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DEPARTMENT OF PUBLIC WORKS.

Report for the Quarter and Year ending December 31, 1894.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE, NO. 31 CHAMBERS STREET,
NEW YORK, January 25, 1895.

Hon. WILLIAM L. STRONG, Mayor :

DEAR SIR—In compliance with section 49 of the New York City Consolidation Act of 1882, I have the honor to present herewith my report of the transactions of the Department of Public Works for the quarter ended December 31, 1894, and a review of the more important work of the Department for the year and of the condition of the important and varied public trusts committed to its care.

SUMMARY OF EXPENDITURES FOR THE QUARTER.

(Being amount of requisitions drawn on the Comptroller.)

On account of appropriations raised by taxation (Consolidation Act, section 189)...	\$765,550 18
On account of Local Improvement Fund for Street Improvements (Consolidation Act, sections 144 and 150).....	487,830 44
On account of Funded Debt for Extension and Improvement of Water Supply (Consolidation Act, section 141).....	66,706 83
On account of Additional Croton Water Fund, for sanitary protection of water supply (chapter 189, Laws of 1893).....	35,169 87
On account of Fund for Additional High Service Works (chapter 38, Laws of 1892).....	51,063 70
On account of Repavement Fund (chapter 346, Laws of 1889, and chapter 35, Laws of 1892).....	148,460 94
On account of Criminal Court-house Fund (chapter 371, Laws of 1887).....	63,764 70
On account of Fund for Bridge over Harlem Ship Canal (chapter 232, Laws of 1892).....	34,292 48
On account of Fund for Harlem River Bridge at Third Avenue (chapter 413, Laws of 1892).....	82,415 09
On account of Fund for Harlem River Bridge at First and Willis Avenues (chapter 147, Laws of 1894).....	15,135 85
On account of Special Fund for Restoring Pavements (Revised Ordinances of 1880, sections 354 to 357).....	64,055 52
On account of Revenue Bonds for water-meters (Consolidation Act, sections 161 and 252).....	1,317 81
For construction of Seventh District Police Court-house (chapter 748, Laws of 1894).....	72 00
For advertising for all Departments.....	110 25
Total for the quarter.....	\$1,815,945 66

SUMMARY STATEMENT OF CONTRACTS.

Contracts Entered Into during the Quarter.

	Estimated Cost.
17 sewer and basin contracts.....	\$22,982 15
12 regulating, grading and flagging contracts.....	62,608 18
11 paving and repaving contracts.....	67,859 31
2 contracts for water-mains.....	60,684 52
9 fencing contracts.....	720 16
1 contract for new court building.....	201,300 00
2 miscellaneous contracts.....	2,915 00
54 contracts; total estimated cost.....	\$419,069 32

Contracts Completed during the Quarter.

	Actual Cost.
43 sewer and basin contracts.....	\$146,349 13
12 regulating, grading and flagging contracts.....	195,808 65
26 paving and repaving contracts.....	828,751 11
2 contracts for water-mains.....	60,285 98
11 fencing contracts.....	756 46
5 contracts for furniture and fixtures in Criminal Court Building.....	120,324 53
10 miscellaneous contracts.....	112,873 12
109 contracts; total cost.....	\$1,461,157 98

BUREAU OF CHIEF ENGINEER OF THE CROTON AQUEDUCT.

Since November 4, the natural flow of the Croton river has furnished all the water needed for the city's supply, and an immense surplus which flowed over the Croton Dam and passed into the Hudson river. From October 1 to November 4, draughts had to be made on the water held in reservoirs and lakes, as follows :

	Gallons.
From the Middle Branch Reservoir.....	690,000,000
From the East Branch Reservoir.....	320,000,000
From Bog Brook Reservoir.....	750,000,000
From Lake Mahopac.....	240,000,000
Total.....	2,000,000,000

The following table shows the rainfall for the three months at the several stations where the Department keeps records by rain-gauges :

LOCATIONS.	OCTOBER. INCHES.	NOVEMBER. INCHES.	DECEMBER. INCHES.	TOTAL. INCHES.
Boyd's Corners Reservoir.....	5.94	4.17	4.43	14.54
Middle Branch Reservoir.....	5.97	4.67	4.30	14.94
Kensico Reservoir.....	5.18	4.88	4.07	14.13
Croton Dam.....	4.33	5.21	3.77	13.31
Central Park Reservoir.....	4.70	4.25	4.24	13.19

Steady progress has been made on the contract for the construction of Storage Reservoir "A," on the Muscoot river.

For the supply from the Bronx river water-shed 219,000,000 gallons of stored water was drawn from the Kensico and Rye Ponds Reservoirs.

No water has been received through the Old Aqueduct, which was shut off for the purpose of making necessary changes at the Cornell Dam, now in course of construction, under the direction of the Aqueduct Commissioners. The entire supply from the Croton water-shed, averaging 170,000,000 gallons per day, has been received through the New Aqueduct, which has been maintained in perfect order.

From October 1 to December 31 the water service was extended by laying 19,113 lineal feet of water-mains in thirty-four up-town streets.

The Old Aqueduct gate-house, which stood in the roadway of Amsterdam avenue, at One Hundred and Nineteenth street, has been removed, and the new one, which takes its place, and stands on City property east of the avenue, has been in full operation since July last.

The stormy weather which has prevailed since the early part of November has caused delays and partial suspension of work under the contracts for concreting and lining the old Central Park Reservoir and for the construction of a masonry arch under the Old Aqueduct at Nepperhan avenue, Yonkers. The arch itself, however, is finished, but considerable mason work remains unfinished, and will be resumed and completed next spring.

BUREAU OF WATER PURVEYOR.

The bureau completed new pavements during the quarter on 26 different streets, under different funds and accounts, as follows :

	Square Yards.
Granite-block Pavement.	
First pavement, payable by assessments.....	6,733
Repavements within land grants, payable by assessments.....	50,131
Repavements, paid from legislative appropriation.....	18,453
Repavements, paid from annual appropriation.....	25,788
Total granite pavement.....	101,105
Asphalt Pavement.	
First pavement, payable by assessments.....	10,145
Repavements within land grants, payable by assessments.....	4,936
Repavements, paid from legislative appropriation.....	32,354
Repavements, paid from annual appropriation.....	10,031
Total asphalt pavement.....	57,466
Macadam Pavements.	
First payment, payable by assessment.....	43,266
Total area of new pavement laid.....	201,837

Length of streets paved, 7.63 miles.

The streets on which these pavements were laid are enumerated in the Water Purveyor's report, Document "E," hereto appended.

In the general repairs of pavements an average force of 253 pavers and rammers, 321 laborers, 101 carts and 3 trucks was employed until frost and snow compelled suspension of work for the winter. This repair force took up and relaid 107,730 square yards of stone pavements.

The force employed on repairs of water-mains, stop-cocks and fire-hydrants is attached to this bureau, and averages 38 mechanics, 94 laborers, 16 carts and 1 truck. It has to take care of 709 miles of water-mains, 7,631 stop-cocks, and 9,500 fire-hydrants. During the quarter this force repaired 312 defects in water-mains, 1,461 defective hydrants, and 292 defective stop-cocks. It set 152 new hydrants in place of worn-out ones, and removed and replaced 488 lineal feet of defective water-mains.

The street pavements were torn up in the following instances for the purposes stated :

4,114 openings to repair gas-mains, subways, etc., and to make or repair house connections with the same.

For laying 43.47 miles of gas-mains.

For building 10.22 miles of main and subsidiary electric subways and ducts.

For laying 4.9 miles of double street car tracks.

The Bureau issued 54 permits for the construction of vaults under sidewalks and streets, for which the City received \$25,343.92 in fees. It collected \$24,497.99 for work and materials furnished to citizens in matters of paving, water-pipes, etc.

OFFICE OF ENGINEER IN CHARGE OF SEWERS.

During the quarter 19 contracts for the construction of new sewers and 16 contracts for building new receiving-basins were completed, embracing 13,460 lineal feet of sewers and 23 basins.

The following are the principal items of work done in the cleansing and repairs of the sewerage system :

- 1,763 basins and culverts cleaned.
- 32,915 lineal feet sewers cleaned.
- 3,121 cart-loads of sewer deposits removed.
- 124 lineal feet of sewer and culvert rebuilt.
- 5 new manholes built.
- 112 manholes repaired.
- 86 basins repaired.
- 349 square yards pavement relaid.

In connection with this work 28 new manhole-heads, 99 new manhole covers, 1 new granite basin-head, 9 basin covers, 31 basin grates and 14 basin bends were furnished and placed.

BUREAU OF STREET IMPROVEMENTS.

Under the direction of this Bureau three regulating and grading contracts were completed during the quarter, amounting in the aggregate to \$200,919.78. The largest one was for grading, curbing and flagging Dyckman street, from the Hudson river to the Harlem river, north of Fort George. Seven small contracts for flagging and curbing defective sidewalks, and eight contracts for fencing vacant lots were also completed.

The following are the aggregate quantities of work done on all contracts in progress from October 1 to December 31, 1894 :

- 6,248 cubic yards earth excavated.
- 33,885 cubic yards rock excavated.
- 60,018 cubic yards earth placed in embankments.
- 7,899 lineal feet new curb furnished and set.
- 126 lineal feet old curb reset.
- 44,784 square feet new flagging furnished and laid.
- 5,108 square feet old flagging relaid.
- 1,543 lineal feet fences built.
- 4,660 cubic yards retaining-walls built.
- 152 lineal feet culverts built.

BUREAU OF STREETS AND ROADS.

This Bureau has charge of about twenty-two miles of Macadam roadways which need constant care, cleaning, repairs and frequent renewals of the surface material of small broken stone and gravel to keep them in fair condition. They are also sprinkled daily in dry weather to allay dust and keep the surface compact. The heavy trucking of building material on many of the macadam roads, for the extensive building and other improvements in progress in the upper part of the city, is too severe for them. They were never intended for any heavier wear than light wagon traffic, and the road surfaces are rapidly cut up by the heavier vehicles and loads. They will gradually have to be replaced with harder and more durable pavements, as it would be too expensive to maintain them under heavy business traffic. It may be desirable, however, to maintain a few of them, as a continuation of the park drives, for light pleasure driving.

About forty miles of unpaved streets are also under the care of this Bureau, and the best efforts are made to keep them in fair condition with the small annual appropriation of \$30,000. The ravages of rain storms are often so great, however, that they can only be slowly and gradually repaired. This has been the case to an exceptionally large extent during and after the many severe storms of the last three months, especially around and above Washington Heights, where steep grades are almost the rule. The residents in this section of the city are often severe in their complaints and unreasonable in their expectations and demands. Many of them want the Department to keep their unpaved streets in the condition of comfortable driveways, never inquiring into or considering the limit of means allowed by the Board of Estimate and Apportionment. Others, who are more considerate, and look at both sides of the subject, readily admit that for several years past, under the present Superintendent of Streets, who is thoroughly experienced in the building and keeping of roads, both macadam roads and unpaved streets have been kept in better condition than at any preceding period for fifteen years past, and that the work accomplished is fully commensurate to the allowance and expenditure of appropriations.

BUREAU OF LAMPS AND GAS.

The following are the changes and additions in the service of lighting the streets, places, docks and bridges of the city during the quarter :

- 314 new gas-lamps placed and lighted.
- 4 new electric-lamps placed and lighted.
- 43 old gas-lamps relighted.
- 1 electric-lamp relighted.
- 1 electric-lamp temporarily displaced on account of street improvement works.
- 63 gas lamps temporarily displaced on account of street improvement works.

Number of lamps lighted on December 31, 1894 :

Gas-lamps.....	24,685
Electric-lamps.....	2,625
Naphtha-lamps (in Riverdale District).....	158
Total number of lamps.....	27,468

BUREAU OF REPAIRS AND SUPPLIES.

The following are the principal repairs made on public buildings during the quarter :

In the Brown-stone Building, City Hall Park, defective parts of the roof were cut out and newly painted. The entire roof was repainted. Alterations and improvements are in progress to fit up the first floor of the building for the Sheriff and the second floor for the Second Judicial District Court, now located over the fire-engine house at the corner of Centre and Chambers streets. When the Sheriff vacates his present quarters in the County Court-house they will be occupied by the Trial Term of the Surrogate's Court, which is now in the basement of the Brown-stone Building.

The roof, gutters, leaders and cornices of the Hall of Records have been thoroughly overhauled, repaired and painted, and the hot-air furnace repaired.

At No. 49 Beekman street, where the Corporation Attorney is located, the roof and skylights were overhauled and painted.

At the Third District Court-house (Jefferson Market) the slate roof and the tin gutters were repaired.

At the Seventh District Court-house, in Fifty-seventh street, a new rear yard wall was built by contract for the protection of the prison.

In the Harlem Court-house partitions were put up to divide the space assigned to the Department of Street Cleaning into separate rooms.

In Washington Market the flooring at 28 market stands and in the main corridor was renewed ; the roof, skylights, gutters and cornices were overhauled, repaired and painted, and doors repaired.

In West Washington Market, roofs, ceilings, leaders and awnings were repaired.

In Fulton Market, the roof over seven market stands was repaired.

In Catharine Market, extensive repairs were made to the roof and flooring.

In the Eighth Battalion Armory, a window, which had been blown out in a storm, was replaced and skylights repaired.

In the Twelfth Regiment Armory, all the exterior iron work, window frames and sashes, railings and doors were repainted.

In the Twenty-second Regiment Armory, a slight fire occurred late in December. The damage to window and wood trim was repaired, the ceilings replastered, and damaged flooring repaired.

In the Second Battery Armory, new closets were put up and partitions placed in the drill-room for the Janitor and the Armorer.

Many law books and articles of furniture and office supplies were furnished.

Seventeen sets of contracts and specifications were prepared for fuel, ice and other supplies for 1895, for additional work in the Criminal Court Building, and for various classes of repairs to buildings and to the free floating baths.

BUREAU OF INCUMBRANCES.

The operations of this Bureau from October 1 to December 31, 1894, are summarized as follows :

- 757 complaints of obstructions received and attended to.
- 145 seizures and removals made.

- 1,794 truck-loads of dirt, stones and abandoned material removed from streets.
- 213 dangerous shade-trees, posts, etc., removed.
- 1,233 permits issued to place building material on streets.
- 202 miscellaneous permits issued.
- 5 notices issued to repair defective vault covers.

BUREAU OF WATER REGISTER.

The following revenue from the water service was collected and paid into the City Treasury during the quarter :

For water rents.....	\$592,940 69
For penalties on water rents.....	6,420 60
For permits to tap water-mains.....	3,279 50
Total.....	\$602,640 79

MISCELLANEOUS REVENUE.

The following revenue from miscellaneous sources was collected by the Department and paid into the City Treasury :

For vault permits.....	\$25,343 92
For sewer permits.....	5,498 91
For redemption of street obstructions.....	81 50
For work and materials furnished citizens.....	24,497 99
For articles sold at auction.....	12,361 59
For use of road rollers.....	35 54
For restoring pavements over street openings.....	36,712 25
For furnishing and setting water-meters.....	1,771 19
Total.....	\$106,302 89

REVIEW FOR THE YEAR 1894.

SUMMARY OF EXPENDITURES.

On Appropriation Account.....	\$3,139,264 39
Liabilities on Appropriation Account (estimated).....	290,000 00
On account of Local Improvement Fund.....	1,582,165 28
On account of Funded Debt for Improvement and Extension of Water Supply.....	241,518 68
On account of Additional Croton Water Fund.....	217,956 65
On account of Fund for Additional High Service Works.....	89,175 94
On account of Repavement Fund.....	630,255 04
On account of Criminal Court-house Fund.....	301,112 76
On account of Fund for Third Avenue Bridge.....	151,397 65
On account of Fund for Bridge over Harlem River Ship Canal.....	305,560 03
On account of Fund for Harlem River Bridge at First and Willis Avenues.....	15,135 85
On account of Special Fund for Restoring Pavements.....	122,641 07
On account of Revenue Bonds for Water-meters.....	13,170 76
On account of Fund for One Hundred and Fifty-fifth Street Viaduct.....	15,095 06
For construction of Seventh District Court-house.....	72 00
For Advertising for all Departments.....	110 25
Total.....	\$7,114,631 41

SUMMARY STATEMENT OF CONTRACTS.

Contracts Entered Into in 1894.

	Estimated Cost.
120 sewer contracts.....	\$319,983 00
78 regulating, grading and flagging contracts.....	242,715 00
70 paving and repaving contracts.....	946,783 00
7 contracts for water-mains.....	199,202 00
1 contract for high-service works.....	61,210 00
17 contracts for street lighting.....	915,000 00
5 contracts for furnishing the Criminal Court Building.....	323,128 00
48 contracts for fencing vacant lots.....	4,701 00
32 miscellaneous contracts.....	211,698 00
378 contracts ; total estimated cost.....	\$3,224,420 00

Contracts Completed in 1894.

	Total Costs.
125 sewer contracts.....	\$426,663 00
79 regulating, grading and flagging contracts.....	319,656 00
82 paving and repaving contracts.....	1,579,486 00
6 contracts for water-mains.....	133,076 00
17 contracts for street lighting.....	921,000 00
47 contracts for fencing vacant lots.....	3,706 00
6 contracts for furnishing the Criminal Court Building.....	281,324 00
37 miscellaneous contracts.....	428,535 00
399 contracts ; total cost.....	\$4,093,446 00

WATER SUPPLY.

On July 8, 1894, the Old Aqueduct was shut off for the purpose of making the changes rendered necessary by the construction of the Cornell Dam and Reservoir under the direction of the Aqueduct Commissioners. Since that time all the supply from the Croton water-shed has been received through the New Aqueduct without taxing it to more than one-half its maximum capacity.

The daily supply received and distributed in the city during the past year was : For the first quarter, 179,000,000 gallons ; for the second quarter, 181,000,000 gallons ; for the third quarter, during the height of summer, 188,000,000 gallons, and for the fourth quarter, 183,000,000 gallons. To this supply the Bronx river water-shed has steadily contributed 13,000,000 gallons per day, and the remainder has come from the Croton water-shed. Estimating the resident population at 1,950,000, the average daily supply per capita is 94 gallons, which is ample and liberal under any possible requirements of climate, density of population, extent of commerce and manufactures, domestic comfort and luxury, and the most thorough sanitation. It exceeds by 15 per cent. or more the per capita rate of the water supply of Boston, Baltimore and Philadelphia, which, next to New York, are the best supplied cities on this continent. It is about double the rate of supply in European capitals. There is no necessity for, or advantage in, increasing the supply beyond this per capita rate. It meets every requirement of domestic life and comfort, facilities for commerce and industry, protection of property from fire, and thorough sanitation. *Where sanitation through the water supply is deficient the defects are not in the quantity and quality of the water distributed through the mains, but in the appliances within buildings for its distribution and use.

During the year, 73,375,000 gallons of water flowed over the Croton Dam into the Hudson river, which is an average of 200,000,000 gallons per day. The rain-fall for the year in the Croton water-shed was 48 inches. If all the water which flowed over the dam was impounded in reservoirs, the past year would have furnished a daily supply of 370,000,000 gallons, and a population of over 3,900,000, at the present rate of 94 gallons per capita.

The Bronx river water-shed has steadily supplied 13,000,000 gallons per day, and when the Byram river water shall be united with it, on completion of the works now in course of construction, the capacity of supply from these sources will be 20,000,000 gallons per day.

The city will have to grow beyond a population of 4,000,000 before it will exhaust the capacities of the combined water-sheds of the Croton, Bronx and Byram rivers at the present liberal rate of supply per capita.

The following shows the present storage capacity in the water-sheds:

<i>Croton Watershed.</i>		Gallons.
Boyd's Corner Reservoir		2,727,000,000
Middle Branch Reservoir		4,004,000,000
East Branch Reservoir		4,883,000,000
Bog Brook Reservoir		4,145,000,000
Lake Mahopac		515,000,000
Lake Kirk		475,000,000
Lake Glenida		250,000,000
Lake Gilead		400,000,000
Lake Barrett		180,000,000
Present total		17,579,000,000
To this will be added:		
Reservoir "M," to be completed in 1895		6,000,000,000
Reservoir "A," to be completed in 1896		7,000,000,000
Reservoir "D," to be completed in 1896		10,000,000,000
Cornell Reservoir, to be completed in 1902		25,000,000,000
Total in 1902		65,579,000,000

There were 136 days in 1894 when the natural flow of the Croton river had to be supplemented by draughts on stored water amounting in the aggregate to 13,149,000,000 gallons, or an average of nearly 97,000,000 for every day of that period. This could have been kept up for 45 days longer without exhausting the present storage capacity.

From the foregoing figures it will be found that in a year in which the volume and conditions of rain-fall are the same as in 1894, the average natural flow of the Croton river at the Croton dam is little less than 134,000,000 gallons per day, and the city must draw an average of 36,000,000 gallons of stored water for each day of the year to receive its present volume of supply. With the present storage capacity the average daily draught could be increased to 47,500,000 gallons, and the daily supply in the city by 12,500,000 gallons. The increase over the present daily supply, which can be obtained by the close of 1896, will be 48,000,000 gallons, and by the close of 1902, 144,000,000 gallons.

Chemical analyses of the water supply are made from time to time by the scientists of the Health Department, and show that the water is free from any ingredients which might affect public health, and as pure as at its first introduction forty-nine years ago, and as any municipal water supply on this continent or in Europe.

This has undoubtedly been brought about by the vigorous measures set in action within the past few years for the sanitary protection of the sources of supply. These measures involve the removal of all out-buildings, factories and other structures which tend to the pollution of the water, and, for future and permanent protection, the acquisition in fee by the City of the lands bordering on the streams, reservoirs, lakes and ponds. Though these measures involve large expense, their permanent value to the City is immeasurably greater in the proportion that pollution of the water supply to the extent of creating epidemic diseases would be an immeasurable injury. A force of engineers and assistants are constantly employed in making the surveys and maps for the extension of this permanent system of sanitary protection to all parts of the Croton and Bronx river watersheds. As these maps are certified to and filed, as the law requires, the Counsel to the Corporation applies to the Supreme Court for the appointment of Commissioners to appraise values and damages. A number of Commissions, which have been so appointed, have made their reports and have had them passed upon and approved by the Supreme Court. At the present time three commissions have their reports before the Court, the awards amounting to about \$400,000, and three other Commissions are taking testimony and are considering awards to be made.

The payments for lands, water rights, damages, work, engineering and legal services, sanitary patrol and guard of the watersheds, advertising and incidental expenses on this account amounted for the year 1894 to \$217,956.65, and for the whole time since the inauguration of the system under chapter 189, Laws of 1893, to \$307,206.16.

In the extension of the water service into new streets and districts, and the improvement of the service by free circulation and delivery at proper elevations, the Department has laid during the past year:

6,269 lineal feet of 48-inch water-mains.
7,990 lineal feet of 36-inch water-mains.
189 lineal feet of 30-inch water-mains.
780 lineal feet of 20-inch water-mains.
9,750 lineal feet of 12-inch water-mains.
69,529 lineal feet of 6-inch water-mains.
350 lineal feet of 4-inch water-mains.

94,865 lineal feet, or 18 miles of mains.

The system for the distribution of the city's water supply now includes 709½ miles of water-mains, with 7,631 stop-cocks and 9,500 fire-hydrants.

The high service pumping machinery at West Ninety-eighth street and at High Bridge, which supplies those sections of the city which are above the elevation to which water can be delivered by pressure from the mains, is now strained to its utmost capacity to keep pace, as near as possible, with increased demand for water. These elevated sections are the most select and desirable for residences, and the increase there in buildings and population is greater, comparatively to the area, than in any other part of the city. The first high service pumping works were built at High Bridge in 1870-73, when it was found that high grounds in the upper part of the city, above the reach of pressure from the city reservoirs were beginning to be built up. The fact that up to 1878 the maximum quantity of water pumped and delivered through these works was 2,500,000 gallons per day shows how far the estimate of the future requirements of the high service was below the actual growth in buildings and population in late years. Additional high service works were completed in Ninety-eighth street, west of Columbus avenue, in 1879, and in 1881 the Chief Engineer reported 11,565,000 gallons pumped and delivered from the two stations each day, supplying 7,400 houses. From that time forward buildings and population in the high service district increased at a greater rate year after year. Improvements and additions had to be made from time to time in the pumping machinery to meet the growing demands on the service. In 1888, the capacity of the High Bridge Station had been increased to 6,027,000 gallons per day, and that of the Ninety-eighth Street Station to 8,821,000 gallons, a total of 14,848,000 gallons. This was further increased in 1889 to 15,060,000 gallons; in 1890 to 17,950,000 gallons; in 1891 to 21,400,000 gallons; in 1892 to 23,000,000 gallons; in 1893 to 24,000,000 gallons; and in 1894 to 25,360,000 gallons. Still the demand continually outgrew the capacity of the service, and in reports and documents in 1889, 1890 and 1891, and the early part of 1892, my predecessor constantly urged the necessity for authority and appropriations to build additional high service works. This was at last granted by chapter 38, Laws of 1892, appropriating \$500,000 for a pumping station on aqueduct property on the west bank of the Harlem river, between High Bridge and Washington Bridge.

This review of the high-water service shows that the Department has energetically used all the means in its power to keep the service up to the growing demands which so far outreach the anticipations of earlier years. The new high service works cannot be completed and put in opera-

tion before the latter part of 1896, when the capacity of the service will be doubled, and its requirements will be adequately met for some years. In the intervening time the quantity of supply must remain stationary, because the extreme capacity of the present appliances has been reached, but the growth in buildings and population will continue, and the Department will be powerless to avert the inevitable result of gradual decrease in pressure and elevation of delivery.

The residents of the high service districts should not blame the Department for this condition of affairs, as so many of them do. They should not fall into the common error that, because we now have a large new aqueduct and plenty of water to send through it, their water service can be correspondingly maintained or improved.

In 1881 the daily high service supply was 11,565,000 gallons for 7,400 houses, equal to 1,560 gallons for each house.

At the present time the supply is 25,360,000 gallons for 19,500 houses, equal to 1,300 gallons for each house.

In 1881 there were comparatively few tenements, apartment houses, flat houses and hotels in the high service districts. Nearly all the houses were private residences, and the average number of persons to each house was small.

To-day a large proportion of the houses are tenements, flat houses and apartment houses, and hotels are numerous. In many instances a single one of these houses holds as many people as a whole block of the former private residences. Therefore, while the high service supply has increased since 1881 by 120 per cent., the number of buildings has increased 162 per cent. and the population probably 250 per cent.

This is why the pressure and elevation of delivery in the high-water service have decreased, and must further decrease until the latter part of 1896.

There is a fallacious idea entertained by many that, with an abundance of water supply, all restrictions on the use and waste of water should be withdrawn. The experience of many years has demonstrated that, with the many modern appliances for drawing and using water in houses, a withdrawal of all restrictions would be followed by such enormous waste, either through neglect, thoughtlessness or wanton lavishness, that even a larger supply than our water-sheds can furnish would be so crippled that the honest consumer would soon suffer through insufficient supply. The evil effect would be general as well as local. In many cases the local effects of waste are brought to the attention of the Department by complaints of tenants on the upper stories of houses, that they are unable to get a fair water supply, or any supply at all. In a large majority of these cases the cause is found to be excessive waste on the lower floors. In like manner, excessive waste in one building, or a group of buildings, deprives the immediate neighborhood of its full supply.

Leaks in defective plumbing in houses are a greater cause of waste than all other causes combined. Many a house owner and tenant has discovered this to his sorrow on the presentation of bills at meter measurement and meter rates. The water-meter thus becomes the most efficient detective and preventive of waste. The house owner who, from false economy, penuriousness or neglect, uses cheap and flimsy plumbing, or lets his plumbing become and remain in leaky condition, is rightfully subjected to the penalty of paying for the water wasted. The honest and careful householder, who provides good plumbing, looks after it, and uses proper precautions against waste, finds that his meter bills run no higher than the bills which he had to pay before he was compelled to have a meter.

During 1894 there were 2,324 additional water-meters placed, making at the present time a total of 30,328 water-meters in use in the city. Under the law, section 352 of the Consolidation Act, no meter can be used unless the pattern and price are approved by a board of officers, consisting of the Mayor, the Comptroller and the Chief Engineer of the Croton Aqueduct. This board has heretofore approved five different manufactures and styles of meters, after each had been thoroughly tested and approved as to accuracy of measurement and durability with an apparatus specially maintained for that purpose at the Department pipe-yard. The several meters thus legalized are: The "Worthington," of which there are 8,382 in use; the "Crown," of which 9,139 are in use; the "Thomson," of which 8,939 are in use; the "Nash," of which 3,862 are in use, and the "Gem," of which only 6 are in use. House owners who have to use meters have the choice between any of the five makes and styles. The meters, and the consumption of water through meters, are distributed among different classes of buildings and establishments as follows:

	NUMBER OF METERS.	DAILY CONSUMPTION, GALLONS.
Breweries, bottlers, etc.....	486	2,195,400
Charitable institutions.....	164	825,000
Office buildings.....	2,894	2,724,000
Hotels.....	446	2,050,000
Factories.....	2,022	4,032,000
Gas works.....	63	1,081,400
Railroads.....	352	3,195,000
Stables.....	2,383	1,398,000
Apartment houses.....	579	787,000
Docks.....	223	2,029,800
Riverdale District.....	117	95,200
Miscellaneous, including saloons, stores, etc.....	20,599	16,300,000
Totals	30,328	36,712,800

NEW BRIDGES.

The draw-bridge which crosses at Kingsbridge road the Harlem Ship Canal, built by the Federal Government, was begun in April, 1893, and completed just at the close of 1894, at a total cost of \$450,000, including moneys still due on the contract, and is now open to public travel. The construction is of steel, iron and masonry; the bridge has a span of 465 feet, a draw of 265 feet in the clear for the passage of vessels, and a clear height above high water of 24 feet.

The work for the construction of a new bridge over the Harlem river, at Third avenue, was begun in October, 1893. It has progressed thus far to the construction of the temporary bridge, which has been in use since June, 1894, the removal of the old one, and some foundation work for the abutments for the new bridge. The main work on approaches and abutments must await the termination of the legal proceedings for the acquisition of the necessary lands. After that it will take two years to complete the bridge. The estimated cost of the bridge and approaches, exclusive of land values, is \$1,111,000, of which \$185,256.27 has been paid out to date.

The general plans, estimates and specifications for a bridge over the Harlem river, between First avenue, at One Hundred and Twenty-fifth street, and Willis avenue, at One Hundred and Thirty-fourth street, have been prepared by this Department and submitted to and approved by the Board of Estimate and Apportionment. The estimated cost of the bridge and approaches is \$1,663,000.

ONE HUNDRED AND FIFTY-FIFTH STREET VIADUCT.

For a number of years the City authorities concerned themselves with the difficult problem of providing means of direct communication for vehicles as well as pedestrians, with easy grades, between Washington Heights and the low lands at the Harlem river, at the head of Seventh avenue, across a very steep and abrupt declivity. Various schemes were suggested, such as a zig-zag or winding road down the hillside, or the terracing of the hillside. About the year 1886 a viaduct was finally decided upon, and the Legislature of 1887 authorized its construction and the expenditure.

The plans and estimates were not completed until May 6, 1890, when my predecessor submitted them to the Board of Estimate and Apportionment. They were approved by the Board, which, at the same time, under the powers granted by the act, chapter 576, Laws of 1887, decided that one-half the cost be assessed on property benefited, the other half to be borne by the City. The contract was made in July, 1890, and work begun at once. It was completed and the viaduct opened to the public in July, 1893, at a total cost of \$739,000. It extends from St. Nicholas place, Washington Heights, to the southerly end of the New Central Bridge over the Harlem river at the head of Seventh avenue, a distance of 1,500 feet. Its grade at the easterly end coincides with that of the new bridge which the Park Department expects to complete this year, and with the large concourse at which the viaduct, the Seventh avenue drive, McComb's Dam road and the new bridge meet. When the work of the Park Department is completed this meeting point of several magnificent highways and improvements will be one of the most remarkable and attractive spots within the boundaries of the city, and the full benefit and beauty of the combination will then be realized.

The roadway of the viaduct is 40 feet wide, with granite pavement laid in hydraulic cement, and the sidewalks on each side are 10 feet wide, also laid with cement. The structure is thoroughly water-tight, allowing no drippings to the streets below. Where it crosses Eighth avenue it is connected with the stations of the Elevated Railway and the New York and Northern Railroad and the streets by broad and easy stairways. The improvement is of great local value to a large section of the city.

STREET PAVEMENTS.

With the year 1894 ends a period of activity and advancement in the improvement of the city's pavements which has no parallel in its past history. The two special legislative appropriations of \$3,000,000 each, made by chapter 346 of the Laws of 1889, and chapter 35 of the Laws of 1892, have been expended, with the exception of a few unfinished contracts. A retrospect of this period, and of the prior condition of the pavements, may, therefore, be considered appropriate at this time and in this report.

Prior to 1889 and 1890 no vigorous or systematic attempt had been made toward a general improvement, and from the time that New York had become the Western Metropolis in population, commerce, finance and industry the condition of the pavements was a standing reproach to municipal government and enterprise, a source of injury and loss to commerce, discomfort to every one and a menace to the public health.

Up to the year 1860 the cobble pavement was used on all our streets, with very few exceptions. The "Russ" patent pavement, made of very large blocks of syenite rock, 8 by 12 inches in surface, had been laid on Broadway, from the Battery to Fourteenth street, but was found excessively slippery on account of the large surface of the paving-blocks and the hardness of the stone. It was also very expensive.

The Belgian or small square trap block was next laid on the Bowery in 1852. It demonstrated itself as such an improvement on the cobble stone that the latter was discarded for new and first pavements on up-town streets. After 1859 the Belgian began to rapidly displace the cobble on all the principal streets and in later years granite blocks of the same size and shape were also extensively used.

In the course of years, however, the volume and weight of wagon traffic increased to such an extent that even this improvement on the cobble pavement became inadequate. It was not strong enough to resist the weight and volume of traffic and a stronger pavement became urgently necessary. Under the Commissionership of the late Allan Campbell (1876-80) granite blocks measuring 3 to 4 inches in width, 10 to 12 inches in length and 7 to 9 inches in depth were selected as the most suitable and durable pavement, and to this day they are unexcelled in every quality for commercial thoroughfares by any other known and tried pavement. As all granite paving-blocks are obtained from quarries on the New England coast, a trial was also made with trap blocks of the same dimensions and shape from the quarries along the west shore of the Hudson river, and for several years these were used in nearly equal proportions with the granite to encourage home production, but they proved inferior to granite in an essential point—slipperiness, owing to the differences in the fibre or grain and the hardness of the stone.

For the principal commercial highways and on streets built on marshy or artificial soil contiguous to the water-front these improved stone blocks are laid on concrete foundation made of the proper proportions of hydraulic cement, sand and broken stone, forming a very solid and impervious roadbed. In ordinary streets they are laid on a bed of gravel and sand at less cost.

From 1865 to 1873 a number of experiments were made with pavements of wood, and various compositions of tar, gravel and other materials, but they all proved worthless. Although wood pavements of the best quality appear to have proved satisfactory in several European and American cities, it is very doubtful whether a wood pavement can be designed which would successfully withstand our conditions of street traffic and climate.

From 1880 to 1889 asphalt pavements were laid on several streets to a sufficient extent to afford a thorough test of their qualities. The result was sufficiently encouraging to warrant a more extensive use of them, especially when made on improved specifications and with superior material, as hereinafter shown. Their excellence was amply proved in three essential qualities—smoothness, cleanliness and noiselessness.

Prior to 1873 the Common Council had the power to order a second or even a third new pavement on any street at the expense of the abutting houses and lots by local assessments. The abuse of this power, and the laying of unjust assessments for the worthless pavements above referred to, led to the abrogation of this power by the charter amendments of 1873, without providing any other means of replacing worthless and worn-out pavements. For five successive years the work on existing pavements had to be confined to desultory and inadequate repairs, with inadequate annual appropriations.

The Legislature of 1875 granted some relief by authorizing an annual expenditure not exceeding \$500,000 for repavements. Inadequate as this amount was, as I will show further on, no succeeding Board of Estimate and Apportionment ever allowed it in full. The first appropriation under the amended law was made in 1877, \$200,000, and in the succeeding years to 1889, inclusive, \$300,000, \$300,000, \$300,000, \$350,000, \$350,000, \$350,000, \$350,000, \$350,000, \$200,000, \$336,000, \$434,500, \$413,000.

