26, 1889	Aug. 13, 1889
	Aug., 1889	2,702	.....	.....	.....	.....			
	Aug., 1889	.....	.....	.....	.....	.....		
	Aug., 1889	.....	.....	.....	.....	.....		
	Aug., 1889	.....	.....	.....	.....	.....		
Bulkhead between West Seventy-seventh and West Seventy-eighth streets, N. R.	July, 1889	738	15	Contract No. 304.....	Resolution of Board, Apr. 18, 1889	"	July 30, 1889	Aug. 15, 1889
	Aug., 1889	458	.....	.....	.....	.....			
	Aug., 1889	.....	.....	.....	.....	.....		
	Aug., 1889	.....	.....	.....	.....	.....		
	Aug., 1889	.....	.....	.....	.....	.....		
Bulkhead at West Seventy-eighth street, N. R.	July, 1889	2,072	15	Contract No. 304.....	Resolution of Board, Apr. 18, 1889	"	July 29, 1889	Aug. 16, 1889
	Aug., 1889	2,261	.....									

Dredging.

LOCATION.	MONTH.	CUBIC YARDS.					MISCEL- LANEOUS.	DEPTH MADE AT MEAN LOW WATER.	CONTRACT NO. OR TREASURER'S ORDER NO.	AUTHORIZATION.	BY WHOM PERFORMED.	WHEN BEGUN.	WHEN FINISHED.
		Mud.	CRIB-WORK.		Sand.	Rip- rap.							
			Class A.	Class B.									
East One Hundred and Twenty-fifth Street Section, H. R., bulkhead-wall	May., 1889	3,395	.....	.....	.....	}	.....	8 to 12	.....	Resolution Board, March 28, 1889.	Union Dredging Co.	May 27, 1889	{ Temporarily suspended. Nov. 2, 1889
	June, 1889	1,672	.....	.....	.....					
	Oct., 1889	2,248	.....	.....	.....					
	Nov., 1889	296	.....	.....	224								
Bulkhead at East One Hundred and Thirty-sixth street, H. R.	June, 1889	220	.....	.....	.....	.....	.....	10	Treasurer's Order No. 13845	Secretary's Order No. 9105	"	June 21, 1889	June 21, 1889
Bulkhead, from East One Hundred and Thirty-eighth street to north of East One Hundred and Fortieth street, H. R.	Dec., 1889	10,565	}	.....	.....	.....	.....	15 to 20	Contract No. 318.....	Resolution Board, Nov. 7, 1889....	Fogg & Scribner...	Dec. 23, 1889	{ Temporarily suspended. April 2, 1890
	Jan., 1890	47,765											
	Feb., 1890	7,691											
	Mar., 1890	12,766											
	Apr., 1890	2,231											
Total.....	.....	646,669	21,153	3,171	18,312	802	128 piles, 1 wreck, 964 cubic yds. brick.						

All places marked * denotes half the cost and expense was paid by alleged owners.

All places marked † denotes work done at cost and expense of alleged owners.

Statement of Dredging done for the Year ending April 30, 1890, by Alleged Owners, Lessees and Others.

LOCATION.	DEPTH OF WATER MADE.	AUTHORIZATION.	BY WHOM PERFORMED.	WHEN BEGUN.	WHEN FINISHED.
	Feet.				
Platform north of Pier, old 1, North river, and slip in front of same	3 to 15	Order	Pennsylvania Railroad Co.	Oct. 21, 1889	Nov. 4, 1889
Platform in front of bulkhead, between Piers, old 8 and 9, North river, and slip in front of same	15	Order	Clark & Seaman	May 20, 1889	Aug. 7, 1889
Platforms between Piers 12 to 14, North river, and slips in front of same	3 to 6	Order	Central R. R. Co. of New Jersey	May 26, 1889	Oct. 13, 1889
Platforms in front of bulkhead between Piers, old 16 and 17, North river, and slip in front of same	15	Order	Associates of the New Jersey Co	Oct. 5, 1889	Dec. 26, 1889
Platforms in front of bulkhead, between Piers, old 25 to 28, North river, and slips in front of same	15	Order	N. Y. Central & Hudson R. R. Co.	Oct. 8, 1889	Dec. 17, 1889
Pier, old 27, North river	25	Permit	N. Y. Central & Hudson R. R. Co.	Sept. 19, 1889	Nov. 13, 1889
Pier, new 40, North river	26 to 30	Order	Cunard Steamship Co.	Mar. 25, 1890	April 5, 1890
Pier, new 41, North river (½ slip south)	25	Order	Del., Lac. & W. R. R. Co.	June 25, 1889	July 10, 1889
Pier, new 43, North river (south side)	30	Permit	Inman & International Steamship Co.	Feb. 3, 1890	Feb. 11, 1890
Bulkhead north of Twenty-third street, North river	12	Order	Twenty-third Street Railway Co.	May 21, 1889	May 22, 1889
North of Forty-first street, North river	10 to 15	Permit	Consolidated Gas Co.	Aug. 1, 1889	Sept. 3, 1889
Pier at Forty-third street, North river	15	Order	Knickerbocker Ice Co	Oct. 28, 1889	Nov. 21, 1889
West Forty-fourth to Forty-sixth streets, North river	15 to 25	Permit	Consolidated Gas Co.	Oct. 28, 1889	Nov. 21, 1889
Bulkhead south of Ninety-sixth street, North river.	10	Permit	Peck, Martin & Co.	Dec. 8, 1889	Dec. 9, 1889
Bulkhead between Piers, new 7 and old 9, East river, and slip between Piers 9 and 10, East river	10 to 22	Order	Nesmith & Sons.	May 3, 1889	Nov. 7, 1889
Pier 17, East river (east side)	20	Permit	R. M. Ferris	Sept. 26, 1889	Oct. 4, 1889
Pier, old 36, East river (east side)	25	Permit	Red "D" Line of Steamships	Jan. 20, 1890	{ Temporarily suspended.
Slip between Piers, new 32 and old 43, East river	30 to 40	Permit	Morris & Cummings Dredging Co.	Aug. 3, 1889	Aug. 17, 1889
Bulkhead between Piers 32 and 53, East river	14	Permit	Brown & Fleming	Mar. 12, 1890	Mar. 13, 1890
Pier 57, East river (dump)	12 to 15	Permit	Brown & Fleming	Mar. 15, 1890	Mar. 17, 1890
Bulkhead between East Tenth and Eleventh streets, East river	15	Order	Alleged owners	Nov. 4, 1889	{ Temporarily suspended.
Pier at East Eleventh street, East river	15	Order	Alleged owners	Nov. 4, 1889	{ Temporarily suspended.
Bulkheads between East Eleventh and Twelfth streets, and	15	Permit	Mutual Gas-light Co.	April 10, 1890	April 18, 1890
East Twelfth and Thirteenth streets, East river	10 to 15	Permit	Mutual Gas-light Co.	April 10, 1890	April 18, 1890
Bulkhead south of Fourteenth street, East river	12	Permit	Chas. McManus Sons	Nov. 4, 1889	Nov. 5, 1889
Bulkhead north of Twenty-second street, East river	10	Permit	Henry B. Turner	Aug. 13, 1889	Aug. 16, 1889
Foot and south of Twenty-third street, East river	10 to 15	Permit	Brooklyn & New York Ferry Co.	Aug. 12, 1889	Aug. 16, 1889
Dump south of Twenty-ninth street, East river	10 to 16	Permit	Mark Goodwin	Aug. 27, 1889	Aug. 28, 1889
Bulkhead between Thirty-second and Thirty-third streets, East river	15	Permit	Standard Gas-light Co.	April 3, 1890	April 9, 1890
Bulkhead between One Hundred and Eleventh and One Hundred and Twelfth streets, and north side of One Hundred and Eleventh street, Harlem river	10 to 15	Permit	Thomas T. Tabor	June 22, 1889	June 25, 1889
Bulkhead at One Hundred and Eleventh street, Harlem river	15	Permit	Consolidated Gas Co.	Dec. 15, 1889	Dec. 21, 1889
Bulkhead between One Hundred and Seventeenth and One Hundred and Eighteenth streets, Harlem river	8 to 10	Permit	R. H. Wolff & Co.	Dec. 27, 1889	Dec. 29, 1889
Willis avenue, Harlem river	8 to 12	Permit	N. Y., N. H. & Hartford R. R. Co.	Sept. 27, 1889	Dec. 1, 1889

Report of Stock on Hand, Purchased, Fabricated, Received from Sections and Issued from the West Fifty-seventh Street Yard during the Year ending April 30, 1890.

Amount of Stock on hand April 30, 1890	\$8,383 30 1/8
Purchased from May 1, 1889, to April 30, 1890	43,020 17
Purchased (no bills) from May 1, 1889, to April 30, 1890	2,725 80
Fabricated (96 concrete blocks)	28,741 32
Received from Sections	20 02

Total to be accounted for

Issued to the following sections—

Floating property	\$2,846 12 1/2
Sections south of West Twenty-third street, North river	5,237 05 100/100
General repairs	1,452 94
Concrete block account	17,548 50
West Fifty-seventh Street Yard, North river	202 03
East Seventeenth Street Yard, East river	237 83
Surveying party	22 62
Sections north of West Twenty-third street, North river	33,590 37
New moulds and cores account	512 24
Sand and stone cars	2 86
Pier "A," North river	36
East River Sections	5,020 03
Balance on hand April 30, 1890	16,217 65 1/10
	\$82,890 61 1/8
	\$82,890 01 1/8

Granite.

Statement of Granite on Hand at East Seventeenth Street Yard, May 1, 1890.

DESCRIPTION.	CONTRACT OR TREASURER'S ORDER NUMBERS FURNISHED UNDER.	DATE OF CONTRACT OR TREASURER'S ORDER.	ON HAND MAY 1, 1889.	RECEIVED DURING THE YEAR.	RETURNED FROM THE WORKS.	ISSUED TO THE WORKS.	ON HAND MAY 1, 1890.	AUDITED PRICE PER CUBIC FOOT.	AMOUNT.	REMARKS.
			Cubic feet.	Cubic feet.	Cubic feet.	Cubic feet.	Cubic feet.			
Headers and stretchers cut.....	Treas. Order No. 7944.....	Oct. 18, 1884	12.09	.....	.....	.....	12.09	0.50	\$6.04	
" "	" 8391.....	Nov. 7, 1879	45.30	.....	.....	.....	45.30	.591 ⁵ / ₈	27.14	
" "	" 8391.....	" 7, "	34.60	.....	.....	.....	34.60	.541 ⁵ / ₈	18.97	
" "	" 8960.....	" 8, 1880	82.40	.....	.....	.....	82.40	.85	70.04	
" "	" 13608.....	Feb. 4, 1889	361.90	.....	.....	.....	361.90	1.03	372.55	
" "	" 13798.....	May 17, "	.....	928.00	.....	.....	928.00	.60	556.80	
" "	" 14267.....	Oct. 24, "	.....	6,894.20	.....	3,551.70	3,342.50	.99	3,309.08	
" "	Contract No. 25.....	June 30, 1881	149.95	.....	.....	.....	149.95	1.11 ¹ / ₂	166.61	
" rough.....	" 25.....	" 30, "	116.00	.....	.....	.....	116.00	1.11 ¹ / ₂	128.89	
" "	" 55.....	Sept. 30, 1874	142.48	.....	.....	.....	142.48	.39	55.57	Cutting after receipt, 91 cents per cubic foot additional.
" "	" 55.....	" 30, "	33.00	.....	.....	.....	33.00	.39	12.87	
" cut.....	" 88.....	Feb. 14, 1877	62.56	.....	.....	.....	62.56	.62	38.79	
" "	" 112.....	Mar. 26, 1880	213.85	.....	11.08	190.00	34.93	.63	22.00	
" "	" 125.....	Feb. 2, 1881	37.11	.....	.....	22.02	15.09	.80 ¹ / ₂	12.15	
" "	" 230.....	Nov. 23, 1886	1,533.59	.....	111.77	1,079.10	566.26	.69	390.72	
" "	Agreement No. 230.....	Apr. 21, 1888	2,801.10	.....	360.80	3,030.40	131.50	.69	90.74	
" "	Contract No. 268.....	Mar. 19, "	5,208.40	.....	648.10	4,431.30	1,425.20	1.03	1,467.95	
" "	" 298.....	Apr. 1, 1889	.....	14,594.70	379.40	9,525.40	5,448.70	.99	5,394.22	
Coping cut.....	Treas. Order No. 8391.....	Nov. 7, 1879	81.60	.....	.....	81.60	.....	.591 ⁵ / ₈	.....
" "	" 14267.....	Oct. 24, 1889	.....	1,709.00	.....	483.20	1,225.80	1.24	1,520.00	
" "	Contract No. 103.....	May 17, 1879	505.88	.....	.....	505.88	.....	.69	.....
" "	" 112.....	Mar. 26, 1880	419.60	.....	.....	419.60	.....	.63	.....
" "	" 125.....	Feb. 2, 1881	2,883.03	.....	.....	2,803.13	79.90	.89 ¹ / ₂	71.71	
" "	" 298.....	Apr. 1, 1889	.....	5,018.30	33.30	2,029.20	3,022.40	1.24	3,747.77	
Voussoirs cut.....	" 52.....	" 4, 1874	845.87	.....	.....	29.10	816.77	1.95	1,592.70	
Spandril and end stones cut.....	" 52.....	" 4, "	457.75	.....	.....	.....	457.75	1.80	823.95	
Corner and key stones cut.....	" 52.....	" 4, "	442.00	.....	.....	.....	442.00	.60	265.20	Cutting after receipt, \$1.41 per cubic foot additional.
			16,470.06	29,144.20	1,544.45	28,181.63	18,977.08	.....	20,164.24	

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.

Piers and Bulkheads on North River.

Secretary's Order No. 9869.—Advertisement signs of "Ivory Soap" were removed from several of the piers and bulkheads by H. M. Anthony, agent for the sale of said soap, by order of the Board. Begun February 18 and finished April 12, 1890.

Pier, new 1.

Secretary's Order No. 9076.—Necessary repairs to pier, consisting of driving and fastening of several spring piles and the refastening of loose spring piles have been made; the repairing of the shed on pier is now being done by the lessee, Iron Steamboat Company, by order of the Board. Begun June 12, 1889; in progress.

Secretary's Order No. 9349.—The pavement immediately in front of pier was taken up, the leak in gas pipe repaired and the pavement replaced with coal-tar joints by the Consolidated Gas Company, under permit of the Board. Begun August 9 and finished August 17, 1889.

Secretary's Order No. 9985.—Four (4) oak fender piles driven, fastened and chocked by the West Shore Railroad Company, under permit of the Board. Begun April 14 and finished April 15, 1890.

Pier, old 1, N. R.

Secretary's Order No. 9394.—The planking in the open space in front and south of pier was repaired, and, where necessary, was renewed by the Pennsylvania Railroad Company, under permit of the Board. Begun August 20 and finished September 4, 1889.

Secretary's Order No. 8494.—The wooden sewer box underneath the pier was repaired by the Department of Public Works, and the sewerage now discharges at the end of the sewer box. Begun June 27 and finished June 28, 1889.

Pier 2, N. R.

Secretary's Order No. 9017.—The deck sheathing on the north side of pier was repaired, the stringers under the end of the shed on pier were renewed and new planking was laid in the roadway fronting on the bulkhead by the Lehigh Valley Railroad Company, under permit of the Board. Begun May 10 and finished August 19, 1889.

Secretary's Order No. 9176.—The pavement in front of pier was repaired by taking up and relaying the same in a proper manner by the Lehigh Valley Railroad Company, under permit of the Board. Begun August 17 and finished August 21, 1889.

Secretary's Order No. 1890.—20 oak piles were driven and fastened along north side of outer crib, the deck was repaired with 3-inch spruce and blocked up over same, 4 oak piles were driven at northwest corner of crib and piles on south side of same and 20 spruce piles were driven along the side of outer crib and capped, by the Lehigh Valley Railroad Company, under permit of the Board. Begun June 26 and finished July 18, 1889.

Between Piers 2 and 3, N. R.

Secretary's Order No. 9218.—8 oak fender piles were driven and fastened along the edge of platform south of Pier 3 by the Lehigh Valley Railroad Company under permit of the Board. Begun July 6 and finished July 8, 1889.

Pier 3, N. R.

Secretary's Order No. 8482.—The pier was to be repaired and put in good order, a shed erected over the entire surface, and a platform built on the northerly side of the premises by the Lehigh Valley Railroad Company, under resolution of Board, November 15, 1888. Only a small part of the work to be done under this order has been finished and the permit was revoked October, 1889.

Secretary's Order No. 8656.—The roof and sides of shed were patched, where necessary, with new material, the entire surface of pier resheathed with new 4-inch yellow pine, and new spruce fender piles were placed opposite each pile row and chocks placed between same by the Lehigh Valley Railroad Company, under permit of the Board. Begun January 15 and finished April 22, 1889.

Secretary's Order No. 9138.—34 oak piles were driven and fastened along north side of outer crib, the deck blocked up over same with 12 by 12 inch yellow pine, and 6 oak piles were driven through deck and sprung under cross cap by the Lehigh Valley Railroad Company under permit of the Board. Begun June 18 and finished July 1, 1889.

Secretary's Order No. 9960.—Picket gates about 8 feet high were placed across the inner end of pier by the lessees under permit of the Board and are now being painted. Begun April 22, 1890; in progress.

Work Supervised.

Secretary's Order No. 9960.—Picket gates have been placed along the bulkhead line and are being painted by the Lehigh Valley Railroad Company under permit of the Board. Begun April 22, 1890; in progress.

Bulkhead at Pier, old 4, N. R.

Secretary's Order No. 9115.—The bulkhead was pierced for an outlet for a sewer thereat, by the Department of Public Works, under permit of the Board. Begun February 17 and finished April 18, 1890.

Pier 4, N. R.

Secretary's Order No. 9005.—Necessary repairs were made to the pier and to the vertical sheathing on the sides thereof, by the Pennsylvania Railroad Company, under permit of the Board. Begun June 17 and finished August 19, 1889.

Secretary's Order No. 9724.—The longitudinal sheathing was repaired, by the Pennsylvania Railroad Company, under permit of the Board. Begun December 10 and finished December 19, 1889.

Pier 5, N. R.

Secretary's Order No. 9724.—The longitudinal sheathing was repaired where necessary, by the Pennsylvania Railroad Company, under permit of the Board. Begun December 10 and finished December 19, 1889.

Secretary's Order No. 9848.—5 white oak fender piles were driven and fastened in front of pier, by the West Shore Railroad Company, under permit of the Board. Begun February 7 and finished February 8, 1890.

Bulkhead between Piers 5 and 6, N. R.

Secretary's Order No. 9541.—Dangerous holes in bulkhead were filled in with earth and stone, and the pavement was relaid, by the New York and Baltimore Transportation Line, under permit of the Board. Begun October 10 and finished October 12, 1889.

Pier 6, N. R.

Secretary's Order No. 9581.—10 white oak spring piles were driven and fastened, and the gangway on the north side of pier was repaired by the New York and Baltimore Transportation Line, under permit of the Board. Begun October 10 and finished October 12, 1889.

Secretary's Order No. 9637.—Gas pipes and necessary gas fixtures were placed thereon, by the New York and Baltimore Transportation Company, under permit of the Board. Begun November 1 and finished November 2, 1889.

Pier 8, N. R.

Secretary's Order No. 9670.—The sheathing on the approaches for driveways thereat was repaired with 3-inch spruce, by the Central Railroad Company of New Jersey, under permit of the Board. Begun November 13 and finished November 25, 1889.

Secretary's Order No. 9117.—10 piles were driven and fastened and several others were refastened by the Central Railroad Company of New Jersey, under permit of the Board. Begun June 10 and finished June 11, 1889.

Bulkhead Platform, Between Piers 9 and 10, N. R.

Secretary's Order No. 9620.—18 bearing and 7 fender piles were driven and fastened and the deck sheathing on platform was repaired, by the Cromwell Steamship Line, under permit of the Board. Begun October 28 and finished November 19, 1889.

Bulkhead between Piers 10 and 11, N. R.

Secretary's Order No. 9089.—The bulkhead was taken down to low water and then rebuilt, by the Metropolitan Steamship Company, under permit of the Board. Begun May 27 and finished July 8, 1889.

Pier 11, N. R.

Secretary's Order No. 9876.—The work of lengthening the pier by a suitable structure of piles and crib, 78 feet by 41 feet, in accordance with plans and specifications, is being done by the Metropolitan Steamship Company, under permit of the Board. Begun February 25, 1889, in progress.

Pier 12, N. R.

Secretary's Order No. 9479.—Dangerous holes in front of the pier were filled in with stone and earth and the pavement relaid, by the Central Railroad Company of New Jersey, by order of the Board. Begun and finished September 17, 1889.

Secretary's Order No. 9625.—10 white oak piles were driven, fastened and chocked, and old stumps of piles were pulled, by the Central Railroad Company of New Jersey, under permit of the Board. Begun October 25 and finished November 6, 1889.

Work Supervised.

Bulkhead Platforms between Piers 12 and 13, and 13 and 14, and Pier 13, N. R.

Secretary's Order No. 9673.—Repairs to fender piles, etc. This order was superseded by and the work was done under Secretary's Order No. 9885.

Bulkhead between Piers 12 and 13, N. R.

Secretary's Order No. 9167.—The 3 top courses of timbers on bulkhead were renewed and the pavement thereat was taken up and relaid by the Central Railroad Company of New Jersey, by order of the Board. Begun July 1 and finished August 20, 1889.

Piers 12, 13 and 14, N. R.

Secretary's Order No. 9885.—Necessary repairs were made to each of said piers and to the bulkhead platforms between same, also to the ferry racks north of Pier 14, by the Central Railroad Company of New Jersey, under permit of the Board. Begun February 20 and finished April 16, 1890.

Bulkhead at Pier 14, Foot of Cedar Street, N. R.

Secretary's Order No. 9175.—A hole was cut in the bulkhead for the purpose of running underground wires from the subway manhole in front of Pier 14 and connecting them with the cable under said pier, by the Western Union Telegraph Company, under permit of the Board. Begun October 21 and finished October 24, 1889.

Pier 14, N. R.

Secretary's Order 9675.—Repairs ordered to be made to side caps and fender piles by Central Railroad Company of New Jersey. This order was superseded by and the work was done under Secretary's Order No. 9885.

Pier 15, N. R.

Secretary's Order No. 9729.—The ferry bridge and racks at the north slip were rebuilt by the Central Railroad Company of New Jersey, under permit of the Board. Begun December 4, 1889, and finished January 9, 1890.

Pier 16, N. R.

Secretary's Order No. 8975.—The horizontal sheathing on the south side of the pier was repaired where necessary by the Pennsylvania Railroad Company, under permit of the Board. Finished May 4, 1889.

Secretary's Order No. 9071.—The pavement in front of pier and on the bulkhead south thereof was taken up and properly relaid by the Pennsylvania Railroad Company, under permit of the Board. Begun June 17 and finished July 10, 1889.

Pier 19, N. R.

Secretary's Order 9215.—The sheathing on the platform in front of pier was repaired and the pavement in front of pier was taken up and relaid by John H. Starin, by order of the Board. Begun July 8 and finished July 11, 1889.

Secretary's Order No. 9759.—The deck sheathing was repaired with 3-inch spruce, by John H. Starin, under permit of the Board. Begun December 29, 1889, and finished January 7, 1890.

Pier 20, N. R.

Secretary's Order No. 9478.—A gangway 9 feet 6 inches wide was cut in backing-log on south side of pier by the Baltimore and Ohio Railroad Company, under permit of the Board. Begun September 16 and finished September 17, 1889.

Secretary's Order No. 9612.—A 10-inch iron pipe was laid from a point on the westerly side of West street, about 100 feet south of Fulton street, thence under said pier about 20 feet, by the New York Ice and Cold Storage Company, under permit of the Board. Begun November 9, 1889, and finished January 6, 1890.

Secretary's Order No. 9636.—An addition of 12 feet by 14 feet was made to the foreman's office on pier, by the Baltimore and Ohio Railroad Company, under permit of the Board. Begun October 28 and finished November 7, 1889.

Bulkhead between Piers 20 and 21, N. R.

Secretary's Order No. 9723.—A space between the roadways leading to piers has been partly paved with second-hand Belgian paving blocks, under permit of the Board. Begun December 13, 1889; work suspended.

Bulkhead South of Pier, old 21, N. R.

Secretary's Order No. 9500.—A sheet iron bonnet, about 13 feet by 7 feet, was placed over the door on the bulkhead, by the Baltimore and Ohio Railroad Company, under permit of the Board. Begun September 24, and finished September 27, 1889.

Pier, old 23, N. R.

Secretary's Order No. 8224.—A gangway was cut in the backing-log on the north side of pier for the use of the steamer "Holmdel," by the Citizens' Steamboat Company of Troy, under permit of the Board. Finished June 1, 1889.

Secretary's Order No. 9762.—The deck sheathing was repaired with 3-inch spruce, by S. V. R. Cruger, trustee, by order of the Board. Begun January 8 and finished January 9, 1890.

Piers, old 23 and 24, N. R., and Bulkhead between Piers.

Secretary's Order No. 9891.—The backing-logs on said piers are being repaired and necessary repairs to the bulkhead between said piers are being made by the alleged owners, by order of the Board. Begun March 10, 1890; in progress.

Pier 24, N. R.

Secretary's Order No. 9452.—C. Mulford & Son were to place projecting timbers on south side of pier to support office containing ice scales but never availed themselves of the permit of the Board. Returned February 15, 1889.

Pier, old 24, N. R., Foot of Barclay Street.

Secretary's Order No. 9232.—5 piles were replaced and the backing-log was repaired by the Hoboken Ferry Company, under permit of the Board. Begun July 15 and finished July 17, 1889.

Ferry at Barclay Street, N. R.

Secretary's Order No. 9102.—Two clumps of piles were reset, viz.: One on the westerly end of the north ferry rack, and one on the westerly end of the south ferry rack, by the Hoboken Land and Improvement Company, under permit of the Board. Begun July 10 and finished July 13, 1889.

Secretary's Order No. 9102.—The broken and decayed piles in the ferry racks were replaced by new ones and the clusters of piles on the ends of the racks were pulled and reset by the Hoboken Ferry Company, under permit of the Board. Begun August 1 and finished August 7, 1889.

Secretary's Order No. 9261.—A cable box was constructed on the south side of the ferry structure by the Hoboken Ferry Company, under permit of the Board. Begun July 20 and finished August 19, 1889.

Pier, old 25, N. R.

Secretary's Order No. 9468.—A hole in the pavement in front of pier was filled in with stone and earth and the pavement thereat was relaid by the New York Central and Hudson River Railroad Company, by order of the Board. Begun and finished September 17, 1889.

Secretary's Order No. 9575.—Repairs to the pier were ordered to be done. Hoboken Ferry Company and New York Central and Hudson River Railroad Company so ordered. This order was superseded by and work was done under Secretary's Order No. 9716.

Secretary's Order No. 9716.—A row of piles was driven at the outer end of the pier and the necessary timbers were placed thereon; loose braces, posts and trusses were refastened; repairs were made to the shed where required and the north ferry rack was reset by the Hoboken Ferry Company, under permit of the Board. Begun December 9, 1889, and finished January 22, 1890.

Secretary's Order No. 9873.—Necessary repairs to and the redecking and retimbering of pier are being made by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun February 10, 1890; in progress.

Pier, old 27, N. R.

Secretary's Order No. 8831.—Necessary repairs were made to the pier and to the shed on pier by the New York Central and Hudson River Railroad Company, substantially in accordance with amended plans and specifications, under permit of the Board. Begun August 19, 1889, and finished January 20, 1890.

Secretary's Order No. 8983.—25 old, decayed and submerged piles were removed from the outer end of the pier by the New York Central and Hudson River Railroad Company, by order of the Board. Begun June 13 and finished June 18, 1889.

Work Supervised.

Secretary's Order No. 9698.—The pavement in front of pier was raised to conform to grade of pier by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun November 20 and finished November 26, 1889.

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

Secretary's Order No. 9072.—25 white oak fender piles were driven and fastened by the Old Colony Steamboat Company, under permit of the Board. Begun June 5 and finished June 6, 1889.

Secretary's Order No. 9627.—The pavement where sunken was taken up and properly relaid by the New York Central and Hudson River Railroad Company, by order of the Board. Begun January 6 and finished January 9, 1890.

Pier, old 28, N. R.

Secretary's Order No. 9967.—The work of repairing the outer end of pier and the replacing of spring piles on the north and south sides thereof by the Old Colony Steamboat Company, under permit of the Board. Begun April 15, 1890; in progress.

Bulkhead between Piers, old 28 and 29, N. R.

Secretary's Order No. 9634.—The pavement adjoining the sheathing on bulkhead was taken up and relaid by the Old Colony Steamboat Company, by order of the Board. Begun and finished October 29, 1889.

Pier, old 29, N. R.

Secretary's Order No. 9009.—8 new white oak piles were driven and fastened in a cluster at the end of the pier, and 4-inch spruce planking was laid from the street to the gates of the pier, by the Providence and Stonington Steamship Company, under permit of the Board. Begun May 13 and finished May 20, 1889.

Pavonia Ferry, at the foot of Chambers Street, N. R.

Secretary's Order No. 8933.—The temporary sewer pipe was removed by the Houston, West Street and Pavonia Ferry Railroad Company, and drain pipe put in to permanent sewer in West street, under permit of the Board. Begun and finished April 24, 1889.

Secretary's Order No. 9127.—The old rails of railroad tracks across new-made land were replaced with grooved rails, by the Chambers Street and Grand Street Ferry Railroad Company, and the Houston, West Street and Pavonia Railroad Company, by order of the Board. Begun and finished September 16, 1889.

Secretary's Order No. 9732.—The pavement was taken up in front of ferry and leak in water pipe was repaired and pavement replaced with coal-tar joints, by the New York, Lake Erie and Western Railroad Company, under permit of the Board. Begun December 12, 1889, and finished January 3, 1890.

Pier, new 20, N. R.

Secretary's Order No. 8434.—Horizontal fendering was repaired and a new armature plate was put on and fastened on the northwest corner of pier, by the New York, Lake Erie and Western Railroad Company, under permit of the Board. Begun August 21 and finished August 28, 1889.

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

Secretary's Order No. 8746.—The plank roadways were repaired at various times by the New York, Lake Erie and Western Railroad Company, under permit of the Board. Begun February 12 and finished May 12, 1889.

Secretary's Order No. 9088.—The plank roadways were repaired at various times, by the New York, Lake Erie and Western Railroad Company, under permit of the Board. Begun June 1 and finished August 31, 1889.

Secretary's Order No. 9281.—The timber in front of ferry and piers was repaired where necessary, by the New York, Lake Erie and Western Railroad Company, under the permit of the Board. Begun July 24 and finished October 19, 1889.

Part of old plank approaches leading to Piers, new 20 and 21, North river, and to the Pavonia Ferry, were removed by the lessees of the piers and ferry and the balance by Department labor. Begun July 24 and finished December 1, 1889.

Pier, new 21, N. R.

Secretary's Order No. 8434.—Horizontal fendering was repaired and a new armature plate was put on and fastened, on the southwest corner of pier, by the New York, Lake Erie and Western Railroad Company, under permit of the Board. Begun August 21 and finished August 28, 1889.

Secretary's Order No. 9831.—5 oak piles were driven and fastened in a cluster on the outer end of pier, by the New York, Lake Erie and Western Railroad Company, under permit of the Board. Begun February 1 and finished February 4, 1890.

Pier, old 34, N. R.

Secretary's Order No. 9454.—Repairs ordered to be done by Tremper & Morris to the northerly half of pier. This order was superseded by Secretary's Order No. 9467, and the repairs required thereto were made under said order by the Department's force at the special instance and request of said Tremper & Morris and at their cost and expense.

Secretary's Order No. 9483.—Repairs to pavement thereat. The New York Central and Hudson River Railroad Company notified so to do. Order returned. This order was superseded by Secretary's Order No. 9554.

Secretary's Order No. 9554.—A dangerous hole in front of the southerly half of pier was filled in with stone and earth and pavement was relaid, by the New York Central and Hudson River Railroad Company, by order of the Board. Begun and finished October 7, 1889.

Secretary's Order No. 9781.—The sunken pavement in front of the south side of pier was taken up and sunken places filled in, and the pavement was relaid, by the West Shore Railroad Company, by order of the Board. Begun and finished January 25, 1890.

Secretary's Order No. 9922.—The backing-log was cut and 2 new gangways made, also 3 new mooring posts were set and chocked on southerly half of pier, by the West Shore Railroad Company, under permit of the Board. Begun March 10 and finished March 12, 1890.

Bulkhead North of Pier, old 34, N. R.

Secretary's Order No. 9499.—Repairs to pavement ordered to be done. S. Charles Welsh, executor, etc., so ordered to do. This order was superseded by Secretary's Order No. 9597, ordering the Department force to keep the bulkhead safe, by erecting and maintaining a fence thereon, until further orders.

Bulkhead between Piers, old 34 and 35, N. R.

Secretary's Order No. 8937.—Dangerous holes in the bulkhead were fenced off by alleged owners. Begun May 28 and finished May 29, 1889.

Pier, old 35, N. R.

Secretary's Order No. 9118.—About 8 feet of the backing-log, on the south side near inner end of pier, was cut and removed and a gangway made, by the Saugerties and New York Steamboat Company, under permit of the Board. Begun and finished June 29, 1889.

Pier, new 24, N. R.

Secretary's Order No. 8913.—2 Fairbanks' standard platform scales were placed one on the north and one on the south side of pier by Homer Ramsdell, under permit of the Board. Begun April 15 and finished May 3, 1889.

Secretary's Order No. 9070.—An application by lessee to cut a gangway in Pier, new 24, was examined and reported on. Begun June 1 and finished June 12, 1889.

Secretary's Order No. 9151.—A gangway or chute was cut on south side of pier, about 140 feet from the outer end, by Homer Ramsdell, under permit of the Board. Begun June 22 and finished July 5, 1889.

Secretary's Order No. 9654.—A derrick was erected on the south side of the pier, about 100 feet from the sea wall, by Homer Ramsdell, under permit of the Board. Begun December 4 and finished December 19, 1889.

Secretary's Order No. 9697.—A 4-inch wrought iron water pipe, supported on plank was laid from the main in West street to pier, by Homer Ramsdell, under permit of the Board. Begun December 1 and finished December 8, 1889.

Secretary's Order No. 9907.—Earth was excavated about 20 feet east of the bulkhead-line, the leak in water pipe repaired, and earth properly replaced, by Homer Ramsdell, under permit of the Board. Begun and finished February 24, 1890.

Bulkhead between Piers, new 24 and 25, N. R., opposite No. 221 West Street.

Secretary's Order No. 9116.—Earth was excavated and obstruction in drain pipe was removed, and earth replaced and rammed in layers by William Dickman, under permit of the Board. Begun June 5 and finished June 8, 1889.

Work Supervised.

Pier, new 25, N. R.

Secretary's Order No. 8666.—A new iron shed was erected on pier in accordance with plans and specifications by the Morgan's Louisiana and Texas Railroad and Steamship Company, under resolution of the Board, January 11, 1889. Begun January 14 and finished July 1, 1889.

Secretary's Order No. 9031.—2 steam boilers with fittings and fixtures, a smoke stack 75 feet high, lined with fire brick, one electric-light engine and dynamo, and all the necessary steam, water and gas pipes and fittings were erected on the pier by the lessees, under permit of the Board. Begun April 27 and finished July 3, 1889.

Bulkhead between Piers, new 25 and new 27, N. R.

Secretary's Order No. 7930.—A shed was erected on the bulkhead extending from 125 feet south of Pier, new 26, North river, across the front of said pier and to the south side of Pier, new 27, North river, a length of about 361 feet, by the Old Dominion Steamship Company, in accordance with plans and specifications under permit of the Board (resolution of Board, January 13, 1888). Begun June 18, 1888, and finished May 11, 1889.

Secretary's Order No. 8448.—The wheel guards in front of shed on bulkhead were widened by the Old Dominion Steamship Company, under resolution of Board, November 1, 1888. Begun November 2, 1888, and finished May 11, 1889.

Secretary's Order No. 8795.—A pair of boilers were erected in shed on bulkhead south of Pier, new 26, North river, by the Old Dominion Steamship Company, under permit of the Board. Begun February 15 and finished September 7, 1889.

Secretary's Order No. 8846.—A platform elevator was placed in shed on bulkhead and an electric-light engine and dynamo in boiler room; also the door in westerly face of shed moved to a point about 15 feet south of pier by the Old Dominion Steamship Company, under permit of the Board. Begun March 21 and finished September 7, 1889.

Secretary's Order No. 8932.—A plank roadway 30 feet in width at the northerly and southerly end of bulkhead shed south of Pier, new 26, North river, was laid to West street and a space 40 feet in width in front of shed was planked over with 3-inch spruce by the Old Dominion Steamship Company, under permit of the Board. Begun April 13 and finished May 11, 1889.

Secretary's Order No. 9713.—The iron cleat on bulkhead north of Pier, new 26, North river, was refastened with two ahlsstrom bolts by the Old Dominion Steamship Company, under permit of the Board. Begun December 4 and finished December 5, 1889.

Bulkhead South of Pier, new 26, N. R.

Secretary's Order No. 8795.—A pair of boilers on a brick foundation were erected in the shed on the bulkhead south of Pier, new 26, North river, by the lessees of the pier, under permit of the Board. Begun February 15 and finished September 7, 1889.

Secretary's Order No. 8846.—A platform elevator was placed in shed on the bulkhead, and an electric-light engine and dynamo was placed in the boiler room by the lessees of the pier, under permit of the Board. Begun March 21 and finished September 7, 1889.

Bulkhead South of Pier, new 27, N. R.