Fifty years of neglect, with occasional attempts at improvement which failed either through misdirection or inadequate appropriations, finally culminated in such a miserable condition of the city's pavements that public sentiment and official action were sufficiently aroused to a proper appreciation of the situation. The Legislature of 1889, by chapter 346, authorized the city to expend \$3,000,000 within three years for new pavements, subject to the approval of the Board of Estimate and Apportionment, the work to be done under the direction of the Commissioner of Public Works. A like appropriation was made by chapter 35, Laws of 1892.

This imposed upon the Commissioner and the Board the great responsibility of selecting the streets to be repaved, and the style and quality of pavements to be used. With his accustomed energy, my predecessor, Mr. Thomas F. Gilroy, soon possessed himself of all the available information on the subject which past experience and modern invention and improvements in American and European cities afforded. He called to his aid, as Consulting Engineer, Mr. Stevenson Towle, an eminent engineer of long practical experience, who had acquired special knowledge of recent improvements by an extended tour in Europe, where he made careful observations and studies of the pavements of the European capitals. Mr. Towle is still in the service of the City in the same capacity.

In the intervening time European cities like London, Paris, Berlin and Liverpool had led New York by years and by millions of expenditure in improvement of the pavements, and the American cities, Washington, Baltimore and Buffalo were also far in advance of New York.

The combined result of thorough research and experience here and abroad dispelled all doubt as to the superiority of, and preference for, good asphalt pavements for residential streets, and in fact all streets of easy grade and light wagon traffic, and of the superiority of granite-block pave-

ment of the improved specifications for commercial or business streets with heavy business traffic. No better endorsement of the qualities of our asphalt pavements can be conceived than the constant and universal demands of house owners and residents to have their streets asphalted, which far exceed even the large appropriations of the past six years.

The specifications for the new asphalt pavements were remodeled after those in use in the large European cities, slightly altered to suit our climate and other physical conditions.

I invite special attention to the report of Consulting Engineer Towle, Document "F," hereto annexed, which gives a clear exposition of the circumstances, conditions and causes which led to the conclusion that the asphalt made of the pitch from the Pitch lake in the Island of Trinidad is superior to all other asphalts for pavements. To allay any lingering doubt as to the durability of the new asphalt pavements, the contracts provide that the contractors keep the pavements in perfect condition for fifteen years, where laid in place of old ones, and for five years in the case of first pavements, paid for by assessments on the abutting property. The performance of this obligation is secured by heavy bonds and the retention of 30 per cent. of the contract price, and has so far failed only in one case, the Eighth avenue pavement, of which I will make special mention further on.

An erroneous impression appears to exist, and has occasionally been manifested in newspaper articles, that the asphalt paving under our specifications, which require the use of the live asphalt from the Trinidad Pitch lake, or asphalt equal to it in chemical properties, has become a monopoly because only three companies now compete for these contracts. This is far from the truth. The output of the Pitch lake is not under the control of any paving company or combination of companies. It is a merchantable article, open to all who are willing to pay the price. It is exported to Europe and to many parts of the United States besides New York. Any contractor, company or individual can purchase it and bid for contracts if he or they have the capital and plant to undertake the work. It would be, and would always have been, a pleasure and satisfaction to the Department to see the field of competition widened.

The Sicilian Asphalt Paving Company, at the beginning of its career, used the Sicilian rock asphalt, but in two years' time and experience it was found that this made a road surface too hard and too slippery in certain conditions of moisture to give horses a safe foothold. These pavements had to be periodically sanded to make them safe for horses, and this is the main factor in causing a change in the specifications. The Sicilian Company has since bought and used the Trinidad lake asphalt.

In the selection of the streets a well considered and uniform plan was devised by my predecessor, and closely followed for the past six years. It began with the most important business thoroughfares and the approaches to ferries and steamer docks which required new stone pavements of the greatest stability and endurance, and with residential streets which needed the smooth, clean and noiseless asphalt in place of worn out Belgian pavements. In course of time the asphalt was largely extended to the tenement-house districts, with most gratifying results in greater cleanliness and sanitation. The combined results of the six years' work on this plan are best shown and appreciated by a glance at the map which accompanies this report, on which all new pavements laid since 1889 are shown in different colors or shades for the different styles of pavements.

The Legislature of 1889 added another factor for the improvement of the pavements, by the enactment of chapter 449 of that year, which enables the repavement of streets within the bounds of grants of land under water. These old-time grants from the State and the municipal corporation embrace many hundreds, probably thousands, of acres of what is now among the most valuable of city property. They were all, or nearly all, given to large and wealthy estates, and embrace all the land between the old shore lines and the present bulkhead lines, which was formerly flooded by shallow water. Few citizens of the present day have even a remote idea of the extent and present value of these land grants. The conditions of these grants were that the grantees should reclaim and fill in these lands to established grades, and build through them, and forever uphold, pave and keep in proper repair the streets laid down on the city map. They only complied by filling in the lands and streets, and paving the latter with cobble-stones, so far as their own interests and profits required it. For all the rest they relied on the city authorities to do the necessary work and bear the expense. As a matter of fact, their obligations were allowed to lapse into comparative oblivion, and the City in a measure assumed the repairs of the streets until the Commissionership of the late Mr. Allan Campbell, who began a series of notices to the grantees and their successors, the present owners, which were continued through succeeding administrations without impressing the rich land owners with a sense of their obligations and duties to the community at large. It became a question whether the City should apply to the Courts for enforcement of the obligations or forfeiture to the City of the titles to the land, or whether the Legislature should be asked to pass a law whereby the City could proceed to improve the streets and levy assessments for the cost. The latter course was chosen and resulted in the enactment of chapter 449, Laws of 1889. Under this act the Common Council can, by ordinance, direct the Commissioner of Public Works to pave or repave any street within land grants, and have the cost assessed on the property of the grantees, who, after paying one such assessment, are forever released from all further obligations in regard to the paving and maintenance of their streets.

The reclaiming of these streets from their wretched condition has since gone hand in hand with the repavements under legislative and annual appropriations, and its extent appears in the subjoined statement:

Area and Mileage of New Pavements Laid in 1889-1893.

	SQUARE YARDS.	MILES.
First pavements, assessed on property:		
Granite and trap-block.....	473,559	23.00
Asphalt.....	114,000	5.49
Repavements (annual appropriation):		
Granite and trap-block.....	419,155	18.52
Asphalt.....	92,687	4.97
Repavements (legislative appropriation):		
Granite-block.....	572,886	25.86
Asphalt.....	718,065	34.99
Repavements (land grant assessments):		
Granite and trap-block.....	231,609	8.25
Asphalt.....	3,301	.15
Total for five years.....	2,625,262	121.23

Area and Mileage of New Pavements Laid in 1894.

	SQUARE YARDS.	MILES.
First pavements (assessed on property):		
Granite-block.....	99,345	3.36
Asphalt.....	36,429	2.00
Macadam.....	43,266	1.17

	SQUARE YARDS.	MILES.
Repavements (annual appropriation):		
Granite-block	60,967	2.15
Asphalt	4,936	.35
Repavements (legislative appropriation):		
Granite-block	66,627	2.51
Asphalt	119,521	6.63
Repavements (land grant assessments):		
Granite-block	60,967	2.15
Asphalt	4,936	.35
Total for 1894	496,994	20.67

Summary for Six Years—1889 to and Including 1894.

	SQUARE YARDS.	MILES.
First pavements on new streets	766,599	35.02
Repavements on old streets	2,355,657	106.88
Total	3,122,256	141.90
Improved granite and trap-block	1,985,115	65.80
Asphalt	1,093,875	54.93
Macadam	43,266	1.17
Total	3,122,256	141.90

The following table shows a reduction in the cost per square yard of the several classes of pavements for 1894 from the cost in preceding years:

Average Prices per Square Yard.

YEAR.	GRANITE ON SAND BED.	GRANITE ON CONCRETE BED.	ASPHALT, WITH FIVE YEARS' GUARANTEE.	ASPHALT, WITH FIFTEEN YEARS' GUARANTEE.
1889	\$2 51	\$3 99	\$3 55	\$3 91
1890	2 84	3 91	3 14	4 01
1891	2 35	3 52	3 05	3 88
1892	2 60	3 80	2 74	3 93
1893	2 43	3 40	3 13	3 84
1894	2 14	3 14	3 08	3 80

The following are the present area and mileage of all the pavements on Manhattan Island:

	SQUARE YARDS.	MILES.
Improved granite and trap block	4,710,072	221.11
Small square granite and trap block	2,121,335	78.81
Asphalt	1,196,079	62.34
Cobble	27,720	.93
Macadam	1,027,794	21.98
Total	9,083,000	385.17

The expenditure for new pavements to replace old and worn-out ones for the past six years, viz.: \$6,000,000 in legislative appropriations and \$1,993,000 in annual appropriations is certainly large, but it is equally certain that the work accomplished and the benefits derived from it are in every sense commensurate to the outlay. No public money has ever been applied to a better purpose or used with better judgment, skill and economy to produce the largest and best results. The actual gain to commerce and business of every description by the greater and cheaper facilities of local transportation which the new pavements afford would alone compensate for the outlay. The gain to the public health is recognized and acknowledged by the Health authorities and the medical profession throughout the City. The gain in comfort of local travel and greater facilities for cleaning streets is manifest to every individual. Let a glance be taken at the map which shows the streets that have received the new pavements in the past six years and then imagine their general condition if no legislative appropriation had been made and judiciously applied to their improvement.

The question presents itself at this juncture: Can the City afford to rest from this activity in improvement and outlay, and fall back into the old way of expending two, three or four hundred thousand dollars a year for new pavements to replace old and worn-out ones. The answer is an emphatic—No. The reasons for this answer are:

First—There are at this present day, as shown in detail and by names of streets in the report of the Consulting Engineer, eighteen important thoroughfares in the city, covering an area of 713,300 square yards, which should have their old and defective pavements removed and replaced by new and improved ones, at an estimated cost of \$2,500,000 to \$2,800,000.

Second—All experienced and practical road engineers unite in placing the average life of the best pavement, that is to say, the period for which it can be maintained in a serviceable state under our conditions of street traffic and climate, at the maximum of twenty years. In a very quiet street a good pavement may last forty years or longer in fair condition; in a very busy thoroughfare for heavy trucking it may wear out in ten years or less. Whatever the individual and local conditions may be, the fact remains that the average of usefulness does not exceed twenty years, consequently, if the pavements are to be kept in fair condition, one-twentieth of the entire area must be renewed each year as long as there is one-twentieth of them twenty years old or more. We have now, as shown in the foregoing tables, 6,859,127 square yards of stone pavements and 1,027,794 square yards of macadam pavements. More than one-twentieth of them are twenty years old or more. To keep them in serviceable state we must renew one-twentieth, 394,346 square yards, each year. Placing the average cost at the low figure of \$3.50 per square yard, the annual outlay for repavements would be \$1,380,211, or \$48,000 more than the rate for the past six years. This leaves out of the calculation the 1,196,000 square yards of asphalt, for the maintenance of which the contractors are still responsible. As the periods of this obligation expire from time to time, the pavements will fall to the care of the City, and the outlay for repavements must be correspondingly increased.

These figures look enormous, but the people and government of the city must face and choose between two alternatives: either to spend the necessary sums to place and keep the pavements in good condition, or let them gradually and swiftly fall back into their old state, prior to the recent improvements.

The greatest obstacle to the maintenance of good pavements exists in the frequency and the extent to which they are torn up for the construction and repairs of railroads, gas-pipes, steam-pipes, electric subways and conduits, and other subterranean structures, with their many thousands of house connections. The greatest skill, care and expenditure of money in the restoration of such pavements cannot prevent some deterioration in their condition. The Department has organized a thorough system for the vigilant supervision and inspection of this work, to insure the best possible restoration of pavements torn up by private corporations. These corporations and individuals are made to pay the cost of inspection as well as the cost of labor and materials. The system is of comparatively recent origin, not more than twelve or fifteen years old. Prior to that everything was left to the good will and disposition of the companies and individuals.

For the past six years, whenever a new pavement was projected and decided upon, the Department has given notice to gas companies, electric subway companies and railroad companies, weeks and sometimes months in advance of actual paving work, that they must make their surface and underground constructions and repairs before the new pavements would be laid, and that the Department would grant no permit to disturb any new pavement for at least two years, except in cases of extreme emergencies, such as dangerous leaks, explosions, etc. In many cases these notices have been heeded and complied with, but in many others, applications for permits to tear up new pavements came in as soon as a pavement was completed. If the Department denied the permits, the applicants would invariably and successfully invoke the power of the Courts to compel the issuance of the permits on the strength of the privileges granted by the Legislature or Common Council.

The extent to which the streets are torn up may be realized from the following figures:

PURPOSE OF OPENINGS.	1890 TO 1893.	1894.	TOTAL IN FIVE YEARS.
	Miles.	Miles.	Miles.
New gas-mains and salt-water mains laid	140	63	203
Electric subways and conduits placed	489	21	510
Street railroads built	30½	11½	42
Number of excavations made for connections from houses to sewers, gas-mains, subways and other conduits	83,751	17,475	101,226

During the year 1894, 166,000 square yards of stone pavements and 27,000 square yards of asphalt pavements were taken up and relaid on account of these openings.

In a preceding part of this report I stated that during the six years of active work, when 1,093,875 square yards of asphalt were laid, there was only one case where the contractor failed to fulfill his obligations to keep the pavement in good condition after its completion. This is the pavement on Eighth avenue, from Thirtieth to Fifty-ninth street, laid in 1890.

The asphalt used for this pavement was of the inferior quality known as the overflow asphalt on the island of Trinidad. Its inferiority manifested itself before the pavement was quite completed, and all further payments to the contractor were then stopped and the work has never been accepted by the Department as properly completed. The total amount withheld from the contractor was \$184,000. He became bankrupt and the Department had to employ other asphalt pavement contractors to repair the pavement from time to time, and by the spring of 1894 the entire sum of \$184,000 had been expended for these repairs. The pavement continued to disintegrate, and large patches of it became loosened and broken from day to day. At the urgent request of the Department, the Board of Estimate and Apportionment in November last set apart \$10,000, additional, by transfer from available balances in other appropriations, to continue the repairs, but this was utterly inadequate to stop the ultimate and speedy ruin of the whole pavement. In my opinion the entire pavement should be removed and replaced by a granite-block pavement, which is more suitable for this avenue and its business traffic. The City should also prosecute the bondsmen or sureties of the contractor for his failure to comply with his contract obligations.

The act, chapter 277 of the Laws of 1894, requires that all stone used for municipal public works shall be carved, dressed or worked within the boundaries of the city. I believe that the authors and promoters of this act never intended that it should apply to stone paving-blocks, and contractors for new pavements took that view when they bid for paving contracts in the spring and summer of 1894. The Counsel to the Corporation, however, decided that it does apply to stone paving-blocks as well as to all other kinds of dressed or worked stone. As compliance with this requirement more than doubled the cost of stone pavements, the contractors refused to go on with their contracts, and all work on new stone pavements was suspended.

SEWERAGE AND DRAINAGE.

Efficient sewerage and drainage are of vital necessity to every city, and doubly so to a centre of population, commerce and industry like New York. While it has exceptional natural advantages in its topography and its magnificent water-front, it labors under the disadvantage that about 200 miles of its old sewers were built prior to the Sewerage Act of 1865, under which a comprehensive sewer system, based on scientific principles, modern development, and practical study and experience was first established. The 200 miles of old sewers were built haphazard, partly by the City authorities and partly by property-owners, without general plan or system, of irregular sizes and shapes, inferior material and workmanship, for immediate or temporary convenience, and without reference to future growth and necessities.

Anyone who has witnessed the transformation of the older part of the city within the past thirty years, in the character, dimensions and occupancy of its buildings, can readily conceive how utterly inefficient and actually dangerous such an incongruous jumble of sewers must be under the conditions of recent years. In the light of present conditions, and the experience of the last thirty years, it is safe to say that the City would have been benefited in ulterior economy, and vastly so in health, comfort and material development, if, after the passage of the Sewerage Act of 1865, all the old sewers had been swept out of existence by one comprehensive plan and system, adequate to modern and future requirements, though the expense might have reached fifteen to twenty millions of dollars.

The City of Boston, with less than one-third of the population of New York, began in 1879 and completed in three years an entire new sewerage plant, at an expense of about fourteen million dollars. This plant requires continual pumping at large expense, while the sewage of New York can all be discharged by gravity into the tidal currents.

The reconstruction has, however, progressed only in a very slow way, from time to time, as extreme necessities presented themselves, and under very moderate and actually inadequate appropriations. In cases where the assessment laws permit it, the cost of building new sewers in place of old ones has been assessed on the buildings and lots benefited thereby.

In this way a large part of the old sewers has been rebuilt or replaced, but the changes and improvements are still incomplete.

The most radical and beneficial change has been made in the last ten years by the construction of marginal collective sewers along the water-front, on West street, from Eleventh street to the Battery, and on South street, from the Battery to Montgomery street. These collective sewers receive the outflow of lateral sewers and discharge it by few large outlets into deep tidal currents at the pier ends, instead of discharging it at the bulkheads at the foot of every street in stagnant water,

as heretofore. On several sections of the water-front the construction of collective sewers and outlets must still be deferred, awaiting the necessary dock improvements.

In the past six years the progress in these sewer improvements along the water-front has been much greater than in preceding years. In 1894 three large outlets into the tidal currents were built, respectively, at Broad street and Stanton street, East river, and at Twenty-third street, North river. From 1889 to 1893, inclusive, twenty-seven of such outlet sewers were built. The result is that the flooding of streets and cellars along the water-front, which formerly occurred at every high tide and heavy storm, is now a very rare occurrence. In most cases where cellars are still occasionally flooded, it is because some people will build their cellars so deep below tide level that no sewer system can keep them clear of water without pumping.

The system which has been adopted and developed since 1865 is based on well-established scientific principles. The city is divided into sewer districts, according to the topographical features of the different localities and sections of territory. Each sewer district embraces as much territory as presents established grades which converge at one common point on the water-front as the lowest point, to which the contents of all the sewers of the districts flow, and where they are discharged into tide water by one common outlet sewer. A staff of engineers and draughtsmen is constantly at work in making surveys, maps and plans for additional districts, as population and buildings advance on new territory, and the plans are kept steadily ahead of immediate necessities, so that, when they arise, they can be promptly met by the construction of the needed sewers. The maps and plans of each district, when established, are certified by the Engineer in Charge of Sewers and the Commissioner of Public Works, and filed in the offices of the Department of Public Works, the Finance Department and the Clerk of the Common Council, as the law requires. There are now twenty-six established sewer districts on Manhattan Island, covering all its territory, except that north of Fort George.

During the year, 24,251 lineal feet of brick sewers, 15,077 lineal feet of pipe sewers, 844 lineal feet of wooden box sewers, and 1,140 lineal feet of culverts, with 65 receiving-basins, were built. The sewer system on Manhattan Island now embraces 462 miles of sewers, with 5,481 receiving-basins.

At the close of the year, 22 sewer contracts, covering the construction of 27,003 lineal feet of new sewers, were in progress.

In determining upon the construction of new sewers, the Department acts either upon the applications of property-owners who desire to improve and build up vacant land, upon reports or requisitions of the Health Department, or upon its own information and judgment regarding the necessity of extending and enlarging the sewer system. In pursuance of this policy there are now projected 24,654 lineal feet of additional sewers, with 1,040 feet of culvert and 27 receiving-basins.

The Engineer and clerical force of the Sewer office is preparing the detail plans, specifications and forms of contracts for these works, which will be advertised for public letting and put under contract as speedily as practicable.

The following are mentioned as the most important extensions of the sewer system into new territory, completed during the past year :

The sewer in Kingsbridge road, from One Hundred and Seventy-fifth street to Nagle avenue. This, in conjunction with two other contracts now in progress and to be completed early next season, for sewers in Dyckman street, etc., will make a continuous line of sewers from One Hundred and Seventy-fifth street to the outlet at Dyckman street and the Hudson river.

Early next summer the whole western slope of the ridge which has its summit at Fort George will thus be opened to building and other enterprise and improvements.

The sewer in St. Nicholas avenue, between One Hundred and Thirty-seventh and One Hundred and Forty-first streets.

Two sewers in Eleventh avenue, respectively between One Hundred and Seventieth and One Hundred and Seventy-second streets and between One Hundred and Seventy-second and One Hundred and Seventy-fifth streets.

The sewer in Ninety-ninth street, between Third and Park avenues.

Notable improvements in the old sewer districts have been made during 1894 at the following places :

At the foot of Broad street, where the outlet has been extended under the pier into deep water. Thomas street, between West Broadway and Church street.

Ferry street, between Cliff and Gold streets.

Jacob street, between Ferry and Frankfort streets.

Washington street, between North Moore and Franklin streets.

Greenwich street, between West Third and West Fourth streets.

Foot of Stanton street, East river.

Third street, from Avenue A to East river.

Fifth avenue, between Twentieth and Twenty-first streets.

Twelfth and Thirteenth avenues, between Twenty-seventh and Thirtieth streets, and adjacent streets.

At Thirtieth street and Eleventh avenue.

Thirty-third street, from First avenue to East river.

First avenue, between Thirty-third and Thirty-fifth streets.

Forty-second street and North river.

At numerous points along the North and East rivers further construction of marginal collective sewers and of outlets to deep tidal currents must be deferred until dock improvements are made. This is notably the case along the North river, from Thirtieth to Fifty-ninth streets, where Twelfth avenue will have to be filled in by the Dock Department before a marginal sewer with outlets can be built, and on the East river, above Montgomery street, where there are no available piers to extend outlets beyond the bulkheads.

The fact may be interesting and astonishing to many well-informed citizens that in the compactly built up part of the city which lies south of Fourteenth street, there are still over 8½ miles of streets without public sewers. The houses on these streets are drained by private drains which connect with sewers in adjacent streets, and run, in many cases, under the cellars of intersecting buildings. The houses which are thus inadequately and improperly provided for in the matter of sewerage and drainage are invariably old ones, which, in the progress of private enterprise and improvement, will soon disappear, to make room for modern buildings, when public sewers will be applied for by the owners, who must bear the assessments of cost. Between Fourteenth and Fifty-ninth streets there are 6.85 miles of streets without public sewers, where the conditions are similar. North of Fifty-ninth street every street which is wholly or partly built up has its public sewers, but there are large tracts of unimproved property where sewers are not an immediate necessity.

In this part of the city there are 49½ miles of streets without sewers.

A comparison of the cost of sewer construction per foot or mile at different periods and under different administrations is a difficult matter, owing to the many varieties of conditions, such as sizes and shapes of sewers, nature of sub-soil, depth under the ground, proportions of rock and earth, character of foundation required, obstruction of work by street traffic, and other circumstances.

A fair comparison has, however, been made by selecting works of even dimensions, qualities and conditions through the past seven years, and it is found that the cost of sewer construction by contract, at open competition, has been reduced an average of from 12 to 20 per cent. in that time.

A more precise and strictly correct comparison can be, and has been made in the cost of cleaning sewers, and removing sewer deposits for the past nine years—1886 to 1894, inclusive.

Prior to 1887 all sewers were cleaned by day's labor, or on open orders given to contractors without competition.

Since, and including that year, all brick sewers have been cleaned by contracts awarded annually, at public letting, to the lowest bidders. The result is shown in the following table :

	LINEAL FEET OF SEWERS CLEANED.	TOTAL COST OF CLEANING.	COST PER LINEAL FOOT.
1886.....	55,819	\$21,769 00	.39
1887.....	80,069	18,416 00	.23
1888.....	101,785	26,464 00	.26
1889.....	161,050	30,599 00	.18
1890.....	240,850	35,729 00	.15½
1891.....	133,008	17,361 00	.13
1892.....	77,764	11,186 00	.14½
1893.....	92,963	13,243 00	.14½
1894.....	78,685	9,542 00	.12½

This table shows (1) that the change from day's work to contract at once reduced the cost per foot by 40 per cent., and that after 1888 the contract cost was further reduced, so that in 1894 it was reduced to a little more than one-half of the cost in 1888; (2) that as soon as the contract system by public letting was introduced, the Department increased the efficiency of the service by increasing the length of the sewers which were freed of deposits and obstructions; (3) that in 1889 and 1890 the prices were still further reduced, and the length of sewers relieved of deposits was so increased that the amount of work accomplished was more than four times that of 1886.

The fact is that prior to 1889 the sewers were so inadequately cleaned that, by that time, many miles of them were clogged with deposits so as to become practically useless, and a standing menace to the public health. Three years of vigorous work brought them to a standard of efficiency which lessened the occasions and necessities for mechanical and manual labor in removing deposits from sewers. They became in a greater measure self-cleansing by free flow of liquid sewage, and consequently much better factors in sanitation. Complaints of bad sewerage and the emission of foul odors into the atmosphere in houses and the open air have rapidly and steadily diminished.

With continued energy and good judgment in the maintenance of the sewerage system, and adequate means for the eradication of the imperfections which still exist, and are pointed out in this report, the system can be brought to the highest standard of efficiency, and the cost of mechanical or manual cleansing to a minimum.

REGULATING, GRADING, CURBING AND FLAGGING STREETS.

The first improvement on any street established on the map of the city is to grade the roadway and sidewalks to the legally established grades, to set the curb-stones which uphold the sidewalks, and to lay a four-foot course of flagging through the centre of the sidewalks. This always precedes sewer construction, the laying of water-mains and the paving of the carriageways.

During 1894, contracts for grading, curbing and flagging 22 new streets, 56 contracts for flagging and reflagging sidewalks, and 47 contracts for fencing vacant lots were completed. At the close of the year work was in progress on 17 contracts for this class of work. The total expenditure on all contracts was \$344,531.20, and the following are the aggregate quantities of work done under all the contracts :

28,771 cubic yards earth excavated.
86,288 cubic yards rock excavated.
283,180 cubic yards street embankments built.
43,898 lineal feet new curb-stones set.
8,511 lineal feet old curb-stones reset.
277,935 square feet new flagging laid.
64,036 square feet old flagging relaid.
987 lineal feet culverts built.
32,360 cubic yards retaining-walls built.
9,857 lineal feet fences built.
23,562 feet timber used in construction.

STREET LIGHTING.

At the close of 1894 the Department furnished light for 559.18 miles of streets, 2.55 miles of bridges, two-thirds of a mile of piers, 73.9 acres of public parks, and three and a quarter acres of open market place (Gansevoort Farmers' Market). There were in use 24,685 gas-lamps, 2,635 electric-lamps, and 158 naphtha-lamps, the latter being used at the northerly end of the city, where there are no gas-mains in the streets.

The following are the changes and additions in the street-lamp service for the year :

681 new gas-lamps placed and lighted.
192 new electric-lamps placed and lighted.
6 new naphtha-lamps placed and lighted.
230 old gas-lamps relighted.
4 old electric-lamps relighted.
260 gas-lamps displaced by street improvements.
12 electric-lamps displaced by street improvements.
568 gas-lamps displaced by electric-lamps.
The length of additional streets lighted during the year is 9½ miles.

Six gas companies, viz. : The Consolidated (embracing six old companies), the Equitable, the Standard, the Central, the Northern and the Yonkers furnish the gas for the street-lamps. They have, together, 1,292.66 miles of gas-mains on Manhattan Island, and 118.50 miles in the Twenty-third and Twenty-fourth Wards, beyond the Harlem river. They laid 85 miles of additional mains during the past year.

The following is the distribution among the different companies of the present number of gas and electric lamps; the annual cost of lighting them at present contract prices, and the average cost per lamp per annum :

NAMES OF COMPANIES.	NUMBER OF LAMPS.	PRICE PER ANNUM EACH LAMP.	COST PER ANNUM.
Gas companies—			
Consolidated	13,979	\$17 50	\$244,632 50
Equitable.....	4,043	12 00	48,516 00
Standard	2,482	10 04½	24,927 55
Central	1,253	24 00	37,272 00
Northern.....	2,254	28 00	63,112 00
Yonkers	674	28 00	18,872 00
Totals and average price.....	24,685	\$17 72	\$437,332 05
Electric-light companies—			
United States.....	397	\$146 00	\$57,962 00
Brush.....	90	164 25	13,162 50
	275	146 00	40,150 00

NAMES OF COMPANIES.	NUMBER OF LAMPS.	PRICE PER ANNUM EACH LAMP.	COST PER ANNUM.
Electric-light companies—			
Thomson-Houston.....	10	\$182 50	\$1,825 00
Harlem.....	274	146 00	40,004 00
Mount Morris.....	19	182 50	3,467 50
Manhattan.....	205	146 00	29,930 00
Edison.....	366	146 00	53,436 00
North River.....	165	146 00	24,090 00
	118	182 50	21,535 00
	716	164 25	116,603 00
Totals and average price.....	2,635	\$152 88	\$402,165 00

The high prices of \$24 and \$28 per lamp exist north of the Harlem river, where there is no competition between gas companies.

In the substitution of electric light for gas light, two electric-lamps take the place of nine gas-lamps; the cost of the former at the above average price is \$159.48 per annum, and the cost of the latter, \$305.76, showing that electric street light costs nearly twice as much as gas light.

MUNICIPAL BUILDINGS AND OFFICES.

I deem it proper to give at this time a brief and consecutive account of the buildings and offices which are under the care of this Department, their occupancy and condition, whether owned or leased by the City, and the cost of placing and keeping them in proper order for their respective purposes for the past year and for the preceding five years, 1889 to 1893.

To my knowledge such a collective statement has not been given in any previous report, and it may lead to new ideas and arguments in favor of a large municipal building, which shall be creditable to the metropolis of the Western Continent, and into which all the now scattered City Departments and offices can be concentrated.

Buildings Erected and Owned by the City.

The City Hall—Completed in 1814. This building now contains the Mayor's offices, the rooms and offices of the Board of Aldermen, the court-rooms and offices of the City Court, the City Record offices, the offices of the Mayor's Marshal, the Governor's Room, the City Library and a Police station. It is in very good order, of substantial build, regarded as a gem of pure architecture, but inadequate now for the purposes for which its builders designed it. Within the past six years its entire exterior, including portico, stairways, terrace and plaza were renovated; steam-heating and ventilation were introduced; the Mayor's offices were several times re-decorated, and court-rooms and other offices rearranged to suit changes in conditions of occupancy. The expenditures on this building for repairs, alteration and improvements, were: from 1889 to 1893, inclusive, \$40,347; for 1894, \$1,233.

The County Court-house—Completed in 1870. It is now occupied by the several parts of the Supreme and Superior Courts, the Court of Common Pleas, the Surrogate's Court and offices, and the offices of the Sheriff and the County Clerk. It is a very solid building, but has always been defective in heating and ventilation, which have been variously experimented upon in recent years with the object of improving them. These improvements have been very expensive, including, as they do, a complete new system, with new boilers, engines, tubing, etc., two passenger elevators and other modern appliances. The expenditure, including all repairs, was, from 1889 to 1892, inclusive, \$70,415; in 1893, \$8,500; in 1894, \$3,208.

The Brown-stone Building, City Hall Park—Completed in 1852. This has recently been vacated by the Criminal Courts and the District Attorney and his staff. Parts of it have been assigned to the First Judicial District Court, and the Trial Term of the Surrogate's Court, and have been partially fitted up for these purposes. Other assignments of vacant parts of the building are under consideration. It is a substantial building, and is in as good condition as a recently vacated building can be expected to be. Expenditures for alterations, improvements and repairs, 1889-93, inclusive, \$12,345; for 1894, \$823.

Hall of Records, City Hall Park—Built in the last century for a city prison. This cramped, old and insecure building, with its imposing name, contains all the official records of titles to \$2,000,000,000 worth of real and personal estates. Comment on its condition, which is too well known to thousands of citizens who have to transact business there, is unnecessary. Its destruction by fire would involve the destruction of records of untold value, which could never be replaced. It has cost for repairs, from 1889 to 1892, inclusive, \$7,672, and in 1894, \$626.

Criminal Court Building—This building was begun in May, 1890, and completed at the close of 1893, with the exception of the extensive interior fittings and furnishings to make it ready for the use of the courts. These are now also practically completed. The cost of the building proper is \$1,719,799, and the interior fittings and furniture to date, \$220,491. It occupies the entire block bounded by Centre, Elm, Franklin and White streets. Including the basement and the two mezzanine stories, it is seven stories high above the streets. It contains 186 rooms, having 83,876 square feet of floor space; the floor space of the corridors, interior arcade and open space under the arcade is 57,402 square feet; total floor space under the roof, 141,278 square feet. In architectural design, solidity of construction, quality of material and workmanship, perfection of arrangements for light, heat and ventilation, convenience of ascent and descent by elevators and stairways, and all essentials for a large public building, it is unsurpassed by any modern municipal building in this country, and far surpasses any in this city. In economy of cost it has no equal in any public building of equal proportions, arrangements and uses. The building is now occupied by the Court of General Sessions and its several parts, presided over by four justices of criminal jurisdiction; the Court of Oyer and Terminer; the Court of Special Sessions of Police Justices; the First District Police Court; the District Attorney and his staff; the Coroners; the Excise Board; the Civil Service Boards; the Health Department; the Department of Street Cleaning, and the grand and petit juries for criminal cases. In addition to these there are rooms for the Society for the Prevention of Cruelty to Animals; the Society for the Prevention of Cruelty to Children; janitor's apartments; a room for the matron in charge of female witnesses, and a room for newspaper reporters.

The Harlem Court-house, One Hundred and Twenty-first street and Sylvan place—This building was begun in March, 1891, and fully completed in December, 1892, one year and nine months, at a total cost of \$277,444. It was built entirely under the direction of this Department, and contains the Ninth Judicial District Court, the Fifth District Police Court, the various offices connected with these courts, a police prison, a repair shop for the Bureau of Water Purveyor, and a station and office for the Department of Street Cleaning. It is heated by steam apparatus, well ventilated, roomy, of good architectural design, of the best material and workmanship, and in every way creditable to the City. Prior to January 1, 1893, the two courts were located in leased buildings, on which \$1,849 was expended for repairs, etc., from 1889 to 1892, inclusive. On the new building \$722 has been expended for interior fittings during 1894.

Jefferson Market Court-house—Completed in 1877 under a separate building commission. The Department records do not show what it cost to build it. It is a substantial building, of good architectural appearance, and contains the Third District Judicial Court, the Second District Police Court, the Court offices and a Police prison. Expenditure for repairs, etc., 1889 to 1893, inclusive, \$7,709; in 1894, \$857.

First District Court Building, No. 154 Clinton street—This was formerly an engine-house of the Volunteer Fire Department, but has been occupied by the District Court for many years. It is in very fair condition. In 1889 it was enlarged for the better accommodation of the court, at a cost of \$6,600. Expenditures for repairs, 1890 to 1893, inclusive, \$1,362; in 1894, \$79.

Seventh District Court-house, Fifty-seventh street, between Third and Lexington avenues—Was built by the City about twenty-eight years ago; no Department record of cost. It is a substantial

building, containing the Seventh Judicial District Court, the Fourth District Police Court, their offices and a Police prison. Last year building operations in the rear of the court-house necessitated the building of a rear yard wall for the protection of the prison, at a cost of \$1,200. Other expenditures for repairs, etc., 1889 to 1893, inclusive, \$2,358; in 1894, \$275.

First Judicial District Court—This Court has heretofore been on the third floor of the fire-engine house, corner of Chambers and Centre streets, in City Hall Park. New quarters are being prepared for it in the Brown-stone Building. Expenditures for repairs, etc., of old quarters, 1889 to 1893, inclusive, \$1,710; in 1894, \$220.

Tombs Building—Until November last the Special Sessions Court and First District Police Court were located in this building, and that part of it had to be kept in order by this Department. They are now in the Criminal Court-house. Expenditures for repairs, etc., 1889 to 1893, inclusive, \$4,167; in 1894, \$93.

County Jail, Ludlow street—This is an old building which cannot be commended as a suitable prison building. The Department, however, keeps it in proper condition as to repairs. Expenditures for repairs, etc., 1889 to 1893, inclusive, \$5,600; in 1894, \$145.

Stables of Street Cleaning Department, foot of East Sixteenth street—This large building was originally built for a public market under a special commission about thirty years ago. It was soon abandoned as a market, and has for many years been used for its present purpose. Last year this Department put a new roof on the building and new windows, by contract, at a cost of \$3,809; in 1891 \$870 was expended for repairs.

The Dog Pound—When the dog license ordinance was enacted in 1877 this Department erected this building, with apparatus for drowning dogs, at the foot of East Sixteenth street. At the request of the Health Department, the building and apparatus were removed in 1891 to the foot of East One Hundred and Second street at an expense of \$2,202. There has been no other expense for repairs for the past six years.

No. 49 Beekman street—This is an old building which came into the possession of the City many years ago, and is occupied by the Corporation Attorney and assistants. Expenditures for repairs, etc., 1889 to 1893 inclusive, \$3,671; in 1894, \$240.

No. 5 Duane street—This is another old building owned by the City, formerly used by the Fire Department and for some years past by the Public Administrator for office and storage. Expenditures for repairs, etc., 1889 to 1893 inclusive, \$479; in 1894, \$7.

PUBLIC MARKETS.

Fulton Market, bounded by Fulton, Beekman, South and Front streets—Present building erected by this Department and completed in April, 1883, at a cost of \$180,000. The building is in good condition and suitable for a market in design, construction and arrangement, as well as by location. In September, 1890, a part of it caught fire, the damage to the building amounting to \$7,000. Expenditures for repairs and improvements, including damage by fire, 1889 to 1893, inclusive, \$15,123; in 1894, \$870.

Washington Market, bounded by Washington, West, Fulton and Vesey streets—Built by this Department and completed in December, 1884, at a cost of \$280,000. It is similar in design and construction to the Fulton Market building, and in good condition. Expenditure for repairs and improvements, 1889 to 1893, inclusive, \$6,808; in 1894, \$578.

Jefferson Market, at the junction of Sixth and Greenwich avenues—Built and completed by this Department in June, 1883, at a cost of \$70,000. Damaged by fire in March, 1889, to the amount of \$2,000; is a good and substantial building. Expenditure for repairs and improvements, including damage by fire, 1889 to 1893, inclusive, \$4,655; in 1894, \$1,480.

West Washington Market, on old City property, known as Fort Gansevoort property—Built and completed by this Department in December, 1888, at a cost of \$503,000, to take the place of the old West Washington Market, which was removed to make room for dock improvements. It is composed of 10 separate 2-story buildings, each 180 feet long and 50 feet wide, divided by paved avenues. It is by far the best market building, or set of buildings, in the city, and in excellent condition. It was damaged by fire 3 times, in August and December, 1890, and on November 20, 1893. It cost \$40,000 to repair the damage by the first 2 fires. After that the stand-holders had the building insured, and the damage by the last fire was repaired by the insurance companies. Expenditures for repairs, etc., 1889 to 1893, not including fires, \$3,724; in 1894, \$735.

Tompkins Market, Third avenue, Sixth and Seventh streets—Built some years before the organization of this Department; no Department record of date and cost. It is constructed of iron; was reconstructed and thoroughly strengthened in 1875 and is now in good condition. The entire upper story is used as an armory for the Sixty-ninth Regiment or Battalion. Expenditure for repairs, exclusive of armory, 1889 to 1893, \$721; in 1894, \$80.

Catharine Market; occupies street space in Catharine Slip—Built long before the organization of this Department; no Department record of date and cost. This is an old and comparatively small market building, and requires constant repairs. Expenditures for repairs, including new roof, windows, etc., 1889 to 1893, \$4,987; in 1894, \$418.

Centre Market, Grand and Centre streets and Centre Market place—This has also been built many years before the organization of this Department, and I have no record of the date and cost of construction. The Department is keeping it in as good condition as an old and unsightly building can be kept. The Second Judicial District Court is located on the floor over the market, the other parts of that floor being rented for business purposes. Expenditures for repairs, 1889 to 1893, including fitting up court-room and offices, \$5,067; in 1894, for general repairs, \$1,476.

Essex Market, Grand, Essex and Ludlow streets—Also built long prior to the organization of this Department. The building is very old, and the upper part, which is used by the old Volunteer Firemen's Association, is too weak to bear the assemblage and movement of large bodies of men. Expenditures for repairs, 1889 to 1893, \$2,331; in 1894, \$752.

Union Market, junction of Second and Houston streets—This is another old building, which, as far back as 1873, was reported as inferior and unsuitable in the annual report of this Department. Its condition may be characterized by saying that it is hardly worth expensive repairs, though it is still in tenable condition. Expenditure for repairs, 1889 to 1893, \$222; in 1894, \$18.

Clinton Market, bounded by Canal, Spring and Washington and West streets—This is a conglomeration of old buildings and sheds, standing on ground of such great value, owing to its location, that no private owner of any means would allow it to be so occupied, but would at once place a large and modern building upon it, to realize a proper income from the value of the land. In 1891 to 1892 over \$8,000 was expended in overhauling the entire jumble of structures by contract. The expenditures for repairs and improvements were, 1889 to 1893, \$11,005; in 1894, \$611.

ARMORIES.

All the armories that the City owns are of modern and recent construction, and built with great solidity. It is a matter of record, however, that very soon after a new armory is completed, turned over to the care of this Department, and occupied by its military command, requisitions from the commanders and auditing boards are made for interior changes, additional furnishings of lockers, closets, gun-racks, exterior repairs, and other work and articles, which, under the provisions of the City Consolidation Act and the Military Code of the State, this Department must supply. This accounts for the otherwise large expenditures on new armories stated below.

Seventh Regiment Armory—Completed in 1879; on Park and Lexington avenues, Sixty-sixth and Sixty-seventh streets. Expenditures for alterations, repairs, etc., 1889 to 1893, \$8,698; in 1894, \$894.

Eighth Regiment Armory—Completed in 1890; Park avenue and Ninety-fifth street. Expenditures for alterations, repairs, etc., to December 31, 1893, \$3,563; in 1894, \$1,236.

Twelfth Regiment Armory—Completed in 1888; Columbus avenue and Sixty-second street. Expenditures for alterations, repairs, etc., to December 31, 1893, \$6,924; in 1894, \$1,250.

Twenty-second Regiment Armory—Completed in 1892; at Boulevard, Columbus avenue and Sixty-fifth street. Expenditures for alterations, repairs, etc., 1889 to 1893, \$2,810; in 1894, \$2,000.

Seventy-first Regiment Armory—Completed in March, 1894; at Fourth avenue, Thirty-third and Thirty-fourth streets; no expenditures yet. The Second Battery is now also located in this

building. From 1889 to 1894 the Seventy-first Regiment occupied leased premises, first on Broadway, from Forty-fourth to Forty-fifth streets, then at Thirty-sixth street and Broadway, and last on One Hundred and Seventh street, between Park and Lexington avenues. The cost of repairs, etc., on these leased premises was, 1889 to 1893, \$6,484; in 1894, \$200.

Ninth Regiment Armory, on Twenty-sixth street, between Seventh and Eighth avenues—Leased from Paran Stevens estate, at \$18,000 per annum. Repairs made by lessors. Expenditure for minor interior repairs, 1889 to 1893, \$543; in 1894, \$22.

Sixty-ninth Regiment Armory, over Tompkins Market—Repairs, etc., on armory proper, 1889 to 1893, \$4,348; in 1894, \$1,658.

Second Battery, in leased premises, Seventh avenue, between Fifty-second and Fifty-third streets, from 1889 to 1894—Expenditures for repairs, etc., 1889 to 1893, \$4,801; in 1894, \$145.

Brigade Headquarters, Signal Corps and Troop A, in leased premises from 1889 to 1894; first at Broadway and Forty-fifth street, then in Dickel's Riding Academy, West Fifty-sixth street—Expenditure for repairs, etc., 1889 to 1893, \$2,428; in 1894, \$35.

Brigade Headquarters and Signal Corps are now in Seventy-first Regiment Armory, and Troop A, in Eighth Regiment Armory.

LEASED BUILDINGS AND OFFICES.

The following buildings, which are leased for municipal purposes, are under the charge of this Department in respect to repairs, interior fittings, furniture, office supplies, and daily cleansing. The conditions of the leases vary considerably on the subject of repairs. The majority of them provide that the repairs to the buildings proper be made by the owners and lessors; but this does not in any case include the changes in interior arrangements and fittings which are necessary from time to time for the efficient and convenient transaction of public business, or repairs required on such interior arrangements.

Fourth Judicial District Court, northeast corner of Second avenue and First street—Leased from Mr. Edwin Einstein at \$2,750 per annum; repairs to building made by owner. Expenditures on interior arrangements, 1889 to 1893, \$400; in 1894, \$454.

Sixth Judicial District Court, southwest corner of Eighteenth street and Fourth avenue, until May, 1891; since then in Demilt Dispensary Building, Second avenue and Twenty-third street; leased from the trustees of the dispensary, at \$1,700 per annum—Expense of fitting up in 1891, \$648; expense of interior repairs and changes, 1891 to 1894, \$119.

Eighth Judicial District Court, southwest corner of Seventh avenue and Twenty-second street, until May, 1894; since then in Grand Opera House, Eighth avenue and Twenty-third street, at a rental of \$3,662 per annum, including fuel and light—Interior repairs made by the City. Expense of fitting up new quarters, \$882; for repairs in old quarters, 1889 to 1893, \$600.

Tenth Judicial and Sixth District Police Courts, southeast corner Third avenue and One Hundred and Fifty-eighth street—Rental, \$2,600 per annum. Expense for interior repairs, 1889 to 1893, \$262; in 1894, \$42.

Eleventh Judicial District, No. 919 Eighth avenue—Rental, \$3,500 per annum; all repairs made by the owner.

Stewart Building, Broadway, Chambers and Reade streets—In this building are now located the Finance Department, the Receiver of Taxes, the Department of Taxes and Assessments, the Commissioner of Jurors, and the Commissioners of Accounts. The combined rental for all is \$81,500 per annum. The City pays the expense of interior arrangements, changes and fittings required from time to time by changes in location of office and increase of public business. Expenditure, 1889 to 1893, including removal and installation of the Tax Department, \$6,761; in 1894, \$999.

Staats Zeitung Building, Tryon Row—Two floors occupied by the Law Department; rental, \$16,000 per annum. Only interior changes, improvements, etc., are made by the City. Expenditure, 1889 to 1893, including removal of Tax Department and fitting additional floor for Law Department, \$9,151; in 1894, \$269.

No. 31 Chambers street—Occupied entirely by the Department of Public Works; rental, \$12,000 per annum; only exterior repairs made by the owner. Expense of interior arrangements, changes, repairs, etc., 1889 to 1893, \$9,676; in 1894, \$2,071.

No. 27 Chambers street—Second floor occupied by the Board of Assessors; rental, \$2,500 per annum. Expense of interior fittings and repairs, 1889 to 1893, \$1,113; in 1894, \$115.

Department of Buildings, southwest corner of Fourth avenue and Eighteenth street—Rental, \$8,500 per annum. Expenditure for interior arrangements and fittings, 1890 to 1893, \$1,959; in 1894, \$145.

Department of Street Improvements, Twenty-third and Twenty-fourth Wards, northeast corner of Third avenue and One Hundred and Forty-first street—Rental, \$2,700 per annum. Expenditure for alterations, improvements and interior arrangements and fittings, 1889 to 1893, \$4,133; none in 1894. Total rentals for leased buildings and offices, \$137,432.

Houses and Lands owned by the City and rented out to various individuals—Nos. 8 to 14 Chambers street; houses and lots on Amsterdam avenue, between One Hundred and Fifty-first and One Hundred and Fifty-second streets, and on these streets east of the avenue; No. 448 West One Hundred and Forty-sixth street. For repairs of these premises, \$3,416 was expended in 1889 to 1893; nothing in 1894.

CORPORATION YARDS.

For storage of articles seized as street obstructions and depots for materials and tools used by repair gangs, the City maintains yards and offices at the following places: Foot of Rivington street, foot of East Sixteenth street, West Fifty-sixth street, between Eleventh and Twelfth avenues; One Hundredth street, east of First avenue; Columbus avenue and One Hundred and Twenty-third street. For repairs and fitting up offices at these places there was expended in 1889 to 1893, \$3,228; in 1894, \$712.

Full details of all the work of repairs, alterations, improvements, etc., on public buildings and offices, embraced in the foregoing statement, will be found in the report of the Superintendent of Repairs and Supplies, which accompanies this report.

RECAPITULATION.

	EXPENSE FOR REPAIRS, ALTERATIONS, ETC., FOR 1889-1893, FIVE YEARS.	EXPENSE OF REPAIRS, ALTERATIONS, ETC., FOR 1894.
On Court and office buildings owned by the City.....	\$171,016 00	\$15,020 00
On markets, owned by the City.....	94,643 00	7,118 00
On armories, owned or leased.....	40,599 00	6,650 00
On Courts and offices in leased premises.....	34,754 00	6,873 00
On Corporation Yards.....	3,228 00	712 00
On houses and lots rented out by the City.....	3,416 00	.....
Totals.....	\$347,656 00	\$46,373 00

No item of expenditure for repairs or supplies is incurred without the requisition of the public officer whose public business requires it. These requisitions on the Department always exceed the limits of the appropriations, and must be carefully examined and considered so as to reduce them to real necessities and within the means allowed by the Board of Estimate and Apportionment. The tax-paying public, and even the Board of Estimate and Apportionment, take little account of the fact that the public business of the city must grow in proper proportion to the growth in population, buildings and improved territory. On the other hand, the city official who makes a

requisition on the Department for certain work or supplies, feels aggrieved if it has to be cut down or disallowed because the appropriation will not bear it, or in the judgment of the Department the expense involved should be reduced or entirely dispensed with. In either aspect, the duty of a public officer who has the apportioning and dispensing of public expenditure for the use or on the demand of other, co-ordinate, branches of the municipal government, is often a very disagreeable one.

FREE FLOATING BATHS.

The total attendance at the fifteen free floating baths for the season of 1894, beginning in June and ending in October, was 2,948,000 males and 1,415,000 females.

LAYING OUT AND OPENING NEW STREETS.

This Department is required by law to furnish to the Board of Street Opening and Improvement all surveys and maps for laying out new streets; extending, widening or otherwise altering existing streets, and closing old streets. It also furnishes to the Council to the Corporation the maps and descriptions of lands and boundaries for instituting legal proceedings to vest the title to new streets in the City. When the Supreme Court appoints Commissioners of Estimate and Assessment in such proceedings, this Department furnishes them with the maps, boundaries, etc., of the land to be taken and the area of property to be benefited by the improvement, showing each separate lot or parcel of land. As the Commissioners progress in their deliberations, they are furnished with estimate copies of damage and benefit maps and abstracts. When they have concluded their labors, they are furnished with final copies of damage and benefit maps and abstracts for presentation to the Supreme Court.

This work is under the charge of an engineer of many years' experience, who is thoroughly familiar with the successive changes in the map and plan of the City from its early history, and with the many complex laws bearing on the subject. The work of his office for 1894 is given in detail in his report, Document "O," and the following is a summary:

Maps and descriptions furnished the Board of Street Opening and Improvement for laying out five new streets and for closing five old streets.

Rule maps, in triplicate, and descriptions of boundaries furnished the Council to the Corporation for proceedings to open 13 new streets, and for acquiring title to 13 other streets by cedere from the property owners. Total length of the 26 streets, 6.75 miles.

Draft copies and estimate copies of damage and benefit maps and abstracts furnished Commissioners of Estimate and Assessment for 18 new streets; total length, 5.20 miles.

Final damage and benefit maps and abstracts furnished for 28 new streets; total length, 6.50 miles.

Maps, profiles and technical descriptions furnished for changes of grades on 9 streets.

STREET OBSTRUCTIONS.

The Bureau of Incumbrances, with an appropriation of \$25,000 for labor and services required in the removal of obstructions on over 500 miles of improved streets, and \$8,100 for the salaries of one clerk and seven inspectors, has, during the past year, made gratifying progress in the removal of fixed obstructions, such as sidewalk stands beyond the area-line, projecting signs and show-cases, defective awnings, dangerous shade-trees, posts and stumps, as well as all temporary obstructions caused by the illegal dumping or deposit of abandoned material and refuse, such as cellar dirt, stone, broken building materials and other rubbish.

It is evident, however, that, with such limited appropriations and force, the Bureau cannot successfully cope with the movable and transient obstructions which are caused by vender's carts, portable stands, merchandise in transit on and across sidewalks and merchandise exhibited and temporarily stored on the sidewalks. The Police force is the only agency which can effectively prevent or suppress this class of obstructions, if it will vigilantly, vigorously and faithfully enforce the City ordinances.

Sidewalk stands are also a difficult class of obstructions to deal with, owing to the apparent conflicts between the resolutions and ordinances adopted from time to time by the Common Council and the provisions of the State law.

The New York City Consolidation Act, section 36, paragraph 4, relating to the powers of the Common Council, says: " * * * but they shall have no power to authorize the placing or continuing of any encroachment or obstruction on any street or sidewalk, except the temporary occupation thereof during the erection or repair of a building on a lot opposite the same."

Chapter 418, Laws of 1887, and chapter 115 of 1888, amended the Consolidation Act by authorizing the Common Council to grant permits for stands on sidewalks within the stoop-line for the sale of newspapers, periodicals, fruit and soda water.

The Common Council has, however, frequently exceeded these limitations by granting permits for other stands, signs and awnings, and the privileges which have been granted under the amendatory laws of 1887 and 1888 are in many cases abused by the sale of other articles than those mentioned. The business carried on from sidewalk stands maintained under color of legal authority, and with the free occupancy of portions of the public sidewalks, has grown to such an enormous extent as to cause serious injury to legitimate business in stores for which the storekeepers have to pay heavy rental. Its authorization certainly appears to be an unjust discrimination against the storekeeper.

The penalties for the illegal maintenance of sidewalk obstructions of every class are entirely inadequate to act as a deterrent. If a vender's stand, or a lot of merchandise, or any other valuable article, is removed to the Corporation Yard, the owner may redeem it by paying cost of removal and a small amount for storage. If he is so disposed he can replace them on the sidewalk without molestation from the police, at least up to the present time. The Bureau of Incumbrances has, in many hundreds of cases, repeated its seizures and removals of the same obstructions a number of times, without effecting permanency of removal. With only 7 Inspectors to cover the entire territory of the City, the Bureau cannot continue to follow up each individual case, and here especially the action of the police is required as the only effective remedy.

The excess to which builders and contractors occupy the streets with building material under the privilege granted by the Consolidation Act and the permits issued in pursuance of the act is also a source of extreme inconvenience to the public, disfigurement of the streets and unnecessary obstruction of public travel. Enterprising, progressive and public spirited builders have demonstrated in hundreds of cases that the largest buildings can be erected with so little obstruction on streets and sidewalks that vehicle and foot travel are scarcely impeded or confined to narrower limits. Why should not all builders be compelled by law or ordinance to do likewise?

The report of the Superintendent of Incumbrances, Document "M," mentions other abuses of privileges for sidewalk stands by the exaction of rents by house owners for the occupancy of public property and space, and by speculative traffic in these privileges.

The work of the Bureau of Incumbrances for the year 1894 is summarized as follows:

3,401 complaints of obstructions received and attended to.

762 seizures and removals of obstructions made.

9,115 truck loads of stone, dirt and other refuse removed.

1,000 dangerous shade trees, posts and stumps removed.

5,331 permits issued to place building material on streets.

870 miscellaneous permits issued.

13 notices issued to repair defective vault covers.

REVENUE FROM THE WATER SERVICE.

The following is the amount of revenue from the water service collected and paid into the City Treasury in 1894, and the amount returned in arrears which, being secured by liens on real estate, must be counted in the total revenue:

Cash receipts—

Regular water rents and penalties..... \$1,549,875 14
Water supplied by meter measurement..... 1,662,917 05

Water supplied for building purposes, shipping, wharves, piers, etc.....	\$151,003 97
For permits to tap water-mains.....	11,792 50
Total cash receipts.....	\$3,375,588 66
Returned in arrears—	
Regular water rents.....	\$148,995 95
Meter charges.....	182,030 00
	331,025 95
Total revenue for 1894.....	\$3,706,614 61

The cash receipts are \$226,561.72 less than those for 1893, which is accounted for by the following facts:

1. Prior to 1889 several thousands of charges for so-called "extra rents" for water-closets, baths, extra families, saloons, etc., were allowed to accrue for a period reaching back, in many instances, twenty years or more, without being returned in arrears, under the mistaken idea that "extras" were not liens on property, and should, therefore, not be returned in arrears. This accumulation of outstanding charges was due to a reprehensible practice of accepting payments from taxpayers of regular or frontage rates only, leaving extras to stand for future settlement. This practice was stopped after my predecessor and the present Water Register assumed office, and from that time on many hundred thousand dollars of these old charges were collected. Under chapter 559, Laws of 1887, those which could not be collected and had accrued since 1881 were returned in arrears as liens on property, and the older ones were canceled as the act directed.

2. Up to and including part of the year 1889 the readings of water-meters, the rendering of meter bills, and consequently the collections for water supplied through meter, were very much in arrears. In the course of the four succeeding years the old accounts were posted up and collected as rapidly as it could be done with the force of clerks and inspectors at command. By the close of 1893 the greater part of the old meter accounts were collected, and after that the collections on old accounts naturally diminished very largely.

These are the facts and circumstances which partially account for the following increases in the cash collections of revenue:

1889 over 1888, \$101,688; 1890 over 1889, \$130,485; 1891 over 1890, \$381,033; 1893 over 1892, \$587,710.

They also account for decreases in collections:

1892 less than 1891, \$53,521; 1894 less than 1893, \$226,561.

A more accurate result of the work of the Water Register's Bureau for the last six years is obtained by comparing the collections, returns in arrears and total revenue with those of the preceding six years:

	CASH COLLECTIONS.	RETURNED IN ARREARS.	TOTAL REVENUE.
1889-1894.....	\$18,232,755.98	\$1,743,976.85	\$19,976,732.83
1883-1888.....	13,293,359.30	871,501.52	14,164,860.82
Increase.....	\$4,939,396.68	\$872,475.33	\$5,811,872.01

The report of the Water Register, Document "N," contains a list of 98 charitable institutions which have been declared by the Counsel to the Corporation to be exempt from charges for water supply, under the provisions of chapter 696, Laws of 1887, as subsequently amended and extended by chapter 492, Laws of 1890. Prior to this exemption, these institutions paid \$32,985 annually for their water supply.

The report also gives a tabular statement, by years, of the revenues from the water service since its introduction in 1842 to the close of 1894, amounting in the aggregate to \$74,156,522.48.

MISCELLANEOUS REVENUE.

The following is the revenue from various sources which the Department collected and paid into the City Treasury during 1894:

For sewer permits.....	\$22,671 61
For vault permits.....	94,468 76
For redemption of street obstructions.....	643 50
For work and material furnished citizens.....	30,661 45
For articles sold at auction.....	24,654 65
For use of road rollers.....	150 54
For restoring pavements over street openings.....	110,988 25
For furnishing and setting water-meters.....	11,685 49
Total.....	\$295,924 25

The collections for the preceding five years were: 1889, \$206,939; 1890, \$248,191; 1891, \$246,402; 1892, \$227,045; 1893, \$280,740.

I conclude this report with the subjoined tabular statement, showing the expenditures of the Department for each of the past ten years on annual appropriations, raised by taxation, and on each of the funds created by special acts of the Legislature, and raised by the issue of city bonds. It is made for the purpose of comparing the expenditures of the past five years with those of the preceding five years, and the division into periods of five years each is made because my predecessor, who took office in May, 1889, had no voice in the making of the departmental and final estimates which precede the year 1890.

DEPARTMENT OF PUBLIC WORKS.

Expenditures for Five Years, 1885 to 1889, inclusive.

	1885.	1886.	1887.	1888.	1889.	TOTAL FOR FIVE YEARS, 1885 TO 1889.
Annual Appropriations.....	\$2,578,450 00	\$2,776,370 50	\$2,773,624 06	\$3,187,117 00	\$3,161,467 37	\$14,477,028 93
TITLES OF ACCOUNTS.						
"City Bonds."						
Street Improvement Fund....	\$885,480 49	\$591,409 77	\$1,592,233 72	\$1,300,970 11	\$1,088,874 88	\$5,458,968 97
Croton Water Fund.....	444,519 79	243,488 11	514,582 37	201,072 40	257,124 93	1,660,789 60
Additional Water Fund.....						
Repavement Fund.....					687,360 89	687,360 89
Additional High Service Work Fund.....						
Viaduct, One Hundred and Fifty-fifth Street Fund..						
Criminal Court-house Fund..					525 00	525 00
Harlem Court-house Fund..						
West Washington Market Fund.....			210,669 50	293,045 65		503,715 15

	1885.	1886.	1887.	1888.	1889.	TOTAL FOR FIVE YEARS, 1885 TO 1889.
Third Avenue Bridge, Harlem River, Fund.....						
Harlem Ship Canal Bridge Fund.....						
Willis Avenue Bridge, Harlem River, Fund.....						
Total Expenditures on City Bonds..	\$1,330,000 28	\$834,897 88	\$2,317,487 59	\$1,795,028 16	\$2,033,885 70	\$8,311,359 61

Expenditures for Five Years, 1890 to 1894, inclusive.

	1890.	1891.	1892.	1893.	1894.	TOTAL FOR FIVE YEARS, 1890 TO 1894.
Annual Appropriations.....	\$3,211,215 00	\$3,160,408 30	\$3,156,619 10	\$3,006,716 59	\$3,061,960 00	\$15,596,918 99
TITLES OF ACCOUNTS.						
"City Bonds."						
Street Improvement Fund....	\$1,355,447 88	\$1,421,243 75	\$1,121,337 67	\$1,187,245 55	\$1,582,165 28	\$6,767,440 13
Croton Water Fund.....	227,282 86	213,231 51	374,199 86	250,404 04	241,518 68	1,306,636 95
Additional Water Fund.....				89,249 51	217,956 65	307,206 16
Repavement Fund.....	1,133,032 17	1,179,342 93	991,528 09	1,167,220 07	831,605 98	5,302,729 24
Additional High Service Work Fund.....				33,763 46	89,175 94	122,939 40
Viaduct, One Hundred and Fifty-fifth Street, Fund..	64,252 70	119,706 05	505,560 03	219,475 06	15,095 06	924,088 90
Criminal Court-house Fund..	157,280 50	336,581 19	977,465 07	427,023 97	301,112 76	2,199,463 49
Harlem Court-house Fund..		88,255 44	136,303 26	52,885 66		277,444 36
West Washington Market Fund.....						
Third Avenue Bridge, Harlem River, Fund.....			1,654 50	27,008 94	151,397 65	180,061 09
Harlem Ship Canal Bridge Fund.....			100 00	43,104 82	305,560 03	348,764 85
Willis Avenue Bridge, Harlem River, Fund.....					15,135 85	15,135 85
Total Expenditures on City Bonds..	\$2,937,296 11	\$3,358,360 87	\$4,108,148 48	\$3,597,381 08	\$3,750,723 88	\$17,751,910 42

I make the following deductions from the statement and the foregoing report:

Annual Appropriation Accounts.

The expenditure for the last five years exceeds that of the preceding five years by \$1,119,890, which is less than 7 3/4 per cent. The city has certainly grown much more than that in population, area of improved territory, wealth and commerce.

During the last five years the following additions were made to the structures, improvements and public service maintained by the Department:

52 1/2 miles additional water-mains; the entire New Aqueduct and all its belongings; 31 1/2 miles of paved streets, 28 1/4 miles of sewers, 281 sewer-basins, 56 miles of public lamp service, 99 miles of electric-light service in place of gas, at double the cost. The daily water supply has been increased from 145,000,000 gallons to 183,000,000 gallons, more than 26 per cent. The high-service water supply and pumping capacity have been increased from 15,060,000 gallons to 25,360,000 gallons per day, more than 68 per cent. The revenue from the water service for the past five years shows an increase of \$5,811,872 over the preceding five years, more than 41 per cent. The revenue from miscellaneous sources has been increased by \$667,876, equal to 80 per cent. Public convenience, comfort and health have been vastly benefited by better pavements, better sewerage, better and larger water supply and better street-lighting.

While the aggregate increase of appropriations is nearly 7 3/4 per cent., the statement shows that the appropriations and expenditures for 1888 exceeded those of 1891 by \$26,708; those of 1892, by \$30,498; those of 1893, by \$180,400, and those of 1894, by \$125,157.

Expenditures from City Bonds.

The statement shows an increase from \$8,311,359.61 for the five years ending December 31, 1889, to \$17,751,910.42 for the last five years, more than 113 per cent., but with the exception of the Croton Water Fund, and the building of sewers, the Department has no discretionary power to create, increase or diminish the expenditure.

The expenditures on Street Improvement Fund, except for sewers, are regulated by ordinances passed from time to time by the Common Council, ordering certain street improvements to be made. The City is reimbursed for all this by assessments on property benefited. The increase for the last five years over the preceding five years is \$1,308,471, nearly 24 per cent., but the increase in street improvements made is greater than 24 per cent., because the contract prices have been lowered. The expenditure from Croton Water Fund, where the Department has discretionary power, is \$354,152.65, or 21 per cent. less for the last five years than the preceding five years.

By chapter 189 of the Laws of 1893, the Legislature created an Additional Water Fund, for the sanitary protection and purification of the water supply at its sources, limiting the expenditure to \$500,000 annually. In the last two years the Department has expended \$307,206.16 on this account for the removal of nuisances in the water-sheds and the acquisition of lands and water rights. The result already shows a great improvement in the quality and purity of the water. By chapters 346 of 1889 and 35 of 1892 the Legislature appropriated \$6,000,000 for new pavements. With this money, and under the authorization of the Board of Estimate and Apportionment, 70 miles of the very best new pavements have been laid in place of worn-out and obsolete ones. The details of this work are given in this report under the article on street pavements.

By chapter 38 of 1892 the Legislature appropriated \$500,000 for additional high-service works, which are now well advanced in construction, and will be finished in 1896. They will duplicate the present pumping capacity and volume of high-service water supply. The expenditure to December 31, 1894, is \$122,939.40.

By chapter 576 of 1887, the Legislature ordered the construction of the One Hundred and Fifty-fifth Street Viaduct, but the plans and estimates were not completed until May, 1890. It has cost \$924,088.90 to build it, and one-half the cost will be paid back to the City by assessments on property benefited.

By chapter 371, Laws of 1887, the Legislature authorized the Commissioners of the Sinking Fund to adopt plans and estimates for the Criminal Court-house, the work to be executed by this Department. The plans were approved in February, 1890, and work begun in May, 1890. I beg to refer to the description of this building in a preceding part of this report. The total cost of the building, interior alterations, fitting and furniture to date is \$2,199,463.49.

The Harlem Court-house has been built under similar authority, chapter 487, Laws of 1890, at a cost of \$277,444.36.

By chapter 413, Laws of 1889, the Legislature ordered the construction of a new bridge over the Harlem river at Third avenue. The expenditure to date is \$180,061.09.

By chapter 232, Laws of 1892, the Legislature ordered the construction of a bridge over the Harlem Ship Canal at Kingsbridge road. It has cost \$450,000, of which \$348,764.85 has been paid.

By chapter 147, Laws of 1894, the Legislature ordered the construction of a bridge over the Harlem river between First avenue and Willis avenue. The plans and estimates have been prepared at a cost of \$15,135.85.

All the expenditures from City bonds are for public works and improvements which are plainly visible and palpable. Their value can easily be measured and compared with the cost. All these special works and improvements have been carried on and accomplished without a dollar of additional administrative expense.

The following documents, appended to this report, contain additional and full details of the transactions of this Department:

- Document A—Summary of appropriations and expenditures.
- Document B—Detailed statement of expenditures.
- Document C—Detailed statement of contracts.

- Document D—Report of Chief Engineer.
- Document E—Report of the Water Purveyor.
- Document F—Report of the Consulting Engineer.
- Document G—Report of the Engineer in Charge of Sewers.
- Document H—Report of the Superintendent of Street Improvements.
- Document I—Report of the Superintendent of Streets.
- Document K—Report of the Superintendent of Lamps and Gas.
- Document L—Report of the Superintendent of Repairs and Supplies.
- Document M—Report of the Superintendent of Incumbrances.
- Document N—Report of the Water Register.
- Document O—Report of Engineer in charge of Street Openings.

Very respectfully,

MICHAEL T. DALY, Commissioner of Public Works.

Document "A."

Showing Titles of Appropriations; Balances of 1893 on October 1, 1894; Requisitions on 1893 in Fourth Quarter of 1894, together with Transfers; Balances of 1893 on December 31, 1894; Appropriations, including Transfers of 1894; Requisitions of First Nine Months of 1894; Requisitions, Fourth Quarter of 1894; Balances on December 31, 1894; and the Titles and Conditions of the Trust and Special Accounts.