Secretary's Order No. 9690.—A hood was placed along the easterly face of the shed on the bulkhead for a distance of 63 feet south of the southerly side of Pier, new 27, North river, and projecting easterly 8 feet 5 inches, by the lessees of the pier, under permit of the Board. Begun November 16, 1889, and finished March 8, 1890.

Pier, new 27, N. R.

Secretary's Order No. 8974.—The horizontal sheathing on both sides of the pier was repaired by the Pennsylvania Railroad Company, under permit of the Board. Finished May 2, 1889.

Secretary's Order No. 9638.—The longitudinal sheathing on south side of the pier was repaired by the Pennsylvania Railroad Company, under permit of the Board. Begun December 9 and finished December 11, 1889.

Secretary's Order No. 9690.—A hood was placed along easterly face of shed on bulkhead for a distance of 63 feet south of pier, and projecting easterly 8 feet 5 inches, by the Pennsylvania Railroad Company, under permit of the Board. Begun November 16, 1889, and finished March 8, 1890.

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

Secretary's Order No. 5951.—The area on bulkhead between approaches to Piers, new 27 and 28, North river, and the shed on bulkhead and westerly line of West street was paved with Belgian block pavement, with the exception of a small area, by the Pennsylvania Railroad Company, under permit of the Board. Begun October 5, 1886, and finished February 15, 1890.

Secretary's Order No. 9594.—The area left unpaired between piers and for a distance of 58 feet south of the southerly line of Pier, new 27, North river, was planked over by the Pennsylvania Railroad Company, under permit of the Board. Begun October 19 and finished November 20, 1889.

Pier, new 28, N. R.

Secretary's Order No. 8974.—The horizontal sheathing on both sides of the pier was repaired by the Pennsylvania Railroad Company, under permit of the Board. Finished May 2, 1889.

Bulkhead North of Pier, old 39, N. R.

Secretary's Order No. 9832.—A hole in the bulkhead was filled in with stone and earth and the pavement was relaid by the Pennsylvania Railroad Company, by order of the Board. Begun February 3 and finished February 5, 1890.

Pier, old 39, N. R.

Secretary's Order No. 9025.—A boiler was removed from pier and temporarily stored on bulkhead foot of West Eleventh street, North river, by E. M. Van Tassel, under permit of the Board. Begun May 18 and finished May 25, 1889.

Pier, old 40, N. R.

Secretary's Order No. 9291.—44 oak spring piles were driven and fastened by the Norwich and New York Transportation Company, under permit of the Board. Begun August 12 and finished August 21, 1889.

Pier, old 41, N. R.

Secretary's Order No. 9066.—Repairs ordered to be done by the People's Line of Steamers, by order of the Board. This order was returned, and the repairs required to said pier were made thereto, under Secretary's Order No. 9953.

Secretary's Order No. 9953.—Bearing and fender piles, where necessary, were driven and fastened on the north side of the pier, loose fender piles were refastened, side cap, rangers and backing-log were repaired and the deck sheathing patched, where required, by the People's Line of Steamers, under permit of the Board. Begun March 25 and finished April 18, 1890.

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

Secretary's Order No. 9516.—Sunken railroad float and platform cars in the slip thereat, were raised and removed to the dry docks for repairs, by the Chapman Wrecking Company, for B. M. Shandley, by order of the Board. Begun September 18 and finished September 27, 1889.

Pier, new 34, N. R.

Secretary's Order No. 9440.—The north crosswalk leading to pier was taken up to allow the placing of water pipe, after which it was properly replaced with coal-tar joints by the Department of Public Works, under permit of the Board. Begun September 3 and finished November 15, 1889.

Pier, new 35, N. R.

Secretary's Orders Nos. 9737 and 9804.—Alterations were made in cargo ports and gangways of the pier, and the doorways and bridges are being changed to correspond in accordance with plans, by the Ocean Steamship Company of Savannah, under permit of the Board. Begun January 3, 1890; in progress.

Pier, new 36, N. R.

Secretary's Order No. 9260.—5 white oak fender piles were driven and fastened at the end of pier by the Providence and Stonington Steamship Company, under permit of the Board. Begun August 5 and finished August 7, 1889.

Pier, new 38, N. R.

Secretary's Order No. 8721.—Repairs to pier. Williams & Guion notified to do so. This order was superseded by and the repairs made under Secretary's Order No. 9509.

Secretary's Order No. 9509.—The armature plates on both outer corners of pier were taken off and were replaced by new ones, the other armature plates near the outer end of pier, which had become loosened, were properly refastened, and about 20 white oak fenders (square) were put on, fastened and chocked by Williams & Guion, lessees, by order of the Board. Begun September 27 and finished November 23, 1889.

Work Supervised.

Pier, new 39, N. R.

Secretary's Order No. 8992.—The upper deck of pier is being extended in accordance with plans and specifications by the National Steamship Company, under permit of the Board. Begun July 6, 1889; in progress.

Secretary's Order No. 9258.—The pavement in front of pier was taken up by the Consolidated Gas Company for the National Steamship Company, the leak in gas pipe was repaired and the pavement replaced with sand joints and afterwards by Department labor with coal-tar joints, under Secretary's Order No. 9595, all under permit of the Board. Begun July 13 and finished October 17, 1889.

Secretary's Order No. 9808.—6 stationary derricks were erected thereon by the National Line of Steamships, under permit of the Board. Begun February 3 and finished April 26, 1890.

Secretary's Order No. 9909.—The portion of the pier and shed destroyed by fire has been repaired and rebuilt by the National Steamship Company, under permit of the Board. Begun March 3 and finished April 30, 1890.

Pier, new 40, N. R.

Secretary's Order No. 9926.—The shed on platform north of pier was to have been removed by the Cunard Steamship Company, by order of the Board, but was stopped by a stay of proceedings and order returned April 5, 1889.

Secretary's Order No. 9963.—A broken column was pulled, 3 bearing and 5 fender piles were driven and fastened, new armature plates were placed and fastened on the outer northerly corner, and the vertical and horizontal sheathing repaired, where necessary, by the Cunard Steamship Company, under permit of the Board. Begun April 2 and finished April 18, 1890.

Pier, new 41, N. R.

Secretary's Order No. 8952.—The horizontal sheathing on both sides of pier near the outer end was repaired, and new sheathing was placed on the south side, near the inner end, by the Delaware, Lackawanna and Western Railroad Company, by order of the Board. Begun May 6 and finished June 1, 1889.

Secretary's Order No. 9274.—A new armature plate was placed and fastened on the outer southerly corner of pier; the armature plates at the outer end of pier were refastened, and 2 oak square fenders were renewed, by the Delaware, Lackawanna and Western Railroad Company, by order of the Board. Begun September 18 and finished September 23, 1889.

Secretary's Order No. 9975.—The work of repairing the outer northerly corner of pier and of the armature plates thereon, by the Delaware, Lackawanna and Western Railroad Company, by order of the Board, was begun April 19, 1890; in progress.

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

Secretary's Order No. 9787.—The cave-in on bulkhead was properly filled with earth-filling and the Belgian block pavement replaced to grade by the Hudson Tunnel Railway Company, by order of the Board. Begun January 8 and finished January 10, 1890.

Pier, new 42, N. R.

Secretary's Order No. 8719.—The armature plates at the outer corners of pier were refastened by the lessee, Compagnie Générale Transatlantique, by order of the Board. Begun August 1 and finished August 8, 1889.

Pier, new 43, N. R.

Secretary's Order No. 8159.—The pile foundation of pier was strengthened by additional piles, and a second story was built, 250 feet in length out from the inner end of pier, and the roof raised for the same distance, by the International Steamship Company, under permit of the Board. Begun August 19, 1888, and finished June 25, 1889.

Ferry at Christopher Street, N. R.

Secretary's Order No. 8565.—Replacing of fender piles in south rack, by Hoboken Ferry Company. This order was superseded by and the rack was rebuilt under Secretary's Order No. 8943.

Secretary's Order No. 8943.—The south rack and centre pin were rebuilt; the centre pin was extended, westerly, 10 feet, and the racks were subsequently strengthened by the addition of several piles thereto, by the Hoboken Ferry Company, under permit of the Board. Begun May 3 and finished September 15, 1889.

Secretary's Order No. 9103.—The north and south racks were repaired by the renewal of piles therein where necessary and the cluster of piles at outer end were reset, by the Hoboken Ferry Company, under permit of the Board. Begun June 5 and finished August 3, 1889.

Christopher Street, N. R.

Secretary's Order No. 9589.—One of the turn tables on new-made land at foot of street was taken up and replaced by a Y-terminus, and the pavement around same properly replaced by the Christopher Street and West Street Railroad Company, under permit of the Board. Begun October 8 and finished October 12, 1889.

Piers, new 44 and 45, N. R., and Bulkhead between and the one-half Bulkhead between Piers, new 45 and 46, N. R.

Secretary's Orders Nos. 8474 and 8809.—The old shed on Pier, new 45, North river, was removed, the old deck taken up, the cross caps and longitudinal rangers were replaced wherever they were rotten, and the pier was put in thoroughly good condition, including the greater portion of the sheathing which was replaced with 4-inch spruce; the bulkhead platform between Piers, new 44 and 45, North river, instead of being repaired, was removed by the Oceanic Steam Navigation Company, under resolution of the Board, February 14, 1889. The repairs to Pier, new 44, North river, and to the one-half bulkhead between Piers, new 45 and 46, North river, has not yet been begun. Work begun April 2, 1889.

Pier, new 45, N. R.

Secretary's Order No. 9048.—An iron shed is being built on pier and extra piles were driven for additional strength by the White Star Steamship Company in accordance with plans and specifications under resolution of the Board, May 16, 1889. Begun June 10, 1889; in progress.

Secretary's Order No. 9144.—The shed on the pile platform adjoining the lower side of the pier was moved therefrom and placed on the bulkhead immediately south of the pier, by the White Star Line, under permit of the Board. Begun June 17 and finished June 26, 1889.

Secretary's Order No. 9163.—A 6-inch water pipe was to be laid to Pier, new 45, North river, and a 4-inch branch to new 44, North river, by the White Star Steamship Company, under permit of the Board, but permit was never used and order was returned, October 9, 1889.

Secretary's Order No. 9302.—The railroad tracks on bulkhead were shifted about two feet north for about 100 feet easterly from the bulkhead-line and the pavement between same and for 18 inches on either side replaced with sand joints by the White Star Steamship Company, under permit of the Board. Begun August 5 and finished September 21, 1889.

Secretary's Order No. 9438.—The location of entrance of gas pipe to pier was changed to a point 12 feet further south by the Consolidated Gas Company, under permit of the Board. Begun August 31 and finished September 3, 1889.

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

Secretary's Order No. 9377.—12 wooden posts were placed thereon, to sustain a canvas covering for the protection of merchandise, etc., from inclement weather, by the Citizens' Steamboat Company of Troy, under permit of the Board. Begun August 18 and finished August 21, 1889.

Pier, new 46, N. R.

Secretary's Order No. 8881.—An office was erected inside the shed at the southeast corner of pier, about 50 feet in length, 15 feet wide and 12 feet above the deck of pier, by the Citizens' Steamboat Company, of Troy, under permit of the Board. Finished May 23, 1889.

Secretary's Order No. 8989.—6 gangways, 3 on each side of pier, were cut, and 12 spring piles were driven and fastened near the gangways, by the Citizens' Steamboat Company of Troy, under permit of the Board. Begun May 3 and finished May 27, 1889.

Secretary's Order No. 9027.—The flag pole on the inner end of shed on pier was shortened, by lessee, by order of the Board. Begun and finished May 11, 1889.

Secretary's Order No. 9883.—9 white oak spring piles were driven and fastened on the outer southerly corner of pier and several loose spring piles were refastened, by the Citizens' Steamboat Company, of Troy, under permit of the Board. Begun March 17 and finished March 20, 1890.

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

Secretary's Order No. 9550.—26 spruce posts were erected thereon to support tarpaulins for the protection of merchandise, etc., from inclement weather, by the Quebec Steamship Company, under permit of the Board. Begun March 28 and finished April 15, 1890.

Work Supervised.

Between Clarkson and West Tenth Streets.

Secretary's Order No. 9609.—Three new manholes were built on the line of the main sewer west of the westerly line of West street, and the earth-filling and pavement around same properly replaced by the Department of Public Works, under permit of the Board. Begun October 17 and finished November 1, 1889.

Spring to West Tenth Street.

Under Secretary's Order No. 9609.—The paving blocks, where necessary, were taken up and cleaned, and 3 new manholes were built on the line of the main sewer, west of the westerly line of West street, after which the earth-filling and pavement were properly replaced and the joints filled with coal tar and gravel, by the Department of Public Works, under permit of the Board. Begun October 17 and finished November 1, 1889.

Pier, old 54, Foot of Perry Street, N. R.

Secretary's Order No. 9080.—The centre of the pier was resheathed with 3-inch and 4-inch spruce by J. P. Mersereau, under permit of the Board. Begun May 27 and finished June 18, 1889.

Bulkhead between Perry and West Eleventh Streets, N. R.

Secretary's Order No. 8285.—Necessary repairs were made to the bulkhead and platform to a point within about 40 feet immediately south of West Eleventh street by the lessees, by order of the Board. Begun August 1 and finished September 30, 1889.

Bulkhead South of West Eleventh Street, N. R.

Secretary's Order No. 9397.—Repairing of same. The "Bird Estate," alleged owner, ordered to repair. Order returned. This order was superseded by Secretary's Order No. 9682 and premises were fenced off by the Department's force under said order.

Bulkhead at West Eleventh Street, N. R.

Secretary's Order No. 8478.—A grain elevator was erected on bulkhead on the southerly side of West Eleventh street, North river, in accordance with plans and specifications by E. M. Van Tassel, under resolution of Board November 15, 1888. Begun December 7, 1888, and finished October 29, 1889.

Secretary's Order No. 9492.—The bulkhead, west of the elevator thereat, for an area of about 15 by 20 feet, was paved with Belgian blocks by E. M. Van Tassel & Co., under permit of the Board. Begun September 24 and finished September 27, 1889.

Secretary's Order No. 9515.—The driving of 5 or 6 fender piles in front of bulkhead about 100 feet west of West street, in front of berth occupied by ice boat. Permit granted to Ransom Parker, Jr., to do the work. Order returned. No work done, as Mr. Parker will not avail himself of the privileges granted under said permit.

Secretary's Order No. 9550.—Sunken portion of bulkhead at north side of pier was filled in with stone and earth by the Knickerbocker Ice Company, by order of the Board. Begun and finished October 28, 1889.

Pier at Bethune Street, N. R.

Secretary's Order No. 9386.—The armature plates on the outer end of pier were refastened, and the sheathing on deck patched with 3-inch spruce, by A. T. Decker & Co., by order of the Board. Begun November 21 and finished December 12, 1889.

Secretary's Order No. 9672.—An accumulation of dirt, stone and rubbish on the pier was removed by A. T. Decker & Co., by order of the Board. Begun November 23 and finished November 25, 1889.

Pier at Jane Street, N. R.

Secretary's Order No. 9674.—Several loose fender piles were refastened and an accumulation of dirt on pier was removed by A. T. Decker & Co., by order of the Board. Begun September 27 and finished December 7, 1889.

Bulkhead North of Pier at Horatio Street, N. R.

Secretary's Order No. 9570.—The backing-log and course of timber under same, for a distance of about 30 feet, were repaired and several oak square fenders were refastened by John H. Seaman, under permit of the Board. Begun October 12 and finished November 4, 1889.

Pier, old 56, Foot of Gansevoort Street, N. R.

Secretary's Order No. 9296.—20 fender piles were replaced, chocks between fenders were repaired and replaced where necessary, the side cap and backing-log were repaired, and the requisite and necessary repairs were made to the roof, sides and offices of the shed on pier by the Lehigh Valley Railroad Company, under permit of the Board. Begun July 30 and finished August 21, 1889.

Secretary's Order No. 9367.—The approach to the pier was paved with Belgian blocks by the Lehigh Valley Railroad Company, under permit of the Board. Begun August 13 and finished August 20, 1889.

Bulkhead North of Gansevoort Street, N. R.

Secretary's Order No. 9173.—The engine, house and shafting on bulkhead were removed therefrom, and the said engine and shafting were conveyed to and placed on the bulkhead south of Twenty-second street, North river, by the New York City Ice Company, under permit of the Board. Begun June 29 and finished July 6, 1889.

Pier, old 58, Foot of Bloomfield Street, N. R.

Secretary's Order No. 9648.—Old timber and materials which had been deposited thereon and ordered to be removed by John A. Bouker, by order of the Board, were removed therefrom by unknown parties. Begun and finished January 4, 1890.

Ferry at West Fourteenth Street, N. R.

Secretary's Order No. 9104.—Cluster piles were taken up and reset and necessary repairs were made to the ferry bridge and approach, by the Hoboken Ferry Company, under permit of the Board. Begun August 8 and finished August 19, 1889.

Secretary's Order No. 9104.—Several clusters of piles were reset on the lower side of the ferry rack by the Hoboken Land and Improvement Company, under permit of the Board. Begun August 14 and finished August 17, 1889.

Secretary's Order No. 9413.—A window, about 5 feet high by 3 feet wide, was placed in the north side of the ferry house by the Hoboken Ferry Company, under permit of the Board. Begun September 18 and finished September 19, 1889.

Pier at West Fifteenth Street, N. R.

Secretary's Order No. 9584.—Fender piles were ordered to be repaired. The lessee, George W. Winant, ordered so to do. Order returned. This order was superseded by and work was done under Secretary's Order No. 9706, by the Department force, at the cost and expense of said lessee.

Pier at West Sixteenth Street, N. R.

Secretary's Order No. 9856.—A dumping-board was erected and a platform scales and small weigh office were placed thereon by Bernard Campbell, lessee, under permit of the Board. Begun February 21 and finished March 17, 1890.

Bulkhead between West Sixteenth and West Seventeenth Streets, N. R.

Secretary's Order No. 9643.—2 mooring posts were placed thereon by the Consolidated Gas Company, under permit of the Board. Begun November 8 and finished November 15, 1889.

Pier at West Seventeenth Street, N. R.

Secretary's Order No. 9101.—1 new oak fender pile was driven and fastened at the outer lower corner of pier, old stump of pile was pulled and the deck sheathing was repaired with 3-inch spruce by Robert S. Briggs, lessee, by order of the Board. Begun June 1 and finished June 8, 1889.

Secretary's Order No. 9335.—The deck sheathing was patched with 3-inch spruce by Robert S. Briggs, lessee, by order of the Board. Begun August 9 and finished August 12, 1889.

Secretary's Order No. 9930.—A portion of the pavement at the approach to pier was taken up and relaid by Robert S. Briggs, lessee, by order of the Board. Begun April 8 and finished April 11, 1890.

Bulkhead between West Seventeenth and Eighteenth Streets, N. R.

Secretary's Order 9643.—2 mooring posts were placed thereon by the Consolidated Gas Company, under permit of the Board. Begun November 8 and finished November 15, 1889.

Work Supervised.

Bulkhead between West Eighteenth and Nineteenth and Nineteenth and Twentieth Streets, N. R.

Secretary's Order No. 8428.—Repairs to same. D. C. Newell so ordered by the Board. This order was revoked by resolution of the Board, July 25, 1889.

Bulkhead between West Eighteenth and Nineteenth Streets, N. R.

Secretary's Order No. 9289.—4 courses of hewn timbers and 4 courses of ties were placed on the south end, and 3 courses of hewn timbers and 3 courses of ties on upper end; 24 yellow pine, 4 by 8 inch fenders, and 3 small spruce mooring posts were put on and 4 spring piles were driven immediately in front of bulkhead; trenches were dug and longitudinal logs and cross ties were placed therein by D. C. Newell, as ordered, under resolution of the Board, July 25, 1889. Begun August 5 and finished August 20, 1889.

Bulkhead between West Nineteenth and Twentieth Streets, N. R.

Secretary's Order No. 9289.—4 top courses of hewn timber and 2 courses of cross ties were placed; 3 small spruce mooring posts, about 8 inches in diameter; also 12 yellow pine fenders, 4 inches by 8 inches, were put on; trenches were dug for the placing of the longitudinal logs and cross ties by D. C. Newell, as ordered, under resolution of the Board, July 25, 1889. Begun August 5 and finished August 20, 1889.

Pier at West Twentieth Street, N. R.

Secretary's Order No. 9527.—Fender piles at the outer end of pier were refastened by the Knickerbocker Ice Company, by order of the Board. Begun December 23 and finished December 26, 1889.

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

Secretary's Order No. 8977.—3 fender piles were driven and fastened and several others were refastened, chocks were placed between fenders, a new mooring post was set and chocked on south side, deck sheathing was repaired where necessary with 3-inch spruce and old stumps of piles were pulled by C. T. Van Santvoord, by order of the Board. Begun May 3 and finished June 1, 1889.

Bulkhead between West Twenty-first and Twenty-second Streets, N. R.

Secretary's Order No. 9242.—The engine, situate on the bulkhead about 65 feet north of the north side of Pier at Twenty-first street, was inclosed in a structure about 15 feet by 12 feet by the New York City Ice Company, under permit of the Board. Begun July 13 and finished July 16, 1889.

Secretary's Order No. 9262.—The existing ice platform on bulkhead was extended by an addition thereto of 27 feet in length and 6 inches in width, thereby making said platform 112 feet in length, by the New York City Ice Company, under permit of the Board. Begun July 16 and finished July 17, 1889.

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

Secretary's Order No. 8969.—4 white oak spring piles were driven and fastened at the outer end of pier and 8 others were pulled up and redriven at the end and sides of pier by the New York and Albany Line of Day Boats, under permit of the Board. Begun May 6 and finished May 14, 1889.

Secretary's Order No. 9565.—The damages to the outer end of pier and shed by the ferry boat "Jay Gould" belonging to the New York, Lake Erie and Western Railroad Company, were repaired by said company, under permit of the Board. The repairs consisted of driving and fastening 4 piles and necessary repairs to the side caps, backing-log and shed on pier. Begun November 19 and finished December 7, 1889.

Secretary's Order No. 9685.—A new mooring post was set and chocked and the deck sheathing was patched with 3-inch spruce by C. T. Van Santvoord, by order of the Board. Begun November 16, 1889, and finished January 6, 1890.

Bulkhead between West Twenty-third and Twenty-fourth Streets, N. R.

Secretary's Order No. 9204.—The 4 top courses of square timbers on the southerly half of bulkhead were taken off and were replaced with new timbers by the Twenty-third Street Railway Company, by order of the Board. Begun July 13 and finished July 24, 1889.

Pier, new 54, N. R.

Secretary's Order No. 9162.—Repairs to pier; Sanderson & Son notified to repair. This order was superseded by and work was done under Secretary's Order No. 9510.

Secretary's Order No. 9190.—The damage done to the outer end of pier by the steam yacht "Atalanta" colliding therewith, was repaired by Jay Gould, owner of said yacht; the repairs consisted of the splicing of 5 double rangers and the renewal of outer cross caps, horizontal and vertical sheathing, the deck and sheathing thereon; Sanderson & Son, lessees of pier, were ordered by the Board to make repairs. Begun June 20 and finished July 6, 1889.

Secretary's Order No. 9510.—The lower armature plate on the southwest corner of pier was renewed and the armature plates on the outer end of pier were refastened by Sanderson & Son, by order of the Board. Begun December 18 and finished December 30, 1889.

Pier, new 55, N. R.

Secretary's Order No. 9583.—Repairs were made to the south side of pier near the outer end; side cap and ranger were spliced and blocking placed between the same, broken fender pile was repaired and the vertical fendering was replaced by Charles A. Poole & Co., by order of the Board. Begun October 16 and finished October 21, 1889.

Pier, new 56, N. R.

Secretary's Order No. 9160.—Repairs thereto; Simpson & Spence notified to repair. This order was superseded by, and work done, under Secretary's Order No. 9511.

Secretary's Order No. 9511.—4 new armature plates were put on and fastened at the outer end of pier, by Simpson & Spence, by order of the Board. Begun December 23 and finished December 30, 1889.

Bulkhead between West Twenty-seventh and Twenty-eighth Streets, N. R.

Secretary's Order No. 9969.—Dredging is now being done west of the easterly line of Thirtieth avenue to permit the building and sinking of crib, 253 feet in length with three returns, by Wm. W. Rossiter, under permit of the Board. Begun May 22, 1890; in progress.

Between West Twenty-eighth and Thirtieth Streets, N. R.

Secretary's Order No. 9910.—Filling is being placed along the southerly side of West Thirtieth street, east of Thirtieth avenue, for the purpose of making streets and avenues, by Robert Ray and John A. King, executors of Cornelius Ray, in accordance with resolution of Board, February 28, 1890, requiring above named grantees to do the same. Begun March 5, 1890; in progress.

Piers, new 61, 62 and 63, N. R.

Secretary's Order No. 6891.—Bumper frames were placed at the end of railroad tracks on piers in accordance with plans submitted by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun October 17, 1887, and finished July 29, 1889.

Pier, new 60, N. R.

Secretary's Order No. 9435.—Repairs thereto; James McClenahan notified to repair. This order was superseded by, and work done, under Secretary's Order No. 9512.

Secretary's Order No. 9512.—The deck sheathing was repaired, where necessary, with 3-inch spruce, by lessee, James McClenahan, by order of the Board. Begun September 30 and finished October 1, 1889.

Pier, new 63, N. R.

Secretary's Order No. 6891.—Bumper frames were placed at the end of railroad tracks on pier by the lessees, under permit of the Board. Begun July 1 and finished July 29, 1889.

Secretary's Order No. 9209.—Two new timbers 12 inches by 14 inches by 12 feet were placed between deck and cross caps of the two outer single rows of piles for foundation for new crane by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun July 1 and finished July 29, 1889.

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

Secretary's Order No. 9396.—Four white oak fender piles were refastened by the Pennsylvania Railroad Company, by order of the Board. Begun and finished August 26, 1889.

Secretary's Order No. 9529.—The fender piles on south side of pier were refastened, one oak fender (square) was placed and chocked on north side by the Pennsylvania Railroad Company, under permit of the Board. Begun and finished September 30, 1889.

Work Supervised.

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

Secretary's Order No. 9142.—A new armature plate was put on, fastened on the lower outer southerly corner, and the armature plates on the upper outer southerly corner and those on the upper and lower outer northerly corner were refastened by the New York Central and Hudson River Railroad Company, by order of the Board. Begun July 15 and finished July 24, 1889.

Secretary's Order No. 9310.—An additional railroad track was laid upon the pier by the West Shore Railroad Company, under permit of the Board. Begun August 5 and finished August 12, 1889.

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

Secretary's Order No. 9129.—A broken bearing pile was pulled and a new one was driven in its place and stead, horizontal, and "A" braces were repaired and a new oak square fender was put on and fastened by the West Shore Railroad Company, by order of the Board. Begun September 13 and finished September 30, 1889.

Secretary's Order No. 9539.—A small portion of the deck on the east side of the pier was removed to admit some filling in to be done thereat, and the deck was replaced after said filling in was completed by Michael Kane, under permit of the Board. Begun September 24 and finished October 21, 1889.

Secretary's Order No. 9617.—An accumulation of dirt, filth and rubbish on the inner end of the northerly side of pier, where the dump was recently located, was removed therefrom by the Department of Street Cleaning, as requested by the Board. Begun and finished October 25, 1889.

Secretary's Order No. 9655.—A new chock was placed between the fenders on the south side by the New York Horse Manure Company, by order of the Board. Begun February 27 and finished February 28, 1890.

Secretary's Order No. 9791.—The loose fender piles on the outer southerly corner were refastened and rechecked by the West Shore Railroad Company, by order of the Board. Begun and finished February 28, 1890.

Bulkhead between West Thirty-seventh and Thirty-eighth Streets, N. R.

Secretary's Order No. 9741.—Retaining structures are being built at the north and south ends of new wall now being built, to retain earth-filling by the Pennsylvania Railroad Company, under permit of the Board. Begun February 3, 1890; in progress.

Bulkhead between West Thirty-eighth and Thirty-ninth Streets, N. R.

Secretary's Order No. 9069.—10 piles were driven and capped at the bulkhead, and the deck and deck sheathing on the bulkhead platform were relaid by Lister's Agricultural Chemical Works, under permit of the Board. Begun June 3 and finished June 15, 1889.

Pier at West Fortieth Street, N. R.

Secretary's Order No. 9124.—A 4-inch cast-iron pipe was run through the new bulkhead and out on the approach to the pier, for the purpose of conveying water from the river to the Abattoir building at the foot of the said street, by Amasa Spring, under permit of the Board. Begun July 6 and finished July 8, 1889.

Secretary's Order No. 9161.—1 oak spring pile was driven and fastened at the outer end near centre of pier by the Western Stock Yard Company, by order of the Board. Begun July 20 and finished July 29, 1889.

Pier between West Forty-first and Forty-second Streets, N. R.

Secretary's Order No. 9441.—10 spring piles were driven and fastened on the northerly side of pier, in lieu of like number broken, by the Consolidated Gas Company, under permit of the Board. Begun September 18 and finished September 19, 1889.

Bulkhead between West Forty-first and Forty-second Streets, N. R.

Secretary's Order No. 9956.—Additional timbers are being laid on the trestle to strengthen same for the support of 2 new derricks to be placed thereon, in accordance with plan submitted, by the Consolidated Gas Company, under permit of the Board. Begun April 21, 1890; in progress.

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

Secretary's Order No. 9123.—A new armature plate was placed and fastened on the outer northerly corner of pier, by the New York Horse Manure Company, by order of the Board. Begun September 3 and finished September 5, 1889.

Secretary's Order No. 9929.—4 broken side bearing piles were pulled and new ones were driven in their place and stead, horizontal, and "A" braces were renewed, new fenders were put and chocks placed between same, and horizontal sheathing was placed along the south side, from about the centre of the pier to the inner end of the dump thereat, by the New York Horse Manure Company, by order of the Board. Begun March 17 and finished April 21, 1890.

Bulkhead between West Forty-fourth and Forty-fifth Streets, N. R.

Secretary's Order No. 9711.—Four mooring piles were replaced by the Consolidated Gas Company, under permit of the Board. Begun November 28 and finished December 7, 1889.

Bulkhead between West Forty-fifth and Forty-sixth Streets, N. R.

Secretary's Order No. 9711.—Two mooring and 4 spring piles were replaced by the Consolidated Gas Company, under permit of the Board. Begun November 28 and finished December 7, 1889.

Bulkhead between West Forty-eighth and Forty-ninth Streets, N. R.

Secretary's Order No. 9385.—A sunken scow, in the slip thereat, was raised and removed by John Chester, the owner thereof, by order of the Board. (The material, consisting of manure, with which said scow was laden, was taken off the scow when raised, and subsequently said scow was beached and repaired.) Begun August 21 and finished September 3, 1889.

Pier between West Forty-ninth and Fiftieth Streets, N. R.

Secretary's Order No. 9357.—Five bearing and 2 fender piles were driven and fastened at the outer end of pier, 4 cross caps were renewed and side caps spliced, the backing-log was renewed where required and the deck and deck sheathing repaired where necessary by T. C. Lyman & Co., under permit of the Board. Begun August 12 and finished August 20, 1889.

Bulkhead South of West Fiftieth Street, N. R.

Secretary's Order No. 9618.—A narrow gauge railroad track was laid on a line about 60 feet south of West Fiftieth street, North river, from the yards to the rear of the coping of the new bulkhead-wall by James Gillies & Sons, under permit of the Board. Begun November 13 and finished November 16, 1889.

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

Secretary's Order No. 9739.—The bulkhead was pierced for an outlet for sewer thereat by the Department of Public Works, under permit of the Board. Begun December 9, 1889, and finished January 6, 1890.

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

Secretary's Order No. 9054.—The horizontal sheathing at the outer end of pier was repaired by Lessee, Union Stock Yard and Market Company, by order of the Board. Begun July 6 and finished July 8, 1889.

Secretary's Order No. 9683.—An 8-inch iron pipe was laid through wooden bulkhead by Conrad Stein, under permit of the Board. Begun January 27 and finished March 27, 1890.

Bulkhead between West Sixtieth and Sixty-second Streets, N. R.

Secretary's Order No. 9022.—A grain elevator is being erected by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun July 31, 1889; in progress.

Bulkhead between West Sixtieth and Sixty-fourth Streets, N. R.

Secretary's Order No. 9309.—Necessary repairs were made to the bulkhead, substantially in accordance with plans and specifications, by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun September 23 and finished December 23, 1889.

Pier foot of West Sixty-fourth Street, N. R. (Pier "E.")

Secretary's Order No. 9020.—The pier at foot of street was repaired and rebuilt in accordance with plans and application of the New York Central and Hudson River Railroad Company, and by them, under permit of the Board. Begun July 31, 1889, and finished January 20, 1890.

Secretary's Order No. 9528.—The fender piles at the outer end of pier were refastened by the New York Central and Hudson River Railroad Company, by order of the Board. Begun January 9 and finished January 31, 1890.

Work Supervised

Bulkhead between the Piers at the foot of West Sixty-fourth and West Sixty-fifth Streets, N. R.

Secretary's Order No. 9528.—The crib-bulkhead was rebuilt from low water up, by the New York Central and Hudson River Railroad Company, by order of the Board. Begun January 9 and finished January 31, 1890.

Pier at West Sixty-fifth Street, N. R. (Pier "F.")

Secretary's Order No. 9528.—Fender piles at outer end of pier were refastened by the New York Central and Hudson River Railroad Company, by order of the Board. Begun January 9 and finished January 31, 1890.

Pier near the Foot of West Seventieth Street, N. R.

Secretary's Order No. 9528.—Fender piles at outer end of pier were refastened, by the New York Central and Hudson River Railroad Company, by order of the Board. Begun January 9 and finished January 31, 1890.

From West Seventy-second to Seventy-ninth Street, N. R.

Secretary's Order No. 9867.—Necessary material was placed on the west side of the railroad tracks and a roadway was built between said streets, by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun February 4 and finished April 21, 1890.

South of One Hundred and Second Street, N. R.

Secretary's Order No. 8964.—A boat-house was located at above premises, and the necessary piles to secure same were driven thereat, by the Bloomingdale Boat Club, under permit of the Board. Begun July 8, 1889, and finished November 2, 1889.

Secretary's Order 9736.—A small crib was placed on the northwest corner of the Bloomingdale Boat Club-house, by the Bloomingdale Boat Club, under permit of the Board. Begun November 22, 1889, and finished January 4, 1890.

Bulkhead Platform at West One Hundred and Thirtieth Street, N. R.

Secretary's Order No. 9422.—The waste pipe thereon was repaired by the Third Avenue Railroad Company, under permit of the Board. Begun September 2 and finished September 5, 1889.

Bulkhead Platform North of West One Hundred and Thirtieth Street, N. R.

Secretary's Order No. 9949.—A ferry house is being erected thereon, in accordance with plans submitted, by the Riverside and Fort Lee Ferry Company, under permit of the Board. Begun April 15, 1890; in progress.

Ferry Premises North of West One Hundred and Thirtieth Street, N. R.

Secretary's Order No. 9125.—The ribbon pieces on ferry rack, also the ferry bridge, were repaired where necessary by the Riverside and Fort Lee Ferry Company, under permit of the Board. Begun June 21 and finished July 27, 1889.

Secretary's Order No. 9817.—About 15 piles were renewed in the ferry rack and other necessary repairs were made thereto by the Riverside and Fort Lee Ferry Company, under permit of the Board. Begun January 23 and finished January 29, 1890.

Bulkhead between West One Hundred and Thirtieth and One Hundred and Thirty-first Streets, N. R.

Secretary's Order No. 9482.—Sunken place in bulkhead, in rear of ferry house, was filled in with stone and earth by the New York Central and Hudson River Railroad Company, by order of the Board. Begun and finished September 16, 1889.

Pier at West One Hundred and Thirty-first Street, N. R.

Secretary's Order No. 8901.—Repairs to south side. Lessee notified to repair. This order was superseded by Secretary's Order No. 9508.

Secretary's Order No. 9508.—Iron corner bands were refastened and 8 oak half-round fenders were put on, fastened and chocked on south side by the Riverside and Fort Lee Ferry Company, by order of the Board. Begun December 23 and finished December 27, 1889.

West One Hundred and Thirty-third to One Hundred and Thirty-fourth Streets, N. R.

Secretary's Order No. 7768.—The rear of crib-bulkhead was filled in with earth and small stone, from the centre line of One Hundred and Thirty-third street to the centre line of One Hundred and Thirty-fourth street, by Theodore F. Tone, under permit of the Board. Begun February 15, 1889, and finished January 22, 1890.

Secretary's Order No. 9178.—Piles were driven and coal bins were erected in rear of crib-bulkhead, substantially in accordance with plans submitted by Theodore F. Tone, under permit of the Board. Begun June 21, 1889, and finished January 23, 1890.

West One Hundred and Thirty-fourth to One Hundred and Thirty-fifth Street, N. R.

Secretary's Order No. 8568.—A crib-bulkhead was built from the centre line of One Hundred and Thirty-fourth street to the centre line of One Hundred and Thirty-fifth street, and earth and stone filling placed in the rear of same by H. A. Higgins, under permit of the Board. Begun April 1, 1889, and finished January 27, 1890.

Land Under Water between West One Hundred and Thirty-seventh and West One Hundred and Thirty-eighth Streets, N. R.

Secretary's Order No. 8891.—20 piles were driven, capped and braced, and thereupon a boat house was placed which was subsequently altered and widened about 15 feet on the easterly side; 4 mooring piles were driven and a float moored along side of same by the Hudson Boat Club, under permit of the Board. Begun April 12, 1889, and finished June 1, 1889.

Boat House on Land Under Water, North of Pier at West One Hundred and Fifty-eight Street, N. R.

Secretary's Order No. 8363.—A platform was erected on the front, rear and west side of boat house and a gangway leading to the same was constructed by F. T. Volk, under permit of the Board. Begun August 5 and finished August 19, 1889.

EAST RIVER.

Ferry Premises at Whitehall Street, E. R.

Secretary's Order No. 8254.—The improvements in the ferry slips and structures, in accordance with plans and tracings, as amended and approved, were made by the Staten Island Rapid Transit Railroad Company, under permit of the Board. Begun September 13, 1888, and finished January 7, 1890.

Foot of Whitehall Street, E. R.

Secretary's Order No. 8440.—Ferry house and structures on wharf property were built in accordance with plans and specifications by the Staten Island Rapid Transit Company under permit of the Board. Begun February 8 and finished December 28, 1889.

Hamilton Ferry, Foot of Whitehall Street, E. R.

Secretary's Order No. 8903.—Slight repairs were made thereat by the Union Ferry Company, under permit of the Board. Begun May 20, 1889; work suspended. Subsequently this order was superseded by Secretary's Order No. 9358, but no work was done thereunder.

Secretary's Order No. 9912.—Necessary repairs were made to the ferry racks by the Union Ferry Company, under permit of the Board. Begun March 3 and finished March 20, 1890.

South Ferry, Foot of Whitehall Street, E. R.

Secretary's Order No. 8903.—Repairs thereto—permit granted to the Union Ferry Company. This order was superseded by Secretary's Order No. 9358.

Secretary's Order No. 9358.—The ferry racks were repaired and piles renewed therein, where necessary, by the Union Ferry Company, under permit of the Board. Begun August 21 and finished November 20, 1889.

Secretary's Order No. 9704.—The platform at entrance was repaired and several piles in the ferry racks were renewed, by the Union Ferry Company, under permit of the Board. Begun February 1 and finished March 1, 1890.

Pier 2, E. R.

Secretary's Order No. 9000.—4 of the rear piles and a portion of the wales in the lower westerly rack on the easterly side of the pier were repaired, by the New York and South Brooklyn Ferry and Steam Transportation Company, by order of the Board. Begun July 25 and finished August 15, 1889.

Work Supervised.

Secretary's Order No. 9177.—The cluster piles on the west side of pier were removed, and the remaining piles thereat were straightened, by the South Brooklyn Ferry Company, by order of the Board. Begun June 27 and finished August 15, 1889.

Secretary's Order No. 9210.—17 oak piles were driven and clustered at the outer easterly corner of pier, by the New York and South Brooklyn Ferry and Steam Transportation Company, under permit of the Board. Begun July 17 and finished August 18, 1889.

Secretary's Order No. 9610.—A bunch of piles on the end of the rack on the easterly side of pier were taken up and reset in about their original position, by the New York and South Brooklyn Ferry and Steam Transportation Company, by order of the Board. Begun October 24 and finished November 1, 1889.

Pier 3, E. R.

Secretary's Order No. 9795.—20 white oak spring piles were driven, fastened and chocked along the westerly side of pier, and a water-supply pipe was run alongside the backing-log on said westerly side of pier, by the Quartermaster's Department, United States Army, under permit of the Board. Begun January 21 and finished February 5, 1890.

Secretary's Order No. 9869.—Advertisement signs of "Ivory Soap," which had been affixed on a number of piers and bulkheads, from Pier 3 to East Eighty-sixth street, were removed therefrom, by H. M. Anthony, agent for the sale of said soap, by order of the Board. Begun February 18 and finished April 12, 1890.

Pier 4, E. R.

Secretary's Order No. 9590.—10 bearing piles were driven under the west side of pier by James Cruikshank, under permit of the Board. Begun October 11 and finished October 19, 1889.

Secretary's Order No. 9807.—7 white oak fender piles were driven and chocked at the outer end of westerly side of pier by James Cruikshank, under permit of the Board. Begun January 27 and finished January 28, 1890.

Pier, old 6, E. R.

Secretary's Order No. 9316.—The pavement at the entrance thereto was repaired by the New York Central and Hudson River Railroad Company, by order of the Board. Begun August 17 and finished August 19, 1889.

Secretary's Order No. 9458.—An excavation was made in the bulkhead in front of the pier and filled in with stone and earth, and the pavement was then relaid by the New York Central and Hudson River Railroad Company, by order of the Board. Begun September 12 and finished October 1, 1889.

Pier, new 6, E. R.

Secretary's Order No. 9158.—2 derricks were erected on the pier, one about 100 feet and the other about 220 feet from bulkhead, by the Union Steamboat Company, under resolution of the Board. Begun August 1 and finished August 6, 1889.

Secretary's Order No. 9354.—2 derricks were erected and a small tally-house and 2 boxes for tools were placed on the upper side of pier, by the Western Transit Company, by resolution of the Board, August 9, 1889. Begun August 12 and finished August 20, 1889.

Pier 8, E. R.

Secretary's Order No. 8041.—Repairs thereto, by the New York, Lake Erie and Western Railroad Company. Permit granted by the Board; order returned. Superseded by Secretary's Order No. 9003.

Secretary's Order No. 9003.—The pier and shed on same were widened and rebuilt by lessees in accordance with resolution of the Board, March 17, 1889. Begun May 10 and finished September 25, 1889.

Pier 9, E. R.

Secretary's Order No. 9658.—A broken bearing pile was pulled and a new one was driven in its place and stead by H. E. Nesmith, Jr., under permit of the Board. Begun and finished November 11, 1889.

Pier 10, E. R.

Secretary's Order No. 9107.—51 bearing piles were driven, 7 cross caps, new side and interior rangers and necessary backing-log and half-round fenders were put on, and the deck and sheathing on same were renewed by the alleged owners, by order of the Board. Begun June 3 and finished June 17, 1889.

Pier 11, E. R.

Secretary's Order No. 8954.—The outer end of pier, consisting of old crib-blocks, was taken down to low water and about 40 bearing piles driven through same and about 7 new cross caps and necessary rangers placed thereon; the backing-log on each side was repaired with 60 feet of 12 inches by 12 inches yellow pine; about 30 yellow pine square fenders were placed on the outside of pier; and 8 new mooring posts and 10 new mooring piles were set; 90 oak half-round fenders were put on and fastened, and the deck and deck sheathing were repaired where necessary, by alleged owners, by order of the Board. Begun May 17 and finished July 12, 1889.

Pier 12, E. R.

Secretary's Order No. 9406.—The dumping-board on westerly side of pier was ordered to be removed, Department of Street Cleaning having been notified to remove same on or before September 5, 1889. Order returned, in accordance with the action of the Board, on September 5, 1889. The dumping-board was not removed.

Secretary's Order No. 9342.—The deck sheathing on the easterly side of pier was repaired with new 3-inch spruce, by the alleged owners, D. Whipple, agent, by order of the Board. Begun October 4 and finished October 8, 1889.

Pier 13, E. R.

Secretary's Order No. 9320.—1 new oak spring pile was driven, by D. Whipple, agent, under permit of the Board. Begun and finished August 6, 1889.

Ferry Premises at Wall Street, E. R.

Secretary's Order No. 8903.—Repairs thereto. Permit granted to Union Ferry Company to repair. This order was superseded by Secretary's Order No. 9358, but no work was done thereunder.

Bulkhead between Piers 16 and 17, E. R.

Secretary's Order No. 8013.—Erection of a temporary platform thereon. Permit granted to James E. Ward & Co. to erect same. Order returned. Permit revoked September 27, 1889.

Pier 17, E. R.

Secretary's Order No. 8180.—An easterly extension to shed on pier was erected of iron by the lessees, under permit of the Board. Begun October 1, 1888, and finished October 30, 1889.

Secretary's Order No. 9007.—35 bearing piles were driven at the outer end of pier, necessary caps and rangers were put on, new deck was laid and a new backing-log put on, mooring posts were set and chocked and the necessary repairs made to the shed on outer end of pier; the crib-block in centre of pier was blocked up and the deck sheathing in the centre of pier was repaired where required, by S. A. Frost, by order of the Board. Begun May 4 and finished July 24, 1889.

Pier 18, E. R.

Secretary's Order No. 8688.—The metal covering on westerly half of shed on pier was renewed in part, and the rest repaired by C. L. Morgan, agent, under permit of the Board. Begun May 23 and finished June 8, 1889.

Pier 19 (easterly half), E. R.

Secretary's Order No. 9621.—2 spring piles were driven and fastened and the deck sheathing was patched with 3-inch spruce, by S. A. Frost, agent of alleged owners, by order of the Board. Begun November 23 and finished November 30, 1889.

Pier 20, E. R.

Secretary's Order No. 9217.—Unsound parts of the cross caps were cut off and replaced with new 12 inches by 12 inches yellow pine, rangers were renewed where necessary, the backing-log was also renewed and repaired where required, and several oak half-round fenders were put on and fastened, by C. H. Mallory & Co., under permit of the Board. Begun September 4 and finished October 19, 1889.

Secretary's Order No. 9476.—36 bearing piles were driven under the pier and fastened and blocked, by C. H. Mallory & Co., under permit of the Board. Begun September 11 and finished October 19, 1889.

Secretary's Order No. 9725.—6 white oak fender piles were driven and fastened at outer corners of pier, in lieu of like number broken and worn out, by C. H. Mallory & Co., under permit of the Board. Begun December 5 and finished December 7, 1889.

Pier 21, E. R.

Secretary's Order No. 5922.—A tin roof was placed on the part of the shed which was built and the northerly side was covered with galvanized iron for about 162 feet, by C. H. Mallory & Co., under permit of the Board. Begun December 27, 1886, and permit revoked June 21, 1888.

Work Supervised.

Secretary's Order No. 6850.—The inner end of pier with the exception of about 18 feet was covered with a shed with iron trusses and the outer 94 feet with one with wooden trusses, by C. H. Mallory & Co., in accordance with resolution of the Board, August 4, 1887. Begun August 10, 1887, and permit revoked June 21, 1888.

Ferry Premises at Fulton Street, E. R.

Secretary's Order No. 8903.—Necessary repairs to same. Permit granted to the Union Ferry Company. This order was superseded by and work done under Secretary's Order No. 9358.

Secretary's Order No. 9358.—Necessary repairs were made to the racks, and piles renewed where required therein, by the Union Ferry Company, under permit of the Board. Begun August 12 and finished November 20, 1889.

Secretary's Order No. 9147.—Repairs are being made thereto, and work on the centre pin was begun September 9, 1889; in progress.

Pier 23, E. R.

Secretary's Order No. 9321.—1 white oak fender pile was driven, fastened and chocked, by Stephen H. Mills, under permit of the Board. Begun and finished August 5, 1889.

Secretary's Order No. 9403.—Erection of a frame for a canvas covering; permit granted to the Montauk Steamboat Company; order returned; the said steamboat company concluded not to avail itself of the privilege granted.

Secretary's Order No. 9588.—The pavement, where sunken in front of pier, was taken up and relaid, by the Fulton Market Fishmongers' Association, by order of the Board. Begun and finished October 18, 1889.

Pier 24, E. R.

Secretary's Order No. 9805.—3 white oak spring piles were driven and fastened on the westerly side of pier, by Anning & Smith, under permit of the Board. Begun January 27 and finished January 28, 1890.

Secretary's Order No. 9820.—10 oak fender piles were driven and fastened on the westerly side of pier, by the Hartford and New York Transportation Company, under permit of the Board. Begun January 30 and finished January 31, 1890.

Pier 25, E. R.

Secretary's Order No. 8941.—22 bearing piles were driven, 14 cross caps were repaired, crib-work was blocked up where required and the deck and sheathing thereon were repaired by the New Haven Steamboat Company, under permit of the Board. Begun April 19 and finished May 20, 1889.

Secretary's Order No. 9774.—5 oak spring piles were driven and fastened, in lieu of like number broken, by the New Haven Steamboat Company, under permit of the Board. Begun January 8 and finished January 11, 1890.

Pier 27, E. R.

Secretary's Order No. 5774.—Repairs, consisting of all necessary work on the pier and the erection of a shed on pier, by the Baltimore and Ohio Railroad Company, under a resolution of the Board of September 16, 1886. Order returned August 28, 1889.

NOTE.—The work called for under this order was begun September 27, 1886, and was all finished, with the exception of placing galvanized iron on part of the shed and the completion of the second story of office on platform easterly of said pier at inner end, when it was stopped by a writ of injunction, issued on or about November 27, 1886, since which time no work has been done under said order.

Secretary's Order No. 9334.—Old stump of pile was pulled and a new fender pile was driven and fastened on the outer lower corner of pier, by lessee, Baltimore and Ohio Railroad Company, by order of the Board. Begun and finished August 19, 1889.

Bulkhead and Platform at Pier 27, E. R.

Secretary's Order No. 9170.—The four top courses of timbers on the bulkhead east of pier, for a distance of about 75 feet, were taken up and replaced with new timbers, and the deck of the platform in front of pier was renewed with 3-inch spruce, by the Baltimore and Ohio Railroad Company, by order of the Board. Begun November 1 and finished November 11, 1889.

Secretary's Order No. 9747.—A hood was built over the street platform 7 inches in width, and extending the whole length of the platform, within the southerly line of street, by the Baltimore and Ohio Railroad Company, under permit of the Board. Begun January 6 and finished January 23, 1890.

Pier 28, E. R.

Secretary's Order No. 9322.—3 white oak fender piles were driven and fastened by W. P. Clyde & Co., under permit of the Board. Begun August 5 and finished August 6, 1889.

Ferry at Roosevelt Street, E. R.

Secretary's Order No. 9348.—Necessary repairs were made to the ferry racks and decks by the Brooklyn and New York Ferry Company, under permit of the Board. Begun August 26 and finished November 1, 1889.

Bulkhead between Piers 34 and 35, E. R.

Secretary's Order No. 9141.—Repairs are being made to the bulkhead by the Union Ferry Company, by order of the Board. Begun September 9, 1889; work suspended.

Ferry at Catharine Street, E. R.

Secretary's Order No. 8903.—Repairs thereto, permit granted to the Union Ferry Company. This order was superseded by Secretary's Order No. 9358, but no work was done thereunder.

Pier 35, E. R.

Secretary's Order No. 9709.—The pavement in front of the easterly half of pier was taken up and relaid by the Bridgeport Steamboat Company, under permit of the Board. Begun November 23 and finished November 30, 1889.

Pier, old 36, E. R.

Secretary's Order No. 8646.—An iron shed was to have been erected on the pier by Jabez A. Bostwick in accordance with resolution of Board, November 9, 1888. This order was returned, superseded by permit to the New England Terminal Company. Resolution of Board, August 1, 1889.

Secretary's Order No. 9731.—5 white oak fender piles were driven and chocked, and 2 braces were put on and fastened on the easterly side of pier by John T. Dallas, under permit of the Board. Begun December 11, 1889, and finished January 10, 1890.

Bulkhead East of Pier, old 36, E. R.

Secretary's Order No. 9290.—About 16 feet in length of same was ordered to be fenced by the alleged owner, George H. Penniman. Order returned, as repairs were being made thereat, under Contract No. 309.

Bulkhead between Pier, old 36, and Pier, new 29, E. R.

Secretary's Order No. 8333.—Repairs to same. Alleged owners notified to repair. Order returned. No work done.

NOTE.—These premises were fenced off in December, 1888, from public use by the Department force, under Secretary's Order No. 8609.

Pier 39, E. R.

Secretary's Order No. 9806.—An extension of 5 feet was made to the existing office on pier by P. D. Ackerman & Brother, under permit of the Board. Begun January 25 and finished January 28, 1890.

Bulkhead at Pier 40, E. R.

Secretary's Order No. 9773.—A platform was erected in front of bulkhead on the westerly side of pier, extending about 37½ feet on the bulkhead and 50 feet outwardly, by the New York and Northern Railway Company, under resolution of the Board. Begun January 10 and finished January 18, 1890.

Pier 40, E. R.

Secretary's Order No. 8987.—3 oak fender piles were driven, fastened and chocked at the westerly corner of the outer end of pier by L. M. Allen, agent, under permit of the Board. Begun May 4 and finished May 7, 1889.

Secretary's Order No. 9978.—Fender piles were driven to protect from damage the "Mariner's Church," located at the westerly side of the pier, by the Society of the Church of Our Saviour, under permit of the Board. Begun April 7 and finished April 8, 1890.

Pier 42, E. R.

Secretary's Order No. 9237.—12 fender piles were driven and fastened and 6 mooring posts were set and chocked by the New York Floating Dry Dock Company, under permit of the Board. Begun August 10 and finished August 20, 1889.

Work Supervised.

Pier 43, E. R.

Secretary's Order No. 8960.—A small weigh office, 6 feet by 10 feet, and a platform scales, 8 feet by 14 feet, were placed on the westerly side of pier, about 66 feet from the bulkhead, by Fred. W. Wright, lessee, under permit of the Board to the Ridgewood Ice Company. Begun April 23 and finished May 3, 1889.

Secretary's Order No. 9036.—The sheathing through the centre of the pier, for a distance of 180 feet by 16 feet, was repaired with 3-inch spruce by Fred. W. Wright, lessee, under permit of the Board. Begun May 13 and finished May 17, 1889.

Secretary's Order No. 9185.—The sheathing through the centre of pier, for a distance of 135 feet, and on the westerly side for a distance of 97 feet by 13 feet, was relaid by Fred. W. Wright, under permit of the Board. Begun July 1 and finished July 6, 1889.

Pier 45, E. R.

Secretary's Order No. 9305.—Additional piles were driven and a new iron shed is being erected, in accordance with plans and specifications, by the New England Terminal Company, under resolution of the Board, August 1, 1889. Begun December 12, 1889; in progress.

Bulkhead between Piers, old 45 and new 36, E. R.

Secretary's Order No. 9491.—The 5 top courses of timbers were taken off and were replaced with new timbers, new fenders were placed and chocked, and the pavement thereat was repaired by the New England Terminal Company, under permit of the Board. Begun December 6 and finished December 14, 1889.

Pier, new 36, E. R.

Secretary's Order No. 9126.—26 spring piles were driven along the easterly side and outer end and chocked with 10 inches by 12 inches yellow pine timber, by the New England Terminal Company, under permit of the Board. Begun June 11 and finished June 21, 1889.

Secretary's Order No. 9306.—Additional piles were driven and a new iron shed is being built on pier, in accordance with plans and specifications, by the New England Terminal Company, under resolution of the Board, August 1, 1889. Begun September 27, 1889; in progress.

Secretary's Order No. 9824.—Horizontal sheathing was placed on the lower side of the pier, in accordance with plans submitted, by the New England Terminal Company, under permit of the Board. Begun February 6 and finished February 27, 1890.

Bulkhead between Piers, new 36 and old 47, E. R.

Secretary's Order No. 9844.—Dangerous hole therein was filled up with stone and earth and the pavement relaid by alleged owners, by order of the Board. Begun October 17 and finished October 19, 1889.

Bulkhead between Piers 47 and 48, E. R.

Secretary's Order No. 9839.—The pavement thereat is being repaired by S. B. Wildey, agent, by order of the Board. Begun April 15, 1890; in progress.

Bulkhead between Piers 48 and 49, E. R.

Secretary's Order No. 9436.—Alleged owners ordered to make repairs. This order was superseded by and work was done under Secretary's Order No. 9506.

Secretary's Order No. 9506.—The backing-log was repaired, where required, and several fenders were refastened, by alleged owners, by order of the Board. Begun September 18 and finished October 5, 1889.

Secretary's Order No. 9485.—Several dangerous holes in bulkhead were filled in with stone and earth and the pavement relaid, by alleged owners, by order of the Board. Begun and finished September 25, 1889.

Secretary's Order No. 9543.—A platform about 12 feet wide and 2 feet high, and extending about 130 feet southerly from Pier 49, was built on the bulkhead by the New England Terminal Company, under permit of the Board. Begun September 28 and finished October 5, 1889.

Pier 49, E. R.

Secretary's Order No. 9398.—30 spring piles were driven, fastened and chocked, 2 doors were cut in lower side of the shed on pier, and runways made to fit the gangways of steamers, and an opening was also made at the bulkhead end of the lower side of shed, by the New England Terminal Company, under permit of the Board. Begun August 28 and finished October 2, 1889.

Platform West of Pier 50, E. R., sometimes called Pier 49½.

Secretary's Order No. 9439.—The deck was repaired, where necessary, by the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun September 3 and finished September 4, 1889.

Secretary's Order No. 9847.—6 white oak fender piles were driven and chocked, in lieu of like number broken, by the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun February 6 and finished February 27, 1890.

Pier 50, E. R.

Secretary's Order No. 9256.—15 white oak fender piles were driven and fastened, in lieu of like number decayed and broken, by the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun September 25 and finished October 2, 1889.

Secretary's Order No. 9847.—9 white oak fender piles were driven and chocked, in lieu of like number old and worn out, by the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun February 6 and finished February 27, 1890.

Bulkhead at Pier 51, E. R.

Secretary's Order No. 8949.—The pavement in front of bulkhead, where sunken, was taken up, the holes were filled in with stone and earth and the pavement was properly relaid, by the New York, New Haven and Hartford Railroad Company, by order of the Board. Begun May 2 and finished May 4, 1889.

Bulkhead between Piers 51 and 51½, E. R.

Secretary's Order No. 8282.—The bulkhead was taken down to low water and rebuilt, and the pavement thereat was relaid, by lessee, New York, New Haven and Hartford Railroad Company, by order of the Board. Begun October 3, 1888, and finished May 3, 1889.

Bulkhead between Piers 51 and 52, E. R.

Secretary's Order No. 8571.—Erection of a platform; permit granted to the New York, New Haven and Hartford Railroad Company so to do; order returned; permit revoked September 27, 1889.

Bulkhead East of Gouverneur Street, E. R.

Secretary's Order No. 9916.—The four top courses of timbers on the bulkhead about 200 feet east of Gouverneur street were taken off and new timbers placed in their stead, by Brown & Fleming, under permit of the Board. Begun March 6 and finished March 12, 1890.

Bulkhead between Gouverneur and Jackson Streets, E. R.

Secretary's Order No. 9646.—The bulkhead, at a point commencing about 305 feet east of Gouverneur street and running thence a distance of 75 feet easterly, was taken down to low water and rebuilt, by Smith Ely, Jr., alleged owner, by order of the Board. Begun December 29, 1889, and finished February 4, 1890.

Secretary's Order No. 9705.—A small hole about 6 feet from the bulkhead, near Jackson street, was filled in with stone and earth and the pavement relaid by Duryea Brothers, under permit of the Board. Begun November 21 and finished December 7, 1889.

Bulkhead between Piers 52 and 53, E. R.

Secretary's Order No. 10007.—About 75 feet of the backing-log was renewed and the pavement in front of bulkhead was taken up and relaid, where necessary, by Eldridge & Gould, under permit of the Board. Begun April 18 and finished April 22, 1890.

Pier 54, E. R.

Secretary's Order No. 9145.—Two coal hoppers, each 7 feet by 9 feet, were placed on the easterly side of pier by the Empire Coal Company, under permit of the Board. Begun June 17 and finished June 19, 1889.

Bulkhead at Corlears and South Streets, E. R.

Secretary's Order No. 8804.—The bulkhead north side of Corlears street, was taken down to low water and rebuilt by Henry E. Coe, executor, etc., of Charles A. Coe, deceased, under permit of the Board. Finished May 2, 1889.

Bulkhead at Water Street, E. R.

Secretary's Order No. 9557.—Necessary repairs are being made to the planking on bulkhead by Henry E. Coe, executor, etc., of Charles A. Coe, deceased, by order of the Board. Begun October 4, 1889; in progress.

Work Supervised.

Pier 55, E. R.

Secretary's Order No. 8009.—Repairs ordered to be done. Lessee Thomas O'Brien ordered so to do. Order returned, the lease of said pier having been canceled by the Board.

Secretary's Order No. 9897.—A picket fence is being erected on the northerly side of pier, to prevent people being injured by the ferry rack, by the Brooklyn and New York Ferry Company, under permit of the Board. Begun April 2, 1890; in progress.

Ferry Premises at Grand Street, E. R.

Secretary's Order No. 9347.—The ferry racks and decks were repaired where necessary by the Brooklyn and New York Ferry Company, under permit of the Board. Begun September 18 and finished November 1, 1889.

Secretary's Order No. 9664.—Several oak piles in the west rack were renewed, necessary repairs were made to the centre rack, and the surface of the bulkhead in front of the premises was repaired where required, by the Brooklyn and New York Ferry Company, under permit of the Board. Begun January 6 and finished February 8, 1890.

Secretary's Order No. 9757.—The south rack is being repaired by the Brooklyn and New York Ferry Company, by order of the Board. Begun January 6, 1890; in progress.

Secretary's Order No. 9863.—Necessary repairs are being made to the ferry bridge and to the north rack, by the Brooklyn and New York Ferry Company, under permit of the Board. Begun February 10, 1890; in progress.

Pier 56, E. R.

Secretary's Order No. 9273.—Erection of a platform and scales on northerly half of pier. Permit granted to Charles E. Murtagh to do same. Order returned, Mr. Murtagh having concluded not to avail himself of the privilege granted.

Secretary's Order No. 9574.—The deck and sheathing on deck of pier were repaired from time to time, as required, by lessee, Charles E. Murtagh, by order of the Board. Begun October 16, 1889, and finished April 26, 1890.

Bulkhead at Pier 58, E. R.

Secretary's Order No. 8797.—A platform scales was placed on the north side of the bulkhead, near entrance to pier, by Carl Smith, under permit of the Board. Begun June 5 and finished 15, 1889.

Bulkhead South of Pier 60, E. R.

Secretary's Order No. 9540.—The bulkhead, about 200 feet south of said pier, was rebuilt from low water up by the Knickerbocker Ice Company, by order of the Board. Begun October 22 and finished December 23, 1889.

Bulkhead South of Pier 61, E. R.

Secretary's Order No. 9701.—A small house which had been placed thereon was removed therefrom by Captain John Anton, by order of the Board. Begun November 28 and finished November 29, 1889.

Pier 61, E. R.

Secretary's Order No. 9424.—A dumping-board was erected on the south side of pier, beginning at a point about 14 feet easterly of the inner end of pier, by Henry A. Peck & Co., under permit of the Board. Begun November 29 and finished December 7, 1889.

Secretary's Order No. 9708.—An office, 5 feet by 8 feet, was placed on the pier by Henry A. Peck & Co., under permit of the Board. Begun January 6 and finished January 7, 1890.

Pier 62, E. R.

Secretary's Order No. 9164.—The deck and sheathing on deck of the southerly half of said pier were repaired by the alleged owners, by order of the Board. Begun June 17, 1889, and finished February 3, 1890.

Secretary's Order No. 9200.—The deck sheathing on the northerly side of pier was repaired and the crib-work was blocked up by lessee, Charles E. Murtagh, by order of the Board. Begun July 19 and finished July 24, 1889.

Ferry Premises at East Houston Street, E. R.

Secretary's Order No. 10004.—Necessary repairs are being made to the ferry racks and preparations made to remove the old and worn out ferry bridge at the south side of ferry and replace it with a new bridge by the Nassau Ferry Company, under permit of the Board. Begun April 21, 1890; in progress.

Pier at East Third Street, E. R.

Secretary's Order No. 9339.—The sheathing on the outer crib at south side of pier was repaired by the Ridgewood Ice Company, by order of the Board. Begun August 28 and finished September 5, 1889.

Secretary's Order No. 9139.—4 piles were blocked and fastened under the pier and the cross and side caps were spliced by the Ridgewood Ice Company, by order of the Board. Begun September 2 and finished September 5, 1889.

Bulkhead between East Third and Fourth Streets, E. R.

Secretary's Order No. 9696.—3 white oak spring piles were driven, fastened and chocked by W. F. Young, under permit of the Board. Begun and finished December 16, 1889.

Ferry Premises at East Seventh Street, E. R.

Secretary's Order No. 9140.—Repairs to the north side thereof. East River Ferry Company notified to do so. This order was superseded by Secretary's Order No. 9517, ordering repairs to be done to both north and south sides by the East River Ferry Company and William H. Webb, jointly, one with the other.

Secretary's Order No. 9517.—The bulkhead on the northerly and southerly sides of the ferry was rebuilt from low water up by the East River Ferry Company, jointly with William H. Webb, by order of the Board. Begun north side October 16 and finished November 4, 1889; begun south side October 12 and finished November 4, 1889.

Pier at East Eighth Street, E. R.

Secretary's Order No. 9256.—Bearing piles were blocked up and rangers renewed where necessary, a new backing-log was put on and fender piles placed and fastened along the sides of pier where required, also a new deck was laid with new 4-inch spruce by the Morgan Iron Works, under permit of the Board. Begun July 19 and finished September 23, 1889.

Bulkhead between East Eighth and Ninth Streets, E. R.

Secretary's Order No. 9451.—About 100 feet of the bulkhead north of the northerly side of Eighth street was rebuilt from low water up by the Morgan Iron Works, under permit of the Board. Begun September 6 and finished October 2, 1889.

Pier at East Eleventh Street, E. R.

Secretary's Order No. 9761.—The deck sheathing was patched where necessary with 3-inch spruce by the New York Mutual Gas-light Company, under permit of the Board. Begun December 30, 1889, and finished April 16, 1890.

Pier at East Twelfth Street, E. R.

Secretary's Order No. 9267.—Rangers and caps were renewed and the deck sheathing patched where necessary by the New York Mutual Gas-light Company, under permit of the Board. Begun July 23 and finished September 24, 1889.

Secretary's Order No. 9727.—3 spruce spring piles were driven and fastened on the north side of pier and old stumps of piles were pulled by the New York Mutual Gas-light Company, under permit of the Board. Begun and finished December 11, 1889.

Secretary's Order No. 10005.—5 bearing piles were driven at the north side of pier by the New York Mutual Gas-light Company, under permit of the Board. Begun April 18 and finished April 19, 1890.

Pier at East Thirteenth Street, E. R.

Secretary's Order No. 9727.—3 white oak spring piles were driven and fastened on the south side of pier and old stumps of piles pulled by the New York Mutual Gas-light Company, under permit of the Board. Begun and finished December 11, 1889.

Bulkhead South of East Fourteenth Street, E. R.

Secretary's Order No. 9569.—The bulkhead, for a distance of 80 feet south of the southerly side of said street, was rebuilt from about 1 foot above low water up by the estate of James Brown, deceased, under permit of the Board. Begun October 3 and finished November 18, 1889.

Work Supervised.

Bulkhead at Foot of East Fourteenth Street, E. R.

Secretary's Order No. 9659.—A dumping-board was placed thereon by Charles McManus' Sons, under permit of the Board. Begun November 6 and finished November 9, 1889.

Bulkhead between East Fourteenth and Fifteenth Streets, E. R.

Secretary's Order No. 9521.—The backing-log was refastened and several holes in the bulkhead were filled in with stone and earth and the pavement relaid, by alleged owners, by order of the Board. Begun September 24 and finished September 26, 1889.

Bulkhead between East Fifteenth and Sixteenth Streets, E. R.

Secretary's Order No. 9522.—The backing-log, where necessary, was repaired, and several holes in the bulkhead were filled in with stone and earth and the pavement relaid, by alleged owners, by order of the Board. Begun September 21 and finished September 26, 1889.

Bulkhead at East Seventeenth Street, E. R.

Secretary's Order No. 8186.—Repairs to bulkhead, commencing 164 feet 8 inches north of the northerly line of Seventeenth street, thence easterly along Avenue C to the middle of Eighteenth street, estate of Moses Taylor, deceased, ordered to repair. Order returned; this work was done by the Department of Docks, under Contract No. 310.

Secretary's Order No. 8187.—Repairs to bulkhead, commencing 164 feet 8 inches north of the northerly line of Seventeenth street, thence southerly along Avenue C to the middle of Seventeenth street. Roswell G. Rolston, trustee, and Mrs. Mary Heckman ordered to repair. Order returned; this work was done by the Department of Docks, under Contract No. 310.

Secretary's Order No. 9545.—Fender pile was repaired at the bulkhead by John Gillies, by order of the Board. Begun and finished February 28, 1890.

Bulkhead between East Seventeenth and Eighteenth Streets, E. R.

Secretary's Order No. 9098.—Removal of the old hulk of a lighter, sunk in front of bulkhead; George Lutz of No. 430 East Houston street, ordered to remove same. The said George Lutz not having removed the said hulk within the time ordered, the said hulk was removed and disposed of according to law, by John F. Baxter, under Treasurer's Order No. 13882, at the cost and expense of said Lutz. Begun July 8 and finished July 12, 1889.

Secretary's Order No. 9513.—Sunken scow "Pat" was raised and removed by the owners, Gustavus A. Green and George Domigan, who were so ordered to remove it, by the Board. The said scow was subsequently sent to a dry dock to be repaired. Begun September 20 and finished September 28, 1889.

Bulkhead at East Twentieth Street, E. R.

Secretary's Order No. 9772.—A lot of coal was removed therefrom by H. L. Herbert & Co., by order of the Board. Begun January 9 and finished January 11, 1890.

Bulkhead between East Twenty-second and Twenty-third Streets, E. R.

Secretary's Order No. 8649.—The southerly portion of the bulkhead for a distance of sixty feet was taken down to low water and rebuilt, the northerly portion was repaired by putting on backing-log and half-round fenders, where required, by H. B. Turner, occupant, by order of the Board. Begun May 13 and finished June 1, 1889.

Ferry Premises at East Twenty-third Street, E. R.

Secretary's Order No. 8826.—The sheathing on deck near entrance to canopy was patched, where required, and necessary repairs were made to the ferry bridge by the Brooklyn and New York Ferry Company, under permit of the Board. Begun March 26 and finished June 18, 1889.

Secretary's Order No. 9346.—Repairs to decks and racks. Permit granted to the Brooklyn and New York Ferry Company. Order returned, superseded by Secretary's Order No. 9644.

Secretary's Order No. 9644.—Necessary repairs to the ferry premises are being made by the Brooklyn and New York Ferry Company, under permit of the Board. Begun March 31, 1890; in progress.

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

Secretary's Order No. 9049.—2 pine piles were driven on the north side of the pier for the purpose of mooring a float to same for the use of the New York Yacht Club, by Charles H. Haswell, under permit of the Board. Begun and finished May 16, 1889.

Pier at East Twenty-eighth Street, E. R.

Secretary's Order No. 9463.—A floating boat house, which was moored at the inner end of the south side of pier, was removed therefrom by P. Devine, by order of the Board, and subsequently was moored at the north side of Thirty-second street, East river, by consent of lessees of premises. Begun September 18 and finished September 19, 1889.

Secretary's Order No. 9474.—Old building on the inner end of pier was removed by D. S. McElvoy, by order of the Board. Begun October 1 and finished October 31, 1889.

Bulkhead North of East Thirtieth Street, E. R.

Secretary's Order No. 9243.—5 coal pockets were erected, about 15 feet back from the present bulkhead-line, substantially in accordance with plans submitted, by W. S. Barrett & Co., under permit of the Board. Begun July 15 and finished October 21, 1889.

Pier at East Thirty-first Street, E. R.

Secretary's Order No. 9225.—5 oak spring piles were replaced (4 at the outer end and 1 on the south side of pier) and 2 new mooring posts were set and chocked by Joseph V. Brown, lessee, under permit of the Board. Begun July 12 and finished August 5, 1889.

Bulkhead at East Thirty-second Street, E. R.

Secretary's Order No. 9702.—Temporary repairs were made to the bulkhead with 4-inch planking by John H. Starin, by order of the Board. Begun December 23, 1889, and finished January 6, 1890.

Pier at East Thirty-second Street, E. R.

Secretary's Order No. 8984.—Fender piles at the outer lower corner of pier were refastened by John H. Starin, under permit of the Board. Begun June 10 and finished June 19, 1889.

Secretary's Order No. 9114.—The entire surface of the pier to within about 2 feet of the backing-log on each side was resheathed with 3-inch spruce by John H. Starin, under permit of the Board. Begun June 10 and finished June 19, 1889.

Secretary's Order No. 9128.—Temporary awning of light corrugated iron was to have been placed on the pier by John H. Starin, under permit of the Board. This order was revoked by resolution of Board, February 13, 1890. Order returned February 18, 1890.

Bulkhead between East Thirty-second and Thirty-third Streets, E. R.

Secretary's Order No. 9967.—A platform for unloading ice thereat was erected by the New York Steam Company, under permit of the Board. Begun April 2 and finished April 17, 1890.

Bulkhead at East Thirty-third Street, E. R.

Secretary's Order No. 9784.—The backing-log was repaired where required by the Knickerbocker Ice Company, by order of the Board. Begun January 16 and finished January 17, 1890.

Ferry Premises at East Thirty-fourth Street, E. R.

Secretary's Order No. 8829.—The ferry racks were renewed in several places with new oak piles and timbers by the Metropolitan Ferry Company, under permit of the Board. Begun March 14 and finished May 2, 1889.

Secretary's Order No. 9973.—About 20 old and worn out piles in the racks were pulled up and a like number of new ones were driven in their place and stead by the Metropolitan Ferry Company, under permit of the Board. Begun April 7 and finished April 19, 1890.

Pier at East Thirty-seventh Street, E. R.

Secretary's Order No. 9331.—Projecting spikes in the sheathing on deck were driven in by the Baltimore and Ohio Railroad Company, by order of the Board. Begun August 9 and finished August 10, 1889.

Bulkhead North of East Thirty-seventh Street, E. R.

Secretary's Order No. 8993.—A crib-bulkhead commencing at the northerly side of Thirty-seventh street and running north about 95 feet 3 inches, with a return crib on the northerly side, was erected and constructed by Michael Kane, substantially in accordance with plans and specifications, pursuant to resolution of the Board of April 25, 1889. Begun May 23 and finished November 16, 1889.

Secretary's Order No. 9671.—A temporary fence was erected thereon by Michael Kane, under permit of the Board. Begun November 18 and finished November 30, 1889.

Work Supervised.

At Foot of East Thirty-eighth Street, E. R.