TITLES OF APPROPRIATIONS.	BALANCES OF 1893, ON OCTOBER 1, 1894.	REQUISITIONS AND TRANSFERS OF 1893, IN FOURTH QUARTER, 1894.	BALANCES OF 1893, ON DECEMBER 31, 1894.	APPROPRIATIONS, INCLUDING TRANSFERS OF 1894.	REQUISITIONS, FIRST NINE MONTHS, 1894.	REQUISITIONS, FOURTH QUARTER, 1894.	TOTAL REQUISITIONS, 1894.	BALANCES ON DECEMBER 31, 1894.
Aqueduct—Repairs, Maintenance and Strengthening (including Arch, etc.)....	\$457 83	\$457 83	.....	\$213,500 00	\$141,062 29	\$59,323 39	\$200,385 68	\$13,114 32
Aqueduct—For Removal of Old Gate-house at Tenth Avenue, etc.....	40,079 95	12,596 00	\$27,483 95	.....	.....	.....	.....	.....
Aqueduct—Repairs, Maintenance and Strengthening—Salaries.....	223 26	223 26	.....	27,850 00	20,536 94	6,955 88	27,492 82	357 18
Boring Examinations for Grading and Sewer Contracts	58 00	58 00	.....	5,000 00	2,579 00	922 50	3,501 50	1,498 50
Boulevards, Roads and Avenues, Maintenance of, including Boulevard north } of One Hundred and Ninth Street	12 80	12 80	.....	90,000 00	78,313 69	10,934 35	89,248 04	751 96
Boulevards, Roads and Avenues, Maintenance of—Salaries.....	04	04	.....	2,500 00	1,874 97	624 99	2,499 96	04
Bronx River Works—Maintenance and Repairs	139 39	139 39	.....	19,500 00	12,568 00	5,234 11	17,802 11	1,697 89
Bronx River Works—Maintenance and Repairs—Salaries.....	.....	.....	.....	2,400 00	1,800 00	600 00	2,400 00	.....
Contingencies—Department of Public Works.....	7 35	7 35	.....	4,500 00	2,446 21	801 05	3,247 26	1,252 74
Flagging Sidewalks and Fencing Vacant Lots in Front of City Property.....	8 89	8 89	.....	2,200 00	1,868 63	316 05	2,184 68	15 32
For New Fire Hydrants.....	854 90	854 90	.....	.....	.....	.....	.....	.....
Free Floating Baths—Care and Maintenance	657 72	657 72	.....	18,000 00	10,568 64	3,034 56	13,603 20	4,396 80
Free Floating Baths—Care and Maintenance—Salaries.....	8 00	8 00	.....	30,000 00	23,389 50	6,212 50	29,602 00	398 00
Lamps and Gas and Electric Lighting	5,234 57	5,234 57	.....	930,000 00	608,464 84	238,589 96	847,054 80	82,945 20
Lamps and Gas and Electric Lighting—Salaries.....	97 42	97 42	.....	6,500 00	4,869 47	1,624 95	6,494 42	5 88
Laying Croton Pipes.....	8,188 33	257 59	7,930 74	220,000 00	154,617 01	31,743 28	186,360 29	33,639 71
Laying Croton Pipes—Salaries	351 38	351 38	.....	19,710 00	13,927 67	5,079 71	19,007 38	702 62
Public Buildings—Construction and Repairs	421 55	421 55	.....	65,000 00	40,120 72	18,364 39	58,485 11	6,514 89
Public Drinking-hydrants	4 48	4 48	.....	2,000 00	1,101 68	648 01	1,749 69	250 31
Public Drinking-hydrants—Salaries.....	.....	.....	.....	1,200 00	900 00	300 00	1,200 00	.....
Removing Obstructions in Streets and Avenues, including Rents, etc.....	36 20	36 20	.....	25,000 00	17,564 60	6,030 75	23,595 35	1,404 65
Removing Obstructions in Streets and Avenues—Salaries	32 26	32 26	.....	8,100 00	6,075 00	2,025 00	8,100 00	.....
Repairing and Renewal of Pipes, Stop-cocks, etc.....	1,594 58	1,594 58	.....	215,000 00	158,581 47	51,260 29	209,841 76	5,158 24
Repairs and Renewal of Pavements and Regrading	7,212 13	6,964 71	247 42	325,000 00	222,753 77	82,916 60	305,670 37	19,329 63
Repairs and Renewal of Pavements and Regrading—Salaries.....	1,739 58	1,739 58	.....	17,000 00	10,521 21	3,451 50	13,972 71	3,027 29
Repaving Streets and Avenues	33,920 03	17,463 49	16,456 54	250,000 00	119,062 90	50,677 70	170,640 60	79,359 40
Repaving Streets and Avenues—Salaries	1,039 16	1,039 16	.....	13,000 00	8,089 25	4,322 75	12,412 00	588 00
Roads, Streets and Avenues Unpaved—Maintenance of and Sprinkling	23 72	23 72	.....	30,000 00	19,463 48	10,011 31	29,474 79	525 21
Salaries—Department of Public Works.....	215 56	215 56	.....	95,800 00	71,249 22	23,749 74	94,998 96	1 04
Salaries—Engineers, Clerks, Inspectors, etc.....	1,116 20	1,116 20	.....	64,000 00	45,802 03	16,441 81	62,243 84	1,756 16
Sewers—Repairing and Cleaning	217 43	92 43	125 00	100,000 00	70,757 14	25,802 87	96,560 01	3,439 99
Sewers—Repairing and Cleaning—Salaries	268 08	268 08	.....	10,000 00	7,317 94	2,365 98	9,683 92	316 08
Sewerage System—Salaries	320 00	320 00	.....	8,400 00	6,300 00	2,100 00	8,400 00	.....
Street Improvements—For Surveying, Monumenting, etc.....	596 59	596 59	.....	2,800 00	1,824 00	672 00	2,496 00	304 00
Supplies for and Cleaning Public Offices, etc., Criminal Court-house, etc.....	226 93	226 93	.....	170,000 00	102,441 44	40,633 13	143,074 57	26,925 43
Supplies for and Cleaning Public Offices, etc.—Salaries.....	472 01	472 01	.....	31,000 00	18,544 62	7,462 37	26,006 99	4,993 01
Supplying Water to Shipping and for Building Purposes, etc.—Salaries .....	.....	.....	.....	10,000 00	7,359 00	2,501 00	9,860 00	140 00
Surveys, Maps, etc., for Street Openings and New Streets—Salaries.....	04	04	.....	7,600 00	5,699 97	1,899 99	7,599 96	04
Water Supply for the Twenty-fourth Ward.....	234 52	234 52	.....	7,500 00	4,166 68	1,374 66	5,541 34	1,958 66
Water Supply for the Twenty-fourth Ward—Salaries.....	51 61	51 61	.....	1,200 00	900 00	300 00	1,200 00	.....
Wells and Pumps—Repairing and Cleaning	250 00	250 00	.....	.....	.....	.....	.....	.....
Total	\$106,372 49	\$54,128 84	\$52,243 65	\$3,050,460 00	\$2,026,382 98	\$727,309 13	\$2,753,692 11	\$296,767 89

NOTE.—Requisitions drawn Fourth Quarter, 1894, on Liabilities of 1889—Repaving, chapter 346, Laws of 1889, \$10.75; on Liabilities of 1890—Repaving, chapter 346, Laws of 1889, \$2,374.64; and Repaving Streets and Avenues, \$50; on Liabilities of 1891, Concreting and Facing with Masonry Old Central Park Reservoir, \$14,076; on Liabilities, Special, of 1893, Repaving, chapter 35, Laws of 1892, \$52,084.94; on Liabilities, Special, 1894, Repaving, chapter 35, Laws of 1892, \$93,990.61; Transfers by Board of Estimate and Apportionment to General Fund—a balance of Repaving Streets and Avenues of 1891, \$2.94; and a balance of Laying Croton Pipes of 1892, \$775.22.

TITLES OF TRUST AND SPECIAL ACCOUNTS.	BALANCES FROM 1893, RETURNS TO ARREARS AND RECEIPTS OF FIRST NINE MONTHS, 1894.	RECEIPTS FOURTH QUARTER, 1894.	TOTAL BALANCES OF 1893, ARREARS AND RECEIPTS FOR 1894.	REQUISITIONS, FIRST NINE MONTHS, 1894.	REQUISITIONS, FOURTH QUARTER, 1894.	TOTAL REQUISITIONS, 1894.	BALANCES, DECEMBER 31, 1894.
Croton Water Fund	\$174,811 85	\$66,706 83	\$241,518 68	.....
Street Improvement Fund	1,094,334 84	487,830 44	1,582,165 28	.....
Restoring and Repaving—Special Fund—Department of Public Works.....	\$96,846 65	\$36,712 25	\$133,558 90	58,585 55	64,054 96	122,640 51	\$10,918 39
Water-meter Fund, No. 2.....	31,226 36	1,771 19	40,133 85	11,852 95	1,317 81	13,170 76	26,963 09
Criminal Court-house Fund.....	237,348 06	63,755 70	301,103 76	.....
Fund for Viaduct, from St. Nicholas Place to Macomb's Dam Bridge.....	740,130 15	15,095 06	.....	15,095 06	.....
Bridge across Harlem River at Third Avenue.....	1,268,566 00	68,982 56	82,415 09	151,397 65	1,088,504 91
Bridge across Harlem Ship Canal at Kingsbridge Road.....	356,795 18	271,267 55	34,292 48	305,560 03	101,235 15
Water-main Stock	500,000 00	54,006 07	35,169 87	89,175 94	375,814 86
Additional Water Fund of the City of New York	550,000 00	166,892 95	51,773 99	218,666 94	243,897 69
Construction of Seventh District Police Court Building.....	72 00	72 00	.....
Bridge over Harlem River at First and Willis Avenues	15,135 85	15,135 85	.....

Statement of General Bookkeeper, D. P. W., showing all Revenues of the City received through the Department during the First Nine Months of 1894, during the Fourth Quarter, 1894, and the Total for the Year.

SOURCE OF REVENUE.	FIRST NINE MONTHS, 1894.	FOURTH QUARTER, 1894.	TOTALS.
Water rents.....	\$2,758,464 97	\$592,940 69	\$3,351,405 66
Water penalties.....	5,969 90	6,420 60	12,390 50
Pipe tapping.....	8,513 00	3,279 50	11,792 50
Sewer permits.....	17,172 70	5,498 91	22,671 61
Vault permits.....	69,124 84	25,343 92	94,468 76
Redemption of street obstructions.....	562 00	81 50	643 50
Use of road-rollers.....	112 00	38 54	150 54
Sales at auction and work and materials furnished citizens.....	18,456 52	36,859 58	55,316 10
Totals.....	\$2,878,375 93	\$670,463 24	\$3,548,839 17
Return of Water rents, etc., in Arrears—			
Regular Croton water rents.....		\$148,995 95	
Water by meter measurement.....		182,030 00	
			\$331,025 95
Meters and meter setting.....			7,136 30
Total.....			\$338,162 25

C. T. McCLENACHAN, General Bookkeeper, D. P. W.

Document "B."

A Detailed Statement of Expenditures for which Requisitions were drawn on the Comptroller by the Commissioner of Public Works during the Quarter ending December 31, 1894.

Aqueduct—Repairs, Maintenance and Strengthening, 1894—		
Alterations to arch, Nepperhan avenue, Yonkers.....	\$10,279 80	
Blue stone.....	828 23	
Blacksmithing.....	161 98	
Coal.....	11,058 13	
Fire-brick.....	363 80	
Hardware.....	358 06	
Horse-hire.....	462 50	
Ice.....	199 95	
Lumber.....	784 72	
Oils.....	418 17	
Pay-rolls.....	31,118 86	
Plumbing.....	12 53	
Repairing coal-house, High Bridge.....	400 00	
Repairing pumps and engines.....	1,245 64	
Rubber hose.....	42 00	
Sand.....	45 00	
Sewer assessments.....	534 50	
Stone for macadam.....	165 00	
Sundry supplies.....	146 25	
Taxes.....	603 67	
Traveling expenses.....	94 60	
Total.....	\$59,323 39	
Aqueduct—Repairs, 1893—		
Removing Old and Building New Gate-house, Tenth avenue and One Hundred and Nineteenth street.....	\$7,596 00	
Aqueduct—Repairs, 1891—		
Improvement of Old Reservoir in Central Park.....	\$14,076 00	
Boring Examinations for Grading and Sewer Contracts, 1894.....		
	\$922 50	
Boulevards, Roads and Avenues, Maintenance of, 1894—		
Pay-roll.....	\$8,480 05	
Rent of lot, One Hundred and Twenty-third street, west of Columbus avenue.....	2,400 00	
Telephone service.....	54 30	
Total.....	\$10,934 35	
Bronx River Works—Maintenance and Repairs, 1894—		
Coal.....	\$50 00	
Pay-roll.....	4,332 23	
Taxes.....	851 88	
Total.....	\$5,234 11	
Contingencies—Department of Public Works, 1894—		
Horse-hire.....	\$270 00	
Postage stamps.....	213 50	
Petty expenses.....	300 00	
Traveling expenses.....	17 55	
Total.....	\$801 05	
Contingencies, 1893—		
A B C Guide.....	\$6 00	
For New Fire-hydrants, 1893—		
Fire-hydrants.....	\$648 50	
Flagging Sidewalks and Fencing Vacant Lots in front of City Property, 1894—		
Flagging Tenth street side of Jefferson Market.....	\$295 05	
Pay-rolls.....	21 00	
Total.....	\$316 05	
Free Floating Baths—Care and Maintenance, 1894—		
Cartage of anchors.....	\$26 00	
Coal.....	29 00	
Gas-fitting.....	310 21	
Hardware.....	3 07	
Pay-roll.....	1,230 00	
Recovering anchors.....	110 00	
Traveling expenses.....	108 28	
Wharfage.....	1,218 00	
Total.....	\$3,034 56	

Lamps and Gas and Electric Lighting, 1894—

Boulevard globes.....	\$1,755 25
Cross-heads.....	89 60
Fire-alarm lamps.....	330 00
Gas examinations.....	401 50
Horse-hire.....	532 00
Lighting offices.....	42,571 31
“ streets.....	185,759 29
Lamp-irons.....	391 88
Lamp-posts.....	2,121 91
Lamp-tops.....	555 00
Lamp-brackets.....	19 25
Lettering globes.....	180 00
Pay-rolls.....	833 50
Rent of photometrical rooms.....	240 00
Repairing lamp.....	30 00
Signs (glass).....	998 33
“ (metal).....	491 20
Street-lamps.....	962 72
Supplies, sundry.....	190 92
Traveling expenses.....	76 30
Total.....	\$238,589 96

Laying Croton Pipes, 1894—

Cast-iron pipe.....	\$5,378 60
Changing taps.....	1,657 41
Hardware.....	91 69
Horse-hire.....	270 00
Laying and furnishing pipe.....	20,107 76
Pay-roll.....	4,032 32
Traveling expenses.....	205 50
Total.....	\$31,743 28

Laying Croton Pipes, 1893—

Laying pipes.....	\$257 59
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Public Buildings—Construction and Repairs, 1894—

Armory, Seventh Regiment.....	\$357 40
“ Eighth Regiment.....	107 33
“ Twelfth Regiment.....	258 26
“ Twenty-second Regiment.....	309 85
“ Sixty-ninth Regiment.....	94 11
“ Seventy-first Regiment.....	43 30
“ Troop “A”.....	137 55
Brown-stone Building.....	435 96
Bureau of Repairs and Supplies.....	1,327 30
City Hall.....	632 33
Court-house, County.....	748 53
“ Harlem.....	302 36
“ New Criminal.....	946 40
“ Third District.....	187 36
“ Seventh District.....	21 59
Court, First District Civil.....	30 27
“ Second District Civil.....	7 05
“ Third District Civil.....	6 65
“ Eighth District Civil.....	71 45
“ Tenth District Civil.....	23 83
“ First District Police.....	16 40
“ Third District Police.....	154 03
“ Fourth District Police.....	24 04
Hall of Records.....	635 56
Ludlow Street Jail.....	76 93
Market, Centre.....	193 95
“ Catharine.....	171 00
“ Clinton.....	477 00
“ Essex.....	8 31
“ Fulton.....	409 00
“ Jefferson.....	646 47
“ Tompkins.....	6 16
“ Washington.....	112 58
“ West Washington.....	41 25
Pay-rolls.....	3,354 50
Rivington Street Yard.....	526 30
Staats Zeitung Building.....	130 00
Stewart Building.....	77 65
Street Cleaning Department Stable, Avenue B.....	3,440 00
Steamship “New Hampshire”.....	38 00
No. 49 Beekman street.....	168 00
No. 27 Chambers street.....	14 52
No. 31 Chambers street.....	325 86
No. 5 Duane street.....	3 00
No. 151 East Fifty-first street.....	1,265 00
Total.....	\$18,364 39

Public Drinking-hydrants, 1894—

Placing hydrants.....	\$73 03
Repairing hydrants.....	574 98
Total.....	\$648 01

Removing Obstructions in Streets and Avenues, 1894—

Horse-hire.....	\$270 00
Pay-rolls.....	1,610 00
Removing obstructions.....	3,180 95
“ trees.....	843 50
Traveling expenses.....	126 30
Total.....	\$6,030 75

Repairing and Renewal of Pipes, Stop-cocks, etc., 1894—

Coal.....	\$82 50
Cement.....	27 00
Hardware.....	35 91
Horse-hire.....	270 00
Hydrants, stop-cocks, etc.....	5,499 35
Lumber.....	40 18
Pay-rolls.....	43,626 80
Repairing hydrants.....	353 25
“ pavements.....	323 94
Stop-cocks, etc.....	233 80
Sundry supplies.....	226 93
Tapping machines.....	90 00
Telephone service.....	280 65
Traveling expenses.....	79 98
Wood.....	90 00
Total.....	\$51,260 29

Repairs and Renewal of Pavements, 1894—

Breaking stone.....	\$200 00
Cement.....	1,391 12
Gravel.....	350 00
Hardware.....	10 00
Horse-hire.....	967 68
Oils.....	19 44
Pay-rolls.....	68,035 56
Rent of lot, One Hundredth street, east of First avenue.....	62 50

Repairs and Renewal of Pavements, 1894—

Repairing pavements	\$8,936 66
" steam roller	185 00
" tar-kettle	80 15
" tools	988 85
Sand	1,081 69
Traveling expenses	277 95
Wood	330 00
Total	\$82,916 60

Repairs and Renewal of Pavements, 1893—

Sand	\$6,891 20
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Repaving Streets and Avenues, 1894—

Broome street, between Lewis and Mangin streets	\$1,568 37
Broome street, from Broadway to Hudson street	15,027 07
Eighth street, from Second avenue to Avenue A	616 75
Pearl street, from Whitehall street to Hanover Square	6,542 20
Rivington street, from Cannon to Tompkins street	1,287 70
Stanton street, from Cannon to Tompkins street	1,462 86
West Broadway, between Chambers and Canal streets	24,172 75
Total	\$50,677 70

Repaving Streets and Avenues, 1893—

Third avenue, from Fifty-ninth to Ninety-sixth street	\$8,947 26
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Repaving Streets and Avenues, 1890—

Sixty-seventh street, north side, from Lexington to Third avenue	\$50 00
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Roads, Streets and Avenues Unpaved, etc., 1894—

Horse-hire	\$270 00
Pay-rolls	9,693 12
Repairing sprinklers	48 19
Total	\$10,011 31

Repaving (chapter 35, Laws of 1892), 1894—

Horse-hire	\$270 00
Pay-rolls	8,690 70
Traveling expenses	116 40
Avenue C, from Houston to Twelfth street	30,879 43
Fortieth street, from Sixth to Eighth avenue	658 87
Fifty-seventh street, from Sixth avenue to Broadway	5,056 71
Norfolk street, from Division to Houston street	21,109 44
Thirty-fourth street, from First to Lexington avenue	23,571 65
Thirty-ninth street, from Park to Madison avenue	3,637 41
Total	\$93,990 61

Repaving (chapter 35, Laws of 1892), 1893—

Greenwich street, from Battery place to Fulton street	\$25,631 20
South street, from Whitehall to Corlears streets	26,453 74
Total	\$52,084 94

Repaving (chapter 346, Laws of 1889), 1890—

Eighth avenue, from Thirteenth to Fifty-ninth street	\$1,584 49
Eighth avenue, from Thirteenth to Thirty-fourth street	790 15
Total	\$2,374 64

Repaving (chapter 346, Laws of 1889), 1889—

Repairing pavement, No. 28 East Forty-seventh street	\$8 25
Repairing pavement, Fortieth street east of Fifth avenue	2 50
Total	\$10 75

Sewers—Repairing and Cleaning, 1894—

Basin bends	\$126 00
Brick	75 00
Cleaning sewers	1,369 19
Cement	168 75
Grating	16 00
Hardware	61 68
Horse-hire	270 00
Lumber	389 00
Manhole heads and covers	604 50
Manhole gasket	20 25
Pay-rolls	21,790 50
Repairing tools	47 54
" sewers	382 50
" pavement	12 31
Rubber hose	201 00
Sundries	15 00
Tapes for measuring	49 95
Traveling expenses	128 70
Sand	75 00
Total	\$25,802 87

Street Improvements—For Surveying, Monumenting, etc., 1894—

Pay-rolls	\$672 00
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Supplies for and Cleaning Public Offices, 1894—

Armory, Ninth Regiment	\$7 00
" Seventy-first Regiment	35 10
First Naval Battalion	67 52
Brown-stone Building	20 00
Bureau of Repairs and Supplies	5,262 18
City Hall	61 55
Court-house, County	368 15
" New Criminal	733 68
Court, Third District Civil	12 00
" Fourth District Civil	16 00
" Eighth District Civil	37 30
" Ninth District Civil	47 50
" Tenth District Civil	227 00
" Third District Police	196 00
" City	129 00
" Common Pleas	109 75
" Recorder	202 50
" Supreme	366 48
" Superior	329 65
" General Sessions	9 50
Department, Finance	843 53
" Building	64 06
" Public Works	721 67
" Street Improvements, Twenty-third and Twenty-fourth Wards	216 94
Office, Board of Assessors	140 00
" Corporation Attorney	35 30
" City Record	4 50
" Civil Service	49 10
" Corporation Counsel	368 00
" Common Council	7 50
" Coroners	13 50
" Police Justices	52 50
" District Attorney	22 50

Supplies for and Cleaning Public Offices, 1894—

Office, Mayor's Marshal	\$7 50
" Public Administrator	36 71
Pay-rolls	29,811 96
Total	\$40,633 13

Water Supply for the Twenty-fourth Ward, 1894—

Supply of water	\$1,374 66
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RECAPITULATION OF APPROPRIATIONS.

Aqueduct—Repairs, Maintenance and Strengthening, 1894	\$59,323 39
Aqueduct—Repairs, Maintenance and Strengthening, 1893	7,596 00
Aqueduct—Repairs, Maintenance and Strengthening, 1891	14,076 00
Aqueduct—Repairs, Maintenance and Strengthening—Salaries, 1894	6,955 88
Boring Examinations for Sewer Contracts, 1894	922 50
Boulevards, Roads and Avenues, 1894	10,934 35
Boulevards, Roads and Avenues—Salaries, 1894	624 99
Bronx River Works—Maintenance, etc., 1894	5,234 11
Bronx River Works—Salaries, 1894	600 00
Contingencies—Department of Public Works, 1894	801 05
Contingencies—Department of Public Works, 1893	6 00
For New Fire-hydrants, 1893	648 50
Flagging Sidewalks and Fencing Vacant Lots, 1894	316 05
Free Floating Baths—Care and Maintenance, 1894	3,034 56
Free Floating Baths—Care and Maintenance—Salaries, 1894	6,212 50
Lamps and Gas and Electric Lighting, 1894	238,589 96
Lamps and Gas and Electric Lighting—Salaries, 1894	1,624 95
Laying Croton Pipes, 1894	31,743 28
Laying Croton Pipes, 1893	257 59
Laying Croton Pipes—Salaries, 1894	5,079 71
Public Buildings—Construction and Repairs, 1894	18,364 39
Public Drinking-hydrants, 1894	64 01
Public Drinking-hydrants—Salaries, 1894	300 00
Removing Obstructions in Streets and Avenues, 1894	6,030 75
Removing Obstructions in Streets and Avenues—Salaries, 1894	2,025 00
Repairing and Renewal of Pipes and Stop-cocks, 1894	51,260 29
Repairs and Renewal of Pavements and Regrading, 1894	82,916 60
Repairs and Renewal of Pavements and Regrading, 1893	6,891 20
Repairs and Renewal of Pavements and Regrading—Salaries, 1894	3,451 50
Repaving Streets and Avenues, 1894	50,677 70
Repaving Streets and Avenues, 1893	8,947 26
Repaving Streets and Avenues, 1890	50 00
Repaving Streets and Avenues—Salaries, 1894	4,322 75
Roads, Streets and Avenues, 1894	10,011 31
Repaving (chapter 35, Laws of 1892), 1894	93,990 61
Repaving (chapter 35, Laws of 1892), 1893	52,084 94
Repaving (chapter 35, Laws of 1892), 1890	2,374 64
Repaving (chapter 346, Laws of 1889), 1894	10 75
Salaries—Department of Public Works, 1894	23,749 74
Salaries of Engineers, Clerks, Inspectors, etc., 1894	16,441 81
Sewers—Repairing and Cleaning, 1894	25,802 87
Sewers—Repairing and Cleaning—Salaries, 1894	2,365 98
Sewerage System—Salaries, 1894	2,100 00
Street Improvements—For Surveying, Monumenting, etc., 1894	672 00
Supplies for and Cleaning Public Offices, 1894	40,633 13
Supplies for and Cleaning Public Offices—Salaries, 1894	7,462 37
Supplying Water to Shipping and for Building Purposes—Salaries, 1894	2,501 00
Surveys, Maps, etc., for Street Openings and New Streets—Salaries, 1894	1,899 99
Water Supply for the Twenty-fourth Ward, 1894	1,374 66
Water Supply for the Twenty-fourth Ward—Salaries, 1894	300 00
Total	\$914,242 62

TRUST ACCOUNTS.

Additional Water Fund of the City of New York, 1894—

Blacksmithing	\$16 35
Building stone wall at Mount Kisco	814 00
Cement, lime, etc.	187 90
Cleaning pans	741 60
Coal	201 71
Damages, building destroyed at Yorktown	984 82
Engine, use of	45 00
Flagging	1,029 55
Hardware	786 32
Horse-hire	104 50
Kalsomining	26 73
Lumber	154 24
Pay-rolls	27,030 40
Paints and oils	262 92
Posts	517 00
Plumbing	150 00
Professional services	10,351 25
Publishing notices	482 85
Railing, wrought iron, at Brewster	610 00
Removing old buildings at Yorktown	1,620 09
Salt	88 50
Sand	140 00
Searches	2,733 10
Stenographer's fees	397 75
Surveys, maps, etc.	151 70
Tank	42 00
Taxes	262 91
Tiles	325 31
Traveling expenses	337 79
Views, photographic	486 50
Wire for fences	91 20
Total	\$51,173 99

Bridge over Harlem River at Third Avenue, 1894—

Building bridge	\$71,931 25
Disbursements	22 99
Lease of property, Third avenue and Harlem river	5,749 95
Pay-rolls	2,552 98
Professional services	2,157 92
Total	\$82,415 09

Bridge over Harlem Ship Canal, at Kingsbridge Road, 1894—

Building bridge	\$31,405 80
Pay-rolls	1,597 19
Professional services	1,256 23
Traveling expenses	33 26
Total	\$34,292 48

Croton Water Fund, 1894—

Building reservoir and dam, Byram river	\$19,376 78
Building reservoir near Amawalk	19,326 60
Binding testimony	18 00
Clerk hire	97 10
Couplings, etc.	200 00
Horse-hire	378 00
Pay-rolls	16,154 47
Professional services	8,490 00
Printing, etc.	1,850 51

Croton Water Fund, 1894—		
Publishing notices.....	\$35	75
Rain gauges.....	97	04
Repairing Surveyor's instruments.....	105	00
Taxes.....	90	01
Traveling expenses.....	487	57
Total.....	\$66,706	83
Criminal Court-house Fund, 1894—		
Architect's fees.....	\$1,087	67
Carpenter, mason work, etc.....	11,500	00
Fixtures, metallic.....	22,255	80
“ gas and electric.....	12,464	53
Furniture.....	12,380	20
Heat and ventilation.....	2,942	50
Pay-rolls.....	1,134	00
Total.....	\$63,764	70
Restoring and Repaving—Special Fund, D. P. W., 1894—		
Cement, hydraulic.....	\$285	00
“ paving.....	1,164	24
Gravel.....	602	00
Pay-rolls.....	54,519	97
Restoring pavement.....	4,493	00
Repairing pavement.....	2,630	75
Wood.....	360	00
Total.....	\$64,054	96
Street Improvement Fund, 1894—		
Curbing and flagging.....	\$2,041	20
Fencing.....	847	39
Paving and crosswalks.....	203,875	17
Pay-rolls.....	22,570	97
Regulating, grading, etc.....	112,911	14
Sewers, basins.....	137,340	20
Surveying.....	7,705	52
Horse-hire.....	270	00
Traveling expenses.....	268	85
Total.....	\$487,830	44
Water-meter Fund, No. 2, 1894—		
Meters.....	\$655	00
“ placing of.....	652	81
Total.....	\$1,317	81
Water-main Stock, 1894—		
Building foundation for high-service works.....	\$29,568	69
Cast-iron plate tracks.....	880	00
Grate bars.....	600	00
Pay-rolls.....	3,510	24
Surveyor's instruments.....	100	00
Tracing prints.....	86	94
Track scales.....	239	00
Transit, Engineer's.....	185	00
Total.....	\$35,169	87
Construction of Seventh District Police Court and Prison, and Eleventh Judicial District Court, 1894—		
Pay-roll.....	\$72	00
Bridge over Harlem River, between First and Willis Avenues, 1894—		
Maps.....	\$17	06
Professional services.....	15,118	79
Total.....	\$15,135	85
RECAPITULATION OF FUNDS, 1894.		
Additional Water Fund of the City of New York.....	\$51,173	99
Bridge over Harlem River at Third Avenue.....	82,415	09
Bridge over Harlem Ship Canal at Kingsbridge Road.....	34,292	48
Bridge over Harlem River, at First and Willis Avenues.....	15,135	85
Construction of Seventh District Police Court Building.....	72	00
Croton Water Fund.....	66,706	83
Criminal Court-house Fund.....	63,764	70
Restoring and Repaving—Special Fund.....	64,054	96
Street Improvement Fund.....	487,830	44
Water-meter Fund, No. 2.....	1,317	81
Water-main Stock.....	35,169	87
Total.....	\$901,934	02

Document “C.”

STATEMENT OF CONTRACTS.

Contracts Entered Into during the Quarter ending December 31, 1894.

NATURE AND LOCATION OF WORK.	CONTRACTOR.	ESTIMATED COST.
<i>Sewer and Receiving-basin Contracts.</i>		
Sewer in One Hundred and Sixty-sixth street, between Amsterdam avenue and Edgecombe road.....	Van Vranken & Duell.....	\$3,666 00
Sewer in Fifth avenue, between Twentieth and Twenty-first streets.....	Frank Frost.....	985 90
Sewer in Avenue D, between Tenth and Thirteenth streets, and Twelfth street, between Avenue D and Dry Dock street.....	“.....	4,971 25
Sewer in Fifth avenue, between Sixteenth and Seventeenth streets.....	John P. Larney.....	1,107 20
Sewer in One Hundred and Twenty-seventh street, between Convent avenue and summit east.....	Reilly & Mahony.....	3,591 00
Sewer in Avenue St. Nicholas, west side, between One Hundred and Twenty-sixth and One Hundred and Twenty-seventh streets, and in One Hundred and Twenty-seventh street.....	E. J. McLoughlin.....	5,196 00
Alteration and improvement to receiving-basins northwest and southwest corners Orchard and Stanton streets.....	John Slattery.....	349 00
Alteration and improvement to receiving-basins northwest and southwest corners Allen and Stanton streets.....	“.....	349 00
Alteration and improvement to receiving-basins northwest corners Fifty-first and Fifty-fourth streets and Second avenue.....	William F. Cunningham.....	364 00
Alteration and improvement to receiving-basins northeast and northwest corners Fifty-second street and Second avenue.....	“.....	364 00
Alteration and improvement to receiving-basin northeast corner Broadway and Fifty-seventh street.....	John Kenny.....	188 80
Alteration and improvement to receiving-basin north side Madison street, west of Market street.....	John Slattery.....	175 00
Alteration and improvement to receiving-basins northwest and southwest corners Twenty-third street and Tenth avenue.....	John Kenny.....	373 00
Alteration and improvement to receiving-basins northeast corners Fifty-sixth, Fifty-seventh and Fifty-eighth streets and Second avenue.....	William F. Cunningham.....	538 00
Receiving-basin southeast corner One Hundred and Twenty-sixth street and Lenox avenue.....	Joseph A. Devlin.....	197 00
Receiving-basin southeast corner Fifty-seventh street and Sixth avenue.....	“.....	235 00
Receiving-basins northeast and southeast corners of Fifty-fifth street and Twelfth avenue.....	Patrick Larney.....	332 00
Total.....		\$22,082 15

NATURE AND LOCATION OF WORK.	CONTRACTOR.	ESTIMATED COST.
<i>Regulating, Grading, Curbing and Flagging Contracts.</i>		
Regulating and grading One Hundred and Fifty-first street, from Bradhurst avenue to Harlem river.....	Joseph A. Flynn.....	\$16,357 40
Regulating and grading One Hundred and Fifty-second street, from Bradhurst avenue to Harlem river.....	“.....	28,878 82
Regulating and grading Convent avenue, from One Hundred and Fiftieth street to Avenue St. Nicholas.....	Patrick McInerney.....	1,369 44
Regulating and grading One Hundred and Thirty-first street, from Park to Lexington avenue.....	“.....	967 52
Regulating and grading Two Hundred and First street, from Academy street to United States Channel line, Harlem river.....	James Leeson.....	5,000 30
Regulating and grading Two Hundred and Second street, from Amsterdam avenue to United States Channel line, Harlem river.....	William E. Dean.....	8,847 50
Flagging, etc., in front of No. 134 East One Hundred and Twenty-third street.....	Thomas J. Dunn.....	48 15
Flagging, etc., One Hundred and Thirty-fourth street, north side, between Lenox and Seventh avenues.....	“.....	99 36
Flagging, etc., Lenox avenue, west side, between One Hundred and Thirty-first and One Hundred and Thirty-second streets, and between One Hundred and Thirty-eighth and One Hundred and Thirty-ninth streets.....	“.....	178 90
Flagging, etc., Fifty-first street, north side, between Tenth and Eleventh avenues.....	“.....	219 35
Flagging, etc., Madison avenue, east side, south of Eighty-sixth street.....	“.....	189 12
Flagging, etc., southeast corner of One Hundred and Eighth street and Second avenue.....	John Kenny.....	452 32
Total.....		\$62,608 18
<i>Paving and Repaving and Crosswalk Contracts.</i>		
Paving Pearl street, from Whitehall street to Hanover Square.....	James Pollock.....	\$11,276 70
Paving Thirty-ninth street, from Park to Madison avenue.....	Barber Asphalt Paving Co.....	5,407 70
Paving Thirty-eighth street, from Sixth avenue to Broadway; Thirty-ninth street, from Sixth avenue to Broadway; Sixty-first street, from Madison to Fifth avenue, and Eighty-first street, from Park to Lexington avenue.....	“.....	20,969 50
Paving Centre street, from Leonard to White street.....	“.....	10,360 50
Paving One Hundred and Second street, from Columbus to Manhattan avenue.....	Sicilian Asphalt Paving Co.....	3,876 49
Paving One Hundred and Forty-ninth street, from Boulevard to Amsterdam avenue.....	Warren-Scharf Asphalt Paving Co.....	8,416 54
Paving One Hundred and Eighty-first street, from Amsterdam to Eleventh avenue.....	Dewitt C. Bouker, Jr.....	6,528 80
Laying crosswalks across Seventy-fourth street, at east and west sides of Columbus avenue.....	Joseph A. Devlin.....	244 52
Laying crosswalks across Avenue St. Nicholas, at north and south sides of One Hundred and Forty-first street, and south side of One Hundred and Forty-fifth street.....	Thomas J. Dunn.....	386 24
Laying crosswalks across Avenue St. Nicholas at south side of One Hundred and Sixty-first street.....	Joseph A. Devlin.....	164 82
Laying crosswalks across Western Boulevard, at south side of One Hundred and Fifty-second street.....	John Kenny.....	227 50
Total.....		\$67,859 31
<i>Laying Water Mains Contracts.</i>		
Laying water-mains in Bergen, Union, Riverside, Eagle and Eighth avenues, One Hundred and Eleventh, One Hundred and Seventeenth, One Hundred and Thirty-first, One Hundred and Sixty-sixth and Freeman streets, and in Southern Boulevard.....	J. S. Rogers.....	\$8,548 52
Furnishing, delivering and laying water-mains, from New High Service Station to Tower, and connecting mains at Reservoir, High Bridge.....	John Cornwell, Jr.....	52,136 00
Total.....		\$60,684 52
<i>Fencing Vacant Lots Contracts.</i>		
Fencing Ninety-ninth street, north side, between Second and Third avenues, and One Hundredth street, south side, between Second and Third avenues.....	Patrick Hardiman.....	\$63 00
Fencing One Hundred and Twentieth street, south side, between Fifth and Madison avenues.....	“.....	218 75
Fencing One Hundred and Thirty-second street, south side, between Park and Madison avenues.....	“.....	39 20
Fencing One Hundred and Tenth street, south side, between Park and Madison avenues.....	R. H. Casey.....	12 47
Fencing One Hundred and Forty-second street, south side, between Eighth and Bradhurst avenues.....	“.....	46 00
Fencing Edgecombe avenue, east side, between One Hundred and Forty-second and One Hundred and Forty-third streets, and Bradhurst avenue, west side, between One Hundred and Forty-second and One Hundred and Forty-third streets.....	“.....	141 50
Fencing One Hundred and Forty-third street, from Seventh to Eighth avenue.....	“.....	157 53
Fencing the northwest corner of St. Nicholas avenue and One Hundred and Fifty-fifth street.....	“.....	28 85
Fencing Sixty-ninth street, north side, between First avenue and Avenue A.....	“.....	12 86
Total.....		\$720 16
<i>Miscellaneous Contracts.</i>		
Erection of a court building in West Fifty-third and Fifty-fourth streets, between Eighth and Ninth avenues.....	James D. Murphy.....	\$201,300 00
Rebuilding yard wall in rear of Seventh District Court-house.....	James O'Toole.....	1,265 00
Repairing roof of Eighth Battalion Armory.....	John Flanagan.....	1,650 00
Total.....		\$204,215 00

RECAPITULATION.

17 Sewer and Receiving-basin Contracts.....	\$22,982 15
12 Regulating, Grading, Curbing and Flagging Contracts.....	62,608 18
11 Paving and Crosswalk Contracts.....	67,859 31
2 Laying Water-mains Contracts.....	60,684 52
9 Fencing Vacant Lots Contracts.....	720 16
3 Miscellaneous Contracts.....	204,215 00
54 Contracts, Total.....	\$491,069 32

Contracts Completed.

NATURE OF WORK.	LOCATION OF WORK.	AMOUNT.
<i>Sewer and Receiving-basin Contracts.</i>		
Sewer.....	In Ninetieth street, between Harlem river and Avenue A.....	\$2,698 75
“.....	In One Hundred and Forty-sixth street, between Lenox and Seventh avenues.....	2,292 75
“.....	Through Pier, old 29, East river (wooden barrel).....	2,017 50
“.....	In First avenue, between Sixty-eighth and Sixty-ninth streets	4,013 70
“.....	In One Hundred and Thirty-second street, between Twelfth avenue and Boulevard.....	3,044 00
“.....	In Stanton street, from old bulkhead-line to first manhole west of Mangin street.....	5,016 79
“.....	In Thirty-third street, between East river and First avenue, and in First avenue, between Thirty-third and Thirty-fifth streets, etc.....	17,166 00
“.....	In One Hundred and First street, between Central Park, West, and Manhattan avenue.....	1,778 07
“.....	In Amsterdam avenue, west side, between Eighty-sixth and Eighty-eighth streets.....	6,107 50
“.....	In One Hundred and Ninth street, between Columbus and Amsterdam avenues.....	5,363 28
“.....	Outlet at foot of Broad street.....	5,333 20
“.....	In One Hundred and Fifteenth street, between Morningside avenue, West, and Amsterdam avenue.....	3,736 50
“.....	In First avenue, between Seventy-seventh and Seventy-ninth streets, in Seventy-eighth street, between First and Third avenues, etc.....	8,066 20

Croton Water Fund	\$230,862 97
Fund for Viaduct	15,095 06
Laying Croton Pipes	265,149 01
Laying Croton Pipes—Salaries	19,007 28
New Fire-hydrants	1,376 50
Repairing and Renewal of Pipes	71,565 14
Removing Old Gate-house	32,166 05
Salaries—Engineer	12,508 26
Water-main Fund	100,119 37
Water-meter Fund, No. 2	12,915 88
Water Supply—Twenty-fourth Ward	5,967 84
Total	\$1,758,419 65

Contracts Made, Completed and Unfinished, 1894.

WORK.	CONTRACTOR.	DATE OF CONTRACT.	ESTIMATED COST.	DATE OF FINAL ESTIMATE.	AMOUNT OF FINAL ESTIMATE.	AMOUNT PAID IN 1894.
Building reservoir on Byram river	John McQuade ..	1889. Jan. 7	\$209,155 00	.....	.....	\$53,457 76
Building reservoir on Muscote river	" ..	July 25	540,620 00	.....	.....	82,497 60
Furnishing and laying mains, from Shaft No. 25 to High Bridge	Terence A. Smith ..	1891. Feb. 13	46,028 00	.....	.....	.....
Improvement of Old Reservoir, Central Park	Robert Hanna ..	July 21	67,950 00	.....	.....	43,263 00
Furnishing and laying mains, Second avenue, between Fifty-eighth and One Hundred and Third streets	F. Thilleman, Jr. ..	1893. Jan. 27	148,180 00	1894. Aug. 28	\$149,384 80	49,594 01
Building foundation, New High Service Works	Thomas Dwyer ..	Mar. 1	130,110 00	.....	.....	74,413 77
Bridge at Kingsbridge road	A. McMullen & Co. ..	Apr. 13	334,926 85	.....	.....	288,114 30
Laying mains in Lenox avenue, etc.	J. S. Rodgers ..	Sept. 6	9,668 00	July 31	9,229 93	5,126 49
Building bridge at Third avenue ..	John J. Hopper ..	Oct. 16	1,110,919 70	.....	.....	109,133 86
Furnishing pipe, etc.	McNeal Pipe Co. ..	Nov. 9	8,973 00	May 3	8,640 05	8,640 05
Removing gate-house, Tenth avenue and One Hundred and Nineteenth street	P. J. Moran ..	" 16	42,442 00	.....	.....	23,526 00
Pumping engines, etc., New High Service Works	G. F. Blake Co. ..	Dec. 7	110,000 00	.....	.....	.....
Furnishing coal at High Bridge and Ninety-eighth street	Wm. D. Bruns ..	Feb. 6	26,184 00	Dec. 7	29,961 25	29,961 65
Furnishing and laying mains in Second avenue	Thomas Barry ..	" 12	61,768 00	.....	.....	54,377 06
Furnishing cast-iron pipe, etc.	Warren Foundry Co. ..	" 17	30,600 00	Dec. 26	39,259 85	39,259 85
Furnishing cast-iron pipe	Warren Foundry Co. ..	" 14	6,766 30	July 13	7,124 13	7,124 13
Extension to wharf at High Bridge ..	Jas. R. F. Kelly ..	Aug. 27	1,299 00	Sept. 17	1,299 00	1,299 00
Laying mains in Bergen avenue	J. S. Rodgers ..	Oct. 5	8,548 52	.....	1,320 15	1,320 15
Furnishing lead, lead pipe, etc.	John Fox ..	Feb. 28	2,764 00	Mar. 5	2,781 12	2,781 12
Furnishing stop-cocks, hydrants, etc.	M. J. Drummond ..	Mar. 5	6,880 00	Sept. 19	6,880 00	6,880 00
Furnishing tap-cocks, etc.	" ..	" 5	1,395 00	May	1,395 00	1,395 00
Furnishing dock hydrants	" ..	" 5	1,339 60	" 26	1,348 54	1,348 54
Furnishing stop-cocks, hydrants, etc.	" ..	" 5	14,753 00	Nov. 1	14,753 00	14,753 00
Laying water in Edgecombe avenue	J. S. Rodgers ..	" 7	7,397 02	Sept. 11	7,317 16	6,951 30
Laying mains in Courtlandt avenue	H. Lipps, Jr.	" 20	8,250 00	Aug. 7	6,857 72	6,514 83
Furnishing and laying mains in Boulevard, between Ninety-sixth and One Hundred and Eighteenth streets	John Cornwell, Jr. ..	Apr. 17	54,156 70	Nov. 8	53,829 63	51,138 15
Laying water-mains, Convent avenue	" ..	July 2	6,946 00	Dec. 27	6,456 35	6,133 43
Alteration to arch across Nepperhan avenue, Yonkers	Brendlinger & Nearing ..	" 26	18,700 00	.....	.....	10,279 00
Furnishing and erecting stand pipe, New High Service Works	M. J. Drummond ..	Aug. 20	11,900 00	.....	.....	.....
Erecting engine and boiler-house at New High Service Works ..	J. R. F. Kelly ..	" 27	81,210 00	.....	.....	.....
Furnishing and laying mains, High Service Station	John Cornwell ..	Oct. 11	52,136 00	.....	.....	10,854 90
Building extension to wharf	James R. F. Kelly ..	Aug. 27	1,299 00	Sept. 17	1,299 00	1,299 00

STORAGE RESERVOIRS.

The Croton river has furnished a full supply to the Aqueduct since November 4, 1894. 136 days during 1894 no water ran over Croton dam.

Storage Drawn during the Quarter.

	Gallons.
Middle Branch Reservoir	690,000,000
East Branch Reservoir	320,000,000
Bog Brook Reservoir	750,000,000
Lake Mahopac	240,000,000
Total	2,000,000,000

Rain-fall—Inches.

	OCTOBER.	NOVEMBER.	DECEMBER.	TOTAL FOR QUARTER.	TOTAL FOR YEAR.
Boyd's Corners Reservoir	5.94	4.17	4.43	14.54	46.96
Middle Branch Reservoir	5.97	4.67	4.30	14.94	49.93
Kensico Reservoir	5.18	4.88	4.07	14.13	41.99
Croton Dam	4.33	5.21	3.77	13.31	42.21
Central Park Reservoirs	4.70	4.25	4.24	13.19	38.16

The work on the construction of Reservoir "A," on the Muscote river, has been steadily prosecuted.

BRONX AND BYRAM RIVERS SUPPLY.

The regular force has been employed in repairing conduit, roads, fences, etc.; all of the new lands taken around Kensico Reservoir have been cleared up and fenced in.

An average daily supply of 13,000,000 gallons have been furnished during the quarter.

Storage Drawn during the Quarter.

	Gallons.
Kensico Reservoir	69,000,000
Rye Pond Reservoir	150,000,000
Total	219,000,000

The contractor for tunnel, channel, etc., to carry the waters of Byram river to the Kensico Reservoir, has steadily prosecuted his work.

Titicus river, Reservoir "M," is about completed; will commence filling same January, 1895.

Reservoir "A," Muscote river will be completed in 1896.

Cornell's Reservoir will be completed in 1902.

Byram river will be connected with the Bronx in 1896, and Byram Pond Reservoir will be built as soon as the necessary lands are obtained.

STORED WATER, DRAWN FROM RESERVOIR.	QUARTER ENDING MARCH 31, 1894.	QUARTER ENDING JUNE 30, 1894.	QUARTER ENDING SEPTEMBER 30, 1894.	QUARTER ENDING DECEMBER 31, 1894.	TOTAL, 1894.
Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.
Boyd's Corner Reservoir .....	.....	1,560,000,000	.....	.....	1,560,000,000
Middle Branch Reservoir	40,000,000	1,180,000,000	690,000,000	.....	1,910,000,000
East Branch Reservoir	340,000,000	4,630,000,000	320,000,000	.....	5,290,000,000
Bog Brook Reservoir .....	.....	1,000,000,000	750,000,000	.....	1,750,000,000
Lake Mahopac .....	.....	100,000,000	240,000,000	.....	340,000,000
Lake Kirk .....	.....	450,000,000	.....	.....	450,000,000
Lake Gleneida .....	.....	240,000,000	.....	.....	240,000,000
Lake Gilead .....	.....	50,000,000	.....	.....	50,000,000
Lake Barrett .....	.....	120,000,000	.....	.....	120,000,000
Kensico Reservoir	260,000,000	590,000,000	69,000,000	.....	919,000,000
Rye Ponds Reservoir .....	.....	370,000,000	150,000,000	.....	520,000,000
Total	640,000,000	10,290,000,000	2,219,000,000	.....	13,149,000,000
Water running over Croton Dam	38,098,000,000	18,013,000,000	155,000,000	17,109,000,000	73,375,000,000

CAPACITY OF PRESENT RESERVOIR AND LAKES.

Croton Basin.

	Gallons.
Boyd's Corner Reservoir	2,727,000,000
Middle Branch Reservoir	4,004,000,000
East Branch Reservoir	4,883,000,000
Bog Brook Reservoir	4,145,000,000
Lake Mahopac	515,000,000
Lake Kirk	475,000,000
Lake Gleneida	250,000,000
Lake Gilead	400,000,000
Lake Barrett	180,000,000
Total	17,579,000,000

Now building—

Titicus River Reservoir "M"	6,000,000,000
Reservoir "D," Carmel	10,000,000,000
Reservoir "A," Muscote river	7,000,000,000
Cornell Reservoir	25,000,000,000
Total	65,579,000,000

Bronx and Byram Rivers.

	Gallons.
Kensico Reservoir	1,627,000,000
Rye Pond Reservoir	1,300,000,000

To be built—

Byram Reservoir	600,000,000
Total	3,527,000,000

Croton Watershed.

	Gallons.
Capacity daily New Aqueduct	325,000,000
Capacity daily Old Aqueduct	75,000,000
Present storage capacity available	17,579,000,000
Future storage capacity	85,000,000,000

Lands Acquired and Damages Paid in 1894.

NAME OF OWNER.	FOR WHAT PAID.	AMOUNT PAID.	REMARKS.
Mercantile Trust Company	Lake Gilead	\$4,200 00	Land under water.
Sylvester Dean	"	450 00	"
Moran & Field	Land	15,336 00	Kensico river.
"	"	187 25	"
"	"	240 75	"
Dimock & Myrick	"	7,597 00	"
School District No. 7	"	2,675 00	"
Block & Weinheimer	"	6,580 50	"
U. Robbins	"	2,621 50	"
"	"	9,318 75	"
D. Verplanck, executor	"	8,881 00	"
Palmer Brothers	"	14,083 33	Pines Bridge.

Bronx and Byram River Sheds.

	Gallons.
Daily capacity of conduit	20,000,000
Present storage capacity available	2,927,000,000
Future storage capacity	3,527,000,000

NEW AQUEDUCT.

The New Aqueduct has continuously supplied water to the city, and since July 8 has supplied all of the water from the Croton river; the Old Aqueduct being shut off to allow of changes at Cornell Dam, and for an archway over Nepperhan avenue in Yonkers.

Reservoir "M" on Titicus river, near Purdy's, is nearly completed and the gates are shut and the reservoir filling, and will be turned over to this Department in 1895.

Maps of lands required for Jerome Park Reservoir, for additional lands around East Branch and Bog Brooks Reservoirs, and for lands in vicinity of Croton Falls and Katonah have been furnished the Aqueduct Commission.

Sanitary Protection of the Croton and Bronx River Watersheds.

Maps of lands, etc., required have been filed and Commissioners of Appraisal appointed on the East Branch Croton river, from Brewsters to the Westchester County line, and in the vicinity of Patterson and Towners.

Maps of lands required have been furnished the Counsel to the Corporation, for filing, on the West Branch of the Croton river, from Reservoir "D" to the Middle Branch of the Croton river, around White Pond and outlet of same, through Farmer's Mills; along Bear Gutter Creek and around Byram Pond, and lands required at Mount Kisco; additional public hearings have been held as to lands, etc., to be taken on the Muscote river, from Putnam County line to the lands to be acquired for Cornell Reservoir, on the outlet of Lake Mohanico, from the New York and Putnam Railroad to the Muscote river; on the Middle Branch Reservoir to the Westchester County line, maps of these lands are being perfected as fast as the necessary searches are being made.

Surveys are being made for lands, etc., necessary around Lakes Mahopac and Kirk, along the outlets of same and along the Muscote river to the Westchester County line, and around and along the outlet of Mud Pond.

Surveys are also being made along the Kisco river and tributaries, and along Croton Lake, between Kisco river and Croton Dam.

The sewers and disinfecting plant has been operated at Brewsters; all the lands along the East Branch of the Croton river, etc., from East Branch Reservoir to Westchester County line, has been

Ritter place, between Union and Prospect avenues.
 Teasdale place, between Third and Trinity avenues.
 Edgecombe road, between One Hundred and Thirty-seventh and One Hundred and Thirty-eighth streets.
 Boston road, between One Hundred and Sixty-seventh and One Hundred and Sixty-eighth streets.
 One contract for furnishing pipes and special castings, and one contract for furnishing stop-cocks, hydrants, etc., have been completed.

Amount of Pipe Laid, Stop-cocks Set and Hydrants Placed in 1894.

PIPES.			STOP-COCKS.			HYDRANTS.		
Diameter of Pipe.	Lineal Feet Laid during Quarter ending December 31, 1894.	Lineal Feet Laid during Year 1894.	Diameter of Stop-cock.	Set during Quarter ending December 31, 1894.	Set during Year 1894.	Pattern.	Placed during Quarter ending December 31, 1894.	Placed during Year 1894.
48-inch	6	6,269	48-inch .....	..	1	"No. 1"	28	29
36-inch	1,492	7,990	36-inch	3	3	"A"	34	214
30-inch	189	189	30-inch	1	1	Double Nozzle.	20	22
20-inch	780	780	20-inch	3	3	Total.....	82	265
12-inch	616	9,758	12-inch	5	25			
6-inch	15,680	69,529	6-inch	75	184			
4-inch	350	350	4-inch	1	1			
Total.....	19,113	94,865	Total.....	88	218			

REPAIRING AND RENEWAL OF PIPES, STOP-COCKS, ETC.

A gang of men have been employed relaying mains, changing taps, etc., during the quarter as follows:

One Hundred and Twenty-third street, between Ninth and Amsterdam avenues.
 Leonard street, between Baxter and Centre streets.
 Bayard street, between Baxter and Mulberry streets.
 Baxter street, intersection of Walker street.
 Mulberry street, intersection of Park Row.
 Mulberry street, intersection of Park street.
 One Hundred and Sixty-second street, between Jumel terrace and Edgecombe avenue.
 Eighteenth street, intersection of Eleventh avenue.
 Twenty-third street, intersection of Eleventh avenue.
 Fifteenth street, intersection of Eleventh avenue.
 Ninth avenue, between Fourteenth and Twenty-ninth streets.
 Eighth avenue, intersection of Twenty-eighth street.
 Third avenue, intersection of Forty-second street.
 Ninety-seventh street, between Second and Third avenues.
 One Hundred and Fifty-fifth street and Harlem river.
 Columbus avenue, intersection of Ninety-third street.
 Seventy-second street and East river.
 Rivington street, foot of East street.
 Avenue D, intersection of Thirteenth street.
 Park street, intersection of Little Water street.

BRIDGE ACROSS SHIP CANAL AT KINGSBRIDGE.

This work is completed, except adjusting of engines, etc., and painting, and travel passing over same.

The temporary bridge has been turned over to the Park Department by the Board of Estimate and Apportionment for their use.

BRIDGE ACROSS HARLEM RIVER AT THIRD AVENUE.

The Commission appointed to appraise the values of lands, etc., necessary for this bridge and approaches are taking testimony as to same. The temporary bridge is in operation, the old bridge taken down, and the south rest pier constructed; work is now being done removing centre rest piers and building caisson for same.

Until the land is obtained, the bulk of the work to be done, consisting of land abutments and approaches, cannot be carried on; it will take two years to complete same after the lands are obtained.

BRIDGE OVER THE HARLEM RIVER BETWEEN FIRST AND WILLIS AVENUES.

The general plans, estimates and specifications for this bridge have been approved by the Board of Street Openings and the Board of Estimate and Apportionment.

Map of lands, etc., necessary for the bridge have been transmitted to the Counsel to the Corporation for the appointment of Commissioners of Appraisal to obtain same.

Detail plans, etc., are now ready awaiting the action of the Board of Estimate and Apportionment to appropriate the moneys necessary for its construction.

BUILDING NEW GATE-HOUSE AND REMOVAL OF OLD GATE-HOUSE AT TENTH AVENUE AND ONE HUNDRED AND NINETEENTH STREET.

The old gate-house has been removed and Tenth avenue paved and repaved; the new gate-house has been completed, except doors, windows and railing, and the sidewalks and grounds around same put in order.

It has been in use and water running through same since July 15, 1894.

NEW HIGH SERVICE WORKS.

This work of building foundation, etc., for engine and boiler-house is practically completed, except some grading around same and the construction of a tunnel shaft, etc., for coal hoisting apparatus, in which a change of plan has been made necessary on account of the building by the Park Department of the driveway along the Harlem river; plans for this tunnel, etc., are now being prepared.

The detail plans of the pumping engines have nearly all been approved and work is now all under way in the shops of the Blake Manufacturing Company.

The contractor for the superstructure of the boiler and engine-house is storing material so as to commence early in the spring.

The contractor for stand pipe, etc., is at work erecting same.

The contractor for furnishing and laying connecting mains is receiving material and laying same; contracts for the coal hoisting apparatus and tunnel and shaft, etc., have still to be made; plans, etc., of same are now being prepared; this work will be completed early in 1896.

ALTERATIONS TO THE ARCH OVER NEPPERHAN AVENUE, IN YONKERS.

This work was commenced in August, and as the Old Aqueduct was shut off on account of changes to be made at Cornell's Dam, it was not necessary to carry on same night and day; the large amount of wet weather in October and November has delayed the work; the new arch over the avenue has been completed and the masonry nearly carried up to the bottom of the Aqueduct; it will be completed in June, 1895.

CONCRETING AND LINING NORTH DIVISION.

This work is nearly completed, but on account of the bad weather no further work can be done until April, 1895.

The large amount of rock and earth to be excavated and removed under this contract, the amount appropriated not being sufficient, will necessitate a further appropriation or transfer before the work can be completed.

METERS.

Number of meters placed during the quarter..... 305
 Number of meters placed during the year..... 2,324
 Total number of meters set..... 32,610
 Number of meters taken out and reset..... 2,282
 Number of meters now in use..... 30,328

HIGH SERVICE.

That portion of the City of New York on Manhattan Island, between Thirty-fourth street and Harlem river and Spuyten Duyvil creek, that is above 60 feet above city datum is supplied from the High Service Stations at Ninety-eighth street, 100 feet west of Columbus avenue, and at High Bridge.

There are at present 19,500 buildings in this district and about 1,000 more buildings, many of which are flats containing five families.

The Average Daily Amount of Water Pumped at these Stations.

	Gallons.
In 1889	15,059,585
In 1890	17,953,593
In 1891	21,409,670
In 1892	22,342,501
In 1893	23,786,780
In 1894	25,360,660

Which is above the capacity of the present pumping machinery during the day-time.

Until the new High Service Works are completed, the pressures will gradually decrease in this district.

TAPS.

Number of taps put in during the quarter..... 733
 Number of taps put in during the year..... 2,324

WASTE AND USE OF WATER.

Average daily use of water in 1894:
 Quarter ending March 31, 1894, Croton Aqueduct..... 166,000,000
 Quarter ending March 31, 1894, Bronx Conduit..... 13,000,000

Total..... 179,000,000

Quarter ending June 30, 1894, Croton Aqueduct..... 168,000,000
 Quarter ending June 30, 1894, Bronx Conduit..... 13,000,000

Total..... 181,000,000

Quarter ending September 30, 1894, Croton Aqueduct..... 175,000,000
 Quarter ending September 30, 1894, Bronx Conduit..... 13,000,000

Total..... 188,000,000

Quarter ending December 31, 1894, Croton Aqueduct..... 170,000,000
 Quarter ending December 31, 1894, Bronx Conduit..... 13,000,000

Total..... 183,000,000

The supply to the City at present is as follows:

Through New Aqueduct..... 170,000,000
 Through Bronx River Conduit..... 13,000,000

Total gallons per day..... 183,000,000

Average gallons per day, 1894..... 183,000,000
 Average gallons per day, 1893..... 174,000,000

An increase in use of 9,000,000 gallons per day.

The large mains as laid are now opened so as to increase the pressures generally in the low-service district. In 1895 all the moneys available for large mains will be expended in laying mains to distribute the water from the new High Service Works at One Hundred and Seventy-ninth street, between Amsterdam avenue and the Harlem river.

There has been a large increase in the Twenty-third and Twenty-fourth Wards on account of the large number of new buildings built in that district, and the laying of new mains, and, where at present is the greatest demand for small distributing mains, the building of cable roads, subways and laying of new gas-mains so occupy the available space under the roadways of the City that it becomes impracticable to increase the number of large mains throughout the City, which will necessitate the restriction in the indiscreet use of water by metering all supplies to buildings, so as to stop waste and keep up the pressures.

Yours, respectfully,

G. W. BIRDSALL, Chief Engineer, Croton Aqueduct.

Water Meters in Use December 31, 1894.

WHERE PLACED.	5/8 IN.	3/4 IN.	1 IN.	1 1/2 IN.	2 IN.	3 IN.	4 IN.	6 IN.	TOTAL.
Hotels	32	80	123	92	73	35	11	..	446
Brewers, bottlers, etc.....	77	87	104	73	102	23	10	..	486
Charitable institutions.....	4	6	27	46	62	17	2	..	164
Offices	481	896	985	273	164	61	30	..	2,894
Manufacturing establishments....	418	459	562	302	202	48	26	5	2,022
Gas-works.....	1	1	12	7	6	16	20	..	63
Railroads.....	11	121	98	30	20	23	41	8	352
Stables.....	667	894	581	169	64	7	1	..	2,383
Apartment houses.....	44	68	167	146	135	15	4	..	579
Docks	31	30	17	7	37	56	44	1	223
Riverdale	60	38	13	2	1	1	..	2	117
Miscellaneous.....	6,914	6,287	5,251	1,301	688	128	24	6	20,599
Total.....	8,740	8,967	7,941	2,448	1,554	443	213	22	30,328

Average Number of Gallons used per Day through Meters.

NUMBER OF METERS.	WHERE USED.	GALLONS.
435	Hotels.....	2,050,000
480	Brewers, bottlers, etc.....	2,195,400
164	Charitable institutions.....	825,000
2,890	Offices.....	2,724,000
1,974	Manufacturing establishments	4,032,000
63	Gas-works.....	1,081,400
347	Railroads.....	3,195,000
2,321	Stables.....	1,398,000
568	Apartment houses.....	787,000
223	Docks	2,029,800
117	Riverdale.....	95,700
19,175	Miscellaneous.....	16,300,000
	Total	36,712,800

STYLE OF METER.	1/2 IN.	3/4 IN.	1 IN.	1 1/2 IN.	2 IN.	3 IN.	4 IN.	6 IN.	TOTAL.
Gem.....	2	1	....	....	1	1	1	....	6
Crown.....	3,367	3,016	2,163	333	175	43	45	17	9,139
Worthington.....	619	2,380	2,571	1,445	955	302	109	1	8,382
Thomson.....	3,034	2,534	2,285	569	379	84	51	3	8,939
Nash.....	1,718	1,036	922	121	44	13	7	1	3,862
Total.....	8,740	8,967	7,911	2,448	1,554	443	213	22	30,328

STREETS AND AVENUES IN WHICH WATER-MAINS HAVE BEEN LAID IN 1894.

48-inch Pipe.

Second avenue, between Seventy-eighth and Eighty-sixth streets.
Second avenue, between Fifty-eighth and Forty-second streets.

36-inch Pipe.

Boulevard, between Ninety-sixth and One Hundred and Eighteenth streets.
Boulevard, between Ninety-sixth and One Hundredth streets.
Second avenue, at intersection of Forty-second street.
Forty-second street, between Second and Third avenues.

30-inch Pipe.

Intersection of Forty-second street and Third avenue.

20-inch Pipe.

Along north side of High Service Reservoir at High Bridge.
Boulevard, from Ninety-sixth street 150 feet south.

12-inch Pipe.

Lenox avenue, between One Hundred and Thirty-fifth and One Hundred and Forty-fifth streets.
Webster avenue, between One Hundred and Sixty-fifth and One Hundred and Sixty-ninth streets.
Webster avenue, from Scott avenue 500 feet north.
Courtlandt avenue, between One Hundred and Fifty-fourth and One Hundred and Sixty-third streets.
Eleventh avenue, between Fifty-seventh and Sixtieth streets.
Boston road, between One Hundred and Sixty-seventh and One Hundred and Sixty-eighth streets.

6-inch Pipe.

Twenty-second street, between Avenue A and East river.
Ninetieth street, between Amsterdam avenue and Boulevard.
Ninety-fourth street, between Amsterdam avenue and West End avenue.
Ninety-ninth street, between Madison and Fifth avenues.
One Hundred and First street, between Park and Fifth avenues.
One Hundred and Thirty-eighth street, between Fifth and Seventh avenues.
One Hundred and Forty-second street, between Fifth and Seventh avenues.
One Hundred and Forty-seventh street, between Amsterdam avenue and Boulevard.
One Hundred and Sixtieth street, between St. Nicholas avenue and Jumel terrace.
Jumel terrace, between One Hundred and Sixtieth and One Hundred and Sixty-second streets.
Edgecombe avenue, between One Hundred and Forty-fifth and One Hundred and Fifty-fifth streets.
Jefferson avenue, between Kingsbridge road and Columbus avenue.
Eagle avenue, between Cedar place and Clifton street.
Sixty-eighth street, between West End avenue and Hudson River Railroad.
Seventy-first street, between West End avenue and Hudson River Railroad.
Seventy-eighth street, between Avenue A and East river.
Ninety-ninth street, between Park and Third avenues.
One Hundred and Seventh street, between Columbus avenue and Boulevard.
Boulevard, between One Hundred and Eighteenth and One Hundred and Twentieth streets.
One Hundred and Twentieth street, between Boulevard and Amsterdam avenue.
One Hundred and Thirty-eighth street, between Boulevard and Amsterdam avenue.
One Hundred and Forty-first street, between Fifth and Seventh avenues.
One Hundred and Forty-second street, between Brook and St. Ann's avenues.
One Hundred and Fifty-ninth street, between St. Nicholas avenue and Edgecombe road.
One Hundred and Sixtieth street, between Amsterdam avenue and Boulevard.
Home street, between Southern Boulevard and Main street (West Farms).
Fifty-ninth street, between Tenth and Twelfth avenues.
Seventy-ninth street, between Columbus and Amsterdam avenues.
Ninety-second street, between Second and Third avenues.
One Hundred and Thirty-seventh street, between Lenox avenue and Harlem river.
One Hundred and Forty-first street, between Locust and Walnut avenues.
One Hundred and Forty-sixth street, between Seventh and Eighth avenues.
One Hundred and Sixty-fifth street, between Stebbins and Westchester avenues.
One Hundred and Sixty-ninth street, between Union avenue and One Hundred and Sixty-seventh street.
Topping street, between One Hundred and Seventy-second and One Hundred and Seventy-third streets.
One Hundred and Sixty-second street, between Courtlandt and Elton avenues.
Elton avenue, between One Hundred and Sixty-first and One Hundred and Sixty-second streets.
One Hundred and Sixty-fourth street, between Third and Washington avenues.
Railroad avenue, between One Hundred and Sixty-first and One Hundred and Sixty-second streets.
Briggs avenue, between Southern Boulevard and Surburban street.
Cauldwell avenue, between One Hundred and Sixty-first and One Hundred and Sixty-third streets.
One Hundred and Sixty-third street, between Cauldwell and Trinity avenues.
Convent avenue, between One Hundred and Forty-fifth and One Hundred and Fiftieth streets.
Vyse avenue, between Home street and Cooke place.
Tremont avenue, between Boston road and Bronx river.
Seventy-fourth street, between West End avenue and Riverside Drive.
Ninety-first street, between Avenue A and Harlem river.
Ninety-fourth street, between First avenue and Harlem river.
Ninety-fifth street, between First avenue and Harlem river.
One Hundredth street, between First avenue and Harlem river.
Ninety-sixth street, between Park and Madison avenues.
One Hundred and Forty-eighth street, between Boulevard and Hudson River Railroad.
One Hundred and Fifty-sixth street, between Westchester and Prospect avenues.
George street, between Tinton and Prospect avenues.
Union avenue, between One Hundred and Fifty-sixth and Dawson streets.
Kelly street, between Union and Prospect avenues.
One Hundred and Sixtieth street, between Courtlandt and Railroad avenues.
Teasdale place, between Third and Trinity avenues.
Ritter place, between Union and Prospect avenues.
Leggett avenue, between Prospect avenue and Leggett's lane.
One Hundred and Forty-ninth street, between Amsterdam avenue and Boulevard.
One Hundred and Thirty-sixth street, between Southern Boulevard and New Haven Railroad.
One Hundred and Thirty-second street, between end of old main and Willow avenue.
One Hundred and Sixty-second street, between Morris and Teller avenues.
One Hundred and Sixty-seventh street, between Southern Boulevard and Barretto street.
One Hundred and Seventy-third street, between Railroad and Morris avenues.
Woodruff street, between Southern Boulevard and Lillian place.
Kingsbridge avenue, between Two Hundred and Eighteenth street and Terrace View avenue.
Jackson avenue, between One Hundred and Sixty-first and One Hundred and Sixty-second streets.
Eighty-fifth street, between Amsterdam avenue and Boulevard.
One Hundred and Twelfth street, between Seventh and Eighth avenues.
Kirkside avenue, between Wellesley street and Jerome avenue.
Bergen avenue, between One Hundred and Forty-seventh street and Brook avenue.

Edgecombe road, between One Hundred and Thirty-seventh and One Hundred and Thirty-eighth streets.
One Hundred and Thirty-eighth street, between Fifth and Madison avenues.
One Hundred and Thirty-sixth street, between Fifth avenue and Harlem river.
One Hundred and Forty-fifth street, between Amsterdam avenue and Boulevard.
Eagle avenue, between One Hundred and Sixty-first and One Hundred and Sixty-third streets.

"A" HYDRANTS PLACED DURING THE YEAR 1894.