Secretary's Order No. 9753.—About 30 feet of the dry stone wall on the southerly side of said street was rebuilt by C. Gallagher, under permit of the Board. Begun December 20, 1889, and finished April 16, 1890.

Bulkhead Platform between East Fortieth and Forty-first Streets, E. R.

Secretary's Order No. 9130.—The platform at the upper half of the bulkhead between Fortieth and Forty-first streets was taken down to low water and then rebuilt by the Equitable Gas-light Company, under permit of the Board. Begun June 14 and finished July 6, 1889.

Bulkhead between East Forty-second and Forty-third Streets, E. R.

Secretary's Order No. 9028.—The old bulkhead for its entire length was taken down and then rebuilt from low water up by Willson & Adams, under permit of the Board. Begun May 13 and finished July 24, 1889.

Bulkhead between East Forty-third and Forty-fourth Streets, E. R.

Secretary's Order No. 8671.—The bulkhead, commencing at a point about 25 feet north of Forty-third street, was taken down for a distance of 74 feet and rebuilt from low water up, substantially in accordance with specifications, by the occupant, the Consumers' Coal Company; the upper 100 feet of the bulkhead platform was repaired by driving about 100 close fender piles, 13 new bearing piles and splicing the ends of caps where necessary, by the occupants thereof, H. S. Ladew & Co., all by order of the Board. Begun May 13 and finished June 14, 1889.

Bulkhead Platform at East Forty-fourth Street, E. R.

Secretary's Order No. 9812.—Bearing piles were refastened on south side of platform, and dangerous portion of platform was fenced off from public use, by Jacob Fleischhauer, lessee, by order of the Board. Begun February 17 and finished February 18, 1890.

Bulkhead Foot of East Forty-fifth Street, E. R.

Secretary's Order No. 9665.—24 white oak fender piles were driven and fastened and several others refastened, 6 new caps were put on and old stumps of piles pulled up, by Schwarzschild & Sulzberger, under permit of the Board. Begun November 9 and finished November 26, 1889.

Bulkhead North of East Forty-sixth Street, E. R.

Secretary's Order No. 9065.—5 oak fender piles were driven in front of bulkhead by Michael Kane, under permit of Board. Begun and finished June 5, 1889.

Pier at East Forty-seventh Street, E. R.

Secretary's Order No. 9601.—15 spruce fender piles were driven and fastened on outer end and south side of pier and deck sheathing was patched with 3-inch spruce by the lessees, Owens & Co., under permit of the Board. Begun October 12 and finished October 21, 1889.

Secretary's Order No. 9735.—Necessary repairs are being made to the trestle and foundation under same, also to deck sheathing, by lessees, Owens & Co., by order of the Board. Begun January 8, 1890; in progress.

Bulkhead between East Forty-seventh and Forty-eighth Streets, E. R.

Secretary's Order No. 9119.—About 50 fender piles were driven close together and fastened and chocked and old stumps of piles were pulled by Peck & Martin, under permit of the Board. Begun June 6 and finished June 13, 1889.

Bulkhead between East Forty-ninth and Fifty-first Streets, E. R.

Secretary's Order No. 7435.—A rip-rap wall, extending from East Forty-ninth to Fiftieth street, was erected by the New York Steam Company, under permit of the Board, and was begun March 5 and finished September 10, 1888; all the work called for under said order was not done and this order was revoked February 17, 1890.

Pier at Fiftieth Street, E. R.

Secretary's Order No. 9371.—A dumping-board was erected on the pier by Ciancimino's Towing and Transportation Company, under permit of the Board. Begun September 14 and finished October 8, 1889.

Secretary's Order No. 9415.—Several of the front bearing piles were pulled to place, refastened and rechecked and mooring posts were placed at outer corners of pier by Ciancimino's Towing and Transportation Company, under permit of the Board. Begun October 5 and finished October 8, 1889.

Bulkhead at East Fifty-third Street, E. R.

Secretary's Order No. 8990.—An ice bridge, about 70 feet in length and varying from 9 feet to 14 feet in width, was erected thereon by the Ridgewood Ice Company, under permit of the Board. Begun May 15 and finished May 21, 1889.

Bulkhead at East Fifty-fourth Street, E. R.

Secretary's Order No. 9707.—Raising and repairing of bulkhead. Permit to do the work granted to Henry Fisher at his own cost and expense. Order returned. Mr. Fisher concluded not to avail himself of the privilege granted.

Secretary's Order No. 10001.—Sunken canal boat "Lizzie O'Connell," was raised and removed by the Baxter Wrecking Company for the owner, by order of the Board; said canal boat was subsequently towed to the Hoboken Flats, Hoboken, New Jersey. Begun and finished April 24, 1890.

Land Under Water between East Fifty-ninth and Sixtieth Streets, E. R.

Secretary's Order No. 9752.—Foundation piles were driven and a dumping-board was erected thereon by the Ciancimino's Towing and Transportation Company, under permit of the Board. Begun January 14 and finished March 3, 1890.

Bulkhead Platform at East Sixtieth Street, E. R.

Secretary's Order No. 9023.—About 300 loads of earth which had been deposited in the rear of platform were removed therefrom by John A. Bouker, by order of the Board. Begun May 13 and finished May 20, 1889.

Bulkhead Platform between East Sixtieth and Sixty-first Streets, E. R.

Secretary's Order No. 9219.—5 cross caps were renewed and the backing-log and planking were repaired where necessary, by lessees, Cavanagh & Collins, by order of the Board. Begun and finished October 8, 1890.

Bulkhead Platform between East Sixty-first and Sixty-second Streets, E. R.

Secretary's Order No. 9587.—7 bearing and 15 fender piles were driven and fastened, rangers and backing-log, where necessary, were renewed and old stumps of piles pulled by the Knickerbocker Ice Company, by order of the Board. Begun December 2 and finished December 13, 1889.

Bulkhead at East Sixty-second Street, E. R.

Secretary's Order No. 9892.—The bulkhead is being pierced for an outlet for the sewer by the Department of Public Works, under permit of the Board. Begun April 16, 1890; in progress.

Pier at East Sixty-second Street, E. R.

Secretary's Order No. 9555.—The work of extending the sewer to within 10 feet of the outer end of pier, by the Department of Public Works, under permit of the Board, was begun April 16, 1890; in progress.

Bulkhead Platform at East Sixty-third Street, E. R.

Secretary's Order No. 9598.—The oil pipe under the platform was repaired and renewed where requisite and necessary, by the National Transit Company, under permit of the Board. Begun October 14 and finished November 11, 1889.

Secretary's Order No. 9074.—The oil pipe underneath the platform was renewed, by the National Transit Company, under permit of the Board. Begun May 23 and finished June 1, 1889.

At Foot of East Seventy-second Street, E. R.

Secretary's Order No. 8768.—The filling deposited outside of the stone wall thereat, was removed therefrom, by contractors M. J. Figlnolia and Handerson & Rogers, by order of the Board. Begun March 25 and finished March 30, 1889.

Work Supervised.

Bulkhead at East Seventy-fifth Street, E. R.

Secretary's Order No. 9323.—A fender in front of bulkhead was refastened with a screw bolt, by lessee John A. Bouker, by order of the Board. Begun and finished August 19, 1889.

Bulkhead and Pier at East Seventy-ninth Street, E. R.

Secretary's Order No. 9416.—The sheathing on bulkhead and deck sheathing on pier were repaired with 3-inch spruce, by the Ridgewood Ice Company, under permit of the Board. Begun August 31 and finished September 23, 1889.

Secretary's Order No. 9801.—Platform and supply pipe to be extended north of East Seventy-ninth street, East river, by the Manhattan Electric-light Company, under permit of the Board. Begun April 21; in progress.

Bulkhead Platform between Seventy-ninth and Eightieth Streets, E. R.

Secretary's Order No. 8735.—The Manhattan Electric Company, Limited, erected a structure on land under water under platform on piles consisting of a concrete and dry rubble support for 1 10-inch and 2 24-inch cast-iron pipes to serve for an intake and discharge for water for condensers and a drain for the engine pit of their works on Eightieth street and Avenue B, under resolution of the Board, February 7, 1889. Begun February 8 and finished June 26, 1889.

Secretary's Order No. 9626.—A fence was erected about 19 feet in the rear of the face of the platform, 55 feet front, 80 feet deep on southerly side and 100 feet deep on northerly side, and about 12 feet high; also 2 tramways were erected about in centre of the fence and piles were driven as an approach thereto from the northerly side of Seventy-ninth street, by the Manhattan Electric-light Company, Limited, under permit of the Board. Begun October 16 and finished October 22, 1889.

Between East Eighty-third and Eighty-fourth Streets, E. R.

Secretary's Order No. 7831.—The work of filling in with stone and clean and wholesome earth, as per tracing submitted by Louis Brand, under permit of the Board, and which was begun May 1, 1888, was finished September 4, 1889.

Bulkhead between East Ninety-first and Ninety-second Streets, E. R.

Secretary's Order No. 8570.—Erection of a temporary platform. Permit granted to the Second Avenue Railroad Company so to do. Order returned. Permit was revoked by the Board, September 27, 1889.

Bulkhead between East Ninety-third and Ninety-fourth Streets, E. R.

Secretary's Order No. 9097.—5 spruce fender piles were driven and fastened in front of bulkhead, and 3 mooring posts were renewed by George T. Crombie, under permit of the Board. Begun June 1 and finished June 20, 1889.

Slip between East Ninety-fourth and Ninety-fifth Streets, E. R.

Secretary's Order No. 9323.—A lot of timbers, piles and other materials deposited in the slip between East Ninety-fourth and Ninety-fifth streets and First avenue and the bulkhead, belonging to T. & A. Walsh, were removed therefrom by the said T. & A. Walsh, by order of the Board. Begun August 16 and finished November 4, 1889.

Secretary's Order No. 9800.—Filling in over flats between the above-mentioned streets was to have been done by W. Miller, under permit of the Board. Nothing done under this order; order returned March 6, 1890.

Slip Foot of East Ninety-sixth Street, E. R.

Secretary's Order No. 9599.—10 piles were driven thereat for the purpose of tying rafts thereto by T. & A. Walsh, under permit of the Board. Begun October 16 and finished October 18, 1889.

Ferry at East Ninety-ninth Street, E. R.

Secretary's Order No. 8972.—Repairs to. Permit granted to the New York and College Point Ferry Company so to do. Order returned; superseded by and work done under Secretary's Order No. 9051.

Secretary's Order No. 9051.—Piles were driven on the north side and outer end of north ferry rack, and necessary repairs were made to the ferry bridge and south rack, by the New York and College Point Ferry Company, under permit of the Board. Begun May 17 and finished June 21, 1889.

Secretary's Order No. 9054.—An addition of 16 feet in width and 75 feet in length was made to the westerly side of the existing platform north of ferry, by the New York and College Point Ferry Company, by resolution of the Board, May 16, 1889. Begun May 17 and finished June 22, 1889.

HARLEM RIVER.

Bulkhead at One Hundred and Second Street, H. R.

Secretary's Order No. 9514.—2 bearing piles were driven for new sewer to rest upon and the bulkhead was pierced for an outlet for sewer, by the Department of Public Works, under permit of the Board. Begun September 30 and finished October 1, 1889.

South of One Hundred and Fourth Street, H. R.

Secretary's Order No. 9432.—Removal of piles. James Keely ordered by the Board to do so. Order returned. Superseded by and work done under Secretary's Order No. 9652, by the Department force.

Bulkhead Platform between One Hundred and Fifth and One Hundred and Sixth Streets, H. R.

Secretary's Order No. 9811.—30 fender piles were driven and fastened by William Hall's Sons, under permit of the Board. Begun February 1 and finished February 10, 1890.

Land Under Water North Side of One Hundred and Seventh Street, H. R.

Secretary's Order No. 9426.—The shed which was located thereat on piles was removed therefrom by Cornelius Eagan, by order of the Board. Begun and finished September 9, 1889.

Between One Hundred and Ninth and One Hundred and Tenth Streets, H. R.

Secretary's Order No. 9148.—The floats, platforms and other obstructions thereat were removed therefrom by owner, Mrs. Miller, by order of the Board. Begun June 25 and finished June 27, 1889.

One Hundred and Ninth to One Hundred and Tenth Street, H. R.

Secretary's Order No. 7278.—The premises were filled in by H. P. McGown, under permit of the Board. Begun December 21, 1887, and finished about January 30, 1890.

Bulkhead between One Hundred and Fourteenth and One Hundred and Fifteenth Streets, H. R.

Secretary's Order No. 9268.—The fence recently erected thereat was removed by the occupants of bulkhead, by order of the Board. Begun and finished August 16, 1889.

Crib-bulkhead Foot of One Hundred and Fifteenth Street, H. R.

Secretary's Order No. 9278.—A 6-inch iron pipe was run over the surface of the ground and over the backing-log to the southerly end of the dock by the Standard Gas-light Company, under permit of the Board. Begun and finished August 10, 1889.

Secretary's Order No. 9360.—A hole, caused by a washout thereat, was filled in by unknown parties. Begun and finished August 15, 1889.

Pier between One Hundred and Sixteenth and One Hundred and Seventeenth Streets, H. R.

Secretary's Order No. 8988.—6 fender piles were driven and fastened at the outer end of pier by William G. Tucker, under permit of the Board. Begun and finished May 3, 1889.

Bulkhead between One Hundred and Eighteenth and One Hundred and Nineteenth Streets, H. R.

Secretary's Order No. 9748.—8 piles were driven at the above premises by the Jonson Foundry and Machine Company, under permit of the Board. Begun February 12 and finished February 15, 1890.

Secretary's Order No. 9859.—6 spruce piles were driven in front of bulkhead by the Jonson Foundry and Iron Works, under permit of the Board. Begun February 14 and finished February 19, 1890.

Foot of One Hundred and Twenty-fifth Street, H. R.

Secretary's Order No. 8872.—The boat float thereat was removed by the owner, E. McGrath, and the piles and boom inclosing the basin north thereof were also removed by Rapp & Johnson, owners, by order of the Board. Begun May 6 and finished May 31, 1889.

Secretary's Order No. 9008.—The cable house and cables located at the foot of One Hundred and Twenty-fifth street were removed about 100 feet further west, in accordance with diagrams

Work Supervised.

submitted, by the Metropolitan Telegraph and Telephone Company, under permit of the Board. Begun May 17 and finished May 20, 1889.

Secretary's Order No. 10012.—The building of a frame stable on the northerly side of East One Hundred and Twenty-fifth street is being put by Rapp and Johnson Lumber Company, under permit of the Board, and to remain only during the pleasure of the Board. Begun April 24, 1890; work still in progress.

Harlem River Bridge at One Hundred and Twenty-ninth Street, H. R.

Secretary's Order No. 9016.—The fender piers to the bridge were repaired, substantially as per plans and specifications submitted and approved; about 18 old piles were pulled, 88 piles were driven, braced, fastened and sheathed, by the Suburban Rapid Transit Company, under permit of the Board. Begun May 6 and finished June 21, 1889.

At Foot of One Hundred and Twenty-ninth Street, H. R.

Secretary's Order No. 9688.—Sunken canal boat "Nora Betts" was raised and towed to Elizabeth, N. J., by the Baxter Wrecking Company, for owners, by order of the Board. Begun November 16 and finished November 19, 1889.

Bulkhead Platform between One Hundred and Twenty-ninth and One Hundred and Thirtieth Streets, H. R.

Secretary's Order No. 9982.—About 16 bearing and 12 fender piles were driven, and caps and rangers were renewed, where necessary, by W. H. Payne & Co., by order of the Board. Begun April 10 and finished April 23, 1890.

Secretary's Order No. 9986.—The work of repairs to said platform, called for under this order, was done under the above-mentioned Secretary's Order No. 9982.

Bulkhead at One Hundred and Thirtieth Street, H. R.

Secretary's Order No. 9726.—3 rows of piles were driven and properly capped, and a new 4-inch yellow pine deck was laid, a new backing-log was put on and new mooring posts were set and chocked, by W. H. Colwell, by order of the Board. Begun February 27 and finished April 9, 1890.

Willis Avenue, H. R.

Secretary's Order No. 9411.—12 piles were driven on the easterly side of the ferry rack, by Warren Roosevelt, under permit of the Board. Begun and finished August 26, 1889.

Secretary's Order No. 9532.—Repairs were made to the ferry rack and bridge on the westerly side of the above premises, by the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun October 19 and finished December 7, 1889.

Lexington Avenue (West Side), H. R.

Secretary's Order No. 9034.—2 piles were driven at above premises, to locate float, by Orson P. Raymond, under permit of the Board. Begun and finished July 17, 1889.

Foot of Lincoln Avenue, H. R.

Secretary's Order No. 9073.—The work of filling in at the foot of avenue, with earth, ashes and other wholesome material, was done by the Department of Street Cleaning, under permit of the Board. Begun May 24 and finished October 16, 1889.

Mott Haven Canal, H. R.

Secretary's Order No. 9037.—A bulkhead platform was built on the east side of the canal about 693 feet south of One Hundred and Forty-fourth street, substantially as per plans and specifications approved by the Board, by John Dalton, under permit of the Board. Begun May 14 and finished June 13, 1889.

Secretary's Order No. 8567.—A pile platform was constructed on the east side of the canal, about 350 feet south of One Hundred and Forty-fourth street, by D. M. Smith, alleged owner, under permit of the Board. Begun December 18, 1888, and finished August 24, 1889.

Secretary's Order No. 8065.—A pile platform was constructed on the east side of the canal, extending 75 feet south from a point 300 feet southerly of the upper end of same, by David Hall, under permit of the Board. Begun December 18, 1888, and finished August 24, 1889.

Draw Bridge at Fourth Avenue, H. R.

Secretary's Order No. 9866.—The pile and timber protections of the centre pier of said bridge are being reconstructed, by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun March 21, 1890; in progress.

At One Hundred and Thirty-second Street and Lexington Avenue, H. R.

Secretary's Order No. 9958.—A boat house was moored thereat, by William Oliver, under permit of the Board. Begun April 23 and finished April 26, 1890.

One Hundred and Thirty-fifth Street, H. R.

Secretary's Order No. 8622.—A crib-bulkhead is being erected at above premises and the necessary filling in therefor, by John H. Cheever, under permit of the Board. Begun November 30, 1888, and temporarily suspended April 16, 1889.

Bulkhead between One Hundred and Thirty-fifth and One Hundred and Thirty-sixth Streets, H. R.

Secretary's Order No. 8599.—A coal pocket and the necessary machinery for coal hoisting was erected at above premises by John Sedgwick, under permit of the Board. Begun December 26, 1888, and finished May 6, 1889.

Railroad Avenue, H. R.

Secretary's Order No. 7397.—A sewer outlet was constructed at above premises, by the Department of Public Parks, under permit of the Board. Begun October 3, 1888, and finished November 21, 1889.

Crib-bulkhead Foot of Railroad Avenue, H. R.

Secretary's Order No. 9351.—7 fender piles were driven and fastened thereat, by James D. Leary, under permit of the Board. Begun August 15 and finished August 16, 1889.

North of One Hundred and Thirty-eighth Street (East Side), H. R.

Secretary's Order No. 9014.—Piles were driven to the north of above premises for the purpose of constructing a timber basin, by Rapp & Johnson, under permit of the Board. Begun May 10 and finished May 14, 1889.

East of Madison Avenue and North of One Hundred and Thirty-eighth Street, H. R.

Secretary's Order No. 9921.—The deck and house on deck of the sunken vessel thereat were removed by James Moss, the owner of vessel, by order of the Board. Begun March 25 and finished April 12, 1890.

Bulkhead from One Hundred and Thirty-eighth to One Hundred and Forty-fourth Street (East Side), H. R.

Secretary's Order No. 7032.—Several piles were driven at above premises to locate boat house, by Charles Van Riper, under permit of the Board. Begun April 15 and finished April 17, 1890.

Bulkhead at One Hundred and Forty-ninth Street, H. R.

Secretary's Order No. 7425.—A bulkhead was erected thereat and the necessary filling in placed behind same by Morris & Adams, under permit of the Board. Begun March 26, 1888, and finished November 1, 1889.

Bulkhead South of One Hundred and Fiftieth Street, H. R.

A bulkhead was erected at above premises and the necessary filling in placed behind same by Morris & Adams, under permit of the Board. Begun February 12 and finished August 21, 1889.

One Hundred and Fiftieth Street, H. R.

Secretary's Order No. 9317.—A crib-bulkhead is being erected at above premises and the necessary filling in therefor placed behind same by William Astor, under permit of the Board. Begun September 30, 1889; in progress.

Pier at One Hundred and Fiftieth Street (East Side), H. R.

Secretary's Order No. 9056.—2 cross caps and a ranger about 12 feet long were renewed, the backing-log and fender piles were refastened and deck sheathing repaired and renewed where necessary by L. H. Mace & Co., under permit of the Board. Begun May 23 and finished May 24, 1889.

Work supervised.

One Hundred and Fiftieth Street, Cromwell's Creek, H. R.

Secretary's Order No. 9318.—A crib-bulkhead is being erected at above premises and the necessary filling in therefor placed behind same by W. W. Astor, under permit of the Board. Begun September 30, 1889; in progress.

Foot of Eighth Avenue, H. R.

Engineer's Order No. 8289.—A quantity of additional rip-rap was placed north of above premises in the rear of the crib-bulkhead located thereat by Manhattan Railway Company, under permit of the Board. Begun July 17 and finished October 1, 1889.

One Hundred and Fifty-ninth Street, H. R.

Secretary's Order No. 8781.—A substantial pile bracing was placed at above premises, to protect the new docks erected thereat by the Manhattan Railway Company, under permit of the Board. Begun February 23 and finished May 31, 1889.

North of High Bridge, H. R.

Secretary's Order No. 7584.—A temporary landing platform was erected at above premises, on the "Cheeseborough Property," by Charles Peterson & Co., under permit of the Board. Begun March 29, 1888, and finished June 7, 1889.

Morris Dock, H. R.

Secretary's Order No. 7335.—The premises from Commerce avenue to Dashwood place are being filled in by the Gas Engine and Power Company, under permit of the Board. Begun December 1, 1888, and in progress from time to time.

Secretary's Order No. 7627.—Filling in is being placed in the rear of the stone wall, along the westerly side of Commerce avenue, extending from the structures erected by the Gas Engine and Power Company, at Powell place, under permit of the Board. Begun April 15, 1888, and in progress from time to time, as suitable material is received.

Secretary's Order No. 9397.—A platform on piles, with a shed thereon, was erected at Commerce avenue and Powell place, by the Gas Engine and Power Company, under permit of the Board. Begun September 25 and finished November 29, 1889.

Secretary's Order No. 9577.—A platform on piles was erected on the west side of the proposed Commerce avenue and south of Powell place, by the Gas Engine and Power Company, under permit of the Board. Begun October 7 and finished November 28, 1889.

Secretary's Order No. 9613.—A platform walk on piles was erected at Commerce avenue and Powell place, by Gas Engine and Power Company, under permit of the Board. Begun October 18 and finished November 2, 1889.

Two Hundred and Seventh Street, H. R.

Secretary's Order No. 10059.—Repairs were made to the draw or foot bridge at above premises, by J. J. Potter and others, by order of the board. Begun April 29, 1890; in progress.

Riverdale Avenue, H. R.

Secretary's Order No. 8439.—Filling in was placed in the rear of above premises, by J. G. Godwin, under permit of the Board. Begun November 10, 1888, and finished about July 23, 1889.

LONG ISLAND SOUND.

Bronx River.

Secretary's Order No. 9246.—A wharf was constructed on the edge of the westerly side of above premises, by Church E. Gates & Co., under permit of the Board. Begun July 13 and finished September 5, 1889.

Bronx Kills.

Secretary's Order No. 7984.—A quantity of filling was placed at above premises, by the New York, New Haven and Railroad Company, under permit of the Board. Begun June 25, 1888, and finished August 28, 1889.

Water Front North of One Hundred and Thirty-eighth Street, L. I. Sound.

Secretary's Order No. 9593.—Piles were driven and a platform was built thereon, commencing at the northerly line of One Hundred and Thirty-eighth street and running along the water front about 56 feet, by the Central Gas-light Company, under permit of the Board. Begun October 21, 1889, and finished January 4, 1890.

Bulkhead between One Hundred and Thirty-ninth and One Hundred and Fortieth Streets, L. I. Sound.

Secretary's Order No. 9998.—The work of driving of about 260 piles, the placing of mooring posts, also the rebuilding of a portion of said bulkhead, is being done by Birchell Brothers, under permit of the Board. Begun April 24, 1890; in progress.

Wharfage Room.

New Wharfage Room, in linear feet, made during the Year by Private Parties, under Permit of the Board of Docks.

LOCATION.	LINEAR FEET.		
	Bulkhead Line.	Pier Line.	Total.
<i>North River.</i>			
Pier, old 11.....		156.00	
Crib-bulkhead between West One Hundred and Thirty-fourth and West One Hundred and Thirty-fifth streets.....	366.00		
Total on the North River.....			522.00
<i>East River.</i>			
Platform between East Fifty-ninth and East Sixtieth streets.....	50.00		
Platform north of East One Hundred and Thirty-eighth streets.....	56.00		
Total on the North River.....			106.00
<i>Harlem River.</i>			
Crib-bulkhead north and south of East One Hundred and Forty-ninth street.....	1,501.51		
Platform south of West One Hundred and Eighty-first street.....	50.00		
Platforms at Morris Dock (north of).....		260.00	
Total on the Harlem River.....			1,811.51
<i>Bronx River.</i>			
Crib-bulkhead south of West Farms road.....	109.70		
Total on the Bronx River.....			109.70
Total new wharfage room completed during the year.....			2,549.21

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

LOCATION.	LINEAR FEET.		
	Bulkhead Line.	Pier Line.	Total.
<i>North River.</i>			
Bulkhead-wall between West Thirty-seventh and Thirty-eighth streets.....	197.50		
Total on the North River.....			197.50
<i>Harlem River.</i>			
Crib-bulkhead north of One Hundred and Fiftieth street.....	4,389.00		
Crib-bulkhead on south side of Cromwell's Creek.....	323.00		
Total on the Harlem River.....			4,712.00
Total new wharfage room in progress.....			4,909.50

PUBLIC ADMINISTRATOR.

LAW DEPARTMENT—CITY OF NEW YORK,
BUREAU OF THE PUBLIC ADMINISTRATOR, No. 49 BEEKMAN STREET,
NEW YORK, January 12, 1891.

To the Honorable the Board of Aldermen:

The Public Administrator, pursuant to chapter 410 of the Laws of 1882, chapter 7, section 242 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 him for commissions and expenses and of the total amount of his receipts and expenditures in each case in which he took charge and collected any effects, or on which he administered on any estate during the year 1890, 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,

CHARLES E. LYDECKER, Public Administrator.

Cases Heretofore Reported.

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 1890.	Total Amount of Expenditures in 1890, including Funeral Expenses, Claims of Creditors and Amount Paid to Next of Kin, etc.	Date of Letters of Administration.
William H. Hill.....	Waiter.....	New York City.....	.....	\$14 04	\$19 06	\$105 86	Apr. 2, 1881
George Carrbon.....	Carpenter.....	".....	.....	21 93	11 78	189 57	Sept. 5, 1883
Theodore Jost.....	".....	".....	.....	84	84		
Ellen Mack.....	Peddler.....	".....	.....	4 14	4 14		
Arthur Otto.....	".....	".....	.....	18 50	18 50		
Judson Jarvis.....	".....	".....	.....	250 00			Mar. 5, 1889
Joseph Seifert.....	Bell-boy.....	".....	.....		2 04		
Lisle Lester.....	Journalist.....	Washington.....	Washington, D. C.....		05	05	
Sarah Jonston, etc.....	".....	New York City.....	.....		72	221 00	June 21, 1883
Ann Burke.....	Housekeeper.....	".....	.....	7 97	3 69	71 24	July 24, 1883
Oswald Hoppe.....	Barber.....	".....	.....	9 45	3 08	12	Sept. 5, "
Elizabeth Naughton.....	".....	".....	.....		15 00	77 00	June 21, 1889
John D. Idms.....	Seaman.....	Died at sea.....	Said to be London.....		4 75		
Ann Wren, etc.....	".....	New York City.....	.....	180 63	1,784 94	4,524 89	June 21, 1889
Ann Fox.....	Cook.....	".....	.....	2 96	4 92	13 15	July 27, 1888
Elizabeth Reeth.....	".....	".....	.....	5 08	8 38	3 30	May 21, "
Fred'k M. Wood.....	Merchant.....	Quito, Ecuador.....	Quito, Ecuador.....	315 38	115 26	9,799 88	Apr. 11, "
James Jones.....	Miner.....	England.....	England.....		46	46	
Henry Niemann.....	".....	New York City.....	.....		36 62	54 06	Dec. 12, 1889
A. C. Fairclough.....	Clerk.....	".....	.....		72	72	
Frederico Kusel.....	Merchant.....	Quito, Ecuador.....	Quito, Ecuador.....	325 01	119 67	10,175 66	July 27, 1888
John Bein.....	".....	New York City.....	.....		9 26	9 26	
Paul Humpel.....	Steward.....	".....	.....	31 96	15 83	434 99	Oct. 4, 1888
Elvira Rolle.....	Dressmaker.....	".....	.....	19 42	8 60	320 14	June 7, 1889
Ann Colwell.....	Servant.....	".....	.....		5 37	196 21	" 7, "
Ellen E. Ward.....	Nurse.....	".....	.....	25	11 54	17 29	Feb. 5, 1887
Robustiano Hergues.....	".....	".....	.....	20 20	276 20	20 00	Jan. 9, 1889
Thomas McCrossan.....	".....	".....	.....	20 20	404 18	383 98	Dec. 10, 1888
Selina Michael.....	Hairdresser.....	".....	.....		7 27		May 9, 1889
Henry Ochus.....	Cigarmaker.....	".....	.....	4 79	19 15	62 31	July 25, 1888
George G. Seymour.....	Broker.....	".....	.....	41 41	13 33	771 02	May 17, 1889
Jennie S. Harrison.....	Teacher.....	".....	.....	26 55	8 12	145 17	Sept. 3, 1888
Matthew Hammill.....	Blacksmith.....	".....	.....	98 95	42 54	1,800 07	Apr. 20, 1889
John McCrossan.....	".....	".....	.....	20 20	404 18	383 98	Dec. 10, 1888
Henry L. Hasted.....	".....	".....	.....	7 57	9 93	131 05	Apr. 4, 1889
James Gillespie.....	Flagman.....	".....	.....	11 99	10 00	197 88	Sept. 20, 1888
Herman Ramminger.....	Draughtsman.....	".....	.....	20 69	5 64	270 69	Apr. 12, 1889
Calharine Hammill.....	".....	".....	.....	128 04	2,069 89	2,019 65	May 13, "
John E. Hoffman.....	Caulker.....	".....	.....	8 04	14 48	58 78	" 7, "
Amalie Kunze.....	".....	".....	.....		14 90		June 27, "
Mary Wisely.....	Factory-hand.....	".....	.....			77 81	" 21, "
Rosina Gopel.....	Housekeeper.....	".....	.....	7 15	17 74	119 78	May 31, 1888
Catharine Duffy.....	".....	".....	.....	0 57	6 03	59 41	Apr. 6, 1889
Rosa Defries.....	".....	".....	.....	13 49	4 51	141 81	May 17, 1888
Joseph Hall.....	".....	".....	.....		65	65	
Leonardo Chivovone.....	Laborer.....	".....	.....	4 96	1 60	94 21	Apr. 16, 1889
Kate Mahoney.....	Housekeeper.....	".....	.....	84 30	48 67	1,520 77	" 26, "
Jose Cos.....	Cigarmaker.....	".....	.....	1 00	15 38		Sept. 20, 1888
James Wright.....	Sailor.....	".....	.....	11 59	4 61	70 46	July 1, "
Louise Tettamanti.....	".....	".....	.....	16 67	15 16	270 88	Feb. 16, 1889
Henry Cross.....	Watchmaker.....	".....	.....		1 60		
James Tully.....	".....	".....	.....	3 49	3 84	436 43	May 24, 1888
Louis Lindemann.....	Cigarmaker.....	".....	.....	11 20	4 09	136 84	June 7, 1889
Henry Freeman.....	Civil Engineer.....	England.....	England.....	16 86	8 33	276 47	Jan. 7, "
Egidius J. J. Dieterich.....	Musician.....	New York City.....	.....	30 30	21 21	490 87	" 28, 1888
William Gould.....	Speculator.....	".....	.....		2 89	86 35	Sept. 18, 1889
David Scott.....	Merchant.....	".....	.....	9 27	52 40	163 88	Feb. 24, 1888
Robert Anderson.....	Sailor.....	".....	.....		1 60		
Nanette Bernhardt.....	".....	".....	.....		7 41	7 41	Feb. 28, 1889
James Rankin.....	".....	".....	.....		1 60		
Joseph Fesemeyer.....	Saioon-keeper.....	".....	.....			106 06	Mar. 4, 1889
Unknown man, No. 88 Bowery.....	".....	".....	.....		61	5 34	
Henry Chailiot.....	Waiter.....	".....	.....	39 08	17 98	722 68	Mar. 21, 1889
Anderson E. Walker.....	Butter.....	".....	.....	1 03			Apr. 11, 1888
Alexander Lowrie.....	Laborer.....	".....	.....	7 92	12 74	4 82	Apr. 23, "
William Hayes.....	".....	".....	.....		1 34	1 34	
Jane E. Outwith.....	Domestic servant.....	".....	.....		50 95	18 25	Mar. 7, 1889
John Curtin.....	Car conductor.....	".....	.....			23 00	" 12, "
Eliza Cogan.....	".....	".....	.....	4 34	3 23	78 03	May 29, 1888
Homer Yori.....	".....	".....	.....		1 04	1 04	
Antonio di Gregorio.....	Laborer.....	".....	.....			118 80	Apr. 19, 1888
William Langwich.....	Shoemaker.....	".....	.....		8 24	8 24	
Delia Darcy.....	Housemaid.....	".....	.....	29 54	12 53	541 39	Mar. 7, 1889
Margaretha Briede.....	".....	".....	.....	1 41	4 81	21 98	May 31, 1888
John D. Kennedy.....	Physician.....	".....	.....		1,227 53	60 00	Apr. 4, 1889
James Walch, No. 2.....	Peddler.....	".....	.....	2 81	6 94	48 65	May 24, 1888
John Ennis.....	Laborer.....	".....	.....		2 40	2 40	
William H. Eales.....	Butter.....	".....	.....	92 78	75 83	1,294 34	Feb. 6, 1889
Alexander Armstrong.....	Farmer.....	".....	.....	25 97	11 84	443 62	" 18, "
James Walch, No. 1.....	Peddler.....	".....	.....		49	2 75	June 17, 1887
Guiseppi Pulito.....	".....	".....	.....		7 42	7 42	
Maria H. de Pradilla.....	".....	Bogota.....	Bogota, U.S. of Columbia.....		150 24	83 26	Jan. 26, 1889
James Casserly.....	Carpenter.....	New York City.....	.....	1 11	9 75	20 28	Apr. 11, 1888
Mark Hefferan.....	Plumber.....	".....	.....	16 94	7 44	155 57	Feb. 16, 1889
Newton W. Chipperfield.....	".....	".....	.....		1 34	11 66	" 18, 1888
Charles Wenzel.....	Cabinet-maker.....	".....	.....		5 04	5 04	
Josiah H. Malcom.....	Blacksmith.....	".....	.....			78 00	Feb. 16, 1889
James Leslie.....	Painter.....	".....	.....		1 64	1 64	
Angelica Gilbert.....	Cook.....	".....	.....	7 00	1 37		Mar. 21, 1888
Meroy Simons.....	Bookkeeper.....	".....	.....		2 20	2 20	
Andrea Franco.....	Restaurateur.....	".....	.....		41 34	16 30	Feb. 2, 1889
Charles Olsen.....	Longshoreman.....	".....	.....	8 71	14 51	16 04	Mar. 27, 1888
Victor Gutman.....	Theatrical manager.....	".....	.....		11 62	3 74	Nov. 1, 1889
Charles Fischert.....	Tailor.....	".....	.....		8 00	8 00	
Dora Mink.....	".....	".....	.....	14 12	5 45	45 86	Nov. 22, 1888
John De Consy.....	Mason.....	".....	.....		5 06	31 01	Mar. 21, 1889
Ellen Welch.....	Servant.....	".....	.....	6 00	5 87	105 52	Apr. 27, 1888
John P. Lynch.....	Merchant.....	".....	.....	1,057 04	660 21	28,689 95	Nov. 2, "
Frank Paris.....	Seaman.....	".....	.....	4 30		1 24	Apr. 19, "
Ann Justina Marquis, etc.....	Housekeeper.....	".....	.....		49 87	131 99	" 11, "
Mary Ann Roberts.....	Cook.....	London, S. Ontario, Can.....	London, S. Township of Westminster, Can.....		36 14	17 50	Jan. 10, 1889