Northeast corner of Ninety-fourth street and West End avenue..... 1
Northwest corner of Ninety-fourth street and Boulevard..... 1
Northeast corner of Ninety-fourth street and Boulevard..... 1
West side Jumel terrace, near Sylvan place..... 1
North side One Hundred and Sixtieth street, near St. Nicholas avenue..... 1
Northeast corner of Ninety-ninth street and Fifth avenue..... 1
Northwest corner of Ninety-ninth street and Madison avenue..... 1
Northeast corner of Ninetieth street and Boulevard..... 1
Northwest corner of Ninetieth street and Amsterdam avenue..... 1
Northeast corner of One Hundred and First street and Fifth avenue..... 1
Northwest corner of One Hundred and First street and Madison avenue..... 1
Northwest corner of One Hundred and First street and Park avenue..... 1
Northeast corner of One Hundred and Forty-seventh street and Boulevard..... 1
North side of One Hundred and Forty-seventh street, between Amsterdam avenue and Boulevard..... 1
Northwest corner of One Hundred and Forty-seventh street and Amsterdam avenue..... 1
Northeast corner of One Hundred and Forty-ninth street and Boulevard..... 1
North side of One Hundred and Forty-ninth street, between Amsterdam avenue and Boulevard..... 1
Northwest corner of One Hundred and Forty-ninth street and Amsterdam avenue..... 1
Northwest corner of Ninety-ninth street and Third avenue..... 1
Northeast corner of Ninety-ninth street and Lexington avenue..... 1
Northeast corner of Ninety-ninth street and Park avenue..... 1
Northeast corner of Seventy-eighth street and Avenue A..... 1
North side of Seventy-eighth street, near East river..... 1
Northwest corner of Seventy-first street and West End avenue..... 1
North side of Seventy-first street, near Hudson River Railroad..... 1
Northwest corner of Sixty-eighth street and West End avenue..... 1
North side of Sixty-eighth street, near Hudson River Railroad..... 1
Northeast corner of Home and Wyse streets..... 1
Northeast corner of Home and Hunter streets..... 1
Northwest corner of Home street and West Farms road..... 1
West side of West Farms road, near Main street (West Farms)..... 1
West side of Courtlandt avenue, between One Hundred and Fifty-fourth and One Hundred and Fifty-fifth streets..... 1
Northwest corner of One Hundred and Fifty-fifth street and Courtlandt avenue..... 1
West side of Courtlandt avenue, between One Hundred and Fifty-fifth and One Hundred and Fifty-sixth streets..... 1
Northwest corner of One Hundred and Fifty-sixth street and Courtlandt avenue..... 1
West side of Courtlandt avenue, between One Hundred and Fifty-sixth and One Hundred and Fifty-seventh streets..... 1
Northeast corner of One Hundred and Fifty-seventh street and Courtlandt avenue..... 1
Northwest corner of One Hundred and Fifty-seventh street and Courtlandt avenue..... 1
West side of Courtlandt avenue, between One Hundred and Fifty-seventh and One Hundred and Fifty-eighth streets..... 1
Northeast corner of One Hundred and Fifty-eighth street and Courtlandt avenue..... 1
West side of Courtlandt avenue, between One Hundred and Fifty-eighth and One Hundred and Fifty-ninth streets..... 1
Northeast corner of One Hundred and Fifty-ninth street and Courtlandt avenue..... 1
West side of Courtlandt avenue, between One Hundred and Fifty-ninth and One Hundred and Sixtieth streets..... 1
West side of Courtlandt avenue, between One Hundred and Sixty-first and One Hundred and Sixty-second streets..... 1
Northeast corner of One Hundred and Sixty-second street and Courtlandt avenue..... 1
North side of One Hundred and Sixty-second street, near Railroad avenue..... 1
North side of One Hundred and Thirty-seventh street, between Fifth and Lenox avenues..... 1
North side of One Hundred and Thirty-seventh street between Fifth and Madison avenues..... 1
Northwest corner of One Hundred and Thirty-seventh street and Madison avenue..... 1
North side of One Hundred and Thirty-sixth street, between Southern Boulevard and Willow avenue..... 1
Northeast corner of One Hundred and Thirty-sixth street and Willow avenue..... 1
North side of One Hundred and Thirty-sixth street, near New Haven Railroad..... 1
Northeast corner of One Hundred and Seventh street and Western Boulevard..... 1
Northwest corner of One Hundred and Seventh street and Amsterdam avenue..... 1
Northeast corner of One Hundred and Seventh street and Amsterdam avenue..... 1
North side of One Hundred and Seventh street, between Columbus and Amsterdam avenues..... 1
Northwest corner of One Hundred and Seventh street and Columbus avenue..... 1
West side of Webster avenue, north of Scott avenue..... 2
South side of Seventy-ninth street, between Columbus and Amsterdam avenues..... 2
North side of Ninety-second street, between Second and Third avenues..... 1
North side of One Hundred and Thirty-second street, between Trinity and Willow avenues..... 1
Northwest corner of One Hundred and Thirty-second street and Willow avenue..... 1
North side of One Hundred and Forty-first street, between Walnut and Locust avenues..... 1
South side of One Hundred and Sixty-fifth street, near Stebbins avenue..... 1
Northeast corner of One Hundred and Sixty-fifth street and Intervale avenue..... 1
North side of One Hundred and Sixty-fifth street, between Kelly and Tiffany streets..... 1
North side of One Hundred and Sixty-fifth street, between Tiffany and Fox streets..... 1
North side of One Hundred and Forty-second street, between Lenox and Seventh avenues..... 1
Northwest corner of One Hundred and Forty-second street and Lenox avenue..... 1
Northeast corner of One Hundred and Forty-second street and Lenox avenue..... 1
North side of One Hundred and Forty-second street, between Lenox and Fifth avenues..... 1
Northeast corner of One Hundred and Twentieth street and Western Boulevard..... 1
South side of One Hundred and Twentieth street, between Amsterdam avenue and Western Boulevard..... 1
Northwest corner of One Hundred and Twentieth street and Amsterdam avenue..... 1
North side of One Hundred and Sixty-ninth street, between Union and Prospect avenues..... 1
Northeast corner of One Hundred and Sixty-ninth street and Prospect avenue..... 1
Northeast corner of One Hundred and Sixty-ninth street and Stebbins avenue..... 1
Northwest corner of One Hundred and Sixty-ninth street and Fox street..... 1
Northwest corner of One Hundred and Sixty-ninth street and Simpson street..... 1
North side One Hundred and Thirty-eighth street, between Lenox and Seventh avenues..... 1
Northeast corner One Hundred and Thirty-eighth street and Lenox avenue..... 1
North side One Hundred and Thirty-eighth street, between Lenox and Fifth avenues..... 1
Northwest corner One Hundred and Thirty-eighth street and Fifth avenue..... 1
Southwest corner Topping and One Hundred and Seventy-third streets..... 1
Northwest corner Topping and One Hundred and Seventy-second streets..... 1
Northeast corner One Hundred and Forty-first street and Seventh avenue..... 1
Northwest corner One Hundred and Forty-first street and Lenox avenue..... 1
North side One Hundred and Forty-first street, between Lenox and Fifth avenues..... 1
South side Twenty-second street, near East river..... 1
Northeast corner One Hundred and Forty-sixth street and Eighth avenue..... 1
North side One Hundred and Forty-sixth street, between Seventh and Eighth avenues..... 1
Northwest corner One Hundred and Forty-sixth street and Seventh avenue..... 1
Northeast corner One Hundred and Forty-second street and Brook avenue..... 1
Northwest corner One Hundred and Forty-second street and St. Ann's avenue..... 1
East side Webster avenue, north of One Hundred and Sixty-fifth street..... 1
East side Webster avenue, between One Hundred and Sixty-sixth and One Hundred and Sixty-seventh streets..... 1
Northeast corner One Hundred and Sixty-seventh street and Webster avenue..... 1
East side Webster avenue, between One Hundred and Sixty-seventh and One Hundred and Sixty-eighth streets..... 1
Northeast corner One Hundred and Sixty-eighth street and Webster avenue..... 1
East side Webster avenue, between One Hundred and Sixty-eighth and One Hundred and Sixty-ninth streets..... 1
Northwest corner Fifty-seventh street and Eleventh avenue..... 1
East side of Eleventh avenue, between Fifty-seventh and Fifty-eighth streets..... 1
Northeast corner Fifty-eighth street and Eleventh avenue..... 1
East side of Eleventh avenue, between Fifty-eighth and Fifty-ninth streets..... 1
East side of Eleventh avenue, between Fifty-ninth and Sixtieth streets..... 1
Southwest corner of One Hundred and Forty-fifth street and Lenox avenue..... 1
West side of Jefferson avenue, between Kingsbridge road and Columbus avenue..... 2
Northwest corner of One Hundred and Sixty-fourth street and Third avenue..... 1
Northeast corner of One Hundred and Sixty-fourth street and Washington avenue..... 1

Southeast corner of One Hundred and Sixty-second street and Melrose avenue.....	1
Southwest corner of One Hundred and Sixty-second street and Elton avenue.....	1
Northwest corner of Elton avenue and One Hundred and Sixty-first street.....	1
West side of Railroad avenue, near One Hundred and Sixty-first street.....	1
Northwest corner of Briggs avenue and Southern Boulevard.....	1
Southwest corner of Briggs avenue and Suburban street.....	1
Southwest corner of Eagle avenue and John street.....	1
West side of Eagle avenue, near John street.....	1
West side of Eagle avenue, near One Hundred and Sixty-first street.....	1
Northeast corner of Ninety-sixth street and Madison avenue.....	1
North side of Ninety-sixth street, near Park avenue.....	1
North side of Kelly street, near Union avenue.....	1
North side of Fifty-ninth street, between Eleventh and Twelfth avenues.....	1
Northwest corner of Fifty-ninth street and Eleventh avenue.....	1
Northeast corner of Fifty-ninth street and Eleventh avenue.....	1
North side of Fifty-ninth street, between Tenth and Eleventh avenues.....	1
North side of Fifty-ninth street, near Tenth avenue.....	1
North side of One Hundred and Sixtieth street, between Amsterdam avenue and Boulevard.....	1
Northwest corner of Caldwell avenue and One Hundred and Sixty-first street.....	1
West side of Caldwell avenue, between One Hundred and Sixty-first and One Hundred and Sixty-third streets.....	1
Southwest corner of Caldwell avenue and One Hundred and Sixty-third street.....	1
North side of One Hundred and Sixty-third street, near Trinity avenue.....	1
Northeast corner of One Hundred and Fifty-ninth street and St. Nicholas avenue.....	1
North side of One Hundred and Fifty-ninth street, near Edgecombe road.....	1
Northwest corner of Union avenue and Dawson street.....	1
Southwest corner of Union avenue and One Hundred and Fifty-sixth street.....	1
North side of Leggett avenue, between Prospect avenue and Hewitt place.....	1
North side of Leggett avenue, near Leggett's lane.....	1
Northwest corner of George street and Union avenue.....	1
Northeast corner of George street and Union avenue.....	1
Northwest corner of George street and Prospect avenue.....	1
North side of One Hundred and Fifty-sixth street, between Westchester and Union avenues.....	1
North side of One Hundred and Fifty-sixth street, between Union and Prospect avenues.....	1
Northeast corner of Ritter place and Union avenue.....	1
North side of Ritter place, near Prospect avenue.....	1
Northeast corner of Tremont avenue, near Boston road.....	1
North side of Tremont avenue, near Bronx river.....	1
Northwest corner of One Hundred and Thirty-eighth street and Hamilton place.....	1
North side of One Hundred and Thirty-eighth street, between Amsterdam avenue and Hamilton place.....	1
Northwest corner of One Hundred and Thirty-eighth street and Amsterdam avenue.....	1
West side of Edgecombe avenue, north of One Hundred and Forty-fifth street.....	2
Northwest corner of One Hundred and Forty-fifth street and Edgecombe avenue.....	2
West side of Edgecombe avenue, north of One Hundred and Fiftieth street.....	2
Southeast corner of Edgecombe and Ninth avenues.....	1
Southwest corner of Convent avenue and One Hundred and Forty-sixth street.....	1
Southwest corner of Convent avenue and One Hundred and Forty-eighth street.....	1
West side of Convent avenue, between One Hundred and Forty-ninth and One Hundred and Fiftieth streets.....	1
Northwest corner of Seventy-fourth street and West End avenue.....	1
North side of Ninety-first street, between Avenue A and Harlem river.....	1
Northeast corner of Ninety-fourth street and First avenue.....	1
North side of Ninety-fourth street, between First avenue and Harlem river.....	1
West side of Vyse avenue, near Freeman street.....	1
West side of Vyse avenue, between Freeman street and Charlotte place.....	1
Northwest corner of Vyse avenue and Charlotte place.....	1
Southwest corner of Vyse avenue and Cooke place.....	1
North side of One Hundred and Sixty-second street, between Morris and Teller avenues.....	1
Northeast corner of Ninety-fifth street and First avenue.....	1
North side of Ninety-fifth street, between First avenue and Harlem river.....	1
Northeast corner of One Hundredth street and First avenue.....	1
North side of One Hundredth street, between First avenue and Harlem river.....	1
North side of One Hundred and Sixty-seventh street, between Simpson street and Southern Boulevard.....	1
Northeast corner of One Hundred and Seventy-third street and Morris avenue.....	1
Northwest corner of One Hundred and Seventy-third street and Anthony avenue.....	1
Northwest corner of One Hundred and Seventy-third street and Carter avenue.....	1
Northwest corner of One Hundred and Seventy-third street and Webster avenue.....	1
Northwest corner of One Hundred and Seventy-third street and Vanderbilt avenue.....	1
North side of One Hundred and Forty-eighth street, between Boulevard and Hudson River Railroad.....	1
Northeast corner of Teasdale place and Boston avenue.....	1
Northwest corner of Teasdale place and Caldwell avenue.....	1
Northwest corner of Teasdale place and Trinity avenue.....	1
Northeast corner of Woodruff street and Southern Boulevard.....	1
North side of Woodruff street, near Boston avenue.....	1
North side of Woodruff street, near Oostdorp avenue.....	1
West side of Kingsbridge road, between Two Hundred and Eighteenth and Two Hundred and Nineteenth streets.....	1
Southwest corner of Kingsbridge road and Two Hundred and Twentieth street.....	1
West side of Kingsbridge road, near United States Ship Canal.....	1
Northwest corner of Kingsbridge road and South Terrace View avenue.....	1
West side of Kingsbridge road, near North Terrace View avenue.....	1
North side of One Hundred and Twelfth street, between Seventh and Eighth avenues.....	1
West side of Kirkside avenue, north of Wellesley street.....	1
North side of Kirkside avenue, near Jerome avenue.....	1
Northwest corner of Jackson avenue and One Hundred and Sixty-first street.....	1
West side of Jackson avenue, north of One Hundred and Sixty-first street.....	1
West side of Bergen avenue, between One Hundred and Forty-seventh and One Hundred and Forty-eighth streets.....	1
West side of Bergen avenue, between One Hundred and Forty-eighth and One Hundred and Forty-ninth streets.....	1
West side of Bergen avenue, between Gerard street and Westchester avenue.....	1
West side of Bergen avenue, between Rose and Grove streets.....	1
Northwest corner of Grove street and Bergen avenue.....	1
West side of Bergen avenue, near Brook avenue.....	1
Northeast corner of One Hundred and Thirty-sixth street and Fifth avenue.....	1
Northeast corner of One Hundred and Thirty-sixth street and Madison avenue.....	1
Northeast corner of One Hundred and Thirty-eighth street and Fifth avenue.....	1
Northwest corner of One Hundred and Thirty-eighth street and Madison avenue.....	1
Northwest corner of One Hundred and Forty-fifth street and Amsterdam avenue.....	1
North side of One Hundred and Forty-fifth street, between Amsterdam avenue and Boulevard.....	1
West side of Eagle avenue, between One Hundred and Sixty-first and One Hundred and Sixty-third streets.....	2
Northwest corner of Eighty-fifth street and Amsterdam avenue.....	1
Northeast corner of Eighty-fifth street and Western Boulevard.....	1

No. "I" HYDRANTS PLACED DURING THE YEAR 1894.

Northeast corner of Second avenue and Forty-second street.....	1
Northwest corner of Second avenue and Forty-fourth street.....	1
North side of One Hundred and Fifty-second street, near Courtlandt avenue.....	1
North side of Ninety-seventh street, between Second and Third avenues.....	1
At bulkhead foot of Lighthouse street, North river.....	1
At bulkhead between North Moore and Beach streets.....	1
At bulkhead foot of Hubert street.....	1
At bulkhead foot of Christopher street.....	1
At bulkhead between Leroy and Morton streets.....	1
At bulkhead foot of Clarkson street.....	1
At bulkhead between King and Charlton streets.....	1
At bulkhead foot of Spring street.....	1
At bulkhead foot of Franklin street.....	1
At bulkhead foot of Jay street.....	1
At bulkhead foot of Chambers street.....	1
Southeast corner of Forty-eighth street and Eighth avenue.....	1
North side of Fiftieth street, between Ninth and Tenth avenues.....	1
North side of One Hundred and Twenty-third street, between Ninth and Tenth avenues.....	1
South side of Ferry street, between Jacob and Cliff streets.....	1

Northwest corner of Jacob and Ferry streets.....	1
Southeast corner of Eighth avenue and One Hundred and Fifty-sixth street.....	1
East side of Eighth avenue, between One Hundred and Fifty-sixth and One Hundred and Fifty-seventh streets.....	1
Northeast corner of Eighth avenue and One Hundred and Fifty-seventh street.....	1
Northeast corner of Eighth avenue and One Hundred and Fifty-eighth street.....	1
Northwest corner of One Hundred and Ninth street and Third avenue.....	1
North side of Seventeenth street, between Tenth and Eleventh avenues.....	1
Northeast corner of Leonard and Centre streets.....	1
Northwest corner of One Hundred and Sixty-second street and Edgecombe avenue.....	1
Foot of Seventy-second street and East river.....	1

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DOUBLE-NOZZLE HYDRANTS PLACED DURING THE YEAR 1894.

Northeast corner of Forty-second street and Third avenue.....	1
East side of Western Boulevard, between One Hundred and Fifth and One Hundred and Sixth streets.....	1
Northeast corner of Western Boulevard and One Hundred and Fourteenth street.....	1
Southeast corner of Western Boulevard and One Hundred and Eighteenth street.....	1
Northeast corner of Western Boulevard and One Hundred and Eighteenth street.....	1
Southwest corner of Hudson and West Thirtieth streets.....	1
Northwest corner of Hudson and Gansevoort streets.....	1
Southwest corner of Hudson and West Fourteenth streets.....	1
West side of Hudson street, between Thirteenth and Fourteenth streets.....	1
Northwest corner of Tenth avenue and West Thirteenth street.....	1
East side of Tenth avenue, between Little West Twelfth and Thirteenth streets.....	1
Southwest corner of Tenth avenue and West Fourteenth street.....	1
East side of Tenth avenue, between Thirteenth and Fourteenth streets.....	1
East side of Tenth avenue, between Fourteenth and Fifteenth streets.....	1
Northwest corner of Tenth avenue and Fourteenth street.....	1
Northwest corner of Tenth avenue and Sixteenth street.....	1
Southeast corner of Tenth avenue and Sixteenth street.....	1
Southwest corner of Tenth avenue and Seventeenth street.....	1
Southwest corner of Centre and Chambers streets.....	1
West side of Mercer street, between Prince and Spring streets.....	1
Northwest corner of Second avenue and Eighty-fifth street.....	1
Southwest corner of Second avenue and Eighty-fifth street.....	1

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Summary, 1894.

PIPES.				STOP-COCKS.				HYDRANTS.			
Diameter of Pipe.	Linear Feet of Pipe laid to Dec. 31, 1893.	Linear Feet Laid from Dec. 31, 1893, to Dec. 31, 1894.	Total Linear Feet laid to Dec. 31, 1894.	Diameter of Stop-cock.	Set to Dec. 31, 1893.	Set from Dec. 31, 1893, to Dec. 31, 1894.	Total Set to Dec. 31, 1894.	Pattern.	Placed to Dec. 31, 1893.	Placed from Dec. 31, 1893, to Dec. 31, 1894.	Total Placed to Dec. 31, 1894.
48-inch...	95,986	6,269	102,255	48-inch...	20	1	21	Nos 1, 2 and 3...	3,629	29	3,658
36-inch...	115,865	7,990	123,855	36-inch...	47	3	50	Victor.....	139	..	139
30-inch...	41,834	189	42,023	30-inch...	29	1	30	"A".....	3,473	214	3,687*
24-inch...	11,542	..	11,542	24-inch...	13	..	13	"B".....	1,788	..	1,788
20-inch...	200,762	720	201,482	20-inch...	191	3	194	Double nozzle..	244	22	266
16-inch...	17,130	..	17,130	16-inch...	22	..	22	Totals.....	9,273	265	9,538
12-inch...	910,578	9,758	920,336*	12-inch...	1,692	25	1,717*	* Less 38 "A" hydrants discontinued.			
10-inch...	6,629	..	6,629	10-inch...	15	..	15				
6-inch...	2,314,923	69,529	2,384,452†	6-inch...	5,275	184	5,459†				
4-inch...	30,859	350	31,209	4-inch...	131	1	132				
Totals...	3,746,108	94,865	3,840,973	Totals...	7,435	218	7,653				
Miles...	709.49	17.97	727.46								
* Less 4,305 linear feet 12-inch pipe discontinued.				* Less 5 12-inch stop-cocks discontinued.							
† Less 10,268 linear feet 6-inch pipe discontinued.				† Less 17 6-inch stop-cocks discontinued.							

Document "E."

REPORT OF THE WATER PURVEYOR.

DEPARTMENT OF PUBLIC WORKS,
WATER PURVEYOR'S OFFICE, NO. 31 CHAMBERS STREET, ROOM 1,
NEW YORK, January 5, 1895.

Hon. MICHAEL T. DALY, Commissioner of Public Works:

SIR—The following report of the transactions of the Bureau of Water Purveyor for the quarter ending December 31, 1894, together with a summary of the business of the Bureau for the whole of said year, is respectfully submitted. One of the important results obtained from the year's work has been the laying of a new granite-block pavement in South street, from Whitehall street to Corlears street. All necessary steps were taken to make this one of the greatest improvements in its line by repaving the streets and slips leading into South street, and the streets running parallel with it, with the same material, but owing to a decision of the Corporation Counsel based on a law passed in the Legislature in the early part of 1894, to the effect that the stones used in paving contracts in this city must be worked, dressed or carved upon the line of the work or within the boundaries of the municipality, the paving contractors refused to sign their contracts to repave the streets referred to on account of the extraordinary expense which would be attached to such work. It is understood that a bill has just been introduced in the Legislature to repeal the law referred to, and it is hoped that some modification of the act, so far as paving work is concerned, may speedily be made so that the improvement above mentioned may be completed as early as possible this year.

REPORT FOR THE QUARTER ENDING DECEMBER 31, 1894.

RECEIPTS.

For the construction of vaults.....	\$25,343 92
For work and materials.....	24,497 99
Total.....	\$49,841 91

The above amount has been deposited with the City Chamberlain.

EXPENDITURES.

Repairs and Renewal of Pavements and Regrading, 1893.....	\$6,891 20
Repairs and Renewal of Pavements and Regrading, 1894.....	77,032 40
Repairs and Renewal of Pavements and Regrading—Salaries, 1894.....	3,577 50
Repaving Streets and Avenues, 1890.....	50 00
Repaving Streets and Avenues, 1893.....	8,947 26
Repaving Streets and Avenues, 1894.....	49,390 00
Repaving Streets and Avenues—Salaries, 1894.....	4,375 25
Repairing and Renewal of Pipes, Stop-cocks, etc., 1894.....	31,897 49
Public Drinking Hydrants, 1894.....	648 01
Public Drinking Hydrants—Salaries, 1894.....	300 00
Repaving (chapter 346, Laws 1889), 1889.....	10 75
Repaving (chapter 346, Laws 1889), 1890.....	2,374 64
Repaving (chapter 35, Laws 1892), 1893.....	52,084 94

Repaving (chapter 35, Laws 1892), 1894.....	\$94,079 61
Street Improvement Fund.....	212,060 56
Restoring an 1 Repaving—Special Fund—Department of Public Works.....	61,312 63
Contingencies—Department of Public Works.....	13 50
Repairs and Renewal of Pavements and Regrading—Appropriation of October 3, 1894, for repairing the asphalt pavement on Eighth avenue, from Thirteenth to Fifty-ninth street.....	9,178 50

Total..... \$614,224 24

These expenditures were for work on contracts, labor, materials and salaries.

PERMITS ISSUED.

- 54 for the construction of vaults.
- 42 for repairs to vaults.
- 51 for placing guy-posts.
- 103 for building fires on the streets for roofing purposes.
- 13 for repairs to pavements at applicant's expense.
- 68 for building fires under boilers used for hoisting purposes, etc.

Also, under a resolution of the Board of Aldermen, a permit was given to James McCreery & Co. to lay a crosswalk across Broadway, at the northwest corner of Eleventh street.

REPAIRS AND RENEWAL OF PAVEMENTS AND REGRADING.

The force employed averaged as follows :

In October.....	267	mechanics,	323	laborers,	102	horses and carts,	3	teams.
In November.....	271	"	333	"	103	"	3	"
In December.....	220	"	308	"	97	"	3	"

The principal work performed by the street repair force consisted in taking up and relaying 107,733 square yards of pavement. Under orders given by the Commissioner of Public Works to various asphalt paving companies, chargeable to this appropriation, 206 square yards of asphalt pavement were repaired. The total area of pavement taken up and relaid was 107,939 square yards.

REPAIRING AND RENEWAL OF PIPES, STOP-COCKS, ETC.

The force employed averaged as follows :

In October.....	37	mechanics,	94	laborers,	16	horses and carts,	1	team.
In November.....	38	"	94	"	16	"	1	"
In December.....	38	"	94	"	16	"	1	"

The principal work done by this force was as follows :

- 152 new fire-hydrants put in place of old ones.
- 1,461 fire-hydrants repaired.
- 488 lineal feet of water-mains renewed.
- 312 defects in water-mains repaired.
- 292 stop-cocks repaired.
- 199 Croton water taps shut off.
- 795 square feet of flagging relaid.
- 845 square yards of pavement relaid.

PUBLIC DRINKING HYDRANTS.

12 public drinking hydrants were repaired.

1 new hydrant was put in place of old one removed at Ninety-ninth street and Fifth avenue, and to avoid damage by frost the water was turned off from all the public drinking hydrants in the city.

STREET OPENINGS.

The following work was done under the supervision of the General Inspector of Street Openings :

- 4,114 openings made to repair all mains (except Croton water mains), and make repairs and connections for gas, water, sewer, electric-light and subway purposes.
- 333 notices were sent to corporations and others to repair bad pavement over such openings.
- 333 places in the pavement were repaired in compliance with such openings.
- 33.47 miles of gas-mains were laid.
- 9.16 miles of subways and other electrical appliances were laid.
- 1.46 miles of police subsidiary duct were laid.
- 4.62 miles of double tracks were laid in construction of Columbus and Ninth Avenue Railroad.
- 460 feet of single tracks were laid in construction of Columbus and Ninth Avenue Railroad.
- 1,376 feet of double tracks were laid by Metropolitan Street Railway Company in South Fifth avenue, from Spring to Canal street.

LAYING OF NEW PAVEMENTS.

The following paving contracts were completed :

REPAVING STREETS AND AVENUES.

With Granite Blocks.

STREET.	FROM	SQUARE YARDS.	LINEAL FEET.
Grand street.....	Whitehall street to Hanover Square.....	3,429.3	1,089.0
West Broadway.....	Chambers to Canal street.....	13,438.5	2,419.0
Broome street.....	Broadway to Hudson street.....	8,920.1	2,391.0
Total (including crosswalks).....		25,787.9	5,899.0

Length, 1.11 miles.

With Asphalt.

Rivington street.....	Cannon to Tompkins street.....	457.4	142.0
Broome street.....	Lewis to Mangin street.....	545.7	160.0
Total (including crosswalks).....		1,003.1	302.0

Length, .05 mile.

REPAVING (CHAPTER 449, LAWS OF 1889).

Relating to repaving streets lying within the limits of grants of land under water.

With Granite Blocks.

STREET.	FROM	SQUARE YARDS.	LINEAL FEET.
Greenwich street.....	Battery place to Fulton street.....	190.0	62.2
South street.....	Whitehall to Corlears street.....	49,941.0	8,399.6
Total (including crosswalks).....		50,131.0	8,461.6

Length, 1.60 miles.

With Asphalt.

Stanton street.....	Cannon to Tompkins street.....	1,979.1	794.0
Rivington street.....	".....	2,093.8	757.0
Broome street.....	Lewis to Mangin street.....	863.3	316.0
Total (including crosswalks).....		4,936.2	1,867.0

Length, .35 mile.

REPAVING (CHAPTER 35, LAWS OF 1892).

With Granite Blocks.

STREET.	FROM	SQUARE YARDS.	LINEAL FEET.
Greenwich street.....	Battery place to Fulton street.....	10,523.2	2,817.0
Thirty-fourth street.....	First to Lexington avenue.....	7,930.0	1,824.0
Total (including crosswalks).....		18,453.2	4,641.0

Length, .87 mile.

With Asphalt.

Thirty-ninth street.....	Park to Madison avenue.....	1,463.3	433.2
Fortieth street.....	Sixth to Eighth avenue.....	5,209.3	738.0
Sixty-third street.....	Third to Lexington avenue.....	1,438.2	435.0
Avenue C.....	Houston to Twelfth street.....	11,996.1	2,661.0
Norfolk street.....	Division to Houston street.....	7,748.6	2,589.6
Ridge street.....	Broome to Houston street.....	4,498.8	1,632.8
Total (including crosswalks).....		32,354.3	8,489.6

Length, 1.69 miles.

STREET IMPROVEMENT FUND.

With Granite.

STREET.	FROM	SQUARE YARDS.	LINEAL FEET.
Seventy-eighth street.....	Avenue A, East river.....	2,804.1	839.5
One Hundred and Forty-fifth street.....	Boulevard (retaining-wall east of New York Central and Hudson River Railroad).....	3,929.0	589.5
Total (including crosswalks).....		6,733.1	1,429.0

Length, .27 mile.

With Asphalt.

One Hundred and Forty-ninth street.....	Boulevard to Amsterdam avenue.....	2,674.0	802.0
Seventy-first street.....	West End avenue to Hudson river wall.....	1,892.0	568.5
Seventy-fourth street.....	West End avenue to Riverside Drive.....	1,411.0	75.5
One Hundred and Twenty-fourth street.....	Hancock place to Amsterdam avenue.....	3,329.7	999.0
One Hundred and Thirtieth street.....	Eighth to St. Nicholas avenue.....	838.3	253.0
Total.....		10,145.0	2,698.0

Length, .51 mile.

With Macadam.

Eleventh avenue.....	Kingsbridge road (north curb-line of Fort George road).....	43,266.7	6,235.7
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Length, 1.18 miles.

SUMMARY FOR THE YEAR 1894.

RECEIPTS.

The following amounts were received and deposited with the City Chamberlain :

For the construction of vaults.....	\$94,468 76
For work and materials.....	35,939 95
Total.....	\$129,508 71

EXPENDITURES.

Vouchers, aggregating the following amounts, were transmitted in payment for salaries, wages, materials and work done on contracts.

Repairs and Renewal of Pavements and Regrading, 1892.....	\$4,853 37
Repairs and Renewal of Pavements and Regrading, 1893.....	14,124 73
Repairs and Renewal of Pavements and Regrading, 1894.....	300,264 85
Repairs and Renewal of Pavements and Regrading—Salaries, 1894.....	14,098 71
Repaving Streets and Avenues, 1890.....	2,352 49
Repaving Streets and Avenues, 1891.....	4,626 60
Repaving Streets and Avenues, 1892.....	547 76
Repaving Streets and Avenues, 1893.....	66,415 58
Repaving Streets and Avenues, 1894.....	177,839 92
Repaving Streets and Avenues—Salaries, 1894.....	12,464 50
Repairing and Renewal of Pipes, Stop-cocks, etc., 1893.....	303 65
Repairing and Renewal of Pipes, Stop-cocks, etc., 1894.....	122,024 81
Public Drinking Hydrants, 1893.....	133 50
Public Drinking Hydrants, 1894.....	1,749 69
Public Drinking Hydrants—Salaries, 1894.....	1,200 00
Repaving (chapter 346, Laws of 1889), 1889.....	6,340 22
Repaving (chapter 346, Laws of 1889), 1890.....	38,909 62
Repaving (chapter 346, Laws of 1889), 1891.....	1,693 02
Repairing (chapter 35, Laws of 1892), 1892.....	4,989 38
Repairing (chapter 35, Laws of 1892), 1893.....	200,729 22
Repairing (chapter 35, Laws of 1892), 1894.....	362,107 95
Street Improvement Fund.....	657,719 12
Restoring and Repaving—Special Fund, D. P. W.....	112,431 48
Contingencies—D. P. W.....	49 75
Repairs and Renewal of Pavements and Regrading—Amount appropriated October 3, 1894, for repairing asphalt pavement in Eighth avenue, from Thirteenth to Fifty-ninth street.....	9,178 50
Total.....	\$2,117,148 42

PERMITS ISSUED.

- 237 for the construction of vaults.
- 219 for repairs to vaults.
- 151 for placing guy-posts.
- 432 for building fires on streets for roofing purposes, etc.
- 282 for building fires under boilers used for hoisting purposes, etc.
- 44 for repairs to pavements at applicant's expense.

And the following special permits authorized by resolutions of the Board of Aldermen :

- To J. M. Ceballos, to lay a crosswalk across South street, opposite Pier 10, East river.
- To D. R. Willis, to lay a crosswalk across Grand street, opposite No. 112.
- To F. Raabe, to lay a crosswalk across Centre street, opposite No. 120.
- To the Barber Asphalt Paving Company, to repave with asphalt pavement Cedar street, between Nassau and William streets.
- To the Barber Asphalt Paving Company, to repave with asphalt pavement William street, from Pine to Cedar street, and
- To James McCreery & Co., to lay a crosswalk across Broadway, at the northwest corner of Eleventh street.

REPAIRS AND RENEWAL OF PAVEMENTS AND REGRADING.

The force employed in making repairs to stone-block pavements during 1894 averaged as follows:

191 mechanics, 242 laborers, 83 horses and carts and 3 teams.

The work done by this force consisted in taking up and relaying 345,961 square yards of stone-block pavement at 7,436 different locations; repairing 783 crosswalks, besides investigating several thousand complaints received from citizens and from other Departments. The different asphalt companies doing work for the Department repaired 1,834 square yards of asphalt pavement, making the total area of pavements repaired 347,795 square yards.

The following is a list of locations where repairs were made by the regular Street Repair force:

Streets Relaid.

Broome street, north side, from Mulberry to Mott street.
Broome street, from Mott to Elizabeth street.
Broome street, from Mott street to Bowery.
Church street, west side, from Warren to Murray street.
Church street, from Fulton to Dey street.
Church street, from Cortlandt to Liberty street.
Centre street, from White to Franklin street.
Cortlandt alley, from Walker to White street.
Clinton street, from South to Water street.
Central Park, West, from Eighty-fifth to Eighty-sixth street.
Central Park, West, from Eighty-sixth to Eighty-seventh street.
Central Park, West, from Ninety-fifth to Ninety-sixth street.
Central Park, West, from Ninety-ninth to One Hundredth street.
Central Park, West, from One Hundredth to One Hundred and First street.
Depew place, from Forty-second to Forty-third street.
Elm street, from Leonard to Franklin street.
North Washington Square, from Macdougall street to Fifth avenue.
Fifteenth street, from Sixth to Seventh avenue.
Thirty-sixth street, from Broadway to Sixth avenue.
Forty-first street, from Broadway to Sixth avenue.
Sixty-sixth street, from Boulevard to Amsterdam avenue.
Seventieth street, from Amsterdam to West End avenue.
Seventy-fifth street, from Amsterdam to Columbus avenue.
Eighty-second street, from Amsterdam avenue to Boulevard.

Avenues Relaid.

First avenue, between Sixty-first and Sixty-second streets.
First avenue, between Sixty-second and Sixty-third streets.
First avenue, between Forty-sixth and Forty-seventh streets, east and west.
First avenue, between Fiftieth and Fifty-first streets, east.
First avenue, between Seventy-second and Seventy-third streets, east and west.
First avenue, between Seventy-third and Seventy-fourth streets, east and west.
First avenue, between Seventy-fourth and Seventy-fifth streets, east and west.
Second avenue, between Eighty-third and Eighty-fourth streets, west.
Second avenue, between Ninety-seventh and Ninety-eighth streets, east and west.
Second avenue, between Ninety-eighth and Ninety-ninth streets, east and west.
Second avenue, between Ninety-ninth and One Hundredth streets, east and west.
Eighth avenue, between One Hundred and Sixth and One Hundred and Seventh streets, west.
Eighth avenue, between One Hundred and Seventh and One Hundred and Eighth streets, west.
Eighth avenue, between One Hundred and Eighth and One Hundred and Ninth streets, west.
Eighth avenue, between One Hundred and Twelfth and One Hundred and Thirteenth streets, west.
Eighth avenue, between One Hundred and Twentieth and One Hundred and Twenty-first streets, west.
Eighth avenue, between One Hundred and Twenty-first and One Hundred and Twenty-second streets, west.
Eighth avenue, between One Hundred and Fortieth and One Hundred and Forty-first streets, west.
Columbus avenue, between Seventy-fifth and Seventy-sixth streets, east.
Amsterdam avenue, between Eighty-third and Eighty-fourth streets, east.
Amsterdam avenue, between Eighty-sixth and Eighty-seventh streets, west.
Madison avenue, between Sixty-eighth and Sixty-ninth streets.
Park avenue, between Fifty-seventh and Fifty-eighth streets, west.
Park avenue, between Sixty-sixth and Sixty-seventh streets, west.
Park avenue, between Seventy-fifth and Seventy-sixth streets, west.
Park avenue, between Seventy-seventh and Seventy-eighth streets.
West End avenue, between Ninety-sixth and Ninety-seventh streets.
Thirteenth avenue, between Bank and West Eleventh streets.

Tar and Gravel.

Fifth avenue, between Fifteenth and Sixteenth streets.
Fifth avenue, between Fifty-sixth and Fifty-seventh streets, east half.

Intersection Relaid.

Amsterdam avenue and Eighty-second street.
Broadway and Fifty-seventh street, east and west.
Broadway and Fifty-eighth street.
Cherry street and Catharine slip.
Centre and White streets.
Centre and Franklin streets.
Park Row and Chambers street.
Park avenue and Seventy-sixth street.
West and Jane streets.
First avenue and Thirty-third street.
First avenue and Forty-sixth street.
First avenue and Forty-seventh street.
First avenue and Sixty-third street.
First avenue and Fifty-fourth street.
First avenue and Seventy-third street.
First avenue and Seventy-fourth street.
First avenue and Seventy-fifth street.
First avenue and One Hundred and Nineteenth street, east.
Second avenue and Eighty-third street.
Second avenue and Eighty-fourth street.
Second avenue and Ninety-ninth street.
Second avenue and One Hundredth street.
Fifth avenue and Fifty-eighth street.
Eighth avenue and One Hundred and Sixth street.
Eighth avenue and One Hundred and Twentieth street.
Eighth avenue and One Hundred and Thirty-eighth street.
Eleventh avenue and Forty-third street.

Intersection Repaired.

First avenue and Twelfth street.
First avenue and Fourteenth street.
First avenue and Twenty-fourth street.
First avenue and Forty-second street.
First avenue and Forty-sixth street.
First avenue and Forty-eighth street.
Second avenue and Houston street.
Second avenue and Nineteenth street.
Second avenue and Twenty-ninth street.
Second avenue and Eighty-first street.
Second avenue and Eighty-second street.
Second avenue and One Hundredth street.
Third avenue and Twelfth street.
Third avenue and Thirty-second street.
Third avenue and Thirty-fourth street.
Third avenue and Eighty-sixth street.
Third avenue and Eighty-seventh street.
Third avenue and One Hundred and First street.
Third avenue and One Hundred and Second street.
Third avenue and One Hundred and Third street.
Third avenue and One Hundred and Fourth street.
Third avenue and One Hundred and Fifth street.
Third avenue and One Hundred and Sixth street.
Third avenue and One Hundred and Seventh street.