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 1890.	Total Amount of Expenditures in 1890, including Funeral Expenses, Claims of Creditors and Amount Paid to Next of Kin, etc.	Date of Letters of Administration.	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 1890.	Total Amount of Expenditures in 1890, including Funeral Expenses, Claims of Creditors and Amount Paid to Next of Kin, etc.	Date of Letters of Administration.	
Henry Adams.....	Lawyer.....	Woodbridge, N. J.....	New Jersey.....	.....	\$1,105 39	\$250 00	June 3, 1889	Annie O'Brien, or Larkin.....	Housekeeper.....	New York City.....	.....	.....	\$5,162 74	\$50 00	Oct. 10, 1889
Francis Schweidter.....	Housekeeper.....	New York City.....	.....	.....	58 23	35 78	" 26, "	Charles H. Palmer.....	Machinist.....	Hoboken, N. J.....	New Jersey.....	.....	32 31	26 63	June 19, "
Michael Thomey.....	.....	.....	.....	.....	148 88	151 88	Aug. 25, 1887	Howard Pinkney.....	Physician.....	New York City.....	.....	.....	129 85	944 61	" 18, "
Loren G. Barr.....	.....	.....	.....	.....	.....	4 78	Jan. 12, 1889	Joseph H. Pritchard.....	Steward.....	Baltimore.....	Maryland.....	.....	503 00	373 15	Dec. 19, 1890
Johanna Bischoff.....	.....	.....	.....	.....	81 99	40 36	" 10, "	John M. Porter.....	Clerk.....	New York City.....	.....	.....	9 92	73 10	Nov. 14, 1889
George Banks.....	.....	.....	.....	.....	10 48	1,337 87	Oct. 1, 1887	Frank Rancau, or Roucau.....	Miner.....	Los Angeles.....	California.....	.....	12 20	.....	Jan. 16, 1890
Charles H. L. Kurner.....	.....	Paris, France.....	France.....	.....	14 42	85 85	June 8, 1888	Johannes Riepen.....	Waiter.....	New York City.....	.....	.....	1 80	.....	Oct. 10, 1889
Mary Brown.....	Servant.....	New York City.....	.....	.....	2 40	258 78	Dec. 16, 1887	Emanuel Rinck.....	.....	.....	.....	.....	106 12	10 56	Jan. 16, 1890
Mary Neary, or Neenan.....	.....	.....	.....	.....	3 01	.....	Feb. 11, 1888	Charles or Herman Scherwin.....	Cook.....	.....	.....	.....	63 00	23 00	Sept. 26, 1889
Thomas W., or John W. Edwards.....	Cutter.....	.....	.....	.....	2 50	7 07	" 21, 1889	Patrick H. Shea.....	Manufacturer.....	.....	.....	.....	6 38	255 25	June 13, "
Jost Stephan.....	Machinist.....	.....	.....	.....	11 30	8 47	Apr. 12, 1890	Elizabeth Sibbald.....	Steward.....	.....	.....	.....	365 59	244 50	Oct. 31, "
Bridget Clowey.....	Housekeeper.....	.....	.....	.....	25 97	.....	Jan. 28, 1888	Smith, 66 Market st.	.....	.....	.....	.....	1 92	1 92	.....
Madeline E. Kendall.....	Copyist.....	.....	.....	.....	.....	.....	Feb. 3, 1888	Nicholas M. Skowerly.....	Laborer.....	.....	.....	.....	3 24	3 24	Nov. 20, 1889
Isaac Jones.....	Stableman.....	.....	.....	.....	3 17	11 80	Jan. 24, 1885	Albert Spencer.....	Plumber.....	.....	.....	.....	4 10	4 10	Mar. 26, "
Ellen Smith, or Redmond.....	.....	.....	.....	.....	532 78	2,590 11	Aug. 11, 1880	Charles S. Scherman.....	Clerk.....	.....	.....	.....	370 87	11,137 64	Mar. 18, 1887
Anna Wyss, etc.....	.....	.....	.....	.....	2 75	8 95	Jan. 28, 1888	Frederick R. Starcy.....	Sailor.....	Died at sea.....	Probably Brooklyn, N. Y.....	.....	5 80	5 80	Sept. 26, 1889
Michael Crowley.....	Tailor.....	.....	.....	.....	3 24	7 22	" 28, "	Peter Sutherland.....	.....	.....	.....	.....	.....	.....	" 26, "
Matthias Radil.....	Slate roofer.....	.....	.....	.....	16 65	16 44	" 10, "	James Thomson.....	Brickmaker.....	Glasgow.....	Scotland.....	.....	.....	128 09	Sept. 26, 1889
Henry Keegan.....	Cashier.....	268 16	108 11	Nov. 23, 1887	Catharine Weber.....	Physician.....	New York City.....	1 80	1 80
John M. Rickens.....	Laborer.....	.....	.....	.....	700 00	990 32	Jan. 2, 1889	Joseph C. Waters.....	Waiter.....	.....	.....	.....	2 28	2 28	Aug. 5, 1889
Gerhard F. Behren.....	Housekeeper.....	.....	.....	.....	8 65	2 48	Dec. 10, "	John Westerreck.....	Servant.....	.....	.....	.....	8 26	13 93	.....
Mary Creagh.....	.....	.....	.....	.....	.....	.....	.....	Maggie Zeig.....	.....	.....	.....	.....	.....	.....	.....
Ann McCrossan, or McCrossan.....	Fireman.....	Williamsburgh, N. Y.....	.....	.....	174 63	97 55	" 10, 1888	.....	.....	.....	.....	.....	.....	.....	.....
Richard Killen.....	.....	New York City.....	.....	.....	.....	1 10	Jan. 12, 1889	John G. Ackermann.....	Sailor.....	New York City.....	.....	.....	\$16 92	\$16 92	Oct. 7, 1890
Annie Morcan.....	Tobacconist.....	.....	.....	.....	41 50	13 11	Dec. 16, 1889	William Anderson.....	Clerk.....	.....	.....	.....	18 41	18 41	May 31, "
Margaret Siffen.....	Scrubbing.....	.....	.....	.....	6 28	6 2	" 27, 1887	Ernst Andreae.....	Domestic.....	.....	.....	.....	415 47	20 00	Apr. 23, "
Ellen O'Brien.....	Washwoman.....	.....	.....	.....	18 08	17 84	Oct. 28, 1889	Ida Amster.....	Housekeeper.....	.....	.....	.....	139 87	62 57	Dec. 8, "
Anne McCarthy.....	Bookkeeper.....	.....	.....	.....	4 88	.....	Nov. 17, 1888	Catharine Abt.....	Housekeeper.....	.....	.....	.....	111 00	34 25	.....
Joanna Cosgrove.....	Gunsmith.....	.....	.....	.....	4 61	4 27	" 17, 1889	Otto Att.....	Housekeeper.....	.....	.....	.....	7 00	7 00	July 29, 1890
John Lusk.....	Teacher.....	.....	.....	.....	33 48	10 16	Feb. 7, "	Annie E. Anderson.....	Domestic.....	.....	.....	.....	82 87	12 87	Sept. 9, "
August Mock.....	Servant.....	Baltimore, Md.....	Baltimore, Md.....	.....	4 00	.....	Nov. 19, 1888	Elizabeth Aschenbrenner.....	Domestic.....	.....	.....	.....	2 62	2 62	Jan. 8, "
Emma Devillers.....	Dealer in fertilizer.....	New York City.....	.....	.....	2 00	.....	Oct. 28, "	Annie Augier.....	Servant.....	.....	.....	.....	11 88	11 88	Feb. 17, 1890
Alicia Egan.....	Driver.....	.....	.....	.....	4 61	.....	Dec. 10, "	Carl Austenbach.....	Domestic.....	.....	.....	.....	1 00	1 00	May 20, "
Robert J. Ruth.....	Contractor.....	At sea.....	.....	.....	10 66	22 83	Jan. 10, 1888	Jennie Barbaz.....	Domestic.....	.....	.....	.....	213 58	111 00	Oct. 7, 1890
Evrett A. Rice.....	Carpenter.....	New York City.....	.....	.....	1 81	17 48	" 10, "	Catharina Bender.....	Orderly.....	.....	.....	.....	53 22	20 00	Nov. 26, 1889
Ellen Cessford.....	.....	.....	.....	.....	20 50	13 37	Dec. 16, 1887	William J. Bentley.....	Washerwoman.....	.....	.....	.....	9 69	9 69	Jan. 21, 1890
George Gaffney.....	Police officer.....	.....	.....	.....	1,153 05	1,266 32	" 10, 1888	Emma Becker.....	Retired grocer.....	.....	.....	.....	116 30	68 00	Oct. 7, 1890
Peroni Camelo.....	Domestic.....	.....	.....	.....	4 87	.....	Oct. 8, 1887	Mary A. Bailey.....	Cook.....	At sea.....	.....	.....	90 00	20 00	Nov. 23, "
Charles W. Mann.....	Mechanic.....	.....	.....	.....	8 17	8 89	" 15, 1888	Herman Beine.....	Printer.....	New York City.....	.....	.....	334 47	20 00	Nov. 26, 1889
Elizabeth Gilbert, or Buk.....	Candy store.....	.....	.....	.....	23 03	7 64	Dec. 5, 1887	Adelia M. Bourne.....	Housekeeper.....	.....	.....	.....	8,754 29	20 00	Jan. 21, 1890
Patrick H. McCordel.....	Sailor.....	.....	.....	.....	5 00	.....	Oct. 3, "	Ann Brett, etc.....	Housekeeper.....	.....	.....	.....	5 28	5 28	Nov. 21, 1890
Minna Geib.....	Seaman.....	.....	.....	.....	46 14	32 25	June 17, 1887	Ellen Burns.....	Housekeeper.....	.....	.....	.....	3,136 48	674 80	Jan. 21, "
Julia Farrell.....	Bartender.....	.....	.....	.....	14 55	14 55	Sept. 20, 1888	Robert Burns.....	Sailor.....	.....	.....	.....	18 29	18 29	Mar. 13, 1890
Andrew Jamh.....	Clerk.....	.....	.....	.....	5 90	8 61	Sept. 20, 1888	Thomas F. Burke.....	Policeman.....	.....	.....	.....	40 76	40 76	June 18, "
John or Christian Lawrence.....	Janitress.....	.....	.....	.....	1 28	2 05	Nov. 8, "	Henry Byrne.....	Broker.....	.....	.....	.....	154 17	120 00	.....
Henry Johnson.....	Dressmaker.....	.....	.....	.....	3 80	14 29	Sept. 17, "	Nicholas Bulgari.....	Laborer.....	.....	.....	.....	5 06	5 06	Oct. 7, 1890
Francis Campbell.....	Naval officer.....	.....	.....	.....	11 14	2 62	Aug. 22, 1887	Ann Burnett, or Burns or Byrne.....	Nurse.....	.....	.....	.....	29 81	20 00	Feb. 8, 1890
J. W. Reynolds.....	Servant.....	.....	.....	.....	58 06	47 22	Aug. 25, 1887	Guiseppi Cerretti.....	House-painter.....	.....	.....	.....	19 30	19 30	Apr. 11, "
Emeline Stansbury.....	Professor of music.....	.....	.....	.....	20 34	11 89	Oct. 5, 1888	Rose Cahill.....	Nurse.....	.....	.....	.....	7 62	7 62	.....
Annie E. Hawes.....	Machinist.....	.....	.....	.....	59 95	22 63	Feb. 28, 1887	Mary Caldwell.....	Domestic.....	.....	.....	.....	207 32	95 00	.....
Frederick F. Baury.....	Carpenter.....	.....	.....	.....	8 39	9 06	Oct. 24, 1888	Abby Cashman.....	C. ok.....	.....	.....	.....	98 67	60 50	.....
Anna Weidner.....	Domestic.....	.....	.....	.....	34 56	29 00	Mar. 8, 1887	Patrick Cahill.....	Seaman.....	.....	.....	.....	16 21	16 21	.....
Dominico Sirocco.....	.....	.....	.....	.....	.....	.....	.....	Jane Carrington.....	Keeper of laundry.....	.....	.....	.....	2 55	2 55	.....
Numa J. Lepkowsky.....	.....	.....	.....	.....	.....	.....	.....	Charles Clifford.....	Sailor.....	.....	.....	.....	4 18	4 18	Mar. 13, 1890
Frederick A. Ott.....	Merchant.....	.....	.....	.....	14 03	.....	Aug. 29, 1890	Mary Clark.....	Washerwoman.....	.....	.....	.....	207 62	95 00	Nov. 21, "
Hugh Lavery.....	Saloon-keeper.....	.....	.....	.....	1 74	1 74	June 4, 1886	Henry Clark.....	Student.....	.....	.....	.....	265 88	20 00	Apr. 23, "
James Cameron.....	Seaman.....	At sea.....	France.....	.....	22 18	36 58	Dec. 3, 1877	Thomas Connell.....	Junk dealer.....	.....	.....	.....	323 77	20 00	.....
Frances A. Ennever.....	.....	New York City.....	.....	.....	5 71	23 42	Sept. 20, 1888	Mary Conway.....	Housekeeper.....	.....	.....	.....	25	25	July 22, 1890
Mary Burns.....	.....	.....	.....	.....	29 86	118 03	Mar. 18, 1887	Margaret Cregan.....	Nurse.....	.....	.....	.....	473 74	89 95	Oct. 21, "
Emil Duch.....	Broker.....	.....	.....	.....	94 55	66 21	Feb. 18, 1887	Catharine Collins.....	Laundress.....	.....	.....	.....	1,042 45	199 50	Dec. 5, 1889
Frederick Leiser.....	Housekeeper.....	.....	.....	.....	20 20	8 58	Mar. 18, 1887	Edward Coffee.....	Saloon-keeper.....	At sea.....	.....	.....	7 59	7 59	May 19, 1890
Emily Pietsch.....	Lawyer.....	.....	.....	.....	13 82	234 11	Oct. 4, 1888	Timothy Conklin.....	Sailor.....	New York City.....	.....	.....	2,029 72	262 00	" 19, "
Louis Hrabrosky.....	Longshoreman.....	.....	.....	.....	3 33	9 86	Jan. 10, 1887	Annie Corbley.....	Millwright.....	.....	.....	.....	2,029 72	262 00	Dec. 23, "
Nicholas Davis.....	.....	.....	.....	.....	.....	.....	Nov. 29, 1886	Charles M. Cotta.....	Special messenger.....	.....	.....	.....	24 35	4 35	Feb. 6, "
Mary Delea, or Delay, etc.....	.....	.....	.....	.....	.....	.....	May 28, 1885	Charles D. Conway.....	Carpenter.....	.....	.....	.....	778 38	182 88	" 18, "
Green Cook.....	Stoker.....	.....	.....	.....	.....	.....	Sept. 20, 1888	Joseph H. Craig.....	Nurse.....	.....	.....	.....	250 80	145 00	Mar. 17, "
William Eger.....	.....	.....	.....	.....	.....	.....	Aug. 29, 1890	Margaret Crockett.....	Bartender.....	.....	.....	.....	208 01	165 00	Dec. 4, 1890
August Peterson.....	Printer.....	Germany.....	Germany.....	.....	4 22	3 79	Oct. 24, 1888	Patrick J. Coleman.....	Keeper.....	.....	.....	.....	52 19	52 19	Nov. 12, "
Gerard Pettford.....	Cook.....	New York City.....	.....	.....	92 57	295 26	July 1, 1889	Charles Cunningham.....	Contractor.....	.....	.....	.....	5,626 51	381 50	July 2, "
Mary A. Thompson.....	.....	.....	.....	.....	4 18	21 06	Sept. 20, 1888	Carrie Damm.....	Apple dealer.....	St. Louis, Mo.....	.....	.....	762 36	301 00	Mar. 3, 1890
Michelle Cognet.....	.....	.....	.....	.....	1 55	75	Aug. 29, 1890	Francesco De Marco.....	Cook.....	.....	.....	.....	17 13	17 13	May 28, "
Venecias Adamec, etc.....	Tailor.....	.....	.....	.....	47 65	28 71	Sept. 20, 1888	Daniel Dennehy.....	.....	.....	.....	.....	605 94	269 50	Feb. 8, 1890
Richard Carman.....	Merchant.....	.....	.....	.....	14 03	.....	Aug. 29, 1890	Edward Davis.....	Milliner.....	Dorum, Prussia.....	Prussia.....	.....	1,624 64	20 00	Jan. 24, "
George Irvine.....	Saloon-keeper.....	.....	.....	.....	1 74	1 74	June 4, 1886	Mary Dennis.....	Domestic.....	New York City.....	.....	.....	156 50	105 10	Feb. 20, "
G. V. Bauscher.....	Seaman.....	At sea.....	France.....	.....	22 18	36 58	Dec. 3, 1877	Elise, etc., Decker.....	.....	.....	.....	.....	238 86	139 54	July 22, "
George Williams.....	.....	New York City.....	.....	.....	5 71	23 42	Sept. 20, 1888	Lizzie Delancy.....	Merchant.....	Oporto, Portugal.....	Portugal.....	.....	53 96	17 45	.....
Maggie Davis.....	.....	.....	.....	.....	29 86	118 03	Mar. 18, 1887	Alice Deven.....	.....	Pittsburg, Pa.....	Pittsburg, Pa.....	.....	70 00	70 00	Mar. 27, 1890
Ellen Goodfellow.....	Massage.....	.....	.....	.....	531 25	5,370 74	Apr. 13, 1888	Thomas J. Dias.....	.....	.....	.....	.....	38 17	38 17	Feb. 5, "
Mary Jarvis.....	Merchant.....	.....	.....	.....	234 50	132 33	Apr. 24, 1887	Albert Diemer.....	.....	New York City.....	.....	.....	46 58	20 00	Mar. 27, 1890
Robert Rogers.....	Seamstress.....	.....	.....	.....	161 46	51,874 26	Nov. 9, 1855	Mary J. Doherty.....	Laborer.....	.....	.....	.....	150 03	13 03	" 27, "
Mary E. Feyh.....	Carriage-maker.....	.....	.....	.....	399 63	374 99	Mar. 3, 1882	Patrick Doherty.....	Keeper of lodgings.....	.....	.....	.....	1,978 56	137 10	Feb. 5, "
James Votey.....	Dressmaker.....	.....	.....	.....	5 80	5 80	Nov. 20, 1889	Claus Doscher.....	Treasurer.....	.....	.....	.....	7,814 64	415 60	Jan. 29, "
Sarah Gilbert.....	Massage.....	.....	.....	.....	12 40	.....	Nov. 7, 1889	Amzi S. Dodd.....	Shipwright.....	.....	.....	.....	1,249 92	20 00	Mar. 23, "
Lucy Welden.....	Paver.....	.....	.....	.....	787 91	46 10	Oct. 10, 1889	David B. Dunham.....	Merchant.....	.....	.....	.....	75 75	15 75	.....
Alfred F. Bell.....	Glass-stainer.....	.....	.....	.....	12 00	.....	Jan. 6, 1890	Charles Eddman.....	.....	.....	.....	.....	09	09	

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 1890.	Total Amount of Expenditures in 1890, including Funeral Expenses, Claims of Creditors, and Amount Paid to Next of Kin, etc.	Date of Letters of Administration.
Annie H. dder	Nurse	New York City.			\$267 39	\$161 00	June 11, 1890
John H. Hobart	Lawyer	"			32	32	Oct. 10, "
James Holohan, etc.	Watchman	"			64 00	20 00	" 29, "
Charles Hoyt	Real estate agent	"			4 00	4 00	"
John P. Hunt	Lawyer	"			1,210 45	182 00	July 9, 1890
John Hurley	Laborer	"			60	60	"
August Van Impe	Stevadore	"			381 16	10 00	Dec. 22, 1890
Patrick Irwin	"	"			1 54	1 54	"
John Jackson	Dockbuilder	"			60 01	60 01	Mar. 1, 1890
Gunder or Peter Jacobson	Seaman	"			38 69	5 00	Sept. 16, "
Maria Jennings	Dressmaker	"			174 77	3 00	Oct. 16, "
Frank Job, or Eop, or Joa	Stableman	"			20 50	18 00	"
Albert L. Johnson	"	"			85	85	Oct. 7, 1890
Ulrich Jordi	Tailor	"			65 08	20 00	Dec. 31, "
Theodore Juckel	"	"			11 55	11 55	"
Sarah Keegan	Washerwoman	Sligo, Ireland.	Ireland		1,953 21	292 50	Jan. 29, 1890
Thomas F. Keegan	Salesman	New York City.	"		157 33	147 60	Feb. 17, "
Henry L. Karsch	Clerk	"			535 53	20 00	" 13, "
John Keegan	Slate roofer	"			1,803 21	145 50	Apr. 24, "
Gustav Koch	Polisher	"			3 09	3 69	"
Maria Kloebling	Domestic	"			82	82	"
Bernhard Kraus	Furrier	"			302 70	20 00	Dec. 19, 1889
Rosina Krug	Housekeeper	"			136 02	107 18	Jan. 6, 1890
James A. Knapp	Merchant	"			149 64	149 64	July 15, "
Johan or John Kuhn	Fisher	"			813 37	126 50	Oct. 7, "
Adalbert Lauk	Clerk	"			423 48	133 18	June 24, "
Louis Landau	"	"			65	65	"
Leander Lent	Janitor	"			165 68	165 68	"
Amanda Lollie Lewis	"	"			85 20	85 20	"
Wilhelmina Lebkuechner	Washerwoman	"			57 59	57 59	Feb. 24, 1890
Catharine Lee	"	"			43 48	43 48	" 8, "
G. Leblieh	"	"			3 20	3 20	"
James Laughlin, or McLaughlin	Laborer	"			485 90	174 10	May 15, 1890
Isidor Lippmann	Clerk	"			21 80	19 00	Apr. 17, "
Henry Loose	Tailor	"			8 16	8 16	Feb. 11, "
Margaret Lowe	Laundress	"			270 40	139 06	Apr. 15, "
Peter Lohr	Cook	"			14 30	103 06	May 3, "
Ellen McGee	Domestic servant	"			318 36	20 00	Jan. 27, "
Sarah McKenny	Storekeeper	"			191 17	20 00	Apr. 17, "
Ann McKenzie	Book-sewer	"			132 13	20 00	" 29, "
Hannah M. Carthy	Cook	"			326 84	119 64	May 31, "
Patrick G. McCliff, or McCliff	Candy-seller	"			134 39	104 10	June 17, "
Julia McDonald	Washerwoman	"			25 64	20 00	"
Jane McCleary	Laundress	"			659 76	20 00	Oct. 7, 1890
Richard Mahon	"	"			20	20	"
Otto Mietzner	Painter	"			212 10	20 00	Dec. 19, 1889
Mary May	Servant	"			344 29	142 50	Sept. 23, 1890
John Mennet	Waiter	"			6 30	6 30	"
Joseph Mavatan	Cook	"			725 28	20 00	Oct. 7, 1890
Albert Mazarz	Teacher	Boston, Mass.	Boston, Mass.		114 15	73 90	Nov. 12, "
Thomas Maier	Shoemaker	New York City.	"		250 00	12 00	Jan. 6, "
Robert Miller	Coachman	"			386 59	85 00	Mar. 22, "
John B. Masterson	Carpenter	"			20 17	20 17	Apr. 12, "
William J. Mitchell	Merchant	"			275 26	260 00	May 1, "
Mary Miner	"	"			20	20	"
William I. Matthews	Clerk	"			170 57	117 35	May 15, 1890
Theresa P. Middleton	Nurse	"			132 97	11 45	July 15, "
Walter Mason	Seaman	"			17 00	17 00	"
Antonio Maretti	Cook	"			114 00	84 00	Sept. 10, 1890
Henry Meinhardus	"	"			9 00	9 00	"
Johanna Mooney, etc	Dressmaker	"			1,122 08	170 00	Jan. 8, 1890
Margaret Mohrmann	Washerwoman	"			52 18	20 00	July 15, "
Jennie or Julie Muench, or Muenich	"	"					"
Elise Moore, etc	Flowermaker	"			481 50	149 10	Apr. 21, "
John Murney	Laundry	"			87 21	20 00	Mar. 27, "
Mary B. Morrill	Rigger	"			385 01	147 60	Apr. 23, "
Emma More	Dressmaker	"			200 00	82 00	June 18, "
Sarah Mullins	Janitress	"			8 00	8 00	"
Claus F. Molen, or Mollsen	Housekeeper	"			437 94	170 00	Oct. 7, 1890
Bernhard D. Mollmann	Bookkeeper	"			695 99	261 00	" 7, "
Walter Nef	Sailor	"			616 46	70 00	" 7, "
Thomas M. Nichols	Trader	Louisville, Ky.	Kentucky		29 70	16 40	" 7, "
Margaret Nocter, or Nugter	"	New York City.	"		3 20	3 20	Apr. 17, "
Margaret O'Sullivan	Domestic	"			558 12	20 00	June 24, 1890
Thomas O'Brien	Peddler	"			336 00	115 00	Mar. 22, "
John Ormond	Keeper	"			107 00	76 00	Nov. 18, "
Ellen Olsan, or Lena S. Olsan	"	"			2 80	2 80	"
Alexander Otteben	Domestic	"			108 62	85 00	July 29, 1890
Johannes Ott	Engraver	"			658 52	164 00	Apr. 12, "
Edward Page	Barkeeper	"			25 44	20 00	"
Edward Pfeiffer	Waiter	"			1,154 71	128 10	"
Frederick Corbett, or Passmore	Engineer	"			3,047 32	2,908 66	Aug. 5, 1889
John C. Parker	Manager	"			148 17	16 88	Oct. 7, 1890
Mary Percy	Domestic	"			4,546 50	20 00	Aug. 15, "
Jane Phelan	"	"			648 71	224 60	Mar. 25, "
William Piero	Porter	"			372 46	170 00	May 31, "
Maurice Prendergast	Hostler	"			24 65	20 00	"
Louis Prillwitz	Machinist	"			851 88	150 72	Jan. 14, 1890
Robert Raedel	Timekeeper	"			401 05	159 50	July 25, "
James W. Raymond	Collector	"			313 09	20 00	Oct. 16, "
Thomas Rendrigg	Watchmaker	"			114 22	110 22	Dec. 15, "
Charles Reihnardt	Wheelwright	"			55	55	"
Jennie Reeves	Stewardess	"			1,312 51	105 50	May 20, 1890
Jennie J. Reyer	"	"			8 28	8 28	"
Mary Reily	Nurse	"			1,040 40	161 72	May 8, 1890
Alexander Roussier	Laborer	"			2 72	2 72	"
Dorothea Rost	Buttonhole mkr	"			3 42	3 42	"
Gustav H. Schloezer	"	"			154 49	120 00	"
Catharine Sedwig, or Heine	Jeweler	"			109 13	20 00	July 25, 1890
John Senak	"	"					Feb. 13, "
Simon Sanger	"	"					"
Rosina Seitz, or Seitz	"	"					"
Thomas Salvatore	"	"					"
Johanna R. Seyfarth	"	"					"
Juanita Sargent	"	"					"
Christoph Schnelle	"	"					"
Myer Silverman	"	"					"
Ada Smith	"	"					"
James Shylock	"	"					"
William B. Small	"	"					"
Thomas Simons	"	"					"
Louis Sievers	"	"					"
B. Smith	"	"					"
Richard H. Staats	Gentleman	New York City.	"		88	88	"
Frederick Sulko	"	"			105 86	2,119 98	Nov. 2, 1889
Edward O'Snow	Mate	Boston, Mass.	Boston, Mass.		88	88	"
Carl Struber	Agent	New York City.	"		4 33	4 33	"
Robert Stephen	Porter	"			403 89	220 00	Jan. 28, 1890
Pauline F. Sherman	"	"			175 00	55 00	Mar. 17, "
George Stephens	"	"			83 10	83 10	May 31, "
Bridget Snedick	Housekeeper	"			638 00	101 50	Sept. 23, "
Mary C. Sudlow	"	"			135 00	98 00	Nov. 18, "
George Thompson	Gas-fitter	"			1,277 25	170 00	Jan. 6, "
Mary B. Taylor	Housekeeper	"			331 00	93 10	Feb. 8, "
James Thompson	Whitewasher	"			2,415 92	137 00	Jan. 16, "
John W. Fittie	Lawyer	"			28	28	"
Patrick C. Toomey	Dishwasher	"			46 87	20 00	Nov. 7, 1889
Catharine Tumaty	"	"			100 00	63 50	Oct. 29, 1890
Rose Traynor	Domestic	"			554 05	117 40	Mar. 4, "
Otto Trohn	Sailor	"			883 65	15 00	Dec. 5, 1889
Edward D. Tousley	Trackman	"			20	20	"
George Trever	Book-peddler	"			6 40	6 40	"
					20 60	15 00	"

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 1890.	Total Amount of Expenditures in 1890, including Funeral Expenses, Claims of Creditors, and Amount Paid to Next of Kin, etc.	Date of Letters of Administration.
Claus Tonder	Book-peddler	New York City.			\$867 07	\$235 86	Feb. 28, 1890
Gustav A. Tuelch	Locomotive engineer	"			212 97	165 06	Oct. 29, "
Charles J. Vane	Tailor	Colon, U.S. of Columbia	Colon, U.S. of Columbia		3,015 38	20 00	June 30, "
Constantino Vessa	"	New York City.			465 00	72 28	Feb. 11, "
Heloise von der Wisch	Domestic	"			96 17	65 60	Mar. 4, "
Henry Vogeler	Tailor	"			2,146 54	75 66	July 26, "
Sophie Weber	Washerwoman	"			255 52	20 00	Apr. 17, "
Johanna Weldon	Housekeeper	"			638 39	161 50	July 26, "
Emma Wagner	"	"			4 54	4 54	"
Isidore Weit	Salesman	"			1,061 20	147 00	Oct. 7, 1890
Jacob Wreschner, or Wernzer	Tailor	"			5,068 72	18 55	Apr. 3, "
Adolph Wachowsky	Carpenter	"			1,457 50	20 00	Oct. 29, "
Philip Westerstrom	Shirt-cutter	"			140 06	84 60	May 13, 1879
Honora Walsh	"	"			56	56	"
Nathan Weisskatz	Jeweler	"			794 23	183 60	Jan. 24, 1890
Edmund Wilde	Boilermaker	"			75 28	75 28	"
John T. Williams	Watchman	"			218 47	80 10	Feb. 27, 1890
Henry B. Wood	Farmer	California	California		32 15	9 00	May 13, "
Clara Wolff	Hotelkeeper	New York City.	"		9 80	9 80	"
Isidor Wulff	Collector	"			166 82	18 32	Nov. 19, 1890
Gottlieb M. Yenner	Baker	"			1 68	1 68	"
Catharine Yeung	"	"			650 04	116 60	Mar. 27, 1890
Wilhelmine Kothe	"	"			222 20	20 00	Feb. 12, "
Anna M. C. Muler	"	"			29 00	10 00	Dec. 23, "
Johann G. Voight	Property-holder	Vilsen, Germany	Germany		701 75	20 00	Sept. 20, 1888
		Hamburg	Hamburg		\$25 58	511 66	Jan. 26, 1889

The following cases were reported during the year 1890, 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:

DATE OF DEATH.	NAME.	AMOUNT.	DATE OF DEATH.	NAME.	AMOUNT.
1889.	Henry Kent	\$0 68	1890.	Kate Finnegan	\$0 21
Nov. 10	Abram Talmadge	16	June 7	Andrew Bol.	14 38
Dec. 18	Lizzie Meyers	37	May 6	John Carland	31
1890.	Victor Gastard or Gasteo	23	July 26	Alex. N. Nuss	04
Jan. 19	Ludwig Wachter	40	" 6	Arthur B. Elman	10
Feb. 3	Lena Rivers	29	"	Timothy J. Coe	3 83
Jan. 30	William Jefferson	21 00	"	Nettie Wadleigh	1 51
" 10	George Robertson	3 00	"	James Murphy	80
" 18	Daniel Harley	92	"	Nellie White	09
Dec. 30	John Brehant	3 00	"	Unknown woman	2 36
Jan. 9	John Kohlman	27	"	Andrew Swanson	09
" 10	Maggie Rafton	11	"	S. A. Stewart	1 11
" 4	James McLaughlin	23 99	"	Isaac Jacobs	43
" 20	Lillian Gray	1 00	"	Unknown colored man	1 55
" 10	George Miller	03	"	Unknown man	1 02
" 2	Patrick Gallagher	11 65	"	Michael Demlin	54
1889.	James Johnson	45	"	Lizzie Oberbauer	54
Dec. 25	Frederick Schwall	20	"	Unknown man	...
Jan. 10	Patrick Mame	2 05	"	William Ballance	1 29
" 16	Daniel Smith	1 45	"	Unknown dead	4 88
" 22	William Goldwaite	3 24	"	Valentine Futurer	2 16
Feb. 8	Thomas Lacey	14 00	"	Samuel Howe	43
" 19	Franz Berghopp	1 60	"	Charles Thompson	95
" 3	Emile Meyer	45	"	Ferdinand Stuber	2 30
" 26	Angelo S. Tellock	5 00	"	Lambert Geller	95
" 14	Patrick Sullivan	1 61	"	Unknown man	86
Mar. 15	Lena Karn	3 50	"	Unknown man	1 29
" 20	John Roache	1 00	"	Unknown man	95
" 24	John Robinson	10	"	Frederick W. Greve	34
" 10	Richard Hukstahl	2 00	"	Frederick Rhodes	86
" 2	Eva Jones	28	"	Terrence Reilly	1 06
Apr. 9	Nellie Smith	2 05	"	Unknown man	27
" 14	Rose Barth	05	"	Stillman H. Weeks	1 06
" 8	Edward Dolye	15	"	James Anderson	77
" 30	Howell Huested	3 00	"	William Schwartz	43
" 25	Peter H. Hearne	92	"	August M. Giest	86
" 5	Bridget Doe	15	"	Moses A. Wheelock	43
" 27	Robert C. Weis	2 25	"	William J. Higgins	60
Mar. 26	Thomas King	12	"	Orville D. Jewett	86
" 10</					

DATE OF DEATH.	NAME.	AMOUNT.	DATE OF DEATH.	NAME.	AMOUNT.
1889.			1889.		
Mar. 24	Unknown man, No. 33 Bowery.....	\$0 20	May 3	Richard Neuheimer.....	\$0 38
" 14	Charles Thompson.....	3 13	" 27	Albert G. Ryan.....	15
Apr. 15	William Bauer.....	\$0 29	Nov. 14	Philip Corigan.....	75
	Less car-fare.....	10	" 10	Mina C. Contani.....	66
			" 22	Margaret Klipp.....	1 24
Mar. 24	Unknown man, Central Park.....	02	" 17	Pietro Garvino.....	2 50
Apr. 15	William Dougherty.....	11	" 30	Thomas McLaughlin.....	1 35
Mar. 7	Unknown man, No. 483 Sixth avenue.....	\$1 36	" 29	George Lee.....	1 79
	Postage stamps.....	06	" 12	James Farrell.....	10
			" 12	John Gordon.....	1 36
" 10	Murray.....	1 42	June 5	Mortimer Shea.....	1 40
Apr. 4	George Henry.....	07	" 17	Michael Dennis.....	05
" 7	Lambert Geller.....	06	" 4	Edward Hogan.....	85
Mar. 11	Valentine Futterer.....	\$0 94	" 24	E. Furtistina, etc.....	53
	Postage stamps, converted.....	08	" 26	Catharine Wilson.....	50
			" 21	Ida Gaynor.....	33
Feb. 19	Unknown man, No. 108 Bowery.....	47	Apr. 8	Margaret Lang.....	24
Apr. 3	John Fitzpatrick.....	\$14 90	May 31	P. J. Mealey.....	45
	Less car-fare.....	20	June 13	William Patterson.....	1 05
" 21	John Sullivan.....	\$2 50	June 13	Michael Benningham.....	2 63
	Less car-fare.....	10	" 12	John Cameron.....	1 21
Feb. 20	Peter Boyle.....	2 40	Mar. 7	Guiseppe Minisca.....	06
" 27	George Smith.....	\$3 55	Mar. 17	Robert Lynch.....	10
	Less car-fare.....	10	Oct. 29	Thomas Hallis.....	66
May 18	William Osborn.....	3 45	" 28	Owen McGowan.....	20
Jan. 29	John Connelly.....	04	" 28	Bridget Daly.....	53
" 29	Unknown.....	25	" 16	August Opitz.....	71
May 20	Louis Baker.....	45	" 18	Catharine or Mary Hackett.....	1 10
Jan. 8	S. H. Weeks.....	4 04	" 18	Mary Baxter.....	13 00
June 5	Albert Mershang, 6 cents uncurrent	36	" 24	George Smith.....	2 34
Dec. 11	John P. Badger.....	69	" 25	Bridget Gallagher.....	05
" 12	James L. Cheesman.....	01	" 25	Margaret Healey.....	15
" 15	William Callahan.....	3 02	" 5	Mary Reilly or Kelly.....	25
" 15	Dennis Brady.....	50	" 14	Letitia Kinlock.....	22 62
Jan. 7	Unknown, 70 East Houston street..	16	June 14	Leo Sommers.....	35
Dec. 21	Joseph Reilly, less 20 cents car-fares	1 10	" 14	John Burns.....	03
" 25	Unknown, Twenty-eighth street and Third avenue.....	4 24	" 14	Thomas McDonald.....	93
" 25	Nattie Wadleigh.....	15	July 24	Hugh Collins.....	1 61
" 25	David Peskin.....	1 20	" 22	Axel Monchler.....	3 00
" 13	Charles Shellenberg, less 10 cents car-fares.....	58	" 22	Julius Levisohn.....	85
" 12	Patrick McCarron.....	80	" 6	Patrick Brennan.....	6 00
" 16	James Murphy, scrip sold for.....	27	" 5	Michael McGrath.....	35
" 25	Arthur B. Ellman.....	1 31	Aug. 31	James Gallagher.....	45
" 27	James Harrington.....	10	Sept. 6	Charles Smith.....	08
1890.			Sept. 31	Philip Donohue.....	19
Apr. 3	Davenport.....	15	Aug. 31	Thomas Scanlon.....	90
Feb. 5	B. F. Thomas.....	10	July 26	William Wolf.....	82
Jan. 29	Nellie Davis.....	2 00	" 27	Maria Gordon.....	1 05
Feb. 6	Unknown woman.....	28	Aug. 5	Charles Grathie.....	20
Jan. 10	Thomas Thompson.....	65	" 23	John Crossgrove.....	32
" 13	Richard Steinberg.....	11 10	" 26	Charles Nyhere.....	51
" 13	Unknown, "M. W.".....	27	" 26	I ge Van Goon.....	2 25
Dec. 6	S. A. Stewart.....	05	" 1	Hannah Mulvahl or Sullivan	50
Feb. 9	Unknown colored man.....	1 00	" 19	Unknown man (John O'Brien)	80
Jan. 25	Peter Cronin.....	1 00	" 6	Philip McMahon.....	36
Feb. 10	Unknown man, Twenty-eighth Precinct.....	10 90	" 29	John Marcus.....	20 45
" 3	Alphonso Silvestro.....	1 50	July 27	James J. Ewing.....	1 60
Apr. 15	Herman E. Rose, 75 cents counter-feit, 10 cents car-fare.....	15	" 27	Margaret Maloney.....	51
1889.			" 30	Michael Bryson.....	20
May 21	Herman Kleiker.....	1 50	" 11	Raphael Lochel.....	2 52
Nov. 3	Eliza Kavanagh.....	56	" 10	John Smith.....	1 10
" 30	Delia O'Farrell.....	48	May 28	Bren Benningham.....	1 00
June 18	Katie Rust.....	80	" 23	Thomas Costello.....	45
April 8	P. J. Mealey.....	80	" 23	John R. Connelly.....	15
June 2	Ellen Bergen.....	2 24	" 1	Benjamin Hill.....	25
Apr. 11	Kate Collard.....	60	" 22	Michael McAdams.....	37
Sept. 17	Lucy McCartney.....	72	" 22	Sarah Lynch.....	25
" 17	Mary A. McSweeney.....	20	" 15	Caspar Miller.....	\$0 16
" 16	Pringle, No. 274 Bowery.....	04	And 25c. piece, mut., sold for		15
" 29	Mamie or Mary Stewart.....	2 20	" 5	Michael McSorley.....	03
" 21	Rachel Braithing.....	24	" 6	Thomas McDonald.....	08
Oct. 20	Vinienzo Loperma.....	1 00	June 13	Camillo Bougatti.....	3 56
" 7	Bridget Gallagher.....	04	July 20	Frank Mosler.....	35
" 9	Marie Bertrand.....	72	June 20	Warren A. Hall.....	1 15
Aug. 23	Susan Unger.....	04	July 25	Mary Clark.....	20
" 29	John Mar us.....	20	" 30	Henry Hablis.....	50
July 30	John F. Geier.....	20	" 30	Maggie Hauerburg.....	16
Oct. 10	Michael Bryson.....	1 36	" 7	John Craven.....	3 00
Aug. 6	Bridget Rooney.....	05	Oct. 29	Lizzie Parker.....	58
Dec. 11	Minnie White.....	1 20	" 14	John McCaffrey.....	25
Dec. 11	Mary Hamilton.....	04	Sept. 20	Henry Tofts.....	1 49
Feb. 9	Emanuel Howard.....	80	Oct. 12	Thomas Stoney.....	3 77
Dec. 25	Annie Herz.....	40	Sept. 10	Maria Scarabino.....	25
" 23	Maggie O'Donnell.....	48	" 4	J. R. E. Moore.....	1 34
" 15	Catharine O'Neill.....	1 40	" 28	Jenny Knapp.....	20
" 16	Mary Murphy.....	1 68	Dec. 26	Theresa Walsh.....	25
" 16	Katie Kantenbauer.....	68	Oct. 16	Richard Parker.....	3 40
" 28	Amelia Ombeste.....	32	Aug. 6	Catharine Kelly.....	25
" 30	Herman Neister.....	04	" 1	Minnie White.....	25
" 8	Peter Landers or Sanders.....	3 20	" 18	Mary Sweeney.....	7 00
Nov. 12	Unknown man.....	64	Dec. 8	John Douglass.....	95
Oct. 22	Silverman.....	80	" 20	Evert Weigert.....	67
Aug. 25	John B. Hunt.....	1 36	" 7	Michael Bowen.....	37
Sept. 10	Patrick Culkin.....	88	" 15	Alice Ward.....	05
Oct. 24	Unknown man.....	2 28	Oct. 11	William McConnell.....	1 50
Aug. 11	James Murphy.....	06	Dec. 2	Michael Deegan.....	2 00
" 5	Conrad Bryner.....	1 00	Nov. 15	Elizabeth Hickey or Burns.....	2 07
Oct. 15	Joseph Romano.....	68	Oct. 18	Thomas Bowels.....	11
" 29	Henry Howitz.....	48	Sept. 23	Morris Cohn.....	23
1886.			May 10	Annie Sandford.....	4 00
Oct. 19	Charles Heisler.....	80	1889.		
June 24	James Quinn.....	24	Dec. 8	Daniel Hugot.....	45
Mar. 13	Max Liebenthal.....	80	" 7	Jane Cathcart.....	07
Dec. 17	Arthur William Reed.....	48	" 25	Annie Herz.....	17
1887.			" 21	Teresa Olinus.....	10
May 1	Michael Walter.....	88	" 1	Mary Murphy.....	97
June 23	Max Marcus.....	48	" 5	Laura Barker.....	25
1886.			" 30	Francis Lasher.....	54
Dec. 16	Farguino Pavanelli.....	56	" 30	Robert Faison.....	1 54
Aug. 31	Henry Porter.....	2 40	" 14	John McDonald.....	40
" 1887.			" 15	Arthur Kinsley.....	15
Apr. 30	Isidor Levin.....	80	" 28	Thomas McLaughlin.....	1 07
Nov. 20	Felix Broessel.....	80	" 27	Charles H. Rider.....	2 61
Sept. 12	Rose Crane.....	30	Nov. 3	Henry Lee.....	1 39
" 3	William Metzger.....	20	" 3	Catharine Haley.....	\$21 15
" 16	Thomas O'Hare.....	10		Spanish money, sold for.....	17 59
Aug. 29	James Aldridge.....	3 00		Trade dollar.....	70
Sept. 16	Philip Young.....	03	Aug. 5	Gottlieb Fauser.....	39 44
" 29	Dominick Matilla.....	2 15	Nov. 26	Rebecca Nelleney.....	25
" 21	Rachel Braithing.....	3 54	" 26	Unknown man, Eighteenth street and North river.....	05
" 16	George Wilson.....	06	Sept. 4	Michael Fitzgerald.....	1 66
" 13	Antonia M. nle.....	1 33	" 4	Philis Phail or Prail.....	15
" 5	Andreas Hofert.....	6 59	Aug. 7	Charles Cro-sen.....	70
" 5	Arthur Wellington.....	07	Oct. 16	Ann Harriott.....	55
" 13	Mary A. McSweeney.....	20 23	" 16	Unknown man, No. 68 East Broadway.....	\$2 07
May 11	Mary Townes.....	1 00	" 16	Less car-fare investigating estate.....	10
" 12	Herman Kleiker.....	18	Sept. 30	Meyer Adler, 10 stamps.....	1 97
" 2	August Peterson.....	15	Nov. 20	Felix Broessel.....	\$0 11
" 4	August Nofke.....	20	" 20	Less car-fare, etc.....	10
" 9	John Johnson.....	53	Sept. 10	Patrick Culkin.....	17
" 9	George Fredelay.....	3 00	" 23	James Richardson.....	24
" 25	Charles Guddler.....	1 09	" 6	Unknown man, High Bridge.....	1 58
" 25	Jane Lynch.....	20	Nov. 4	Moses Lubelsky.....	\$0 45
" 26	Jacob Meyer.....	22 65	" 4	Less car-fare, etc.....	10
" 9	Josie Hend in.....	1 30	Sept. 15	James Walsh.....	35
			" 10	Isaac Green.....	05
			" 10	Unknown man.....	70
			Aug. 14	Unknown man, Twenty-eighth street and North river.....	24
			Oct. 19	Charles Heisler.....	2 79
				Unknown man, foot of Canal street, 25. 6d. and 6d. copper, exchange for.....	65
				Total.....	\$807 03

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.	NAME.	AMOUNT.
Hugh Lavery.....	\$144 94	Margaret Siffen.....	\$0 15	Emeline Stransbury.....	\$8 30
Ellen E. Ward.....	4 77	Dominico Sirocco.....	51	Ellen G. Odell.....	106 03
Minna Geib.....	8 89	Andrew Jauch.....	36	Louis Hraborsky.....	232 93
Johanna Cosgrove.....	20	Sarah Gilbert.....	11 02	William H. Hill.....	105 86
Charles W. Mann.....	183 28	Ellen Saulsbury.....	5 80	Richard Carman.....	244 69
Peroni Camelo.....	26 73	Jennie S. Harrison.....	28 54	George Williams.....	10 72
George Gaffney.....	187 71	George Carrbon.....	189 57	Theodore Jost.....	84
Anna Wyss, etc.....	44 98	Ann Burke.....	69 44	Ellen Mack.....	4 14
Mary Creagh.....	18 07	Maggie Davis.....	102 44	Lisle Lester.....	05
William Chipperfield.....	12 50	Ann Fox.....	13 15	Joseph Surfert.....	79
Isaac Jones.....	24 75	James Gillespie.....	107 88	A. C. Fairclough.....	72
Jost Stephan.....	100 50	Jose Cos.....	15 38	James Rankin.....	1 60
Mary Neary, etc.....	13 12	James Wright.....	57 39	Unknown man, No. 88 Bowery.....	5 34
Eliza Cogan.....	76 74	Mary A. Thompson.....	30 01	John Ennis.....	2 40
Charles Olsen.....	16 04	Elizabeth Reeth.....	3 39	William Langwich.....	8 24
James Casserly.....	20 28	Margaretha Briede.....	119 78	William Hayes.....	1 34
James Walsh, No. 1.....	4 75	Rosina Gopel.....	48 65	Homer Yori.....	2 20
Emil Duch.....	94	James Walsh, No. 2.....	98 03	Mervyne Simons.....	5 04
Mary Burns.....	46	Ellen Welch.....	43 86	August Mock.....	1 76
James Jones.....	38	Alexander Lowrie.....	53 05	Charles Fischert.....	8 00
Guiseppe Pulito.....	7 42	Michael Crowley.....	2 92	James Leslie.....	1 64
John Bein.....	9 26	Ellen O'Brien.....	50	Robert Anderson.....	1 60
Joseph Hall.....	65	Mary Brown.....	84 01		
George Killen.....	1 10	George Banks.....	26 71	Total.....	\$2,919 89
Francis Campbell.....	14 55	Michelle Cognet, etc.....			
Green Cook.....	9 40				

The following is a report of the moneys unclaimed by next of kin and paid into the City Treasury by me during the year 1890, 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, Laws of 1887, and Coroners' cases:

NAME.	AMOUNT.	NAME.	AMOUNT.
Julia Farrell.....	\$67 97	Frances Schwerdtfeger.....	\$179 81
Anna Weidner.....	499 00	Paul Humpel.....	360 67
Rosa Defries.....	27 96		
George A. V. Rauscher.....	12 35	Total.....	\$2,584 78
Wilhelm or William Eger.....	1,437 02		

The Public Administrator has in his possession the following securities belonging to the under-mentioned estates:

<i>Estate of Robert Rogers.</i>	
\$3,350 United States 4 per cent. registered bonds.	
<i>Estate of Anna Justina Marquis.</i>	
\$700 United States 4 per cent. registered bonds.	
<i>Estate of Henry Adams.</i>	
6 shares of the Oneida National Bank.	
<i>Estate of Elise A. Hale.</i>	
600 shares New York, Philadelphia and Baltimore Consolidated Petroleum Co.	
38 shares Pacific Coast Petroleum Co.	
53 shares (Trust) Chesapeake and Ohio Railway Co., preferred.	
15 shares Union Pacific Railway Co.	
8 shares preferred stock, Baltimore, Ohio and Southwestern Railway Co.	
\$50 scrip, preferred, of the Baltimore, Ohio and Southwestern Railway Co.	
\$170 second preferred income mortgage bonds of the Baltimore, Ohio and Southwestern Railway Co., scrip.	
\$3,000 bonds of third income mortgage of the Baltimore, Ohio and Southwestern Railway Co.	
\$400 scrip of third income mortgage bonds of the Baltimore, Ohio and Southwestern Railway Co.	
<i>Estate of Amzi S. Dodd.</i>	
8 shares of the Manly Telegraph Cable Co.	
50 shares of the Gamewell Fire Alarm and Telegraph Co.	
1 share of the Johnstone Electric Light and Power Co.	
143 shares of the Silver Link Mining Co.	
1,771 shares of the Dives-Pelican Mining Co.	
590 shares of the preferred stock of Dives-Pelican Mining Co.	
\$5,011 certificate of deposit in Central Trust Co., held pending litigation.	
5 shares of "Washington Post" Co.	
<i>Estate of John Fitch.</i>	
10 shares of Pneumatic Dynamite Gun Co.	
<i>Estate of James Gemmel.</i>	
\$4,696.83 certificate of deposit in United States Trust Co., in name of James Gemmel, executor.	
<i>Estate of Henry Byrne.</i>	
100 shares Alice Gold and Silver Mining Co.	
<i>Estate of Emma Gardiner.</i>	
400 shares Broadway National Bank.	
BONDS AND MORTGAGES.	
<i>Estate of James Voley.</i>	
Bond of George Gerhard and wife, secured by a mortgage on the south side of East Thirty-eighth street, for \$5,328.50.	
<i>Estate of Robert Rogers.</i>	
Bond of Robert Adair, secured by a mortgage on the south side of Flushing avenue, Brooklyn, for \$2,500.	
<i>Estate of Joseph Linehan.</i>	
Bond of T. B. Wakeman, secured by a mortgage on corner of Eleventh avenue and Sherman street, Brooklyn, for \$6,500.	
<i>Estate of Herman Beine.</i>	
Bond of Emma Doran and husband, secured by a mortgage on No. 146 Sullivan street, New York City, for \$2,000.	
Bond of John Muller, secured by a mortgage on No. 146 Sullivan street, New York City, for \$1,000.	

The balance of moneys in the hands of the Public Administrator on the 1st of January, 1891, was as follows:

Importers and Traders' National Bank.....	\$47,304 95
Continental National Bank.....	45,396 00
National Park Bank.....	42,437 17
Mercantile Trust Company.....	42,218 86

Making a total of.....

The total amount of money which came into the hands of the Public Administrator during the year 1890 was.....

The total amount disbursed by him during the said year was.....

The total amount paid into the City Treasury, during the year 1890, for commissions was.....

The total amount paid into the City Treasury, during the year 1890, for intestate estates was.....

City and County of New York, ss.:

Charles E. Lydecker, Public Administrator in the City of New York, being duly sworn, deposes and says, that according to his best knowledge, information and belief, the foregoing account contains a true statement of the moneys received by him, 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 in which he has administered on any estate during the year 1890, with the name of the deceased, his or her occupation, his or her place of

Fireman John Martin, Engine 4.
 " John J. Ennis, Engine 5.
 " Charles L. Kraemer, Engine 6.
 " Patrick R. McCollum, Engine 7.
 " Daniel Duggan, Engine 7.
 " Thomas F. McCue, Engine 10.

Fireman Thomas F. Burke, Engine 14.
" John P. Varian, Engine 18.
" Robert Oswald, Engine 18.
" James J. Butler, Engine 18.
" John E. Satchwell, Engine 27.
" Albert Nissen, Engine 27.
" William Guerin, Engine 29.
" William H. Lorenze, Engine 29.
" George H. Smalley, Engine 30.
" Peter J. Starrs, Engine 32.
" John Dempsey, Engine 32.
" Bartholomew McDermott, Hook and Ladder 1.
" Thomas Mitchell, Hook and Ladder 3.
" William J. Weiland, Hook and Ladder 8.
" William E. Stanton, Hook and Ladder 20.
" Mathew J. Murphy, Hook and Ladder 8.

Ordered, that the salary of the Bookkeeper be fixed at the rate of \$3,500 per annum, from the 1st proximo.

Ordered, that the Chief of Department be directed to report upon the feasibility of storing canal coal in greater quantities than capacity of fuel depots at present permits.

Appointment.

Charles A. Smith, as Painter in Repair Shops, at \$2.75 per day, from 2d proximo.
Action of the President directing the Superintendent of Buildings to investigate into the cause of the falling of building on Twenty-ninth street, near First avenue, on the 30th instant, with a view to fixing the responsibility therefor, and to report as soon as possible, was approved.

Resolutions.

Resolved, That, pursuant to the provisions of chapter 410, sections 463 and 467, Laws of 1882, John Gilmour is hereby directed and requested to remove the boxes or cases of wood, and kept at premises No. 87 White street, the same being dangerous and defective in causing and promoting

fires, and liable to fire, such removal to be made within five days after the service upon him of a copy of this resolution.

Resolved, That the Board tender its congratulations to Chief of Department Hugh Bonner, on the excellent showing made by the fire-extinguishing force during the first year of his command, as evidenced by the discipline of the force and the statistics of fires for the year now ending.

Adjourned.

CARL JUSSSEN, Secretary.

NEW YORK, January 3, 1891.

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

Resolution.

Resolved, That the expenditure of \$102.50 be and is herewith authorized for premium on renewal of the policy of marine insurance on "The New Yorker," for one month from this date.

Requisitions Filed.

Supply Clerk—Stating that it will be necessary to advertise for forage. Advertisements for proposals directed.

John H. Deeves & Brother—Requesting an extension of time on contract for erecting house for Engine 35, with recommendation of the architects. Extension granted.

Adjourned.

CARL JUSSSEN, Secretary.

NEW YORK, January 7, 1891.

Present—President Henry D. Purroy.

There being no quorum present, adjourned to Wednesday, the 14th instant, at 11 o'clock A. M.

CARL JUSSSEN, Secretary.

FINANCE DEPARTMENT.

Abstract of the transactions of the Bureau of the City Chamberlain for the week ending January 10, 1891.

OFFICE OF THE CITY CHAMBERLAIN,
NEW YORK, January 17, 1891.

Hon. HUGH J. GRANT, Mayor.

SIR—In conformity with section 165 of the Consolidation Act of 1882, I have the honor to present herewith a report to January 10, 1891, of all moneys received by me and the amounts of all warrants paid by me since December 31, 1890, and the amount remaining to the credit of the City on January 10, 1891.

Very respectfully,
THOS. C. T. CRAIN, Chamberlain.

DR. THE MAYOR, ALDERMEN AND COMMONALTY OF THE CITY OF NEW YORK, in account with THOS. C. T. CRAIN, Chamberlain, during the week ending January 10, 1891. CR.

1891. Jan. 10	To Additional Water Fund	\$154,649 20	1890. Dec. 31 1891. Jan. 10	By Balance	\$3,341,990 39	
	Armory Fund	166 66		Arrears of Taxes	Smith	\$47,991 14
	American Museum of Natural History—Enlarging Building	25,325 70		Interest on Taxes	"	7,169 75
	Block Index Map Fund	3,370 00		Fund for Street and Park Openings	"	4,467 69
	Croton Water Fund	4,146 72		Street Improvement Fund—June 15, 1886	"	36,818 47
	Croton Water Rent—Refunding Account	275 60		Interest on Assessments	"	5,888 54
	Criminal Court-house Fund	168 00		Harlem River Improvement Fund	"	13 68
	Commissioners of Excise Fund	113 25		Charges on Arrears of Taxes	"	38 50
	Construction of Bridge over Harlem River	10,444 61		Charges on Arrears of Assessments	"	165 62
	Charges on Arrears of Taxes	261 00		Land Drainage Fund	"	9 00
	Central Park, Construction of	185 48		Taxes	McLean	189,152 21
	Dock Fund	40,361 18		Interest on Taxes	"	5,497 60
	Dog License Fund	56 00		Water Meter Fund No. 2	"	40 35
	Excise Licenses	988 57		Licenses	Engelhard	610 00
	Election Expense Fund	3,141 00		Dog License Fund	"	36 00
	Fund for Street and Park Openings	1,302 58		"	Finn	30 00
	Fund for Viaduct—St. Nicholas Place to McComb's Dam Bridge	482 50		Tapping Pipes	Riley	50 00
	Fund for Payment of Salaries—Police Officers and Men detailed to			Water Meter Fund No. 2	"	485 02
	Department of Street Cleaning	6,067 25		Restoring and Repaving	Department of Public Works	469 50
	Metropolitan Museum of Art, Completion of	113 08		Additional Water Fund	Aqueduct Commissioners ..	5 00
	Morningside Park, Improvement of	70 17		Fund for Gratuitous Vaccination	Clark	204 16
	Morningside Park, Construction of	232 41		Block Index Map Fund	Comptroller	75 00
	State Dairy Commission	1,031 45		Forfeited Recognizances	Fellows	1,000 00
	Restoring and Repaving—Department of Public Works	2,885 00		General Fund	Comptroller	397 33
	Repaving	40,268 51		"	Masterman	133 20
	Revenue Bonds, 1890	7,600 00		"	Bogert	14 92
	Riverside Park, Construction of	36 02		"	Gilroy	816 46
	Refunding Taxes Paid in Error	170 31		"	State Comptroller	2,083 00
	Refunding Assessments Paid in Error	19 35		"	Beattie	2,156 00
	Street Improvement Fund—June 15, 1886	102,059 29		"	Clark	479 00
	School-house Fund	47,832 02		"	Ryan	233 99
	Unclaimed Salaries and Wages	162 32		"	Hutton	301 20
	Van Cortlandt Park—Construction of Parade Ground	201 44		"	Clark	86 08
	Water Meter Fund No. 2	1,258 17		"	Daly	5,646 25
	New Park Fund	699 40		"	E. S. Kennedy	7,600 00
			\$456,084 04	2 per cent. Revenue Bonds, 1891	Comm'r's of Sinking Fund ..	50,000 00
	Advertising	1888		3 per cent. Assessment Bonds, Street Im-	"	20,000 00
	Advertising	1889		provement Fund—June 15, 1886	"	20,000 00
	Advertising	1890		3 per cent. Consolidated Stock—Metro-	"	20,000 00
	Armories and Drill Rooms—Wages	2,852 00		politan Museum of Art	"	20,000 00
	Aqueduct—Repairs, Maintenance and Strengthening	8,976 38		3 per cent. Consolidated Stock—Amer-	"	20,000 00
	Aqueduct—Repairs, Maintenance and Strengthening	1891		ican Museum of Natural History ..	"	20,000 00
	Allowance to New York Free Circulating Library	1890		Excise Licenses	McDonough	88,410 00
	Association for Befriending Children and Young Girls	1890		Croton Water Rent—Refunding Account	Comm'r's of Sinking Fund ..	584 46
	Allowance to E. T. Wood	1891		Refunding Assessments Paid in Error ..	"	9 52
	Bronx River Works—Maintenance and Repairs	1890		Tax Sales—Moneys Refunded	Chedsey	385 32
	Bronx River Works—Maintenance and Repairs	1891		County Clerk's Fees	Scully	4,268 71
				Dock Fund	Matthews	5 14
				Register's Fees	Fitzgerald	8,597 38
	To Amount forward	\$22,241 84	\$456,084 04	By Amount forward		\$3,854,316 58
	Boulevards, Roads and Avenues, Maintenance of	1890				
	Boulevards, Roads and Avenues, Maintenance of	1891				
	Bronx River Bridges—Repairs and Maintenance	1890				
	Board of Estimate and Apportionment, Expenses of	"				
	Cleaning Streets—Department of Street Cleaning—Administration	"				
	Cleaning Streets—Department of Street Cleaning—Administration	1891				
	Cleaning Streets—Department of Street Cleaning—Carting	1890				
	Cleaning Streets—Department of Street Cleaning—Carting	1891				
	Cleaning Streets—Department of Street Cleaning—Final Dispo-	"				
	sition of Material	1890				
	Cleaning Streets—Department of Street Cleaning—Final Dispo-	1891				
	sition of Material	"				
	Cleaning Streets—Department of Street Cleaning—Removal of	1890				
	Snow and Ice	"				
	Cleaning Streets—Department of Street Cleaning—Removal of	1891				
	Snow and Ice	"				
	Cleaning Streets—Department of Street Cleaning—Rents and	1890				
	Contingencies	"				
	Cleaning Streets—Department of Street Cleaning—Sweeping ..	1891				
	Cleaning Streets—Department of Street Cleaning—Sweeping ..	1890				
	College of the City of New York	"				
	Cleaning Markets	1891				
	Cleaning Markets	1890				
	Commissioners on Consolidation of Municipalities	"				
	Commissioners of the Sinking Fund, Expenses of	"				
	Coroners—Salaries and Expenses	"				
	CITY RECORD—Salaries and Contingencies	"				
	Counsel Fees, John H. Strahan—"Claim of Thomas McKee" ..	1891				
	Construction of Station-house, Twenty-sixth Precinct	1890				
	Contingencies—Comptroller's Office	"				
	Contingencies—Comptroller's Office	1891				
	Contingencies—Clerk of the Common Council	1890				
	Contingencies—District Attorney's Office	"				
	Contingencies—Department of Public Works	"				
	Contingent Expenses—Central Department, etc.	"				
	Contingencies—Law Department	"				
	Election Expenses	"				
	Fire Department Fund—Apparatus	1889				
	Fire Department Fund—Placing Wires Underground	1890				
	Fire Department Fund—Placing Wires Underground	"				
	Fire Department Fund—For Salaries	"				
	Free Floating Baths	1891				
	Free Floating Baths	1890				
	Hospital Fund	"				
	Health Fund—Contingent Expenses	"				
	Health Fund—Disinfection	"				
	Health Fund—Law Expenses	"				
	Health Fund—Police	"				
	Harlem River Bridges—Repairs, Improvements and Maintenance	1890				

To Amount forward	\$233,676 52	\$456,084 04	By Amount forward	\$3,854,316 58
Harlem River Bridges—Repairs, Improvements and Maintenance	1891. 15 00			
Interest on the City Debt	1888. 25 00			
Interest on the City Debt	1889. 125 00			
Interest on the City Debt	1890. 301,550 00			
Judgments	" 1,801 94			
Lamps and Gas and Electric Lighting	" 22,800 50			
Lamps and Gas and Electric Lighting	1891. 16 50			
Laying Croton Pipes	1888. 856 74			
Laying Croton Pipes	1890. 4,707 08			
Maintenance and Government of Parks and Places—General	" 3,938 69			
Maintenance and Government of Parks and Places—General	1891. 578 56			
Maintenance and Government of Parks and Places—Police	1888. 4 70			
Maintenance and Government of Parks and Places—Police	1890. 24,465 83			
Maintenance and Government of Parks and Places—Police	1891. 108 29			
Maintenance and Government of Parks and Places—Zoological	1890. 2,474 06			
Maintenance and Government of Parks and Places—Zoological	1891. 21 00			
Maintenance—Twenty-third and Twenty-fourth Wards	1890. 3,187 34			
New Parks North of Harlem River	" 770 13			
New Parks North of Harlem River	1891. 78 30			
Normal College	1890. 141 11			
Night Medical Service Fund	" 200 00			
Public Buildings—Construction and Repairs	" 3,149 01			
Public Buildings—Construction and Repairs	1891. 106 25			
Printing, Stationery and Blank Books	1890. 1,984 64			
Prosecuting Delinquents for Arrears of Personal Taxes	" 147 00			
Procuring and Presenting Evidence as to the Value of Lands to be taken for Small Parks	" 250 00			
Preservation of Public Records	" 1,500 00			
Publication of the CITY RECORD	" 885 11			
Police Station-houses—Alterations	" 2,500 00			
Public Drinking-hydrants	" 201 15			
Public Charities and Correction—New Buildings	1885. 688 00			
Public Charities and Correction—New Buildings	1888. 40 00			
Public Charities and Correction—New Buildings	1889. 3,894 15			
Public Charities and Correction—New Buildings	1890. 1,300 00			
Public Charities and Correction—Alterations, etc	" 240 17			
Public Charities and Correction—Poor Adult Blind	" 35 00			
Public Charities and Correction—Distribution of Coal	" 37 50			
Public Charities and Correction—Supplies	1889. 6 75			
Public Charities and Correction—Supplies	1890. 24,196 53			
Public Charities and Correction—Salaries	" 33,600 00			
Public Instruction—Buildings Contingent Fund	" 900 97			
Public Instruction—Corporate Schools	" 2,346 19			
Public Instruction—Enforcement of the Act, etc	" 1,100 85			
Public Instruction—Furniture	" 4,183 49			
To Amount forward	\$684,875 65	\$456,084 04	By Amount forward	\$3,854,316 58
Public Instruction—Heating	1890. 238 98			
Public Instruction—Fuel	" 80 00			
Public Instruction—Incidental Expenses of Ward Schools	" 1,566 97			
Public Instruction—Incidental Expenses of Evening Schools	" 401 52			
Public Instruction—Incidental Expenses of Board of Education	" 40 02			
Public Instruction—Free Lectures	" 1,665 21			
Public Instruction—Repairs to Buildings	" 760 00			
Public Instruction—Supplies	" 3,694 92			
Public Instruction—Support of Nautical School	" 1,421 12			
Public Instruction—Sanitary Work, etc	" 1,625 00			
Public Instruction—Salaries of Teachers, Grammar and Primary Schools	" 8 73			
Public Instruction—Salary of City Superintendent, etc	" 2,934 09			
Public Instruction—Salaries of Clerks to Boards of Trustees	" 62 04			
Public Instruction—Salary of Counsel to Board	" 250 00			
Public Instruction—Salaries of Officers, etc	" 3,383 71			
Public Instruction—Salaries of Teachers and Janitors, Evening Schools	" 7,513 38			
Public Instruction—Technical Education	" 819 05			
Repairs and Renewal of Pavements and Regrading	" 9,966 20			
Repairs and Renewal of Pavements and Regrading	1891. 260 50			
Repairs and Renewal of Pipes, Stop-cocks, etc	1890. 4,807 41			
Repairs and Renewal of Pipes, Stop-cocks, etc	1891. 1,274 41			
Riverside Park and Avenue—Improvement and Maintenance	1890. 427 27			
Riverside Park and Avenue—Improvement and Maintenance	1891. 101 12			
Removing Obstructions in Streets and Avenues	1890. 84 00			
Removing Obstructions in Streets and Avenues	1891. 22 00			
Repaving Streets and Avenues	1890. 4,395 10			
Rents	" 1,416 74			
Retaining Walls—East Fifty-first Street and East Forty-second Street	" 20 00			
Roads, Streets and Avenues—Unpaved—Maintenance of and Sprinkling	" 41 05			
Sewers—Repairing and Cleaning	" 5,232 39			
Sewers—Repairing and Cleaning	1891. 537 50			
Supplies for and Cleaning Public Offices	1890. 1,709 00			
Supplies for and Cleaning Public Offices	1891. 410 50			
Surveying, Laying-out, etc., Twenty-third and Twenty-fourth Wards	1890. 2,000 36			
Street Improvements—For Surveying, Monumenting and Numbering Streets	" 132 00			
Surveys, Maps and Plans	" 2,879 68			
Street Improvements—For Surveying, Monumenting and Numbering Streets	1891. 22 50			
Sewers and Drains—Twenty-third and Twenty-fourth Wards	1890. 22 44			
Supplies for Police	" 6,205 45			
Seventh Regiment—New Armory Fund	1891. 15,000 00			
Salaries—Board of Revision and Correction of Assessments	1890. 83 37			
Salaries—Chamberlain's Office	" 2,083 37			
Salaries—Commissioners of Accounts	" 8 50			
Salaries—City Courts	" 1,349 99			
To Amount forward	\$771,893 30	\$456,084 04	By Amount forward	\$3,854,316 58
Salaries—Department of Public Works	1890. 10,583 87			
Salaries—Department of Public Works	1891. 469 00			
Salaries—Engineer and Assistant Engineer, County Jail	1890. 66 66			
Salaries—Finance Department	" 4,932 80			
Salaries—Finance Department	1891. 15 00			
Salaries—Inspectors and Sealers of Weights and Measures	1890. 450 00			
Salaries—Judiciary	" 27,675 96			
Salaries—Judiciary	1891. 736 65			
Salaries—Law Department	1890. 1,000 00			
Salaries and Contingencies—Mayor's Office	" 1,069 88			
Salaries—Physician to County Jail	" 83 33			
Salaries—Register's Office	" 10,343 72			
Salaries—Secretary of Board of Street Opening	" 125 00			
To Defray the Expenses of Proceedings in Street Openings	" 283 33			
Balance	829,728 50			
	2,568,504 04			
	\$3,854,316 58			

E. & O. E.
NEW YORK, January 10, 1891.

1891.
Jan. 10. By Balance..... \$2,568,504 04
THOS. C. T. CRAIN, City Chamberlain.

THE COMMISSIONERS OF THE SINKING FUNDS OF THE CITY OF NEW YORK, in account with THOS. C. T. CRAIN, Chamberlain, for and during the week ending January 10, 1891.

			SINKING FUND FOR THE REDEMPTION OF THE CITY DEBT.		SINKING FUND FOR THE PAYMENT OF INTEREST ON THE CITY DEBT.	
			Dr.	Cr.	Dr.	Cr.
1890 Dec. 31 1891. Jan. 10	By Balance, as per last account current			\$5,012,932 92		\$627,599 53
	Assessment Fund	Smith	\$122 00			
	Street Improvement Fund	Daly	5,615 15			
	Market Rent and Fees	Engelhard	7,401 30			
	Licenses	Gilroy	552 00			
	Street Vaults	Matthews	1,429 47			
	Dock and Slip Rent	Central National Bank	8,969 42			
	Interest on Deposits	"	193 49			
	"	National Shoe and Leather Bank	276 05			
	"	Fifth National Bank	53 82			
	"	New York County	263 70			
	"	Bank of North America	1 11			
	"	Mechanics' National Bank	964 51			
	"	Merchants' Exchange National Bank	309 93			
	"	Corn Exchange Bank	1,186 03			
	"	Irving National Bank	53 08			
	"	Chatham National Bank	157 96			
	"	Chase National Bank	825 96			
	"	Oriental National Bank	106 16			

		SINKING FUND FOR THE REDEMPTION OF THE CITY DEBT.		SINKING FUND FOR THE PAYMENT OF INTEREST ON THE CITY DEBT.	
		Dr.	Cr.	Dr.	Cr.
Interest on Deposits.....	National Bank of the Republic.....	\$379 56			
"	East River Bank.....	208 91			
"	Seaboard National Bank.....	157 51			
"	Mercantile National Bank.....	422 94			
"	National Park Bank.....	777 40			
"	Western National Bank.....	106 16			
"	National Broadway Bank.....	465 27			
"	Seventh National Bank.....	116 78			
"	Ninth National Bank.....	261 98			
"	Fourth National Bank.....	2,681 02			
"	Bank of the State of New York.....	53 09			
"	Mechanics and Traders' Bank.....	44 52			
"	Gallatin National Bank.....	828 76			
"	Hanover National Bank.....	945 20			
"	Phenix National Bank.....	195 20			
"	Bowery National Bank.....	347 99			
"	United States National Bank.....	63 69			
"	Germania Bank.....	50 34			
"	First National Bank.....	616 44			
"	State Trust Company.....	369 87			
"	Union Trust Company.....	1,266 84			
"	Holland Trust Company.....	192 32			
"	Manhattan Trust Company.....	1,168 15			
"	Knickerbocker Trust Company.....	106 16			
"	Mercantile Trust Company.....	1,263 37			
Amount forward.....		\$41,630 13			
Interest on Deposits.....	Washington Trust Company.....	155 81			
Croton Water Rent and Penalties.....	Riley.....	\$49,067 64			
Croton Water Arrears and Interest.....	Smith.....	1,986 69			
Croton Water Arrears.....	McLean.....	1,651 80			
Fines and Penalties.....	Steckler.....	983 85			
"	Osborne.....	533 00			
"	Ledwith.....	1,176 00			
"	Britton.....	56 00			
Court Fees and Fines.....	Ahearn.....	292 50			
"	Harburger.....	314 38			
"	Archibald.....	191 00			
"	Bruns.....	246 00			
"	Kelly.....	185 00			
"	Corsa.....	183 00			
"	Nolan.....	368 50			
"	Duane.....	331 13			
"	Cregier.....	181 00			
"	Hayes.....	221 00			
"	Smyth.....	430 00			
"	Tracey.....	40 00			
"	McCabe.....	704 00			
"	Boese.....	288 98			
"	Daly.....	1,960 56			
"	Carroll.....	3,598 50			
"	Jones.....	307 27			
Stenographer's Fees.....	Boese.....	780 00			
"	Jones.....	228 00			
"	Scully.....	1,122 00			
Ferry Rent.....	Daly.....	625 00			
Ground Rent.....	"	7,933 67			
House Rent.....	"	2,478 05			
Interest on Bond and Mortgage.....	"	500 00			
To Sinking Fund—Redemption.....		\$95,085 17			
To Sinking Fund—Interest.....		4,959,633 69			
Balances.....					
		\$5,054,718 86	\$5,054,718 86	\$706,569 05	\$706,569 05
Jan. 10, 1891. By Balances.....			\$4,959,633 69		\$706,569 05
E. & O. E.					
NEW YORK, January 10, 1891.					

THOS. C. T. CRAIN, Chamberlain.

AQUEDUCT COMMISSION.

Minutes of Stated Meeting of the Aqueduct Commissioners, held at their Office, No. 209 Stewart Building, on Wednesday, January 14, 1891, at 3 o'clock P. M.

Present—The Mayor, the Comptroller, the Commissioner of Public Works, and Commissioners Duane, Tucker, Scott and Cannon.

On motion of the Commissioner of Public Works, the reading of the minutes of the last meeting was dispensed with at this time.

The Committee of Finance and Audit reported their examination and audit of Vouchers Nos. 6610 to 6615, inclusive, amounting to \$14,861.20; also of bills contained in Vouchers Nos. 6616 to 6629, inclusive, amounting to \$209.04.

On motion of Commissioner Tucker, the same were approved and ordered certified to the Comptroller for payment.

The Construction or Executive Committee recommend the adoption of the following resolution: Resolved, That, upon the recommendation of the Chief Engineer, Peter B. Lynt, employed as temporary laborer at two dollars per day, is hereby appointed laborer at two dollars per day, in connection with the service of the New Aqueduct.

On motion of Commissioner Scott, the same was adopted.