Third avenue and One Hundred and Eighth street.
Third avenue and One Hundred and Ninth street.
Third avenue and One Hundred and Tenth street.
Third avenue and One Hundred and Eleventh street.
Third avenue and One Hundred and Twelfth street.
Third avenue and One Hundred and Thirteenth street.
Third avenue and One Hundred and Fourteenth street.
Fourth avenue and Twelfth street.
Fourth avenue and Eighth street.
Fourth avenue and Nineteenth street.
Fourth avenue and Twenty-second street.
Fourth avenue and Twenty-ninth street.
Fourth avenue and Thirtieth street.
Fourth avenue and Thirty-second street.
Fifth avenue and Tenth street.
Fifth avenue and Nineteenth street.
Fifth avenue and Twelfth street.
Fifth avenue and Forty-second street.
Fifth avenue and Eighteenth street.
Fifth avenue and Forty-eighth street.
Fifth avenue and Seventeenth street.
Fifth avenue and Fifteenth street.
Fifth avenue and Twenty-first street.
Fifth avenue and Fiftieth street.
Fifth avenue and Twenty-second street.
Fifth avenue and Fifty-fourth street.
Fifth avenue and Twenty-sixth street.
Fifth avenue and Fifty-sixth street.
Fifth avenue and Twenty-seventh street.
Fifth avenue and Fifty-seventh street.
Fifth avenue and Twenty-eighth street.
Fifth avenue and Fifty-eighth street.
Fifth avenue and Twenty-ninth street.
Fifth avenue and Thirty-second street.
Fifth avenue and Thirty-fourth street.
Sixth avenue and Nineteenth street.
Sixth avenue and Twenty-third street.
Sixth avenue and Twentieth street.
Sixth avenue and Forty-second street.
Sixth avenue and Twenty-first street.
Sixth avenue and Forty-seventh street.
Sixth avenue and Twenty-second street.
Sixth avenue and Forty-eighth street.
Seventh avenue and Nineteenth street.
Seventh avenue and Twenty-first street.
Seventh avenue and Thirty-second street.
Seventh avenue and Forty-second street.
Eighth avenue and One Hundred and Twenty-second street.
Eighth avenue and One Hundred and Twenty-third street.
Eighth avenue and One Hundred and Twenty-fourth street.
Eighth avenue and Jane street.
Ninth avenue and Fourteenth street.
Ninth avenue and Seventeenth street.
Ninth avenue and Forty-second street.
Ninth avenue and Forty-sixth street.
Tenth avenue and Forty-second street.
Tenth avenue and Fiftieth street.
Eleventh avenue and Twenty-second street.
Eleventh avenue and Twenty-third street.
Eleventh avenue and Thirty-fifth street.
Eleventh avenue and Forty-first street.
Eleventh avenue and Forty-fourth street.
Eleventh avenue and Forty-seventh street.
Eleventh avenue and Fifty-third street.
Eleventh avenue and Fifty-fourth street.
Avenue A and Tenth street.
Avenue A and Fifty-sixth street.
Avenue A and Fifty-seventh street.
Avenue B and Seventeenth street.
Avenue B and Seventy-ninth street.
Amsterdam avenue and Seventy-ninth street.
Amsterdam avenue and Eighty-third street.
Columbus avenue and Seventy-sixth street.
Lexington avenue and Sixty-sixth street.
Lexington avenue and One Hundred and Twenty-first street.
Park avenue and Fortieth street.
Park avenue and Forty-second street.
Park avenue and Fiftieth street.
Park avenue and Sixty-fourth street.
Park avenue and Sixty-fifth street.
Park avenue and Sixty-seventh street.
Park avenue and Seventy-fifth street.
Park avenue and One Hundred and Twenty-fourth street.
Park avenue and One Hundred and Twenty-eighth street.
West End avenue and Eighty-third street.
Central Park, West, and One Hundred and Sixth street.
Central Park, West, and One Hundred and Ninth street.
Broadway and Astor place.
Broadway and Bleecker street.
Broadway and Chambers street.
Broadway and Canal street.
Broadway and John street.
Broadway and Reade street.
Broadway and Tenth street.
Broadway and Eleventh street.
Broadway and Fifteenth street.
Broadway and Sixteenth street.
Broadway and Nineteenth street.
Broadway and Twentieth street.
Broadway and Twenty-first street.
Broadway and Twenty-second street.
Broadway and Twenty-third street.
Broadway and Twenty-fourth street.
Broadway and Twenty-fifth street.
Broadway and Twenty-sixth street.
Broadway and Twenty-seventh street.
Broadway and Twenty-eighth street.
Broadway and Thirty-second street.
Broadway and Thirty-third street.
Broadway and Thirty-fourth street.
Broadway and Thirty-fifth street.
Broadway and Thirty-ninth street.
Broadway and Forty-second street.
Broadway and Forty-fourth street.
Broadway and Forty-sixth street.
Beekman and Nassau streets.
Beekman street and Theatre Alley.
Broome and Elizabeth streets.
Broome and Mott streets.
Bleecker and Wooster streets.
Canal and Greene streets.
Canal street and West Broadway.
Canal street and South Fifth avenue.
Canal and Church streets.
Cedar street and Trinity place.
Church and Dey streets.
Fulton and Dutch streets.
Fulton and Gold streets.
Fulton and Church streets.
Fulton and West streets.
Franklin and Elm streets.

Franklin and Centre streets.
 Franklin and Greenwich streets.
 Grand and Mulberry streets.
 Grand and Clinton streets.
 Greenwich street and Battery place.
 Mercer street and Clinton place.
 Mercer street and Waverley place.
 Park Row and Centre street.
 Park Row and Ann street.
 Rivington and Goerck streets.
 Hudson and Houston streets.
 Hudson and Christopher streets.
 Hudson and Twelfth streets.
 Hudson and Thirteenth streets.
 Hudson and Barrow streets.
 Stanton and Lewis streets.
 Stanton and Goerck streets.
 University place and Fourteenth street.
 Houston and Mangin streets.
 South Fifth avenue and Third street.
 South Fifth avenue and Broome street.
 Washington and Cedar streets.
 Washington and Jane streets.
 Washington and Duane streets.
 West and Gansevoort streets.
 West and Horatio streets.
 William and Liberty streets.
 William and Fulton streets.
 William and Duane streets.
 William and John streets.
 Madison avenue and Eighty-seventh street.
 Madison avenue and One Hundred and Twenty-second street.
 Madison avenue and Eighty-eighth street.
 Madison avenue and One Hundred and Twenty-fourth street.
 Madison avenue and One Hundred and Eighteenth street.
 Madison avenue and One Hundred and Twenty-seventh street.

Repairs to Avenues.

Avenue A, from Fifty-sixth to Fifty-seventh street.
 Avenue A, from Fifty-seventh to Fifty-eighth street.
 Avenue A, from Ninetieth to Ninety-first street.
 Avenue B, from Sixteenth to Eighteenth street.
 Avenue B, from Eighty-seventh to Eighty-ninth street.
 Amsterdam avenue, from Seventy-eighth to Seventy-ninth street.
 Amsterdam avenue, from Eighty-sixth to Eighty-seventh street.
 Amsterdam avenue, from Ninety-first to Ninety-second street.
 Amsterdam avenue, from Ninety-sixth to Ninety-seventh street.
 Amsterdam avenue, from Ninety-seventh to Ninety-eighth street.
 Amsterdam avenue, from Ninety-eighth to Ninety-ninth street.
 Amsterdam avenue, from One Hundredth to One Hundred and First street.
 Amsterdam avenue, from One Hundred and Thirty-third to One Hundred and Thirty-fourth street.
 Amsterdam avenue, from One Hundred and Forty-fifth to One Hundred and Forty-sixth street.
 Amsterdam avenue, from One Hundred and Sixty-seventh to One Hundred and Sixty-eighth street.
 Columbus avenue, from Sixty-second to Sixty-third street.
 Columbus avenue, from Sixty-third to Sixty-fourth street.
 Columbus avenue, from Sixty-eighth to Sixty-ninth street.
 Columbus avenue, from Sixty-ninth to Seventieth street.
 Columbus avenue, from Seventieth to Seventy-first street.
 Columbus avenue, from Seventy-first to Seventy-second street.
 Columbus avenue, from Seventy-second to Seventy-third street.
 Columbus avenue, from Seventy-third to Seventy-fourth street.
 Columbus avenue, from Seventy-fourth to Seventy-fifth street.
 Columbus avenue, from Seventy-fifth to Seventy-sixth street.
 Columbus avenue, from Ninetieth to Ninety-first street.
 Columbus avenue, from Ninety-fourth to Ninety-fifth street.
 Columbus avenue, from Ninety-fifth to Ninety-sixth street.
 Central Park, West, from Eighty-sixth to Eighty-seventh street.
 Central Park, West, from Eighty-seventh to Eighty-eighth street.
 Central Park, West, from Eighty-eighth to Eighty-ninth street.
 Central Park, West, from Eighty-ninth to Ninetieth street.
 Central Park, West, from Ninety-eighth to Ninety-ninth street.
 Central Park, West, from Ninety-ninth to One Hundredth street.
 Lexington avenue, from Sixtieth to Sixty-first street.
 Lexington avenue, from Sixty-eighth to Sixty-ninth street.
 Lexington avenue, from Sixty-ninth to Seventieth street.
 Lexington avenue, from Seventieth to Seventy-first street.
 Lexington avenue, from Seventy-first to Seventy-second street.
 Lexington avenue, from One Hundred and Twenty-second to One Hundred and Twenty-third street.
 Lexington avenue, from One Hundred and Twenty-third to One Hundred and Twenty-fourth street.
 Lexington avenue, from One Hundred and Twenty-fourth to One Hundred and Twenty-fifth street.
 Manhattan avenue, from One Hundred and Sixteenth to One Hundred and Eighteenth street.
 Madison avenue, from Eighty-ninth to Ninetieth street.
 Madison avenue, from Ninety-fourth to Ninety-fifth street.
 Madison avenue, from One Hundred and Twenty-first to One Hundred and Twenty-second street.
 Madison avenue, from One Hundred and Twenty-second to One Hundred and Twenty-third street.
 Madison avenue, from One Hundred and Twenty-sixth to One Hundred and Twenty-seventh street.
 Madison avenue, from One Hundred and Thirty-first to One Hundred and Thirty-second street.
 Park avenue, from Fortieth to Forty-first street.
 Park avenue, from Sixty-sixth to Sixty-seventh street.
 Park avenue, from Seventy-fourth to Seventy-fifth street.
 Park avenue, from Seventy-sixth to Seventy-seventh street.
 West End avenue, from Eighty-third to Eighty-fifth street.
 West End avenue, from Ninety-sixth to Ninety-seventh street.
 First avenue, from Twelfth to Thirteenth street.
 First avenue, from Thirteenth to Fourteenth street.
 First avenue, from Fourth to Fifth street.
 First avenue, from Twenty-fifth to Twenty-sixth street.
 First avenue, from Twenty-seventh to Twenty-eighth street.
 First avenue, from Twenty-first to Twenty-second street.
 First avenue, from Twenty-ninth to Thirtieth street.
 First avenue, from Thirty-first to Thirty-second street.
 First avenue, from Thirty-sixth to Thirty-seventh street.
 First avenue, from Forty-third to Forty-fourth street.
 First avenue, from Thirty-ninth to Fortieth street.
 First avenue, from Forty-seventh to Forty-eighth street.
 First avenue, from Fiftieth to Fifty-first street.
 First avenue, from Forty-ninth to Fiftieth street.
 First avenue, from Fifty-sixth to Fifty-seventh street.
 First avenue, from Sixty-ninth to Seventieth street.
 First avenue, from Eighty-fifth to Eighty-sixth street.
 First avenue, from Seventy-fourth to Seventy-fifth street.
 First avenue, from Eighty-ninth to Ninetieth street.
 First avenue, from Ninety-ninth to One Hundredth street.
 First avenue, from One Hundred and Second to One Hundred and Third street.
 First avenue, from One Hundred and Seventeenth to One Hundred and Eighteenth street.
 Second avenue, from Thirty-sixth to Thirty-seventh street.
 Second avenue, from Thirty-ninth to Fortieth street.
 Second avenue, from Forty-third to Forty-fourth street.
 Second avenue, from Fifty-seventh to Fifty-eighth street.
 Second avenue, from Sixtieth to Sixty-first street.
 Second avenue, from Sixty-fourth to Sixty-fifth street.

Second avenue, from Sixty-fifth to Sixty-sixth street.
 Second avenue, from Fifty-ninth to Sixtieth street.
 Second avenue, from Eighty-first to Eighty-second street.
 Second avenue, from Ninety-first to Ninety-second street.
 Second avenue, from One Hundred and Eighteenth to One Hundred and Nineteenth street.
 Third avenue, from Eighty-sixth to Eighty-seventh street.
 Third avenue, from Eighty-seventh to Eighty-eighth street.
 Third avenue, from Eighty-eighth to Eighty-ninth street.
 Third avenue, from One Hundred and First to One Hundred and Fourteenth street.
 Third avenue, from One Hundred and Eighteenth to One Hundred and Nineteenth street.
 Third avenue, from One Hundred and Twenty-seventh to One Hundred and Twenty-eighth street.
 Fourth avenue, from Ninth to Tenth street.
 Fifth avenue, from Ninth to Fifty-ninth street.
 Sixth avenue, from Eighteenth to Nineteenth street.
 Sixth avenue, from Twentieth to Twenty-first street.
 Sixth avenue, from Nineteenth to Twentieth street.
 Sixth avenue, from Twenty-second to Twenty-third street.
 Sixth avenue, from Thirty-ninth to Fortieth street.
 Sixth avenue, from Fortieth to Forty-first street.
 Seventh avenue, from Twenty-sixth to Twenty-seventh street.
 Seventh avenue, from Thirtieth to Thirty-first street.
 Eighth avenue, from Sixty-second to Sixty-third street.
 Eighth avenue, from Sixty-fourth to Sixty-fifth street.
 Eighth avenue and Sixty-sixth street.
 Eighth avenue, from Seventy-first to Seventy-second street.
 Eighth avenue, from Ninety-third to Ninety-fourth street.
 Eighth avenue, from Ninety-eighth to Ninety-ninth street.
 Eighth avenue, from One Hundredth to One Hundred and First street.
 Eighth avenue, from One Hundred and Third to One Hundred and Fourth street.
 Eighth avenue, from One Hundred and Fourth to One Hundred and Fifth street.
 Eighth avenue, from One Hundred and Fifth to One Hundred and Sixth street.
 Eighth avenue, from One Hundred and Eighth to One Hundred and Ninth street.
 Eighth avenue, from One Hundred and Eighteenth to One Hundred and Nineteenth street.
 Eighth avenue, from One Hundred and Twentieth to One Hundred and Twenty-first street.
 Eighth avenue, from One Hundred and Twenty-first to One Hundred and Twenty-second street.
 Eighth avenue, from One Hundred and Twenty-second to One Hundred and Twenty-third street.
 Eighth avenue, from One Hundred and Twenty-third to One Hundred and Twenty-fourth street.
 Eighth avenue and One Hundred and Twenty-fifth street.
 Eighth avenue, from One Hundred and Thirty-eighth to One Hundred and Thirty-ninth street.
 Eighth avenue, from One Hundred and Fortieth to One Hundred and Forty-first street.
 Ninth avenue, from Thirty-seventh to Thirty-eighth street.
 Ninth avenue, from Fiftieth to Fifty-first street.
 Tenth avenue, from Twenty-first to Twenty-second street.
 Tenth avenue, from Fortieth to Forty-first street.
 Tenth avenue, from Forty-eighth to Forty-ninth street.
 Eleventh avenue, from Fifty-third to Fifty-fourth street.
 Thirteenth avenue, from Horatio to Bank street.
 Thirteenth avenue, from Horatio to Gansevoort street.

Streets Repaired.

Broadway, between Warren and Murray streets.
 Broadway, between Leonard and Franklin streets.
 Broadway, between Fulton and Vesey streets.
 Broadway, between Lispenard and Canal streets.
 Broadway, between Spring and Prince streets.
 Broadway, between Howard and Grand streets.
 Broadway, between Prince and Houston streets.
 Broadway, between Bleecker and Bond streets.
 Broadway, between Washington and Waverley places.
 Broadway, between Third and Fourth streets.
 Broadway, between Eighth and Ninth streets.
 Broadway and Tenth street.
 Broadway, between Eleventh and Thirteenth streets.
 Broadway, between Thirteenth and Thirty-third streets.
 Broadway, between Thirty-third and Forty-second streets.
 Broadway, between Forty-fifth and Forty-sixth streets.
 Broadway, between Fifty-sixth and Fifty-seventh streets.
 Bethune street, between West and Washington streets.
 Broome street, between Marion street and Bowery.
 Barrow street, from Fourth to Bleecker street.
 Beekman street, from Nassau street to Park Row.
 Baxter street, between Hester and Canal streets.
 Baxter street, between Park Row and Worth street.
 Bleecker street, between Broadway and Mercer street.
 Bleecker street, between South Fifth avenue and Wooster street.
 Bayard street, between Baxter and Mulberry streets.
 City Hall place, between Pearl and Duane streets.
 Centre street, between Grand and Broome streets.
 Canal street, between Broadway and Mercer streets.
 Catharine slip, between Cherry and South streets.
 Cherry street, between Market and Pike streets.
 Duane street, between Elm and Centre streets.
 Duane street, between Washington and Greenwich streets.
 Elm street, between Reade and Duane streets.
 Franklin street, between Centre and Elm streets.
 Fulton street, between William and Gold streets.
 Fulton street, between Broadway and Church street.
 Ferry street, between Gold and Jacob streets.
 Ferry street, between Jacob and Cliff streets.
 Greenwich street, between Canal and Spring streets.
 Hudson street, from Canal to West Fourteenth street.
 Hall place, between Sixth and Seventh streets.
 Jacob street, from Ferry to Frankfort street.
 Jersey street, from Mulberry to Crosby street.
 Jane street, from Eighth avenue to Fourth street.
 Leroy street, between Hudson and Greenwich streets.
 Leroy street, between Hudson and Bedford and Bleecker streets.
 Leonard street, between Centre and Baxter streets.
 Lafayette place, between Fourth street and Astor place.
 Lawrence street, between Amsterdam avenue and One Hundred and Twenty-seventh street.
 Morton street, between Hudson and Bedford streets.
 Moore street, between Pearl and South streets.
 Market street, between South and Water streets.
 Macdougall street, from Third to Fourth street.
 Macdougall street, from North Washington Square to Clinton place.
 Mail street, from Park Row to Broadway.
 Mercer street, from Spring to Houston to Bleecker street.
 Mercer street, from Third to Fourth street.
 Mercer street, from Waverley to Washington place.
 Mercer street, from Washington to Clinton place.
 Manhattan street, between Columbus and Amsterdam avenues.
 Marion street, between Broome and Spring streets.
 Mulberry street, between Park Row and Baxter street.
 North Washington Square, between University place and Fifth avenue.
 Pearl street, between Beekman and Fulton streets.
 Perry street, between Bleecker and West Fourth streets.
 Roosevelt street, between Cherry and Water streets.
 Rutgers slip, between Cherry and Water streets.
 Rutgers slip, between Water and South streets.
 Trinity place, between Cedar and Thomas streets.
 Union Square, between Sixteenth and Seventeenth streets.
 Washington street, between Vesey and Church streets.
 West Broadway, between Chambers and Reade streets.
 West street, between Bethune and West Twelfth streets.
 West street, between Little West Twelfth and Gansevoort streets.
 White street, between Centre and Elm streets.
 Wall street, between Broadway and Nassau street.

Fourth street, from First to Second avenue.
 Fifth street, from First to Second avenue.
 Fifth street, from Bowery to Second avenue.
 Sixth street, from Bowery to Hall place to Second avenue.
 Sixth street, from Second to First avenue to Avenue A.
 Seventh street, from Second to Third avenue.
 Tenth street, from Broadway to Fourth avenue.
 Tenth street, from Hudson to Greenwich street.
 Tenth street, from Second to Third avenue.
 Tenth street, from Avenue A to First avenue.
 Twelfth street, between Second and Third avenues.
 Twelfth street, from Hudson street to Thirteenth avenue.
 Fourteenth street, between Avenues B and C.
 Fifteenth street, between First avenue and Avenue A.
 Fifteenth street, between Sixth and Seventh avenues.
 Fifteenth street, between Seventh and Eighth avenues.
 Thirteenth street, between Sixth and Seventh avenues.
 Thirteenth street, between Broadway and University place.
 Seventeenth street, between Seventh and Eighth avenues.
 Seventeenth street, between Eighth and Ninth avenues.
 Seventeenth street, between Ninth and Tenth avenues.
 Seventeenth street, between Tenth, Eleventh and Thirteenth avenues.
 Eighteenth street, between Ninth and Tenth avenues.
 Nineteenth street, between Sixth and Seventh avenues.
 Twentieth street, between Sixth, Seventh and Eighth avenues.
 Twentieth street, between Second and Third avenues.
 Twenty-first street, between Second and Third avenues.
 Twenty-first street, between Broadway and Fourth avenue.
 Twenty-second street, between Sixth and Seventh avenues.
 Twenty-second street, between Seventh and Eighth avenues.
 Twenty-second street, between Ninth and Tenth avenues.
 Twenty-second street, between Tenth and Eleventh avenues.
 Twenty-second street, between Second and Third avenues.
 Twenty-second street, between First and Second avenues.
 Twenty-second street, between First avenue and East river.
 Twenty-third street, between Madison and Fourth avenues.
 Twenty-third street, between Fifth and Sixth avenues.
 Twenty-third street, between Sixth and Seventh avenues.
 Twenty-third street, between Seventh and Eighth avenues.
 Twenty-fifth street, between Second and Third avenues.
 Twenty-fifth street, between First and Second avenues.
 Twenty-seventh street, between Madison and Fifth avenues.
 Twenty-seventh street, between Third and Lexington avenues.
 Twenty-seventh street, between Sixth and Seventh avenues.
 Twenty-seventh street, between Seventh and Eighth avenues.
 Twenty-eighth street, between Lexington and Third avenues.
 Twenty-eighth street, between Second and Third avenues.
 Twenty-eighth street, between Sixth and Seventh avenues.
 Twenty-eighth street, between Seventh and Eighth avenues.
 Twenty-eighth street, between Eighth and Ninth avenues.
 Thirtieth street, between Fourth and Lexington avenues.
 Thirtieth street, between Third and Lexington avenues.
 Thirty-first street, between First and Second avenues.
 Thirty-first street, between Seventh and Eighth avenues.
 Thirty-first street, between Broadway and Sixth avenue.
 Thirty-second street, between Lexington and Third avenues.
 Thirty-second street, between Lexington and Fourth avenues.
 Thirty-second street, between Madison and Fourth avenues.
 Thirty-second street, between First and Second avenues.
 Thirty-second street, between First avenue and Avenue A.
 Thirty-second street, between Eighth and Ninth avenues.
 Thirty-third street, between Sixth and Seventh avenues.
 Thirty-third street, between Second and Third avenues.
 Thirty-third street, between First and Second avenues.
 Thirty-fourth street, between Park and Lexington avenues.
 Thirty-fifth street, between Lexington and Park avenues.
 Thirty-seventh street, between Sixth avenue and Broadway.
 Thirty-seventh street, between First avenue and East river.
 Thirty-eighth street, between Second and First avenues.
 Thirty-eighth street, between First avenue and East river.
 Thirty-ninth street, between Second and Third avenues.
 Thirty-ninth street, between Park and Lexington avenues.
 Fortieth street, between Second and Third avenues.
 Fortieth street, between Eighth and Ninth avenues.
 Forty-first street, between Broadway and Sixth avenue.
 Forty-second street, between First and Second avenues.
 Forty-second street, between Second and Third avenues.
 Forty-second street, between Lexington and Third avenues.
 Forty-second street, between Lexington and Park avenues.
 Forty-second street, between Madison and Park avenues.
 Forty-second street, between Madison and Fifth avenues.
 Forty-second street, between Fifth and Sixth avenues.
 Forty-second street, between Sixth avenue and Broadway.
 Forty-second street, between Broadway and Seventh avenue to Eleventh avenue.
 Forty-third street, between First and Second avenues.
 Forty-third street, between Second and Third avenues.
 Forty-third street, between Depew place and Lexington avenue.
 Forty-third street, between Tenth and Eleventh avenues.
 Forty-fourth street, between Madison and Fifth avenues.
 Forty-fourth street, between First avenue and East river.
 Forty-fifth street, between First and Second avenues.
 Forty-fifth street, between Second and Third avenues.
 Forty-fifth street, between Lexington and Third avenues.
 Forty-fifth street, between Ninth and Tenth avenues.
 Forty-fifth street, between Tenth and Eleventh avenues.
 Forty-fifth street, between Eleventh avenue and North river.
 Forty-sixth street, between First and Second avenues.
 Forty-sixth street, between First avenue and East river.
 Forty-sixth street, between Sixth and Seventh avenues.
 Forty-seventh street, between First and Second avenues.
 Forty-eighth street, between Eleventh and Twelfth avenues.
 Forty-ninth street, between Lexington and Park avenues.
 Forty-ninth street, between Madison and Park avenues.
 Forty-ninth street, between First and Second avenues.
 Forty-ninth street, between Seventh and Eighth avenues.
 Forty-ninth street, between Broadway and Eighth avenue.
 Fifty-first street, between Ninth and Tenth avenues.
 Fifty-second street, between Lexington and Third avenues.
 Fifty-second street, between Lexington and Park avenues.
 Fifty-second street, between Madison and Fifth avenues.
 Fifty-third street, between Avenue A and East river.
 Fifty-fourth street, between Eighth and Ninth avenues.
 Fifty-fourth street, between Tenth and Eleventh avenues.
 Fifty-fifth street, between First and Second avenues.
 Fifty-fifth street, between Sixth and Seventh avenues.
 Fifty-fifth street, between Broadway and Eighth avenue.
 Fifty-fifth street, between Eighth and Ninth avenues.
 Fifty-sixth street, between Lexington and Third avenues.
 Fifty-sixth street, between Second and Third avenues.
 Fifty-sixth street, between First avenue and Avenue A.
 Fifty-seventh street, between Lexington and Third avenues.
 Fifty-seventh street, between Eighth and Ninth avenues.
 Sixty-first street, between Second and Third avenues.
 Sixty-first street, between First and Second avenues.
 Sixty-first street, between First avenue and Avenue A.
 Sixty-second street, between Park and Lexington avenues.
 Sixty-second street, between Lexington and Third avenues.
 Sixty-second street, between Second and Third avenues.
 Sixty-third street, between Eighth avenue and Boulevard.
 Sixty-third street, between Columbus and Amsterdam avenues.

Sixty-fourth street, between Eighth avenue and Boulevard.
 Sixty-fifth street, between Lexington and Third avenues.
 Sixty-sixth street, between Eighth and Columbus avenues.
 Sixty-sixth street, between Park and Madison avenues.
 Sixty-eighth street, between Eighth and Columbus avenues.
 Sixty-eighth street, between First and Second avenues.
 Sixty-eighth street, between Second and Third avenues.
 Sixty-ninth street, between Columbus avenue and Boulevard.
 Sixty-ninth street, between Lexington and Park avenues.
 Seventieth street, between Eighth and Columbus avenues.
 Seventieth street, between Madison and Fifth avenues.
 Seventy-first street, between Eighth and Columbus avenues.
 Seventy-first street, between Madison and Fifth avenues.
 Seventy-first street, between First and Second avenues.
 Seventy-second street, between Madison and Fifth avenues.
 Seventy-second street, between Madison and Park avenues.
 Seventy-second street, between East End avenue and East river.
 Seventy-fourth street, between Columbus and Amsterdam avenues.
 Seventy-fourth street, between Second and Third avenues.
 Seventy-fifth street, between Columbus and Amsterdam avenues.
 Seventy-fifth street, between Lexington and Third avenues.
 Seventy-fifth street, between First avenue and Avenue A.
 Seventy-sixth street, between Madison and Fifth avenues.
 Seventy-seventh street, between Madison and Park avenues.
 Seventy-seventh street, between Columbus and Amsterdam avenues.
 Seventy-eighth street, between First and Second avenues.
 Seventy-ninth street, between Boulevard and Amsterdam avenue.
 Seventy-ninth street, between Avenue A and Avenue B.
 Eighty-first street, between Columbus and Amsterdam avenues.
 Eighty-second street, between West End and Amsterdam avenues.
 Eighty-second street, between Amsterdam avenue and Boulevard.
 Eighty-second street, between Columbus avenue and Central Park, West.
 Eighty-third street, between Central Park, West, and Columbus avenue.
 Eighty-third street, between Columbus and Amsterdam avenues.
 Eighty-third street, between West End avenue and Riverside Drive.
 Eighty-third street, between Madison and Fifth avenues.
 Eighty-third street, between Lexington and Third avenues.
 Eighty-third street, between First and Second avenues.
 Eighty-third street, between Second and Third avenues.
 Eighty-fourth street, between Central Park, West, and Columbus avenue.
 Eighty-fifth street, between Central Park, West, and Columbus avenue.
 Eighty-fifth street, between Madison and Park avenues.
 Eighty-fifth street, between Second and Third avenues.
 Eighty-sixth street, between Columbus and Amsterdam avenues.
 Eighty-sixth street, between Lexington and Third avenues.
 Eighty-seventh street, between Lexington and Third avenues.
 Eighty-eighth street, between Central Park, West, and Columbus avenue.
 Eighty-ninth street, between Central Park, West, and Columbus avenue.
 Eighty-ninth street, between Columbus and Amsterdam avenues.
 Eighty-ninth street, between West End avenue and Riverside Drive.
 Eighty-ninth street, between First and Second avenues.
 Eighty-ninth street, between Second and Third avenues.
 Ninetieth street, between Central Park, West, and Columbus avenue.
 Ninety-first street, between Central Park, West, and Columbus avenue.
 Ninety-first street, between Columbus avenue and Boulevard.
 Ninety-first street, between Boulevard and West End avenue.
 Ninety-third street, between Madison and Fifth avenues.
 Ninety-fourth street, between Second and Third avenues.
 Ninety-sixth street, between Boulevard and West End avenue.
 Ninety-sixth street, between Riverside Drive and Twelfth avenue.
 Ninety-sixth street, between Second and Third avenues.
 Ninety-seventh street, between Columbus and Amsterdam avenues.
 Ninety-seventh street, between Second and Third avenues.
 Ninety-ninth street, between Central Park, West, and Columbus avenue.
 Ninety-ninth street, between Columbus and Amsterdam avenues.
 One Hundredth street, between Second and Third avenues.
 One Hundred and First street, between Columbus and Amsterdam avenues.
 One Hundred and Second street, between Columbus and Amsterdam avenues.
 One Hundred and Second street, between Lexington and Third avenues.
 One Hundred and Second street, between First and Second avenues.
 One Hundred and Third street, between Riverside Drive and West End avenue.
 One Hundred and Third street, between Second and Third avenues.
 One Hundred and Fourth street, between Fifth and Madison avenues.
 One Hundred and Sixth street, between Fifth and Madison avenues.
 One Hundred and Seventh street, between Lexington and Park avenues.
 One Hundred and Seventh street, between First and Second avenues.
 One Hundred and Eighth street, between Lexington and Third avenues.
 One Hundred and Tenth street, between Lexington and Park avenues.
 One Hundred and Thirteenth street, between Fifth and Lenox avenues.
 One Hundred and Fourteenth street, between Fifth and Lenox avenues.
 One Hundred and Seventeenth street, between Pleasant avenue and East river.
 One Hundred and Eighteenth street, between Lexington and Third avenues.
 One Hundred and Nineteenth street, between Fifth and Lenox avenues.
 One Hundred and Nineteenth street, between Park and Lexington avenues.
 One Hundred and Nineteenth street, between Lexington and Third avenues.
 One Hundred and Nineteenth street, between Second and Third avenues.
 One Hundred and Nineteenth street, between First and Second avenues.
 One Hundred and Nineteenth street, between Pleasant avenue and East river.
 One Hundred and Twenty-first street, between Madison and Park avenues.
 One Hundred and Twenty-third street, between Hancock place and Manhattan avenue.
 One Hundred and Twenty-third street, between Lexington and Third avenues.
 One Hundred and Twenty-fourth street, between Lexington and Park avenues.
 One Hundred and Twenty-fourth street, between Lenox and Seventh avenues.
 One Hundred and Twenty-fourth street, between Seventh and Eighth avenues.
 One Hundred and Twenty-fifth street, between Park and Lexington avenues.
 One Hundred and Twenty-fifth street, between Madison and Fifth avenues.
 One Hundred and Twenty-fifth street, between Fifth and Lenox avenues.
 One Hundred and Twenty-fifth street, between Lenox and Seventh avenues.
 One Hundred and Twenty-fifth street, between Seventh and Eighth avenues.
 One Hundred and Twenty-sixth street, between Lexington and Park avenues.
 One Hundred and Twenty-sixth street, between Lexington and Third avenues.
 One Hundred and Twenty-sixth street, between Second and Third avenues.
 One Hundred and Twenty-eighth street, between Park and Madison avenues.
 One Hundred and Twenty-ninth street, between Park and Madison avenues.
 One Hundred and Thirtieth street, between Broadway and Amsterdam avenue.
 One Hundred and Thirty-second street, between Madison and Fifth avenues.
 One Hundred and Thirty-third street, between Lenox and Seventh avenues.
 One Hundred and Thirty-sixth street, between Seventh and Eighth avenues.
 One Hundred and Forty-first street, between St. Nicholas avenue and Boulevard.
 One Hundred and Forty-sixth street, between Convent and St. Nicholas avenues.

REPAIRING AND RENEWAL OF PIPES, STOP-COCKS, ETC.

The average force was, as follows: 37 Mechanics, 95 Laborers, 16 horses and carts, 1 team.

The following is a summary of the principal work done by this force:

759 new fire-hydrants set in place of old ones.
 5,524 fire-hydrants repaired.
 5,424 lineal feet of water-mains renewed.
 866 defects in water-mains repaired.
 1,119 stop-cocks repaired.
 812 Croton-water taps shut off.
 3,249 square feet of flagging relaid.
 4,335 square yards of pavement relaid.
 797 lineal feet of new water-mains laid.

PUBLIC DRINKING-HYDRANTS.

130 public drinking-hydrants were repaired and water turned on in the spring and shut off at approach of cold weather in all the public hydrants in the city.

STREET OPENINGS.

The following work was done by the various gas companies, railroad companies and other corporations and citizens, under the supervision of the General Inspector of Street Openings:

- 17,474 openings were made to repair all mains (except Croton-water mains), and make repairs and connections for gas, water, sewer and electric-lights and subways.
- 1,940 notices were sent to corporations and others to repair bad pavement over such openings.
- 1,755 such places were repaired in compliance therewith.
- 62.62 miles of gas-mains were laid.
- 16.21 miles of subways and other electrical appliances were laid.
- 1.46 miles of police subsidiary duct were laid.
- 2.75 miles of fire subsidiary duct were laid.
- 4.62 miles of double car tracks were laid, Columbus and Ninth Avenue Cable Railroad.
- 460 feet of single car tracks were laid, Columbus and Ninth Avenue Cable Railroad.
- 1,376 feet of double car tracks were laid, Metropolitan Street Railway Company.
- .75 mile of double car tracks were laid, Union Trolley Railroad.
- .75 mile of single car tracks were laid, Avenue C, Houston and Pitt Street Railroad Company.

The following is a summary of work done in the construction of the Lexington Avenue and Pavonia Ferry Railroad:

- 4.84 miles of double car tracks laid.
- 750 feet under construction.
- 3,400 feet of double tracks to be built.
- 26,951.81 square yards of asphalt pavement renewed.
- 37,742.59 square yards of granite-block pavement relaid on concrete.
- 31,546.08 square yards of granite-block pavement laid in tracks on concrete.
- 21,377.20 square yards of granite-block pavement relaid outside of tracks on sand.
- 90,655.87 square yards of granite-block pavement relaid.
- 14,010.81 square feet of bridge-stone reset.

CONSTRUCTION OF NEW PAVEMENTS.

Work on the following paving contracts has been completed:

REPAVING STREETS AND AVENUES.

With Granite Blocks.

STREET.	FROM	SQUARE YARDS.	LINEAL FEET.
Battery place	Broadway to Greenwich street	2,079.3	250.0
Pearl street	Broadway to Park Row (except from Elm to Centre street)	3,001.2	1,133.0
Prince street	Broadway to Bowery	3,549.0	1,252.7
Centre street and Tryon Row	Chambers street to Park Row	2,191.0	361.2
Pearl street	Whitehall street to Hanover Square	3,429.3	1,089.0
West Broadway	Chambers to Canal street	13,438.5	2,419.0
Broome street	Broadway to Hudson street	8,920.1	2,391.0
Total (including crosswalks)		36,603.4	8,895.9

Length, 1.68 miles.

With Asphalt.