The Committee also presented the following:

The Construction or Executive Committee present the following communication, received from the Chief Engineer, and recommend that the same be spread in full on the minutes and filed:

NEW YORK, January 13, 1891.

Schedule of the flow at Croton Dam into the New Aqueduct as per request of the Chief Engineer of the Croton Aqueduct.

Since January 6, the date of my last report, the flow of water has been continued at the rate of 60,000,000 gallons per twenty-four hours until 5 P. M. of yesterday, when, by agreement with the Chief Engineer of the Croton Aqueduct, the gates at Croton Dam were shut and the water allowed to be lowered in the aqueduct for the purposes of making certain gaugings which I find advisable for the better determination of the flow of water through the aqueduct.

A. FTELEY, Chief Engineer.

On motion of Commissioner Tucker, the recommendation was approved.

The Committee also recommended the adoption of the following resolution:

Resolved, That, upon the recommendation of the Chief Engineer, the services of Miss Mattie Meadows, employed temporarily as typewriter at the Tarrytown office at \$2.50 per day, be and the same are hereby continued for one month from January 16, next.

On motion of Commissioner Tucker, the same was adopted.

The Committee also recommended the adoption of the following resolution:

Resolved, That, upon the recommendation of the Chief Engineer, W. W. Bullis is hereby appointed Journeyman Machinist, at \$3 per day, vice William H. Johnson, discharged.

On motion of Commissioner Tucker, the same was adopted.

The Committee also recommended the adoption of the following resolution:

Resolved, That, upon the recommendation of the Chief Engineer, the following named persons are hereby appointed to the position of Foreman at the rate of \$4 per day for each day of actual work:

A. J. Sparrow.

H. O. Cole.

J. F. McDonough.

W. J. Walker.

On motion of Commissioner Tucker, the same was adopted.

The Committee also recommended the adoption of the following resolutions:

Resolved, That that part of the resolution adopted on January 7, 1891, promoting J. J. Gaynor to the office of Superintendent of Dam Construction, be and the same is hereby reconsidered and rescinded.

Resolved, That that part of the resolution adopted on August 6, 1890, dispensing with the services of J. J. Gaynor on August 15, 1890, as an Inspector of Masonry on the New Aqueduct, owing to the lack of work, be and the same is hereby reconsidered; and the said Gaynor is hereby reinstated as an Inspector of Masonry and promoted to the grade of Superintendent of Dam Construction.

On motion of Commissioner Cannon, the same were laid on the table.

The Committee also recommended the adoption of the following resolution:

Resolved, That, upon the recommendation of the Chief Engineer, C. E. Richards, formerly employed as an Inspector of Masonry on the New Aqueduct, is hereby appointed to the position of Skilled Laborer, at three dollars per day, to be detailed on the work under the charge of Division Engineer George B. Burbank.

On motion of Commissioner Scott, the resolution was amended by striking therefrom the word "skilled," and as amended was adopted.

The Committee also recommended the adoption of the following resolution:

Resolved, That, upon the recommendation of the Secretary, an indefinite leave of absence, without pay, is hereby granted to John R. Vernam, recently employed as a messenger in the office of the Aqueduct Commissioners.

On motion of Commissioner Tucker, the same was adopted.

The Committee also recommended the adoption of the following resolution:

Resolved, That, upon the recommendation of the Chief Engineer, Mark Spencer is hereby appointed a laborer, at \$2 per day, in connection with the service of the New Aqueduct.

On motion of Commissioner Scott, the same was adopted.

The Committee also presented the following:

NEW YORK, January 14, 1891.

To the Honorable the Committee on Construction:

GENTLEMEN—The Superintendents of Dam Construction whose names follow have been assigned to duty. Such assignment is to date from the 15th instant. All of them have been notified to report at the office of your Secretary to sign the necessary certificate.

Superintendents of Dam Construction.	Designation.	Division Engineer.
J. H. Slingerland.....	Reservoir M.....	Gowen.
A. J. Fleming.....	Reservoir D.....	Craven.
Thomas Graham.....	East Branch Reservoir.....	Burbank.
A. L. Crosby.....	East Branch Reservoir.....	Burbank.
W. N. Cook.....	East Branch Reservoir.....	Burbank.
Timothy Capper.....	East Branch Reservoir.....	Burbank.
John Holohan.....	East Branch Reservoir.....	Burbank.
W. H. Langer.....	East Branch Reservoir.....	Burbank.

Which was ordered filed.

The Committee also recommended the adoption of the following resolution:

Resolved, That, upon the recommendation of the Chief Engineer, Inspector of Masonry Matthew Reilly be and he is hereby promoted to the position of Superintendent of Dam Construction, subject, however, to his passing the required examination for promotion required by the Municipal Civil Service regulations.

On motion of Commissioner Scott, the same was adopted.

The Committee also recommended the adoption of the following preambles and resolution: Whereas, The Commissioner of Public Works, in accordance with the provisions of section 29, chapter 490, of the Laws of 1883, did heretofore submit to the Aqueduct Commissioners a plan for the construction of a high masonry dam on the lower part of the Croton river, below the present Croton Dam; and,

Whereas, The said Aqueduct Commissioners, having fully considered said plan, have decided to reject the same as so proposed, and to adopt another and a different plan for said dam;

Resolved, That the Aqueduct Commissioners do hereby reject the said plan so as aforesaid submitted by the Commissioner of Public Works, and do hereby request and direct the said Commissioner of Public Works to prepare and submit to the said Aqueduct Commissioners a plan for a high dam conforming to the plan marked "Y. Y." accompanying this resolution.

Whereas, The Commissioner of Public Works, in accordance with the provision of section 4 of chapter 490 of the Laws of 1883, heretofore submitted to the Aqueduct Commissioners a proper map marked "Exhibit D. D.", showing the land proposed to be acquired for the site of a proposed high masonry dam and reservoir on the lower part of the Croton river; and,

Whereas, The Aqueduct Commissioners having considered said matter, are of the opinion that the same should be modified, and that only a single part or section of the land shown on said map should be acquired at the present time;

Resolved, That the Aqueduct Commissioners do hereby modify said map marked "Exhibit D. D.", heretofore submitted by the Commissioner of Public Works as aforesaid, and do request and direct the said Commissioner of Public Works to prepare and submit to the said Aqueduct Commissioners for adoption six similar property maps containing a modification of said map ("Exhibit D. D."), and embracing only so much of the land shown on said map ("Exhibit D. D.") as is shown on the map or plan marked "X.", accompanying this resolution.

After consideration and discussion, on motion of Commissioner Scott, the action taken on the report submitted by the Construction Committee on the 7th instant relative to the construction of a high masonry dam and reservoir on the lower part of the Croton river, was reconsidered, and the report was then accepted.

Commissioner Scott then moved the adoption of the report and resolution accompanying the same, submitted by said Committee.

The Commissioner of Public Works moved as an amendment that the preambles and resolutions submitted this day be laid on the table, and that the whole subject-matter be considered at a special meeting of the Commissioners to be held on Thursday, the 22d instant, at 2 o'clock P. M.

The Secretary presented the following :

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE,
January 10, 1891.

JOHN C. SHEEHAN, Esq., Secretary, etc. :

SIR—Since my last notice of this import, the Comptroller has issued Additional Water Stock, viz. :

November 28, 1890.....	\$100,000
December 26, 1890.....	150,000
Total.....	\$250,000

taken by Commissioners of the Sinking Fund at par.

November 21st, ultimo, the Comptroller received from E. Ellery Anderson, Chairman of Commissioners of Appraisal, etc., \$500 received by him from the Manhattan Elevated Railroad Company, for one year's rent in advance for use of room occupied by said Commissioners. This amount has been credited to the Additional Water Fund.

A warrant drawn to order of Clinton W. Sweet, dated November 17, 1887, for \$1,554.59, was cancelled by the Comptroller November 17, ultimo, and the amount covered into the Additional Water Fund.

Respectfully,
I. S. BARRETT, General Bookkeeper.

Which was ordered entered upon the books of the Commissioners and filed.
The Comptroller, under date of December 31, 1890, gave notice of the issue of warrant r vouchers not certified to by the Aqueduct Commissioners for

Westchester County Section.....	\$3,909 86
New York County Section.....	1,180 00
Reservoir "M".....	375 00
Sodom Dam and Reservoir.....	3,814 50
Manhattan Island Section.....	1,505 47
Double Reservoir I.....	2,111 47

—leaving a balance to the credit of Additional Water Fund of \$144,032.50.

Which was ordered entered upon the books of the Commission and filed.

The matter of the charges preferred against Inspector of Masonry Edward R. Scott was then taken up.

After consideration and discussion, on motion of the Commissioner of Public Works, said charges were dismissed by the following vote :

Affirmative—The Mayor, the Comptroller, the Commissioner of Public Works and Commissioner Cannon—4.

Negative—Commissioners Duane, Tucker and Scott—3.

The matter of the charges preferred against Inspector of Masonry James L. Vallely was then taken up.

After consideration and discussion, on motion of the Mayor, action thereon was deferred ; and Commissioner Scott was requested to ascertain why a lapse of time from September 8 to November 26, 1890, had occurred between the date of the alleged offense and the date of the charges preferred by the Chief Engineer, and report his findings to the Commissioners at as early a day as possible.

The Commissioners then adjourned.

JOHN C. SHEEHAN, Secretary.

APPOINTMENTS IN THE MUNICIPAL SERVICE.

NEW YORK CITY CIVIL SERVICE BOARDS,
COOPER UNION,
NEW YORK, January 26, 1891.

To the Supervisor of the City Record :

SIR—In accordance with Civil Service Regulations I hereby report the following appointments :

In the Department of Charities and Correction—

As Attendants on the Insane, on probation :
January 1. Julia C. Pressly, Mary G. Lally, Ellen Farrell, Winifred Muldoon, Kate McGrath, Mary A. Power, Annie Clancy, Annie Gallagher, Kate Groden.

January 2. Maggie McGowan.
January 5. Ann B. Mahon.

January 14. Margaret I. McEwen.
January 15. Hannah Gallagher, Patrick J. Murphy, James J. O'Connor, Patrick Feenicks, James O'Connor.

January 1. As Ambulance Surgeon, T. C. McGowan.

As Orderlies :
January 16. Walter D. Handley.

January 17. Robert Keighton.

By the Police Department—
January 24. As Patrolmen on probation, J. Stewart, J. J. Sullivan, T. Cavanagh, W. C. Whitehurst, H. Heinatz, H. A. Krekel.

By the Street Cleaning Department—
January 24. As District Superintendent, John McCormick ; character certified to by C. H. Knight, No. 20 West Sixty-first street ; W. J. Sullivan, No. 222 West Thirty-first street ; R. J. McGoldrick, No. 427 West Thirtieth street ; J. V. Campbell, No. 426 West Twenty-seventh street.

By the Public Works Department—
January 15. As Rodman, William F. O'Brien ; character certified to by G. W. Kram, No. 310 East Broadway ; P. H. Sullivan, No. 600 Grand street ; G. W. Meeks, No. 6 Pitt street ; J. P. Vienot, No. 523 Grand street.

Yours, respectfully,
LEE PHILLIPS, Secretary and Executive Officer.

EXECUTIVE DEPARTMENT.

MAYOR'S OFFICE,
NEW YORK, March 4, 1890.

Pursuant to section 1, subdivision 3 of chapter 10, Laws of 1888, I hereby designate the "New Yorker Zeitung" and "New York Daily News," of the daily papers printed in the City of New York as the newspapers in which the advertisements of the public notice of the time and place of auction sales in the City of New York shall be published.

HUGH J. GRANT, Mayor.

MAYOR'S OFFICE,
NEW YORK, February 1, 1889.

Pursuant to section 9 of chapter 339, Laws of 1883, I hereby designate the "Daily News" and the "New York Morning Journal," two of the daily papers printed in the City of New York, in which notice of each sale of unredeemed pawns or pledges by public auction in said city, by pawnbrokers, shall be published for at least six days previous thereto, until otherwise ordered.

HUGH J. GRANT, Mayor.

OFFICIAL DIRECTORY.

STATEMENT OF THE HOURS DURING which all the Public Offices in the City are open for business, and at which the Courts regularly open and adjourn, as well as of the places where such offices are kept and such Courts are held ; together with the heads of Departments and Courts :

EXECUTIVE DEPARTMENT.

Mayor's Office.

No. 6 City Hall, 10 A. M. to 4 P. M. ; Saturdays, 10 A. M. to 12 M.
HUGH J. GRANT, Mayor. WM. McMI. SPEER, Secretary and Chief Clerk.

Mayor's Marshal's Office.

No. 1 City Hall, 9 A. M. to 4 P. M.
DANIEL ENGELHARD, First Marshal.
FRANK FOX, Second Marshal.

COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115, Stewart Building, 9 A. M. to 4 P. M.
MAURICE F. HOLAHAN, EDWARD P. BARKER.

AQUEDUCT COMMISSIONERS.

Room 209, Stewart Building, 5th floor, 9 A. M. to 5 P. M.
JAMES C. DUANE, President ; JOHN C. SHEEHAN, Secretary ; A. FTELEY, Chief Engineer ; J. C. LULLEY, Auditor.

BOARD OF ARMY COMMISSIONERS.

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

COMMON COUNCIL.

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

City Library.

No. 12 City Hall, 10 A. M. to 4 P. M.
MICHAEL C. PADDEN, City Librarian.

DEPARTMENT OF PUBLIC WORKS.

Commissioner's Office.
No. 31 Chambers street, 9 A. M. to 4 P. M.
THOMAS F. GILROY, Commissioner ; BERNARD F. MARTIN, Deputy Commissioner.

Bureau of Chief Engineer.

No. 31 Chambers street, 9 A. M. to 4 P. M.
GEORGE W. BIRDSALL, Chief Engineer.

Bureau of Water Register.

No. 31 Chambers street, 9 A. M. to 4 P. M.
JOSEPH RILEY, Register.

Bureau of Street Improvements.

No. 31 Chambers street, 9 A. M. to 4 P. M.
WM. M. DEAN, Superintendent.

Bureau of Sewers.

No. 31 Chambers street, 9 A. M. to 4 P. M.
HORACE LOOMIS, Engineer-in-Charge.

Bureau of Repairs and Supplies.

No. 31 Chambers street, 9 A. M. to 4 P. M.
WILLIAM G. BERGEN, Superintendent.

Bureau of Water Purveyor.

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

Bureau of Lamps and Gas.

No. 31 Chambers street, 9 A. M. to 4 P. M.
STEPHEN MCCORMICK, Superintendent.

Bureau of Streets and Roads.

No. 31 Chambers street, 9 A. M. to 4 P. M.
JOHN B. SHEA, Superintendent.

Bureau of Incumbrances.

No. 31 Chambers street, 9 A. M. to 4 P. M.
MICHAEL F. CUMMINGS, Superintendent.

Keeper of City Hall.

MARTIN J. KEESSE, City Hall.

DEPARTMENT OF STREET IMPROVEMENTS

TWENTY-THIRD AND TWENTY-FOURTH WARDS.

No. 2656 Third avenue.

LOUIS J. HEINTZ, Commissioner ; JOHN H. J. RONNER, Deputy Commissioner ; WM. H. TEN EYCK, Secretary.

FINANCE DEPARTMENT.

Comptroller's Office.

No. 15 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.

THEODORE W. MYERS, Comptroller ; RICHARD A. STORRS, Deputy Comptroller ; D. LOWBER SMITH, Assistant Deputy Comptroller.

Auditing Bureau.

Nos. 19, 21, 23 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.

WILLIAM J. LYON, First Auditor.
DAVID E. AUSTEN, Second Auditor.

Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents.

Nos. 31, 33, 35, 37, 39 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.

OSBORNE MACDANIEL, Collector of Assessments and Clerk of Arrears.

No money received after 2 P. M.

Bureau for the Collection of City Revenue and of Markets.

Nos. 1 and 3 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.

JAMES DALY, Collector of the City Revenue and Superintendent of Markets.

No money received after 2 P. M.

Bureau for the Collection of Taxes.

No. 57 Chambers street and No. 35 Reade street, Stewart Building, 9 A. M. to 4 P. M.

GEORGE W. MCLEAN, Receiver of Taxes ; ALFRED VREDENBURGH, Deputy Receiver of Taxes.

No money received after 2 P. M.

Bureau of the City Chamberlain.

Nos. 25, 27 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.

THOMAS C. T. CRAIN, City Chamberlain.

Office of the City Paymaster.

No. 33 Reade street, Stewart Building, 9 A. M. to 4 P. M.

JOHN H. TIMMERMAN, City Paymaster.

LAW DEPARTMENT.

Office of the Counsel to the Corporation.

Staats Zeitung Building, third and fourth floors, 9 A. M. to 5 P. M. Saturdays, 9 A. M. to 12 M.

WILLIAM H. CLARK, Counsel to the Corporation.

ANDREW T. CAMPBELL, Chief Clerk.

Office of the Public Administrator.

No. 49 Beekman street, 9 A. M. to 4 P. M.

CHARLES E. LYDECKER, Public Administrator.

Office of Attorney for Collection of Arrears of Personal Taxes.

Stewart Building, Broadway and Chambers street, 9 A. M. to 4 P. M.

JOHN G. H. MEYERS, Attorney.

SAMUEL BARRY, Clerk.

Office of the Corporation Attorney.

No. 49 Beekman street, 9 A. M. to 4 P. M.

LOUIS STECKLER, Corporation Attorney.

POLICE DEPARTMENT.

Central Office.

No. 300 Mulberry street, 9 A. M. to 4 P. M.

CHARLES F. MACLEAN, President ; WILLIAM H. KIPP, Chief Clerk ; T. F. RODENBOUGH, Chief of Bureau of Elections.

DEPARTMENT OF CHARITIES AND CORRECTION.

Central Office.

No. 66 Third avenue, corner Eleventh street, 9 A. M. to 4 P. M.

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

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

Contracts, Proposals and Estimates for Work and Materials for Building, Repairs and Supplies, Bills and Accounts, 9 A. M. to 4 P. M. Saturdays, 12 M.

CHARLES BENN, General Bookkeeper.

Out-Door Poor Department. Office hours, 8.30 A. M. to 4.30 P. M.

WILLIAM BLAKE, Superintendent. Entrance on Eleventh street.

HEALTH DEPARTMENT.

No. 301 Mott street, 9 A. M. to 4 P. M.

CHARLES G. WILSON, President ; EMMONS CLARK, Secretary.

DEPARTMENT OF PUBLIC PARKS.

Emigrant Industrial Savings Bank Building, Nos. 49 and 51 Chambers street, 9 A. M. to 4 P. M. Saturdays, 12 M.

ALBERT GALLUP, President ; CHARLES DE F. BURNS, Secretary.

Office of Topographical Engineer.

Arsenal, Sixty-fourth street and Fifth avenue, 9 A. M. to 5 P. M.

FIRE DEPARTMENT.

Office hours for all, except where otherwise noted from 9 A. M. to 4 P. M. Saturdays, to 12 M.

Headquarters.

Nos. 157 and 159 East Sixty-seventh street.
HENRY D. PURROY, President ; CARL JUSSEN, Secretary.

Bureau of Chief of Department.

HUGH BONNER, Chief of Department.

Bureau of Inspector of Combustibles.

PETER SEERY, Inspector of Combustibles.

Bureau of Fire Marshal.

JAMES MITCHELL, Fire Marshal.

Bureau of Inspection of Buildings.

THOMAS J. BRADY, Superintendent of Buildings.

Attorney to Department.

WM. L. FINDLEY.

Fire Alarm Telegraph.

J. ELLIOT SMITH, Superintendent.

Central Office open at all hours.

Repair Shops.

Nos. 128 and 130 West Third street.

JOHN CASTLES, Foreman-in-Charge, 8 A. M. to 5 P. M.

Hospital Stables.

Ninety-ninth street, between Ninth and Tenth avenues, JOSEPH SHEA, Foreman-in-Charge.

Open at all hours.

DEPARTMENT OF DOCKS.

Battery, Pier A, North river.

EDWIN A. POST, President ; 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.

MICHAEL COLEMAN, President ; FLOYD T. SMITH, Secretary.

DEPARTMENT OF STREET CLEANING.

Stewart Building. Office hours, 9 A. M. to 4 P. M.

HANS S. BEATTIE, Commissioner ; WILLIAM DALTON, Deputy Commissioner ; GILBERT O. F. NICOLL, Chief Clerk.

CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS.

Cooper Union, 9 A. M. to 4 P. M.

JAMES THOMSON, Chairman of the Supervisory Board

LEE PHILLIPS, Secretary and Executive Officer.

BOARD OF ESTIMATE AND APPORTIONMENT

Office of Clerk, Staats Zeitung Building, Room 5.

The Mayor, Chairman ; CHARLES V. ADEE, Clerk.

BOARD OF ASSESSORS.

Office, 27 Chambers street, 9 A. M. to 4 P. M.

EDWARD GILON, Chairman ; WM. H. JASPER, Secretary

BOARD OF EXCISE.

No. 54 Bond street, 9 A. M. to 4 P. M.

ALEXANDER MEAKIM, President ; JAMES F. BISHOP, Secretary and Chief Clerk.

SHERIFF'S OFFICE.

Nos. 6 and 7 New County Court-house, 9 A. M. to 4 P. M.

JOHN J. GORMAN, Sheriff ; JOHN B. SEXTON, Under Sheriff.

REGISTER'S OFFICE.

East side City Hall Park, 9 A. M. to 4 P. M.

FRANK I. FITZGERALD, Register ; JAMES A. HANLEY, Deputy Register.

COMMISSIONER OF JURORS.

Room 127, Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.

CHARLES REILLY, Commissioner ; EDWARD MCCUE, Deputy Commissioner.

COUNTY CLERK'S OFFICE.

Nos. 7 and 8 New County Court-house, 9 A. M. to 4 P. M.

LEONARD A. GIEGERICH, 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 ; WILLIAM J. MCKENNA, Chief Clerk

THE CITY RECORD OFFICE.

And Bureau of Printing, Stationery, and Blank Books

No. 2 City Hall, 9 A. M. to 5 P. M., except Saturdays, on which days 9 A. M. to 12 M.

W. J. K. KENNY, Supervisor ; DAVID RYAN, Assistant Supervisor ; JOHN J. MCGRATH, Examiner.

CORONERS' OFFICE.

Judges' Private Chambers.
Naturalization Bureau, Room No. 31.
Clerk's Office, Room No. 31, 9 A. M. to 4 P. M.
JOHN SEDGWICK, Chief Judge; THOMAS BOESE, Chief Clerk.

COURT OF COMMON PLEAS.

Third floor, New County Court-house, 9 A. M. to 4 P. M.
Assignment Bureau, Room No. 23, 9 A. M. to 4 P. M.
Clerk's Office, Room No. 21, 9 A. M. to 4 P. M.
General Term, Room No. 24, 11 o'clock A. M. to adjournment.
Special Term, Room No. 22, 11 o'clock A. M. to adjournment.
Chambers, Room No. 22, 10.30 o'clock A. M. to adjournment.
Part I. Room No. 26, 11 o'clock A. M. to adjournment.
Part II., Room No. 24, 11 o'clock A. M. to adjournment.
Equity Term, Room No. 25, 11 o'clock A. M. to adjournment.
Naturalization Bureau, Room No. 23, 9 A. M. to 4 P. M.
JOSEPH F. DALY, Chief Justice; S. JONES, Chief Clerk.

COURT OF GENERAL SESSIONS.

No. 32 Chambers street. Court open at 11 o'clock A. M.
FREDERICK SMYTH, Recorder; RANDOLPH B. MARTINE, JAMES FITZGERALD and RUFUS B. COWING, Judges.
Terms open, first Monday each month.
JOHN SPARKS, Clerk. Office, Room No. 11, 10 A. M. till 4 P. M.

COURT OF SPECIAL SESSIONS.

At Tombs, corner Franklin and Centre streets, daily at 10.30 A. M., excepting Saturday.
JOHN F. CARROLL, Clerk. Office, Tombs.

CITY COURT.

City Hall.
General Term, Room No. 20.
Trial Term, Part I., Room No. 20.
Part II., Room No. 21.
Part III., Room No. 15.
Part IV., Room No. 11.
Special Term Chambers and will be held in Room No. 10, 10 A. M. to 4 P. M.
Clerk's Office, Room No. 10, City Hall, 9 A. M. to 4 P. M.
SIMON M. EHRLICH, Chief Justice; MICHAEL T. DALY, Clerk.

OVER AND TERMINER COURT.

New County Court-house, second floor, southeast corner, Room No. 12. Court opens at 10 1/2 o'clock A. M.
JOHN SPARKS, Clerk. Office, Brown-stone Building, City Hall Park, second floor, northwest corner, Room No. 11, 10 A. M. till 4 P. M.

DISTRICT CIVIL COURTS.

First District—Third, Fifth and Eighth Wards, and all that part of the First Ward lying west of Broadway and Whitehall street. Court-room, southwest corner of Centre and Chambers streets.
PETER MITCHELL, Justice.
Clerk's Office open from 9 A. M. to 4 P. M.
Second District—Second, Fourth, Sixth and Fourteenth Wards, and all that portion of the First Ward lying south and east of Broadway and Whitehall street. Court-room, corner of Grand and Centre streets.
CHARLES M. CLANCY, Justice.
Clerk's Office open from 9 A. M. to 4 P. M.

Third District—Ninth and Fifteenth Wards. Court-room, southwest corner Sixth avenue and West Tenth street. Court open daily (Sundays and legal holidays excepted) from 9 A. M. to 4 P. M.
WM. F. MOORE, Justice.

Fourth District—Tenth and Seventeenth Wards. Court-room, No. 30 First street, corner Second avenue. Court opens 9 A. M. daily, and remains open to close of business.
ALFRED STECKLER, Justice.

Fifth District—Seventh, Eleventh and Thirteenth Wards. Court-room, No. 154 Clinton street.
HENRY M. GOLDFOGLE, Justice.

Sixth District—Eighteenth and Twenty-first Wards. Court-room, No. 61 Union place, Fourth avenue, southwest corner of Eighteenth street. Court opens 9 A. M. daily; continues open to close of business.
SAMSON LACHMAN, Justice.

Seventh District—Nineteenth Ward. Court-room No. 151 East Fifty-seventh street. Court opens every morning at 9 o'clock (except Sundays and legal holidays), and continues open to the close of business.
JOHN B. MCKEAN, Justice.

Eighth District—Sixteenth and Twentieth Wards. Court-room, southwest corner of Twenty-second street and Seventh avenue. Court opens at 9 A. M. and continues open to close of business.
Clerk's office open from 9 A. M. to 4 P. M. each court day.

Trial days, Wednesdays, Fridays and Saturdays. Return days, Tuesdays, Thursdays and Saturdays.
JOHN JEROLOMAN, Justice.

Ninth District—Twelfth Ward, except all that portion of the said ward which is bounded on the north by the centre line of One Hundred and Tenth street, on the south by the centre line of Eighty-sixth street, on the east by the centre line of Sixth avenue, and on the west by the North river. Court-room, No. 150 East One Hundred and Twenty-fifth street.
JOSEPH P. FALLON, Justice.

Clerk's office open daily from 9 A. M. to 4 P. M. Trial days, Tuesdays and Fridays. Court opens at 9 1/2 A. M.

Tenth District—Twenty-third and Twenty-fourth Wards. Court-room, corner of Third avenue and One Hundred and Fifty-eighth street.

Office hours, from 9 A. M. to 4 P. M. Court opens at 9 A. M.

ANDREW J. ROGERS, Justice.

Eleventh District—Twenty-second Ward, and all that portion of the Twelfth Ward which is bounded on the north by the centre line of One Hundred and Tenth street, on the south by the centre line of Eighty-sixth street, on the east by the centre line of Sixth avenue, and on the west by the North river. Court-room, No. 919 Eighth avenue. Court open daily (Sundays and legal holidays excepted) from 9 A. M. to 4 P. M.
THOMAS E. MURRAY, Justice.

JAMES J. GALLIGAN, Clerk.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE.

TO CONTRACTORS.

PROPOSALS FOR DRY GOODS.

SEALED BIDS OR ESTIMATES FOR FURNISHING

203,000 yards "Buck's Head," "Atlantic A" or "Massachusetts Standard" Brown Muslin.
150,000 yards "Utica C" Bandage Muslin.
20,000 yards "Pioneer" Shroud Muslin.
30,000 yards "Stillwater" Muslin.
26,400 yards "Dwight Anchor" Bleached Muslin.
1,200 pieces Centennial Oiled Muslin.
16,000 yards "Otis" Apron Check.
64,000 yards "Pearl River" Ticking.
6,000 yards "New York Mills" Cottonade.
16,000 yards Cotton Jean "Flushing."

3,400 yards BH No. 2 White Flannel.
3,600 yards "Talbot O" Red Flannel.
2,300 yards "Belvidere CA" Blue Flannel.
31,000 yards "Nashua A" Canton Flannel.
12,000 yards "Extra Stout" Awning Stripes.
11,500 yards "Hamilton" Hickory Stripes.
14,000 yards "Otis CC" Blue Denims.
2,000 yards "Warren CC" Brown Denims.
28,000 yards "Steven's" Crash.
6,400 yards Huckabuck Toweling.
24,600 yards "Johnson Mfg. Co." Gingham.
23,000 yards "Otis" Checks.
6,250 yards "Bates" Seersucker.
4,500 yards "Park Mills" Linsey Woolsey.
1,350 yards Prison Cloth.
250 yards Linen Drill.
1,500 yards Linen Diaper.
2,000 yards Unbleached Table Linen.
5,600 pairs Colored "Kersey" Blankets, average 7 pounds.
1,700 pairs White "Hartford" Blankets, average 6 pounds.
4,550 Bates' Toilet Quilts.
556 dozen Knit Shirts, 38 to 44.
225 dozen Knit Drawers.
500 Women's Knit Jackets, full women's size.
2,600 dozen Men's Socks.
250 dozen Boys' Socks.
1,200 dozen Women's Stockings.
250 dozen Girls' Stockings.
250 dozen Handkerchiefs, "Cochrane's Turkey Red."

75 dozen Women's Woolen Mitts.
42 dozen Children's Woolen Mitts.
92 dozen Women's Woolen Hoods.
8 dozen Children's Woolen Hoods.
1,075 Bay State Women's Shawls.
350 "Arctic" Girl's Shawls.
120 bales (6,000 pounds) Cotton Batts (16 ozs. per pound).

500 pieces "Elite" Crinoline.

124 pieces "R. & H. Adam's 8 qrs." Mosquito Netting.

300 dozen Basting Cotton, "Narragansett."

400 dozen "O. N. T., No. 30," White Spool Cotton.

50 dozen "O. N. T., No. 30," Black Spool Cotton.

2,900 Rubber Sheets, with 16 grommets each.

357 U. S. A. Overcoats.

650 Overcoats.

750 Pea Jackets.

111 Oilskins and Hats.

84 dozen Boys' Caps.

450 B. F. Blouses, summer faced.

406 B. F. Blouses, winter faced.

100 B. F. Blouses, summer.

230 B. F. Blouses, winter.

100 Ward Coats.

81 Rubber Coats, assorted sizes.

256 pairs Rubber Boots, assorted sizes.

410 dozen Men's Straw Hats.

310 dozen Women's Straw Hats.

67 dozen Boys' Straw Hats.

171 dozen Men's Canvas Hats.

38 dozen White Helmet Hats.

370 Attendants' Caps, with devices.

3,200 pounds Pure S. A. Curled Hair

10 great gross Pantaloons Buckles.

80 great gross A. No. 22, White Buttons.

155 great gross Suspender Buttons.

10 great gross Porcelain Buttons.

60 great gross Brace Buttons.

240 gross L. R. Coat Buttons.

200 gross Jacket Buttons.

600 gross Dress Buttons.

—will be received at the office of the Department of Public Charities and Correction, in the City of New York, until 10 o'clock A. M. of Wednesday, February 4, 1891. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Dry Goods," 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 or otherwise; and that he has offered himself as a surety in good faith and with the intention to execute the bond required by section 12 of chapter 7 of the Revised Ordinances of the City of New York, if the contract shall be awarded to the person or persons for whom he consents to become surety. The adequacy and sufficiency of the security offered 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; but if he shall execute the contract within the time aforesaid, the amount of his deposit will be returned to him.

Should the person or persons to whom the contract may be awarded neglect or refuse to accept the contract within five days after written notice that the same has been awarded to 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 articles, supplies, goods, wares and merchandise, must conform in every respect to the samples of the same on exhibition at the office of the said Department. Bidders are cautioned to examine the specifications for particulars of the articles, etc., required, before making their estimates.

Bidders will state the 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, will be furnished 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.

Dated NEW YORK, January 23, 1891.

HENRY H. PORTER, President,
CHARLES E. SIMMONS, M. D.,
EDWARD C. SHEEHY,
Commissioners of Public Charities and Correction

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE.

TO CONTRACTORS.

PROPOSALS FOR LUMBER.

SEALED BIDS OR ESTIMATES FOR FURNISHING

LUMBER.

3,000 lineal feet first quality Maple, 3" x 3".

500 feet first quality clear Pine, 3/4", dressed both sides.

325 pieces first quality Spruce Flooring, 1 1/4" x 8" x 13 feet, dressed, tongued and grooved.

300 feet first quality clear Pine, 1 1/2", dressed both sides.

300 feet first quality clear Pine Paneling, 1/2", dressed both sides.

20 bundles first quality Lath.

4,000 square feet first quality White Pine Ceiling Boards, 3/8" x 3", dressed, tongued and beaded.

125 pieces first quality Spruce Furring, 1 1/4" x 2".

150 feet first quality clear Georgia Yellow Pine, edged or vertical grained, 1 1/4", thoroughly seasoned.

150 feet first quality clear Georgia Yellow Pine, edged or vertical grained, 1 1/2", thoroughly seasoned.

2,000 feet first quality Spruce Flooring, 1 1/8" x 3 1/2", dressed, tongued and grooved.

500 feet Moulding, first quality, seasoned; "Sample."

500 feet first quality Georgia Yellow Pine Flooring, edged or vertical grained; thoroughly seasoned, 1 1/4" x 3 1/2".

5,000 square feet first quality Georgia Yellow Pine Flooring, edged or vertical grained; thoroughly seasoned, 1 1/4" x 3 1/2", dressed tongued and grooved.

125 pieces Spruce Floor Plank, 1 1/4" x 9" x 13 feet, dressed, tongued and grooved.

150 pieces first quality Worked Boards.

1,500 square feet first quality thoroughly seasoned Ash Flooring, dressed, tongued and grooved, 2" wide, 1/2" thick.

500 square feet first quality clear White Pine, thoroughly seasoned, 1 1/2".

24 first quality turned Chestnut Clothes Posts.

14,000 square feet first quality thoroughly seasoned Georgia Yellow Pine Flooring, edged or vertical grained, free from knots, all one milling, 1 1/4" x 2 1/4" x 20 to 25 feet.

500 feet first quality Shelving, dressed both sides, 3/4" x 18" to 20" x 12 to 18 feet.

1,000 feet first quality thoroughly seasoned Chestnut Base Molding, "Sample."

500 feet first quality thoroughly seasoned Chestnut Base, 1" x 9" x 16 to 18 feet, dressed one side.

2,000 feet first quality thoroughly seasoned Ash Flooring, free from knots, dressed, tongued and grooved, 3/8" x 2 1/4".

400 feet first quality seasoned Georgia Yellow Pine Plank, edged or vertical grained, 2" x 12" to 18" x 12 to 14 feet.

N. B.—All the preceding lumber to be delivered at Blackwell's Island, and all the following items to be delivered to the cars of Long Island Railroad, at Long Island City, and free of expense to the Department.

150 feet first quality clear White Pine, dressed both sides, 2" x 12" to 16" x 12 to 16 feet.

150 feet first quality clear White Pine, dressed both sides, 1 1/2" x 12" to 16" x 12 to 16 feet.

200 feet first quality clear White Pine, dressed both sides, 1 1/2" x 12" to 16" x 12 to 16 feet.

250 feet first quality clear White Pine, dressed both sides, 1 1/4" x 12" to 16" x 12 to 16 feet.

250 feet first quality clear White Pine, dressed both sides, 1 1/4" x 12" to 16" x 12 to 16 feet.

100 feet first quality clear White Pine, dressed both sides, 3/4" x 12" to 16" x 12 to 16 feet.

100 feet first quality clear White Pine, dressed both sides, 3/4" x 12" to 16" x 12 to 16 feet.

500 feet first quality clear White Pine Batten Boards, clear of knots, 3/8" x 4" x 14 to 15 feet, tongued and grooved, dressed and beaded both sides.

100 pieces first quality Spruce "Novelty" Clap Boards, 9/16" x 13 feet, dressed.

250 pieces first quality Hemlock Board 1" x 10" x 13 feet.

200 pieces first quality White Pine Fence Boards 9/16" x 13 feet, dressed and beaded on edge and centre, both sides.

25 first quality Chestnut Fence Posts, "straight," squared, and dressed on face side only, 5" to 6" x 12 feet.

50 feet first quality Georgia Yellow Pine Parting Strips, 1/2" x 3/4", dressed.

50 feet first quality Georgia Yellow Pine Door Saddle, 3/4" x 4 1/2", dressed.

50 pieces first quality Spruce Joists, 3" x 4" x 20 feet.

50 pieces first quality Spruce Joists, 2" x 4" x 20 feet.

50 pieces first quality Spruce Joists, 2" x 2" x 13 feet.

25 pieces first quality Spruce Joists, 4" x 6" x 20 feet.

25 pieces first quality Spruce Joists, 4" x 4" x 20 feet.

150 feet first quality Spruce Furring, 1" x 3" x 13 feet.

—will be received at the office of the Department of Public Charities and Correction, in the City of New York, until 10 o'clock A. M. of Friday, January 30, 1891.

The person or persons making any bid or estimate shall furnish the same in a sealed envelope indorsed "Bid or Estimate for Lumber," 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 or otherwise; and that he has offered himself as a surety in good faith and with the intention to execute the bond required by section 12 of chapter 7 of the Revised Ordinances of the City of New York, if the contract shall be awarded to the person or persons for whom he consents to become surety. The adequacy and sufficiency of the security offered 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; but if he shall execute the contract within the time aforesaid, the amount of his deposit will be returned to him.

Should the person or persons to whom the contract may be awarded neglect or refuse to accept the contract within five days after written notice that the same has been awarded to 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 articles, supplies, goods, wares and merchandise must conform in every respect to the samples of the same on exhibition at the office of the said Department. Bidders are cautioned to examine the specifications for particulars of the articles, etc., required, before making their estimates.

Bidders will state the price for each article, by which the bids will be tested.

NEW AQUEDUCT.

NEW YORK SECTION.

NOTICE OF APPLICATION FOR THE CONFIRMATION OF THE REPORT OF THE COMMISSIONERS OF APPRAISAL, NEW YORK SECTION, DATED NOVEMBER 28, 1890, AS TO PARCELS A, B, C, D AND E, ON A CERTAIN MAP ENTITLED "Map No. 1, Department of Public Works, property map for the construction of a blow-off at Shaft number twenty-four on Section 'A' of the New Croton Aqueduct in the Twenty-fourth Ward of the City of New York. Note.—Parcels A, B, C, D and E (colored pink) are to be taken in fee. On Parcels C and D said fee is taken subject to a perpetual right of way for railroad purposes; scale, 50 feet equal to one inch. February, 1890," which map was duly filed in the office of the Register of the City and County of New York on the 22d day of October, 1889, and real estate contiguous thereto.

Public notice is hereby given that it is my intention to make application to the Supreme Court of the State of New York, at a Special Term of said Court, to be held in the Second Judicial District, at the Court-house, in White Plains, on Saturday, the 14th day of February, 1891, at 11 o'clock, forenoon, to confirm as to said Parcels A, B, C, D and E, and real estate contiguous thereto, the report of the Commissioners of Appraisal, appointed in the above matter, pursuant to the provisions of chapter 490 of the Laws of 1883, and of chapter 196 of the Laws of 1887, by an order bearing date the 4th day of January, 1890, which report was duly filed in the office of the Clerk of the County of Westchester, on the 2d day of December, 1890, and a copy of which was duly filed in the office of the Clerk of the City and County of New York, on said 2d day of December, 1890.

Dated NEW YORK, January 16, 1891.
WILLIAM H. CLARK,
Counsel to the Corporation,
No. 2 Tryon Row, New York City

DEPARTMENT OF TAXES AND ASSESSMENTS.

DEPARTMENT OF TAXES AND ASSESSMENTS,
STAATS ZEITUNG BUILDING,
NEW YORK, January 10, 1891.
IN COMPLIANCE WITH SECTION 87 OF THE
New York City Consolidation Act of 1882, it is hereby advertised that the books of "The Annual Record of the Assessed Valuations of Real and Personal Estate" of the City and County of New York, for the year 1891 are open and will remain open for examination and correction until the thirtieth day of April, 1891.

All persons believing themselves aggrieved must make application to the Commissioners of Taxes and Assessments, at this office, during the period said books are open, in order to obtain the relief provided by law. Applications for correction of assessed valuations on personal estate must be made by the person assessed to the said Commissioners, between the hours of 10 A. M. and 2 P. M., except on Saturdays, when between 10 A. M. and 12 M., at this office, during the same period.

MICHAEL COLEMAN,
THOMAS L. FEITNER,
EDWARD L. PARRIS,
Commissioners of Taxes and Assessments.

FINANCE DEPARTMENT.

CITY OF NEW YORK,
FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE,
January 21, 1891.

NOTICE TO PROPERTY-OWNERS.

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 persons, owners of property affected by the assessment list in the matter of acquiring title to Hampton street, from Sedgwick avenue to Jerome avenue, Twenty-fourth Ward, which was confirmed by an order of the Supreme Court, dated November 26, 1890, entered December 2, 1890, and entered on the 21st day of January, 1891, 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 23, 1891, 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 centum per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

THEODORE W. MYERS,
Comptroller.

CITY OF NEW YORK,
FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE,
January 13, 1891.

NOTICE TO PROPERTY-OWNERS.

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 persons, owners of property affected by the assessment list in the matter of acquiring title to East One Hundred and Sixty-ninth street, from Franklin avenue to East One Hundred and Sixty-seventh street, which was confirmed by the Supreme Court, November 28, 1890, and entered on the 9th day of January, 1891, 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 10, 1891, 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 centum per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

THEODORE W. MYERS,
Comptroller.

NOTICE OF SALE OF LANDS AND TENEMENTS FOR UNPAID ASSESSMENTS.

CITY OF NEW YORK—FINANCE DEPARTMENT,
BUREAU FOR THE COLLECTION OF ASSESSMENTS AND ARREARS OF TAXES AND ASSESSMENTS
AND OF WATER RENTS,
STEWART BUILDING, No. 280 BROADWAY,
November 8, 1890.

UNDER THE DIRECTION OF THEODORE W. MYERS, Comptroller of the City of New York, the undersigned hereby gives public notice, pursuant to the provisions of section 926 of the New York City Consolidation Act of 1882, that the respective owners of the lands and tenements, within the City of New York, on which assessments for local improvements have been laid and confirmed according to law, by the Board of Revision and Correction of Assessments, now remaining unpaid, and which were confirmed during the year 1886 and prior thereto, are required to pay the amount of the assessments so due and remaining unpaid, to the Collector of Assessments and Clerk of Arrears, at his Office in the Finance Department, Room No. 35, Stewart Building, No. 280 Broadway, together with the interest thereon, at the rate of seven per centum per annum, to the time of payment, with the charges of this notice and the advertisement.

And if default shall be made in such payment, such lands and tenements will be sold at public auction, at the County Court-house in the City Hall Park, in the City of New York, on Monday, the 2d day of March, 1891, at 12 o'clock noon, for the lowest term of years for which any person shall offer to take the same in consideration of advancing the amount of the assessment so due and unpaid, and the interest and charges thereon, as aforesaid, and all other costs and charges that may have accrued thereon; and such sale shall be continued from time to time until all the lands and tenements as advertised for sale shall be sold.

And notice is hereby given that a detailed statement of the assessments, the ownership of the property assessed, and on which the assessments are due and unpaid, is published in a pamphlet, and that copies of the pamphlet are deposited in the office of the Collector of Assessments and Clerk of Arrears, in the Finance Department, and will be delivered to any person applying for the same.

D. LOWBER SMITH,
Collector of Assessments and Clerk of Arrears.

REAL ESTATE RECORDS.

THE ATTENTION OF LAWYERS, REAL ESTATE OWNERS, MONETARY INSTITUTIONS ENGAGED IN MAKING LOANS UPON REAL ESTATE, AND ALL WHO ARE INTERESTED IN PROVIDING THEMSELVES WITH FACILITIES FOR REDUCING THE COST OF EXAMINATIONS AND SEARCHES, IS INVITED TO THESE OFFICIAL INDICES OF RECORDS, CONTAINING ALL RECORDED TRANSFERS OF REAL ESTATE IN THE CITY OF NEW YORK FROM 1653 TO 1887, PREPARED UNDER THE DIRECTION OF THE COMMISSIONERS OF RECORDS

Grants, grantees, suits in equity, insolvents' and Sheriff's sales in 61 volumes, full bound, price \$100 00
The same in 25 volumes, half bound 50 00
Complete sets, folded, ready for binding 15 00
Records of Judgments, 25 volumes, bound 10 00
Orders should be addressed to "Mr. Stephen Angell, Room 23, Stewart Building."

THEODORE W. MYERS,
Comptroller.

DEPARTMENT OF PUBLIC WORKS

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, January 21, 1891.

NOTICE OF SALE AT PUBLIC AUCTION.

ON THURSDAY, FEBRUARY 5, 1891, AT 10.30 A. M., the Department of Public Works will sell at public auction, by Messrs. Van Tassel & Kearney, auctioneers, at the Corporation Yards located at One Hundred and Nineteenth street and St. Nicholas avenue, foot of Sixteenth street, East river, and foot of Rivington street, the sale to commence at the One Hundred and Nineteenth Street Yard, the following articles, viz:

Wagons, Trucks, Carts, Stands, Booths, Bootblack Stands, Lumber, Brick, Telegraph Poles, Electric Wire, Steam-hoisting Machine, Push Carts, Old Scrap Iron, Rubber Hose, Boots, etc.

TERMS OF SALE.

Cash payments in full must be made in bankable funds at the time and place of sale, and the articles purchased must be removed by the purchasers within ten days from date of sale, otherwise purchasers will forfeit all right to same, together with all moneys paid therefor.

THOS. F. GILROY,
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
Room 6, No. 31 CHAMBERS STREET,
NEW YORK, January 19, 1891.

TO CONTRACTORS.

BIDS OR ESTIMATES, INCLOSED IN A sealed envelope, with the title of the work and the name of the bidder indorsed thereon, also the number of the work as in the advertisement, will be received at this office until 12 o'clock M. on Friday, January 31, 1891, at which place and hour they will be publicly opened by the head of the Department.

No. 1. FOR FURNISHING MATERIALS AND PERFORMING WORK IN REPAIRING THE BUILDING ON LOWE, HEWITT, LAWTON AND THIRTEENTH AVENUES, IN WEST WASHINGTON MARKET, DAMAGED BY FIRE.

No. 2. FOR FURNISHING MATERIALS AND PERFORMING THE WORK OF BUILDING A TEMPORARY BRIDGE ALONG SEVENTH AVENUE, TO CONNECT WITH PRESENT MACOMBE'S DAM BRIDGE, AND THE REMOVAL OF A PORTION OF SAID BRIDGE AND APPROACHES WEST OF SAID CONNECTIONS.

Each estimate must contain the name and place of residence of the person making the same, the names of all persons interested with him therein, and if no other person be so interested, it shall distinctly state that fact. That it is made without any connection with any other person making an estimate for the same work, and is in all respects fair and without collusion or fraud. That no member of the Common Council, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of the Corporation is directly or indirectly interested in the estimate, or in the work to which it relates or in the profits thereof.

Each estimate must be verified by the oath, in writing, of the party making the same, that the several matters therein stated are true, and must be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, to the effect that if the contract is awarded to the person making the estimate, they will, upon its being so awarded, become bound as his sureties for its faithful performance; and that if he shall refuse or neglect to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled upon its completion and

that which the Corporation may be obliged to pay to the person to whom the contract shall be awarded at any subsequent letting; the amount to be calculated upon the estimated amount of the work by which the bids are tested.

The consent last above mentioned must be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of the contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety, or otherwise, and that he has offered himself as surety in good faith, with the intention to execute the bond required by law.

No estimate will be considered unless accompanied by either a certified check upon one of the 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 included in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of his deposit will be returned to him.

THE COMMISSIONER OF PUBLIC WORKS RESERVES THE RIGHT TO REJECT ALL BIDS RECEIVED FOR ANY PARTICULAR WORK IF HE DEEMS IT FOR THE BEST INTERESTS OF THE CITY.

Blank forms of bid or estimate, the proper envelopes in which to inclose the same, the specifications and agreements, and any further information desired, can be obtained at Rooms 10 and 15, No. 31 Chambers street.

THOS. F. GILROY,
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, August 14, 1889.

TO OWNERS OF LANDS ORIGINALLY ACQUIRED BY WATER GRANTS.

ATTENTION IS CALLED TO THE RECENT act of the Legislature (chapter 449, Laws of 1889), which provides that whenever any streets or avenues in the city, described in any grant of land under water, from the Mayor, Aldermen and Commonalty, containing covenants requiring the grantees and their successors to pave, repave, keep in repair or maintain such streets, shall be in need of repairs, pavement or repavement, the Common Council may, by ordinance, require the same to be paved, repaved or repaired, and the expense thereof to be assessed on the property benefited; and whenever the owner of a lot so assessed shall have paid the assessment levied for such paving, repaving or repairing, such payment shall release and discharge such owner from any and every covenant and obligation as to paving, repaving and repairing, contained in the water grant under which the premises are held, and no further assessment shall be imposed on such lot for paving, repaving or repairing such street or avenue, unless it shall be petitioned for by a majority of the owners of the property (who shall also be the owners of a majority of the property in frontage) on the line of the proposed improvement.

The act further provides that the owner of any such lot may notify the Commissioner of Public Works, in writing, specifying the ward number and street number of the lot that he desires, for himself, his heirs and assigns, to be released from the obligation of such covenants, and elects and agrees that said lot shall be thereafter liable to be assessed as above provided, and thereupon the owner of such lot, his heirs and assigns shall thenceforth be relieved from any obligation to pave, repair, uphold or maintain said street, and the lot in respect of which such notice was given shall be liable to assessment accordingly.

The Commissioner of Public Works desires to give the following explanation of the operation of this act: When notice, as above described, is given to the Commissioner of Public Works, the owner of the lot or lots therein described, and his heirs and assigns, are forever released from all obligation under the grant in respect to paving, repaving or repairing the street in front of or adjacent to said lot or lots, except one assessment for such paving, repaving or repairs, as the Common Council may, by ordinance, direct to be made thereafter.

No street or avenue within the limits of such grants can be paved, repaved or repaired until said work is authorized by ordinance of the Common Council, and when the owners of such lots desire their streets to be paved, repaved or repaired, they should state their desire and make their application to the Board of Aldermen and not to the Commissioner of Public Works, who has no authority in the matter until directed by ordinance of the Common Council to proceed with the paving, repavement or repairs.

THOS. F. GILROY,
Commissioner of Public Works.

CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS.

NEW YORK CITY CIVIL SERVICE BOARDS,
COOPER UNION,
NEW YORK, January 23, 1891.

PUBLIC NOTICE IS HEREBY GIVEN THAT open competitive examinations for positions in the Civil Service of the City will be held as follows:

January 29. TYPEWRITER.

Application blanks may be obtained in the office of the Secretary, Cooper Union.

LEE PHILLIPS,
Secretary and Executive Officer.

NEW YORK CITY CIVIL SERVICE BOARDS,
COOPER UNION,
NEW YORK, April 3, 1890.

NOTICE.

1. Office hours from 9 A. M. until 4 P. M.
2. Blank applications for positions in the classified service of the city may be procured upon application at the above office.

3. Examinations will be held from time to time in the needs of the several Departments of the City Government may require. When examinations are called, all persons who have filed applications prior to that date will be notified to appear for examination for the position specified.

4. All information in relation to the Municipal Civil Service will be given upon application either in person or by letter. Those asking for information by mail should inclose stamp for reply.

5. The classification by schedule of city employees is as follows:

Schedule A shall include all deputies of officers and commissioners duly authorized to act for their principals, and all persons necessarily occupying a strictly confidential position.

Schedule B shall include clerks, copyists, recorders, bookkeepers and others rendering clerical services, except type-writers and stenographers.

Schedule C shall include Policemen, both in the Police Department and Department of Parks, and the uniformed force in the Fire Department, and Doormen in the Police Department.

Schedule D shall include all persons for whose duty special expert knowledge is required not included in Schedule E.

Schedule E shall include physicians, chemists, nurses, orderlies and attendants in the city hospitals and asylums, surgeons in the Police Department and the Department of Public Parks, and medical officers in the Fire Department.

Schedule F shall include stenographers, type-writers and all persons not included in the foregoing schedules except laborers or day workmen.

Schedule G shall include all persons employed as laborers or day workmen.

Positions falling within Schedules A and G are exempt from Civil Service examination.

LEE PHILLIPS,
Secretary and Executive Officer

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 3414, No. 1. Laying crosswalks across Avenue St. Nicholas, at the northerly and southerly sides of One Hundred and Eighteenth street.

List 3415, No. 2. Laying crosswalks across One Hundred and Twenty-fourth street, at the easterly and westerly sides of Lexington avenue.

List 3420, No. 3. Regulating, grading, curbing and flagging Ninety-first street, from Ninth to Tenth avenue.

List 3421, No. 4. Sewer in One Hundred and Forty-fifth street, south side, between Eighth and Bradhurst avenues.

List 3423, No. 5. Fencing the vacant lots on the southwest corner of Central Park, West (Eighth avenue), and One Hundred and First street.

The limits embraced by such assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. To the extent of half the block from the northerly and southerly sides of One Hundred and Eighteenth street and Avenue St. Nicholas.

No. 2. To the extent of half the block from the easterly and westerly sides of Lexington avenue and One Hundred and Twenty-fourth street.

No. 3. Both sides of Ninety-first street, from Ninth to Tenth avenue.

No. 4. South side of One Hundred and Forty-fifth street, from Eighth to Bradhurst avenue.

No. 5. Commencing at the southwest corner of One Hundred and First street and Eighth avenue, and extending southerly along Eighth avenue about 102 feet and westerly along One Hundred and First street 102 feet.

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 18th day of February, 1891.

EDWARD GILON, Chairman,
PATRICK M. HAVERTY,
CHAS. E. WENDT,
EDWARD CAHILL,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 27 CHAMBERS STREET,
NEW YORK, January 17, 1891.

POLICE DEPARTMENT.

POLICE DEPARTMENT OF THE CITY OF NEW YORK,
No. 300 MULBERRY STREET,
NEW YORK, January 10, 1891.

PUBLIC NOTICE IS HEREBY GIVEN THAT two Horses, the property of this Department, will be sold at Public Auction on Tuesday, January 27, 1891, at 10 o'clock A. M., by Van Tassel & Kearney, Auctioneers, at their stables, Nos. 130 and 132 East Thirteenth street.

By order of the Board,
WM. H. KIPP,
Chief Clerk.

POLICE DEPARTMENT—CITY OF NEW YORK,
OFFICE OF THE PROPERTY CLERK (Room No. 9),
No. 300 MULBERRY STREET,
NEW YORK, 1890.

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: Boots, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc., also small amount money taken from prisoners and found by patrolmen of this Department.

JOHN F. HARRIOT,
Property Clerk

JURORS.

NOTICE OF COMMISSIONER OF JURORS IN REGARD TO CLAIMS FOR EXEMPTION FROM JURY DUTY.

ROOM 127, STEWART BUILDING,
No. 280 BROADWAY, THIRD FLOOR,
NEW YORK, June 1, 1890.

CLAIMS FOR EXEMPTION FROM JURY duty will be heard by me daily at my office, from 9 A. M. until 4 P. M.

Those entitled to exemption are: Clergymen, lawyers, physicians, surgeons, surgeon-dentists, professors or teachers in a college, academy or public school, editors, editorial writers or reporters of daily newspapers, licensed pharmacists or druggists, actually engaged in their respective professions and not following any other calling; multiarmen, policemen, and firemen; election officers, jury non-residents, and city employees, and United States employees; officers of vessels making regular trips; licensed pilots, actually following that calling; superintendents, conductors and engineers of a railroad company other than a street railroad company; telegraph operators actually doing duty as such; Grand, Sheriff's, and Civil Court jurors; stationary engineers; and persons physically incapable of performing jury duty by reason of severe sickness, deafness, or other physical disorder.

Those who have not answered as to their liability, or proved permanent exemption, will receive a "jury enrollment notice," requiring them to appear before me this year. Whether liable or not, such notices must be answered (in person, if possible, and at this office only, under severe penalties. If exempt, the party must bring proof of exemption; if liable, he must also answer in person, giving full and correct name, residence, etc., etc. No attention paid to letters.

All good citizens will aid the course of justice, and secure reliable and respectable jurors, and equalize their duty by serving promptly when summoned, allowing their clerks or subordinates to serve, reporting to me any attempt at bribery or evasion, and suggesting names for enrollment. Persons between sixty and seventy years of age, summer absentees, persons temporarily ill, and United States jurors, are not exempt.

Every man must attend to his own notice. It is a misdemeanor to give any jury paper to another to answer. It is also punishable by fine or imprisonment to give or receive any present or bribe, directly or indirectly, in relation to a jury service, or to withhold any paper or make any false statement and every case will be fully prosecuted.

CHARLES REILLY,
Commissioner of Jurors.

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.

HANS S. BEATTIE,
Commissioner of Street Cleaning

DEPARTMENT OF DOCKS.

DEPARTMENT OF DOCKS,
PIER "A," BATTERY PLACE, NORTH RIVER,
NEW YORK, January 16, 1891.

VAN TASSELL & KEARNEY, AUCTIONEERS,
will sell at public auction, in the Board Room at Pier "A," Battery place, in the City of New York, on

FRIDAY, JANUARY 30, 1891,

at 12 o'clock noon, the right to collect and retain all wharfage which may accrue for the use and occupation by vessels of more than five tons burden, of the following-named piers and bulkhead, together with the privilege of shedding and maintaining a shed on any or all of such piers (not bulkhead), and occupying any shed on any or all of such piers, at the commencement of the term. The said sheds and each of them to revert to and become the property of the Mayor, Aldermen and Commonality of the City of New York, at the expiration or sooner termination of the lease, to wit:

On the North River.

For a term of ten years, from February 15, 1891, with the privilege of renewal for a further term of ten years.

Lot 1. Pier, new 57, near the foot of West Twenty-seventh street.

Lot 2. Pier, new 59, near the foot of West Twenty-ninth street.

Lot 3. Pier at foot of West Thirty-eighth street.

Lot 4. Pier at foot of West Thirty-seventh street.

On the East River.

Lot 5. The bulkhead at the foot of East Twenty-second street.

The leases of these piers and bulkhead will contain a covenant for a renewal term of ten years at an advanced rental, such increase to be ten per cent. on the rental for the first term.

TERMS AND CONDITIONS OF SALE.

The premises must be taken in the condition in which they may be at the commencement of the term of the lease, and no claim or demand that the premises or property are not in suitable and tenable condition at the commencement of the term will be allowed by this Department.

All repairs, maintaining or rebuilding required or necessary to be done to or upon the premises, or any part thereof, during the continuance of the term of the lease, shall be done by and at the cost and expense of the lessee or purchaser.

No claim or demand will be considered or allowed by the Department for any loss or deprivation of wharfage or otherwise, resulting from or occasioned by any delay on account or by reason of the premises or any part thereof being occupied for or on account of any repairs, rebuilding or dredging.

The up-set price of the parcels or premises exposed or offered for sale will be announced by the auctioneer at the time of sale.

The Department will do all dredging whenever it shall deem it necessary or advisable so to do.

The term for which leases are sold will commence at the date mentioned in the advertisement, viz.: February 15, 1891, and the rents accruing therefor will be payable from that date in each case.

Each purchaser of a lease will be required, at the time of the sale, to pay, in addition to the auctioneer's fees, to the Department of Docks, twenty-five per cent. (25%) of the amount of annual rent bid, as security for the execution of the lease, which twenty-five per cent. (25%) will be applied to the payment of the rent first accruing under the lease when executed, or will be forfeited to the Department if the purchaser neglects or refuses to execute the lease, with good and sufficient surety or sureties, to be approved by the Department, within ten days after being notified that the lease is prepared and ready for execution at the office of the Department of Docks, Pier "A," North River, Battery place.

The Department expressly reserves the right to resell the lease or premises bid off, by those failing, refusing or neglecting to comply with these terms and conditions, the party so failing, refusing or neglecting, to be liable to the Corporation of the City of New York for any deficiency resulting from or occasioned by such resale.

Lessees will be required to pay their rent quarterly in advance, in compliance with the terms and conditions of the lease prepared and adopted by the Department.

In all cases where it is mentioned in the advertisement of sale, the purchaser shall be entitled to the privilege of occupying any shed upon the pier or bulkhead at the commencement of the term or that may thereafter be permitted or licensed by the Department, and to the rights attached to such permission or license, but subject to the conditions thereof, such purchaser being engaged in the business of steam transportation and using and employing the same for the purpose of regularly receiving and discharging cargo thereat.

Not less than two sureties, each to be a household or freeholder in the State of New York, to be approved by the Board of Docks, will be required under each lease to enter into a bond or obligation, jointly and severally with the lessee, in the sum of double the annual rent, for the faithful performance of all the covenants and conditions of the lease, the names and addresses of the sureties to be submitted at the time of sale.

Each purchaser will be required to agree that he will, upon ten days' notice so to do, execute a lease with sufficient surety as aforesaid, the printed form of which may be seen and examined upon application to the Secretary, at the office of the Department, Pier "A," Battery place.

No person will be received as a lessee or surety who is delinquent on any former lease from this Department or the Corporation.

No bid will be accepted from any person who is in arrears to this Department or the Corporation, upon debt or contract, or who is a defaulter as surety or otherwise, upon any obligation to this Department or to the Corporation of the City of New York.

The auctioneer's fees (\$25) on each lot or parcel must be paid by the purchasers thereof respectively at the time of sale.

Dated New York, January 16, 1891.

EDWIN A. POST,
JAMES MATTHEWS,
J. SERGEANT CRAM,
Commissioners of the Department of Docks.

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 that part of KELLY STREET (although not yet named by proper authority), extending from Westchester avenue to Wales 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, at the Chambers thereof, in the County Court-house, at the City Hall, in the City of New York, on the 6th day of February, 1891, 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 Parks, there to remain for and during the space of ten days.

Dated New York, January 24, 1891.

DENIS A. SPELLISSY,
ROYAL S. CRANE,
NEVIN W. BUTLER,
Commissioners.

CARROLL BERRY, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and 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.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, 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 thereof, in the County Court-house, in the City of New York, on Tuesday, the 17th day of February, 1891, 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, in the name and on behalf of the Mayor, Aldermen and Commonality of the City of New York, for the use of the public, to all the lands and premises thereto belonging, required for the opening and extension of a certain street or avenue known as One Hundred and Twenty-fifth street, between the Boulevard and Claremont avenue, in the Twelfth Ward of the City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point in the westerly line of the Boulevard, distance 725 feet 6 inches northerly from the northerly line of One Hundred and Twenty-second street; thence westerly and parallel with said street 200 feet to the easterly line of Claremont avenue; thence northerly along said line, distance 80 feet; thence easterly 200 feet to the westerly line of the Boulevard; thence southerly along said line, distance 80 feet to the point or place of beginning.

Said extension of One Hundred and Twenty-fifth street to be 80 feet wide, between the lines of the Boulevard and Claremont avenue.

And as shown on certain maps filed by the Board of Street Opening and Improvement in the office of the Department of Public Works and in the office of the Counsel to the Corporation.

Dated New York, January 21, 1891.

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 Commonality of the City of New York, relative to the opening of a new street, to be known as CLAREMONT PLACE, between Claremont avenue and Riverside avenue, in the Twelfth Ward of the City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, 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 thereof, in the County Court-house, in the City of New York, on Tuesday, the 17th day of February, 1891, 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, in the name and on behalf of the Mayor, Aldermen and Commonality of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a new street, to be known as Claremont place, between Claremont avenue and Riverside avenue, in the Twelfth Ward of the City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point in the westerly line of Claremont avenue, distant 370 feet northerly from the northerly line of One Hundred and Twenty-second street, thence westerly and parallel with said street, distance 200 feet to the easterly line of Riverside avenue; thence northerly along said line, distance 80 feet; thence easterly, distance 200 feet to the westerly line of Claremont avenue; thence southerly along said line, distance 80 feet, to the point or place of beginning.

Said new street to be known as Claremont place, to be 80 feet wide between the lines of Claremont avenue and Riverside avenue.

And as shown on certain maps filed by the Board of Street Opening and Improvement, in the office of the Department of Public Works, and in the office of the Counsel to the Corporation.

Dated New York, January 21, 1891.

WILLIAM H. CLARK,
Counsel to the Corporation,
No. 2 Tryon Row, New York City.

In the matter of the application of the Mayor, Aldermen and Commonality of the City of New York, acting by and through the Department of Docks, relative to acquiring right and title to and possession of the wharf property, rights, terms, easements, emoluments and privileges and lands under water, necessary to be taken for the improvement of the water-front of the City of New York, on the North River, between the southerly line of Thirty-fourth street and the centre line of the block between Thirty-third and Thirty-fourth streets, and between Twelfth and Thirteenth avenues, pursuant to the plan heretofore adopted by the said Department of Docks and approved by the Commissioners of the Sinking Fund.

PURSUANT TO SECTION 715 OF CHAPTER 410 of the Laws of 1882 and the statutes in such case made and provided, 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 thereof in the County Court-house in the City of New York, on Wednesday, February 18, 1891, 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, in the name and for the benefit of the Mayor, Aldermen and Commonality of the City of New York for the execution of a certain plan for the improvement of the water-front of the City of New York, pursuant to the statute in such case made and provided, determined upon by the Department of Docks on the 13th day of April, 1871, adopted and certified to by the Commissioners of the Sinking Fund and filed in the office of the Department of Docks on the 27th day of April, 1871, all of the rights, terms, easements, emoluments and privileges pertaining to the marginal street, wharf or place hereinafter described and not owned by the Mayor, Aldermen and Commonality of the City of New York, namely, all the wharf property, rights, terms, easements, emoluments, privileges and lands under water in the City of New York described as follows:

Beginning at a point in the southerly side of Thirty-fourth street, at its intersection of the continuation of the westerly line of Twelfth avenue; thence running westerly along the southerly line of Thirty-fourth street

extended 160 feet 7½ inches to the easterly line of Thirteenth avenue, as the same was established by act of Legislature of 1837; thence southerly along the easterly line of said Thirteenth avenue 25 feet 4½ inches; thence easterly and parallel with Thirty-fourth street 154 feet 10½ inches to the westerly line of the continuation of Twelfth avenue; thence northerly along the westerly line of the continuation of Twelfth avenue 24 feet 8½ inches to the point or place of beginning; also,

Beginning at a point in a line parallel with Thirty-fourth street, and distant 49 feet 4½ inches southerly therefrom, at its intersection with the continuation of the westerly line of Twelfth avenue; thence running westerly along said line 149 feet 1½ inches to the easterly line of Thirteenth avenue; thence southerly along the easterly line of said Thirteenth avenue 25 feet 4½ inches; thence easterly and parallel with Thirty-fourth street 143 feet 4½ inches to the westerly line of the continuation of Twelfth avenue; thence northerly along said westerly line of the continuation of Twelfth avenue 24 feet 8½ inches to the point or place of beginning, together with all the lands under water, wharfage rights, terms, easements, privileges, or other appurtenances and emoluments of any kind whatsoever in and to the above-described premises, owned or claimed to be owned by Edmund Coffin, Jr.

Beginning at a point in a line running parallel with Thirty-fourth street, and distant 24 feet, 8½ inches southerly therefrom, at its intersection with the continuation of the westerly line of Twelfth avenue; thence running westerly along said line 154 feet 10½ inches to the easterly line of Thirteenth avenue; thence easterly and parallel with Thirty-fourth street, 149 feet 1½ inches, to the continuation of the westerly line of Twelfth avenue; thence northerly along same 24 feet 8½ inches to the point or place of beginning; also,

Beginning at a point in a line parallel with Thirty-fourth street, and distant 74 feet ¾ inches southerly therefrom at its intersection with the continuation of the westerly line of Twelfth avenue; thence running westerly along said line 143 feet 4½ inches to the easterly line of Thirteenth avenue; thence southerly along said easterly line of Thirteenth avenue 25 feet 4½ inches to the centre line of the block between Thirty-third and Thirty-fourth streets; thence easterly along said centre line 137 feet 8 inches to the continuation of the westerly line of Twelfth avenue; thence northerly along said continuation of the westerly line of Twelfth avenue 24 feet 8½ inches to the point or place of beginning; together with all lands under water, wharfage rights, terms, easements, privileges or other appurtenances and emoluments of any kind whatsoever in and to the above-described premises, owned or claimed to be owned by Rebecca S. Mills.

Dated New York, January 21, 1891.

WILLIAM H. CLARK,
Counsel to the Corporation,
No. 2 Tryon Row, New York City

In the matter of the application of the Mayor, Aldermen and Commonality of the City of New York, acting by and through the Department of Docks, relative to acquiring right and title to and possession of the wharfage rights, terms, easements, emoluments and privileges necessary to be taken for the improvement of the water-front of the City of New York, between Jay and Harrison streets, on the North River, appurtenant to the northerly side and the northerly half of the westerly end of Pier, old No. 33, to the southerly side and the southerly half of the westerly end of Pier, old No. 34, and to the bulkhead in between said piers in the City of New York, pursuant to a plan heretofore adopted by the said Department of Docks and approved by the Commissioners of the Sinking Fund.

PURSUANT TO SECTION 715 OF CHAPTER 410 of the Laws of 1882 and the statutes in such case made and provided, 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 thereof, in the County Court-house, in the City of New York, on Wednesday, February 18, 1891, at the opening of the Court on that day or as soon thereafter as counsel can be heard, 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, in the name and for the benefit of the Mayor, Aldermen and Commonality of the City of New York, for the execution of a certain plan for the improvement of the water-front of the City of New York, pursuant to the statute in such case made and provided, determined upon by the Department of Docks on the 13th day of April, 1871, adopted and certified to by the Commissioners of the Sinking Fund, and filed in the office of the Department of Docks, on the 27th day of April, 1871, all of the rights, terms, easements, emoluments and privileges pertaining to the parts of the piers and marginal street, wharf or place hereinafter described and not owned by the Mayor, Aldermen and Commonality of the City of New York, namely: all the wharfage rights, terms, easements, emoluments and privileges appurtenant to the parts of the piers and the bulkhead in the City of New York, described as follows:

The northerly side and northerly half of the westerly end of Pier, old No. 33, North river, situated at the foot of Jay street; the southerly side and the southerly half of the westerly end of Pier, old No. 34, North river, situated at the foot of Harrison street, and the bulkhead in between said piers, together with all wharfage rights, terms, easements, privileges or other appurtenances and emoluments of any kind whatsoever, owned or claimed to be owned by the West Shore Railroad Company.

Dated New York, January 21, 1891.

WILLIAM H. CLARK,
Counsel to the Corporation,
No. 2 Tryon Row, New York City.

In the matter of the application of the Mayor, Aldermen and Commonality of the City of New York, acting by the Department of Docks of the City of New York, relative to acquiring right and title to and possession of the wharfage rights, terms, easements, emoluments and privileges necessary to be taken for the improvement of the water-front of the City of New York, appurtenant to the bulkhead between the north side of Twenty-third street and the south side of Twenty-fourth street, pursuant to the plan heretofore adopted by the said Department of Docks and approved by the Commissioners of the Sinking Fund.

PURSUANT TO SECTION 715 OF CHAPTER 410 of the Laws of 1882, and the statutes in such case made and provided, 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 thereof in the County Court-house in the City of New York, on Wednesday, February 18, 1891, 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, in the name and for the benefit of the Mayor, Aldermen and Commonality of the City of New York for the execution of a certain plan for the improvement of the water-front of the City of New York, pursuant to the statute in such case made and provided, determined upon by the Department of Docks on the 13th day of April, 1871, adopted and certified to by the Commissioners of the Sinking Fund and filed in the office of the Department of Docks on the 27th day of April, 1871, all the rights, terms, easements, emoluments and privileges pertaining to the marginal street, wharf or place hereinafter described and not owned by the Mayor, Aldermen and Commonality of the City of New York, namely, all the wharfage rights, terms, easements, emoluments, privileges appurtenant to the wharf property described as follows:

All that bulkhead along the west side of Thirteenth avenue, commencing at the north side of Twenty-third

street and running 202 feet 6 inches northerly to the southerly line of Twenty-fourth street, together with all wharfage rights, terms, easements, privileges, or other appurtenances and emoluments of any kind whatsoever, owned or claimed to be owned by Clement C. Moore, C. DeR. Moore and Katharine T. Moore.

Dated New York, January 21, 1891.

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 Commonality of the City of New York, relative to the opening of ONE HUNDRED AND EIGHTEENTH STREET, from Tenth avenue to Morningside avenue, West, 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 or unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 200 Broadway (fifth floor), in the said city, on or before the twenty-first day of February, 1891, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said twenty-first day of February, 1891, 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 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 twenty-third day of February, 1891.

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 Eighteenth street and One Hundred and Nineteenth street; easterly by the westerly line of Morningside avenue, West; southerly by the centre line of the block between One Hundred and Seventeenth street and One Hundred and Eighteenth street; and westerly by the easterly line of Tenth avenue; 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 sixth day of March, 1891, 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 9, 1891.

MICHAEL J. MCKENNA, Chairman,
ABRAHAM L. JACOBS,
LAMONT McLOUGHLIN,
Commissioners.

CARROLL BERRY, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to HARLEM RIVER TERRACE (although not yet named by proper authority), extending from Cedar avenue to Fordham road, 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 or unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 280 Broadway (Room 4), in said city, on or before the 10th day of January, 1891, and that we, the said Commissioners, will hear parties so objecting within ten week days next after the said 10th day of January, 1891, 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 12th day of January, 1891.

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 southerly line of Fordham road; easterly by the centre line of the block between Cedar avenue and Harlem River Terrace; southerly by the northerly line of Cedar avenue and a line at right angles to the westerly line of Cedar avenue at its junction with the westerly line of Harlem River Terrace, prolonged westerly at right angles to the easterly line of the lands of the New York and Northern Railroad Company, and westerly by the centre line of the block between Harlem River Terrace and a certain unnamed street adjoining the western boundary of the lands of the Suyten Duyvil and Port Morris R. R. Co., excepting from said area all the streets, avenues and roads, or portions thereof, heretofore legally opened, and all the unimproved land included within the lines of streets, avenues, roads, public squares and places shown and laid out upon any map or maps filed by the Commissioners of the Department of Public Parks, pursuant to the provisions of chapter 604 of the Laws of 1874 and the laws amendatory thereof, or of chapter 410 of the Laws of 1882, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 28th day of January, 1891, 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 25, 1890.

JOHN D. NEWMAN, Chairman,
SIDNEY HARRIS,
CHARLES E. SIMMS, Jr.,
Commissioners.

JOHN P. DUNN, Clerk.

THE CITY RECORD.

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W. J. K. KENNY,
Supervisor