Stanton street	Cannon to Tompkins street	530.4	167.4
Eighth street	Second avenue to Avenue A	4,286.9	1,327.3
Ninth street	Avenue B to Avenue A	4,675.6	1,405.5
Tenth street	Avenue A to Avenue C	4,313.3	1,376.6
Elm street	Franklin to White street	1,377.0	225.7
Franklin street	Elm to Centre street	789.0	281.8
White street	"	712.3	256.2
Rivington street	Cannon to Tompkins street	454.7	142.0
Broome street	Lewis to Mangin street	545.7	160.0
Total (including crosswalks)		17,084.9	5,342.5

Length, 1.01 miles.

REPAVING (CHAPTER 35, LAWS OF 1892).

With Granite Blocks.

STREET.	FROM	SQUARE YARDS.	LINEAL FEET.
Fifty-seventh street	Sixth avenue to Broadway	5,881.3	1,339.3
Madison avenue	Sixty-sixth to Seventy-second street	7,537.0	1,592.2
Duane and Reade streets	Centre street to Park Row	2,403.6	538.2
Nassau street	Spruce street to Park Row	700.0	144.0
Fourteenth street	Avenue B to Third avenue	12,396.4	2,769.2
South street	Whitehall to Corlears street	19,255.7	2,224.6
Greenwich street	Battery place to Fulton street	10,523.2	2,817.0
Thirty-fourth street	First avenue to Lexington avenue	7,930.0	1,824.0
Total (including crosswalks)		66,627.2	13,248.5

Length, 2.51 miles.

With Asphalt.

Fifty-first street	Fourth to Madison avenue	1,413.6	425.0
Fifty-sixth street	Fourth to Fifth avenue	2,936.9	884.2
Sixtieth street	Third to Lexington avenue	1,440.1	434.2
Nineteenth street	Seventh to Eighth avenue	2,772.1	832.2
Thirty-first street	Broadway to Fifth avenue	2,244.3	680.0
Forty-seventh street	Sixth to Seventh avenue	2,711.6	829.8
Exchange place	Broad to New street	316.3	172.0
Hester street	Bowery to Division street	6,130.6	2,178.6
Twenty-sixth street	Madison to Tenth avenue	15,355.4	4,652.3
Sixteenth street	Third avenue to Rutherford place	1,322.0	422.7
Rutherford place	Fifteenth to Seventeenth street	1,208.0	471.9
Livingston place	Fifteenth to Seventeenth street	1,111.7	471.0
Twelfth street	Seventh avenue, east to asphalt pavement	323.2	97.3
Sixty-sixth street	Park to Fifth avenue	3,096.1	920.4
Eighty-first street	Madison to Fifth avenue	1,507.0	451.8

STREET.

FROM

SQUARE YARDS.

LINEAL FEET.

Seventy-ninth street	Madison to Second avenue	8,238.1	1,868.3
Eightieth street	Fourth to Fifth avenue	2,950.3	883.6
Sheriff street	Broome to Houston street	4,662.5	1,225.7
Seventh street	First avenue to Avenue C	9,003.6	2,707.5
Seventy-third street	Park to Fifth avenue	2,907.1	876.9
Eighty-seventh street	Columbus to Amsterdam avenue	2,770.2	830.5
One Hundred and Twenty-sixth street	Fourth to Fifth avenue	6,865.8	2,075.4
One Hundred and Thirtieth street	Seventh to St. Nicholas avenue	5,830.3	1,773.4
Thirty-ninth street	Park to Madison avenue	1,463.3	433.2
Fortieth street	Sixth to Eighth avenue	5,209.3	738.0
Sixty-third street	Third to Lexington avenue	1,438.2	435.0
Avenue C	Houston to Twelfth street	11,936.1	2,651.0
Norfolk street	Division to Houston street	7,748.6	2,539.6
Ridge street	Broome to Houston street	4,438.8	1,632.8
Total (crosswalks included)		119,521.1	35,034.3

Length, 6.63 miles.

REPAVING (CHAPTER 449, LAWS 1889).

Cost of work assessed on property where lying within limits of grants of land under water.

With Granite Blocks.

STREET.	FROM	SQUARE YARDS.	LINEAL FEET.
Forty-second street	Eleventh avenue to Hudson river	3,744.0	950.0
Thirtieth street	"	3,225.5	920.0
Rutgers slip	Cherry to South street	2,758.7	694.0
Fifty-fifth street	Eleventh avenue to Hudson river	1,108.0	331.0
South street	Whitehall to Corlears street	49,941.0	8,399.6
Greenwich street	Battery place to Fulton street	190.0	62.0
Total (including crosswalks)		60,967.2	11,356.6

Length, 2.15 miles.

With Asphalt.

Stanton street	Cannon to Tompkins street	1,979.1	794.0
Rivington street	"	2,093.8	757.0
Broome street	Lewis to Mangin street	863.3	316.0
Total (including crosswalks)		4,936.2	1,867.0

Length, .35 mile.

STREET IMPROVEMENT FUND.

With Granite Blocks.

STREET.	FROM	SQUARE YARDS.	LINEAL FEET.
Eighty-eighth street	Amsterdam avenue to Boulevard	1,165.44	349.6
Ninety-seventh street	West End avenue to Riverside Drive	1,256.00	377.7
Ninety-ninth street	Third to Fourth avenue	3,137.20	917.6
"	Boulevard to West End avenue	1,181.66	354.5
One Hundred and First street	Park to Madison avenue	1,385.25	415.3
One Hundred and Eighth street	Columbus to Amsterdam avenue	2,722.00	816.6
One Hundred and Seventh street	Amsterdam avenue to Boulevard	2,403.00	721.5
Bethune street	Hudson avenue to Greenwich street	427.40	163.5
One Hundred and Thirtieth street	Boulevard to Twelfth avenue	2,687.70	806.5
Ninety-ninth street	Madison to Fifth avenue	1,481.00	444.5
One Hundred and Thirty-seventh street	Fifth avenue to Harlem river	2,163.00	648.0
Amsterdam avenue	One Hundred and Fifty-fifth street to Fort George avenue	72,601.90	10,323.0
Seventy-eighth street	Avenue A to East river	2,801.10	839.5
One Hundred and Forty-fifth street	Boulevard to retaining wall east of New York Central and Hudson River Railroad	3,929.00	589.5
Total (including crosswalks)		99,344.65	17,755.3

Length, 3.36 miles.

With Asphalt.

West End avenue	One Hundred and Seventh to One Hundred and Eighth street	1,042.0	259.0
Seventy-fifth street	West End avenue to Riverside Drive	1,582.0	476.6
One Hundred and Fourteenth street	Seventh to Eighth avenue	2,756.0	829.0
One Hundred and Fifteenth street	Lenox to St. Nicholas avenue	2,314.5	696.7
One Hundred and Fifty-first street	Amsterdam avenue to Boulevard	2,676.0	803.0
Ninetieth street	Columbus avenue to Boulevard	3,903.0	1,172.5
One Hundred and Forty-eighth street	St. Nicholas to Convent avenue	1,369.0	411.0
One Hundred and Thirty-seventh street	Lenox to Fifth avenue	3,093.6	929.0
One Hundredth street	Amsterdam avenue to Boulevard	1,206.0	364.0
Ninety-fourth street	Amsterdam to West End avenue	2,372.0	722.0
One Hundred and Forty-ninth street	Convent to St. Nicholas avenue	1,204.0	361.0
Ninety-first street	Columbus to Amsterdam avenue	2,766.0	830.5
One Hundred and Forty-ninth street	Boulevard to Amsterdam avenue	2,674.0	802.0
Seventy-first street	West End avenue to Hudson river wall	1,892.0	568.5
Seventy-fourth street	West End avenue to Riverside Drive	1,411.0	75.5

STREET.	FROM	SQUARE YARDS.	LINEAL FEET.
One Hundred and Twenty-fourth street..	Hancock place to Amsterdam avenue.....	3,329.7	999.0
One Hundred and Thirtieth street.....	Eighth to St. Nicholas avenue.....	838.3	253.0
Total (including crosswalks).....		36,429.1	10,552.3

Length, 2 miles.

With Macadam.

Eleventh avenue.....	Kingsbridge to Fort George road.....	43,266.7	6,235.7
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Length, 1.18 miles.

RECAPITULATION.

	GRANITE.		ASPHALT.		MACADAM.		TOTAL.	
	Square Yards.	Miles.	Square Yards.	Miles.	Square Yards.	Miles.	Square Yards.	Miles.
Repaving Streets and Avenues....	36,608.4	1.68	17,684.9	1.01	.....	.....	54,293.3	2.69
Repaving (chapter 35, Laws 1892).....	66,627.2	2.51	119,521.1	6.63	.....	.....	186,148.3	9.14
Repaving (chapter 449, Laws 1889).....	60,967.2	2.15	4,936.2	0.35	.....	.....	65,903.4	2.50
Street Improvement Fund.....	99,344.6	3.36	36,429.1	2.00	43,266.7	1.18	179,040.4	6.54
Total.....	263,547.4	9.70	178,571.3	9.99	43,266.7	1.18	485,385.4	20.87

Table Showing Areas and Lengths of Different Kinds of Pavements in New York City below the Harlem River, December 31, 1894.

KIND OF PAVEMENT.	SQUARE YARDS.	MILES.
Specification granite.....	3,591,412.82	161.69
Square granite.....	588,210.90	20.21
Specification trap.....	1,118,659.53	59.42
Belgian trap.....	1,533,124.37	58.60
Cobble.....	27,719.44	.93
Asphalt.....	1,196,073.16	62.34
Macadam.....	1,027,794.40	21.98
Total.....	9,083,000.62	385.17

In my letter of the 31st of August, 1894, asking that certain sums be appropriated for the use of this Bureau for the year 1895, attention was called to the fact that under authority given by chapters 346, Laws of 1889, and 35 of Laws of 1892, this Department has used six million dollars in repaving some of the most important streets and avenues in the city below the Harlem river, and a list of streets still greatly in need of repaving was submitted. That list is again submitted with the recommendation that the proper measures be taken to have the work carried out at the earliest possible moment. The list referred to is as follows:

With Granite-blocks on Concrete Foundation.

	Square Yards
Spring street, from Broadway to Clark street.....	5,600
Greenwich street, from Canal street to Ninth avenue.....	20,700
Ninth avenue, from Fourteenth to Fifty-ninth street.....	80,300
Sixth avenue, from Twenty-third to Forty-second street.....	32,800
Macdougall street, from Spring to Eighth street.....	10,200
Avenue D, from Houston to Eleventh street.....	17,900
South Fifth avenue, from Canal to West Fourth street.....	16,000
Fifty-ninth street, from Avenue A to Madison avenue.....	10,000
Eighty-sixth street, from Avenue B to Fifth avenue.....	31,800
Broadway, from Forty-second to Fifty-ninth street.....	35,000
Second avenue, from Twenty-second to One Hundred and Twenty-ninth street.....	181,900
Eighth avenue, from Fifty-ninth to One Hundred and Twenty-fifth street.....	89,600
Thirteenth avenue, from Houston to Eighth street.....	120,000
Thirteenth avenue, from Thirtieth to Ninety-second street.....	120,000
Jay street, from Greenwich to Washington street.....	625
Eighth street, from Fifth avenue to Broadway.....	4,150
Astor place, from Third avenue to Broadway.....	6,500
Varick street, from Canal to Carmine street.....	10,500

—making a total of 673,575 square yards, which, at \$3.50 per yard, would cost \$2,357,512.

With Asphalt, on Residential and Business Streets.

	Yards
Pine street, from Nassau to William street.....	900
Sixty-first street, from Fifth to Park avenue.....	2,800
Sixty-fifth street, from Third to Lexington avenue.....	1,450
Fifty-seventh street, from Third to Lexington avenue.....	1,950
One Hundred and Thirtieth street, from Park to Madison avenue.....	1,400
Seventieth street, from Fifth to Madison avenue.....	1,450
One Hundred and Twentieth street, from Third to Lexington avenue.....	1,450
One Hundred and Twenty-first street, from Third to Lexington avenue.....	1,450
Sylvan place, from One Hundred and Twentieth to One Hundred and Twenty-first street.....	1,000
Centre street, from Leonard to White street.....	2,650

—making a total of 16,500 square yards, the cost of which, at \$4 per yard, would amount to \$66,000. Since then Centre street has been put under contract.

Asphalt in Tenement Districts.

	Square Yards
St. Mark's place, from Second to Third avenue.....	2,200
Pitt street, from Broome to Houston street.....	5,200
Suffolk street, from Division to Houston street.....	8,000
Christie street, from Grand to Houston street.....	5,500
Forty-fourth street, from Madison to Fifth avenue.....	1,550
Fortieth street, from Eighth to Eleventh avenue.....	8,400
Forty-first street, from Eighth to Tenth avenue.....	5,600
Fifty-fourth street, from First to Second avenue.....	2,300
Forty-eighth street, from First to Second avenue.....	2,300
Seventeenth street, from First avenue to Avenue A.....	2,150
Thirty-seventh street, from Eighth to Ninth avenue.....	2,150
Thirty-eighth street, from Eighth to Tenth avenue.....	5,600
Seventy-fourth street, from First to Second avenue.....	2,300
Seventy-first street, from First to Second avenue.....	2,300
Seventy-second street, Second avenue to Avenue A.....	8,850

—making a total of 65,100 square yards, the cost of which, at \$4 per yard, would amount to \$260,400, and making a total for all of \$2,683,912.

SUMMARY OF PAVING AND REPAIRING WORK DONE DURING THE YEARS 1889-1894.

YEAR.	Pavements Repaired.		TOTAL SQUARE YARDS.	MILES.
	GRANITE, SQUARE YARDS.	ASPHALT, SQUARE YARDS.		
1889.....	55,761.46	.....	10,667.00	.82
1890.....	94,422.54	30,153.00	.....	.....
1891.....	82,071.60	4,284.90	.....	.....
1892.....	100,789.40	44,691.20	.....	.....
1893.....	86,110.00	13,558.00	.....	.....
1894.....	36,608.40	17,684.90	.....	.....
	455,763.40	110,372.00	10,667.00	.82
			576,802.40	26.00

Based on a 30-foot roadway this would represent a length of 140 miles.

Repaving Streets and Avenues.

YEAR.	GRANITE, SQUARE YARDS.	MILES.	ASPHALT, SQUARE YARDS.	MILES.	TRAP, SQUARE YARDS.	MILES.	MACADAM, SQUARE YARDS.	MILES.	TOTAL SQUARE YARDS.	MILES.
1889.....	55,761.46	2.07	.....	.....	10,667.00	.82	.....	.....	66,428.46	2.89
1890.....	94,422.54	4.15	30,153.00	1.33	.....	.....	.....	.....	124,575.54	4.48
1891.....	82,071.60	4.75	4,284.90	.24	.....	.....	.....	.....	86,356.50	4.99
1892.....	100,789.40	4.03	44,691.20	2.63	.....	.....	.....	.....	145,480.60	6.66
1893.....	86,110.00	3.52	13,558.00	.77	.....	.....	.....	.....	99,668.00	4.29
1894.....	36,608.40	1.68	17,684.90	1.01	.....	.....	.....	.....	54,293.30	2.69
	455,763.40	20.20	110,372.00	5.98	10,667.00	.82	.....	.....	576,802.40	26.00

Repaving (Chapter 346, Laws of 1889).

YEAR.	GRANITE, SQUARE YARDS.	MILES.	ASPHALT, SQUARE YARDS.	MILES.	TRAP, SQUARE YARDS.	MILES.	MACADAM, SQUARE YARDS.	MILES.	TOTAL SQUARE YARDS.	MILES.
1889.....	4,927.74	.21	10,647.61	.29	.....	.....	.....	.....	15,575.35	.50
1890.....	128,118.91	6.65	244,241.20	10.28	.....	.....	.....	.....	372,360.11	16.93
1891.....	155,469.00	7.00	132,781.00	6.16	.....	.....	.....	.....	288,250.00	13.16
1892.....	18,189.40	1.18	.....	.....	.....	.....	.....	.....	18,189.40	1.18
1893.....	8,923.40	.47	.....	.....	.....	.....	.....	.....	8,923.40	.47
1894.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	315,628.45	15.51	387,660.81	16.73	.....	.....	.....	.....	703,289.26	32.24

Repaving (Chapter 449, Laws of 1889).

YEAR.	GRANITE, SQUARE YARDS.	MILES.	ASPHALT, SQUARE YARDS.	MILES.	TRAP, SQUARE YARDS.	MILES.	MACADAM, SQUARE YARDS.	MILES.	TOTAL SQUARE YARDS.	MILES.
1889.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1890.....	28,800.81	1.73	.....	.....	889.00	.05	.....	.....	29,719.81	1.78
1891.....	71,026.14	3.81	3,300.70	.15	1,895.00	.05	.....	.....	76,221.84	4.01
1892.....	44,166.60	1.27	.....	.....	.....	.....	.....	.....	44,166.60	1.27
1893.....	25,834.20	1.34	.....	.....	.....	.....	.....	.....	25,834.20	1.34
1894.....	60,967.20	2.15	4,936.20	.35	.....	.....	.....	.....	65,903.40	2.50
	230,824.95	10.30	8,236.90	.50	2,784.00	.10	.....	.....	241,845.85	10.90

Repaving (Chapter 35, Laws of 1892).

YEAR.	GRANITE, SQUARE YARDS.	MILES.	ASPHALT, SQUARE YARDS.	MILES.	TRAP, SQUARE YARDS.	MILES.	MACADAM, SQUARE YARDS.	MILES.	TOTAL SQUARE YARDS.	MILES.
1889.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1890.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1891.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1892.....	53,356.60	2.51	117,594.30	6.60	.....	.....	.....	.....	170,950.90	9.11
1893.....	203,901.70	7.84	212,800.90	11.66	.....	.....	.....	.....	416,702.60	19.50
1894.....	66,627.20	2.51	119,521.10	6.63	.....	.....	.....	.....	186,148.30	9.14
	323,885.50	12.86	449,916.30	24.89	.....	.....	.....	.....	773,801.80	37.75

Street Improvement Fund.

YEAR.	GRANITE, SQUARE YARDS.	MILES.	ASPHALT, SQUARE YARDS.	MILES.	TRAP, SQUARE YARDS.	MILES.	MACADAM, SQUARE YARDS.	MILES.	TOTAL SQUARE YARDS.	MILES.
1889.....	110,223.49	4.85	14,935.52	.62	5,177.82	.29	64,881.00	1.78	195,217.83	7.54
1890.....	153,328.14	7.38	45,611.43	2.01	1,500.00	.08	.....	.....	200,439.57	9.47
1891.....	61,972.80	3.12	9,488.00	.44	3,305.30	.15	.....	.....	74,766.10	3.71
1892.....	68,048.80	3.30	17,182.20	.90	.....	.....	.....	.....	85,231.00	4.20
1893.....	64,639.60	3.67	26,793.00	1.52	5,363.20	.25	10,950.00	.33	107,745.80	5.67
1894.....	99,344.65	3.36	36,429.10	2.00	.....	.....	43,266.70	1.18	179,040.45	6.54
Totals.....	557,557.48	25.68	150,439.25	7.49	15,346.32	.67	119,097.70	3.29	842,440.75	37.13

Boulevards, Roads and Avenues—Resurfacing Seventh Avenue.

YEAR.	GRANITE, SQUARE YARDS.	MILES.	ASPHALT, SQUARE YARDS.	MILES.	TRAP, SQUARE YARDS.	MILES.	MACADAM, SQUARE YARDS.	MILES.	TOTAL SQUARE YARDS.	MILES.
1891.....	70,171.60	1.50	70,171.60	1.50

Boulevards, Roads and Avenues—Resurfacing Sixth Avenue.

YEAR.	GRANITE, SQUARE YARDS.	MILES.	ASPHALT, SQUARE YARDS.	MILES.	TRAP, SQUARE YARDS.	MILES.	MACADAM, SQUARE YARDS.	MILES.	TOTAL SQUARE YARDS.	MILES.
1893.....	70,342.30	1.51	70,342.30	1.51

RECAPITULATION.

	SQUARE YARDS.	MILES.
Repaving Streets and Avenues.....	576,802.40	26.00
Repaving (chapter 346, Laws of 1889).....	703,298.26	32.24
Repaving (chapter 449, Laws of 1889).....	241,845.85	10.90
Repaving (chapter 35, Laws of 1892).....	773,801.80	37.75
Street Improvement Fund.....	842,440.75	37.13
Resurfacing Seventh Avenue.....	70,171.60	1.50
Resurfacing Sixth Avenue.....	70,342.30	1.51
Total.....	3,278,702.96	147.03

SUMMARY OF WORK DONE EACH YEAR.

	SQUARE YARDS.	MILES.
1889.....	277,221.64	10.93
1890.....	727,095.03	32.66
1891.....	595,766.04	27.37
1892.....	464,018.50	22.42
1893.....	729,216.30	32.78
1894.....	485,385.45	20.87
Total.....	3,278,702.96	147.03

Respectfully submitted,
MAURICE FEATHERSON, Water Purveyor.

Document "F."

REPORT OF CONSULTING ENGINEER ON PAVEMENT.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE, NO. 31 CHAMBERS STREET,
NEW YORK, January 5, 1895.

Hon. MICHAEL T. DALY, Commissioner of Public Works:

DEAR SIR—In compliance with your instructions I herewith submit my report on the work done in connection with laying the new pavements during the past year, together with a review of work done during the past five years.

The extent of the different kinds of pavements laid during the year 1894 is shown on the following table:

KIND OF PAVEMENT.	SQUARE YARDS.	MILES.
Stone.....	263,547	9.70
Asphalt.....	178,535	10.00
Macadam.....	43,166	1.17
Total.....	485,248.4	20.87

The total extent of paved streets in the city (exclusive of the Twenty-third and Twenty-fourth Wards) is as follows:

KIND OF PAVEMENT.	SQUARE YARDS.	MILES.
Stone.....	6,859,127.06	300.85
Asphalt.....	1,196,079	62.34
Macadam.....	1,027,794	21.98
Total.....	9,083,000	385.17

Several principal business thoroughfares were paved with granite on concrete foundation.

South street, from Battery place to Corlears street. This street was commenced in April and finished in six months, notwithstanding the difficulty of keeping the access to ferries and piers always open, the laying of a new and improved tram or side-bearing railway track, and permitting access to streets and warehouses while the paving was in progress.

Tenth avenue, from One Hundred and Fifty-fifth to One Hundred and Ninety-fourth street.

Thirty-fourth street, from Third avenue to East river.

Greenwich street, from Battery to Fulton street.

West Broadway, from Chambers to Canal street.

Fourteenth street, from Avenue B to Third avenue.

Broome street, from Broadway to Hudson street.

Prince street, from Broadway to Bowery.

Eleventh avenue, from Kingsbridge road to Fort George avenue, and Fort George avenue were paved with macadam.

Contracts were awarded for paving with granite Avenue A, from Fifty-ninth to Eighty-seventh street, and also for several other important business thoroughfares. On some, contracts have not been signed, and on others work has not commenced, for the reason that the contractors find it impossible to comply with the law passed by the last Legislature, requiring that all paving-stone used in their work shall be cut and dressed on the ground.

This requirement will add greatly to the cost of paving, and will cause great loss to business men and storekeepers and inconvenience to the public by reason of the additional time required to do the work.

The question of the legality of this law is now before the courts.

The greater portion of the 9 1/4 miles of asphalt laid during the past year was on tenement streets, the most densely populated were selected, where the pavements were a mixture of Belgian block and cobble, very old, sunken, and quite worn out.

The condition of these pavements had long been a menace to the public health. The depressions were filled with decaying house refuse that the ordinary sweeping could not remove. The closest police and sanitary supervision was ineffectual to prevent the ignorant and simple tenants from throwing house waste over the pavements, which thoroughly and completely saturating the underlying earth and joints of the pavement, causing much sickness, especially in warm weather.

The benefit derived from these new pavements has been very great, they are cleaned at greatly reduced cost, the public health and health of the tenants are much improved. The opinion of the physicians that the lessened death-rate among children living on those streets is directly due to the clean and noiseless pavements, for it is now a well recognized fact that a clean, noiseless pavement is a great aid to the recovery of the sick.

The opening of pavements for the purpose of laying electric subways, cable railways, main, gas and water pipes and connections with sewer, water, gas, etc., have been very frequent and extensive during the past years.

The following extent of openings in pavements were made:

17,475 for repairs and connections with sewers, electric lights, etc.

63 miles for main gas-pipes.

20.42 miles for electric subways and other conduits.

11.47 miles of cable and horse railroads.

The new East River Gas Company has laid miles of main pipes in streets newly paved with stone and granite. Every care has been used to restore the pavements to their original state. This has required the systematic and constant efforts to compel corporations to do their work properly, with the least injury to the pavements and inconvenience to the public.

In connection with these openings, there were relaid 27,500 square yards of asphalt pavement and 166,000 square yards of granite pavement during the past year.

The extent of openings made during the past five years will appear by the following table:

PURPOSE OF OPENING.	1890.	1891.	1892.	1893.	1894.	TOTAL, 5 YEARS.
For sewer, water, gas, electric connections and repairs for same.....	Openings. 27,088	Openings. 21,407	Openings. 16,616	Openings. 18,640	Openings. 17,475	Openings. 101,226
New gas-mains and salt-water mains.....	Miles. 53.72	Miles. 42.10	Miles. 23.75	Miles. 21.00	Miles. 63.00	Miles. 203.57
Electrical subways and other conduits.....	345.67	36.60	70.43	36.98	20.42	510.10
Cable railroad, electrical railways and new horse-car tracks.....	3.20	17.09	2.40	7.95	11.47	42.11

The principal openings made for the cable roads were: Columbus avenue, from Fifty-third to One Hundred and Ninth street; Lexington avenue, from Twenty-third to One Hundred and Thirtieth street, and One Hundred and Sixteenth street and Manhattan avenue. The construction of these roads required most careful supervision in order to place them on the proper pavement grades and at the same time on grades suitable for the safe operation of a cable road. This has been done without interfering with private improvements and the public uses of the pavements.

Several street railroads have connected their tracks with each other in order to allow cars to change from one road to another; this, with the system of transfers, has greatly facilitated travel. This has been accomplished with but very little extension and alteration of tracks.

Where new railroads have been built, or old roads relaid in connection with new pavements, the grooved rail has been used, greatly adding to the available width of the carriageway and making the crossing of wagon traffic safe.

In reviewing the work done during the past five years it will be necessary to recall the very inferior condition of the pavements that existed and the efforts made from time to time to improve them, and make them adequate and suitable to the rapidly increasing commerce of the City.

Our merchants had long felt that the losses and reduced profits in their business, in a great measure, was due to the difficulty and expense of transporting and handling goods shipped by the great steamship lines and railroads centering here, and that they could not successfully compete with merchants of other cities without they were given better pavements. London, Paris, Berlin and Liverpool had already spent vast sums in laying new and improved pavements; Baltimore, Washington and Buffalo were also laying new pavements and in other ways co-operating with railroads, shippers and merchants to facilitate and lessen the cost of handling freights. Previous to 1860 the pavements were mostly of small cobble-stones, which answered fairly well for the then light wagon traffic; but, as business and loads increased, stronger pavements were needed. Various kinds of pavement were tried. The "Russ" patent pavement was first laid on Broadway, from Battery to Fourteenth street. It was of the most substantial kind, formed of large blocks of syenite, from 8 to 12 inches wide. It was very costly and proved unsatisfactory, from its extreme slipperiness, due to the great width of the blocks and hardness of the stone.

The Belgian pavement was next tried, and laid on part of the Bowery, by Charles Guidet, in 1852. This pavement answered every requisite of a good pavement; it was cheap, durable, easily kept clean and maintained. It was extensively laid throughout the city, and soon replaced the old cobble and macadam pavement, and was the only kind laid for several years. This improvement to the streets led to heavier loads being carted. Soon loads were so increased in weight that these fine pavements were no longer strong enough to bear such heavy weight. It became evident that a stronger pavement must be provided, one capable to carry the heaviest loads of massive materials used in the construction of buildings, bridges and railways; loads often weighing 50 tons.

At this time the commercial cities of Europe were making costly and extensive experiments of the different kinds of pavements, with the view of adopting one suitable to meet the growing requirement of commerce and the heaviest traffic.

Granite was selected as the best material; the pavement was formed of blocks from 3 to 4 inches wide, 10 to 12 inches long and 7 to 9 inches deep, laid on a foundation of hydraulic cement.

The success of the pavement led to its general adoption for business traffic. It was first introduced in this country by Charles Guidet and laid on Broadway in 1869, replacing the old "Russ" pavement.

This trial proved very satisfactory, and the pavement would have been continued to be laid had not Guidet claimed patent rights. This and the great cost of cutting the blocks to so near dimension sizes debarred its use. But as soon as quarries were worked scientifically with improved machinery, and the workmen became more skilled in cutting and handling the stone, this pavement, by omitting the concrete foundation, could be laid as cheaply as the Belgian, which it replaced on many of the down-town business streets. It soon became evident that it must be laid on a concrete foundation to support the heavy loads that were carted. Repairs had become so expensive and frequent that the annual appropriations for repairs and removals were entirely insufficient to keep them in passable condition.

Better pavements had to be provided.

All interests were suffering—business prosperity, health and comfort. Merchants and manufacturers transacted business at a loss. Residents were moving to neighboring cities, to be free from the discomfort, from the noise of the rough, uneven stone pavements.

The necessity for better pavements was so evident that the Legislature, in 1889, provided for laying new pavements, under chapter 346.

Immediately upon the passage of this act, I was instructed to prepare a plan and specification for the paving of the streets most requiring it.

A recent personal examination of the pavements of all the principal European cities enabled me to report promptly a complete plan for the repavement of the City.

In selecting the pavement best suited for different kinds of traffic, I was guided by the successful practice of European engineers and my personal observations of their work.

It was decided to lay the following kinds:

For business streets, subject to heavy traffic, granite was selected, laid on a concrete foundation.

For residential streets and in front of hospitals and public buildings, for streets used both for business and pleasure combined, asphalt or macadam was adopted.

Specifications were made to admit the most liberal competition and to require materials the best suited to our climate and to nature of the traffic; very slight changes have been made since first adopted, except for asphalt pavements.

The original specification was modeled after those in use in Europe, altered and changed to suit our climate and other physical conditions.

In the European pavements only the natural bituminous limestone rocks are used, particularly those from the Sicilian mines at Ragusa, from Swiss mines at Val de Travers, from the Limmer and Vervohle mines at Hanover, Germany, and from the French mines at Seyssel. Either one of these is admitted, but to make competition still more open and after a careful examination of the pavements that had been laid in Washington under direction of the United States Government with the view of testing the durability of the several kinds of asphalt pavement, showed, that the pavement laid of Trinidad asphalt gave the best result for durability and safety, being very much less slippery than the foreign rock asphalt pavements. This favorable comparison led me to recommend the Trinidad asphalt in competition with the foreign rock asphalt from the French mines at Seyssel, Sicilian mines at Ragusa, Swiss mines at Val de Travers, and Limmer mines at Hanover, Germany.

The success and satisfaction that the European asphalt gave was due to the long period of guarantee, seventeen years; the manner of securing this, is by the payment of a fixed price per yard per year.

In our contracts this practice could not be followed, owing to a legal difficulty, but a guarantee of maintenance for a period of fifteen years has been satisfactorily secured in the following way: a payment of 70 per cent. on completion of the work, and at the expiration of the first five years 3 per cent. paid yearly for the period of remaining ten years.

A change was made necessary, in 1890, by the partial failure of the Eighth avenue pavement laid in that year. The asphalt used in this work was that taken from mines in the Village of La Brea on the Island of Trinidad, and what is known as "overflow" asphalt. This asphalt was submitted to and approved by experts and chemists, before the contract was entered into. Soon after the pavement was laid and before its completion (it has never been accepted) it showed unmistakable evidence of disintegration. This failure was exceptional, and the chemists and experts, who had approved of the asphalt, could not account for it. My own belief was, that the asphalt was inferior, or lacking in some essential property unknown to chemists. To determine this, I found it necessary to visit Trinidad, in 1891, and make personal examinations of the several deposits in the Island of Trinidad.

The principal deposits are found at the Village of La Brea, principally the "Pitch Lake," containing 115 acres, 138 feet above the sea and one mile distant.

Other deposits are in the Village of La Brea on the slope between the Pitch lake and the sea, and are known in commerce as "land pitch" or "overflow pitch." The Pitch lake is a most wonderful deposit and its appearance is very odd and strange; its color is bright chocolate brown. On the surface are several small islands or deposits of earth resting on the surface of the pitch, sufficient to support a large growth of trees. Another characteristic is, that the surface is not flat and even, but is formed of oval-shaped flattened domes like mushrooms flattened out and pressed closely together and separated by a shallow channel of water, a few inches deep.

The surface is sufficiently firm to support loaded carts, except a space several hundred feet in area in the centre. This is the celebrated "boiling spring," the temperature of which, however, is very much cooler than the air or solid part of the lake surrounding it.

The asphalt used in pavements is taken directly from the lake. It is entirely excavated with picks and loaded on carts. Excavations made during the day, several feet deep, will fill up in a few days, which is due to the extreme viscosity of the pitch, a characteristic that none of the other "overflow" deposits outside of the lake possess. The "overflow" asphalt is found in compact or detached masses, very hard and brittle, and in color varies from brown to black, and mixed with foreign matter. The analyses that were made of samples taken from the different deposits showed that the asphalt from the Pitch lake contained a greater proportion of bitumen and asphaltic oil than the "overflow" deposits, giving to the former greater elasticity, which quality paving experts consider essential to a good pavement.

After the failure of the Eighth avenue pavement and those in several Western cities laid with the "overflow" asphalt, it was deemed necessary, in order to secure the best work, to make the "Pitch lake" asphalt the standard of comparison.

This change has added greatly to the durability of the pavements, and the skill and use of improved machinery has produced a pavement that suits all changes of temperature and greatly reduced the cost.

The pavement of this City has been done strictly on the plan devised in 1890, the gradual development of which has given the City intercommunicating network of durable stone pavements, connecting the business centres with ferries, docks and railway depots and with the upper part of the City and the annexed district beyond the Harlem river.

The asphalt pavements have given to residential, tenement neighborhoods a complete network of clean and noiseless pavements, as well as affording smooth pleasure drives from the lower part of the City to the Central Park.

The extent of the pavements laid during the past five years will appear by the following table:

Table Showing Extent and Cost of Pavements Laid in the Years 1890, 1891, 1892, 1893 and 1894.

KIND OF PAVEMENT.	YEAR.	SQUARE YARDS.	MILES.	COST PER YARD.	
				Sand Foundation. \$2 84	Concrete Foundation. \$3 91
Stone	1890	404,700.4	20.06		
"	1891	375,739.85	18.87	2 35	3 62
"	1892	284,550.8	12.27	2 60	3 80
"	1893	389,408.9	17.00	2 43	3 40
"	1894	263,547.4	9.70	2 14	3 14
Total Stone Pavement.....		1,717,947.35	77.90		
Asphalt.....	1890	320,005.63	13.63	Five Years' Guarantee. \$3 14	Fifteen Years' Guarantee. \$4 01
"	1891	149,854.6	7.00	3 05	3 68
"	1892	179,467.7	10.15	2 99	3 81
"	1893	253,151.9	13.95	3 13	3 84
"	1894	178,535.0	10.00	3 08	3 80
Total Asphalt.....		1,081,014.83	54.73		
Macadam.....	1890				
"	1891	70,171.6	1.50		\$0 57*
"	1892		.63		Macadam. \$1 85
"	1893	81,292.3	1.86		1 85
"	1894	43,266.7	1.17		1 85
Total Macadam.....		194,730.6	5.16		
Total Pavements.....		2,993,692.78	137.79		

* Resurfacing.

YEAR.	TOTAL YARDS.	TOTAL MILES.
1890.....	724,706.03	33.69
1891.....	595,766.05	27.37
1892.....	464,018.5	23.05
1893.....	723,853.1	32.81
1894.....	485,349.1	20.87
	2,993,692.78	137.79

It will be seen that the cost has decreased from year to year. This has been due to the introduction of improved machinery and more skillful labor and a thorough systematizing of every part of the work.

This has not only lessened cost, but the quantity and durability of the pavement has been made better.

The benefit that this great work has been to the welfare of the City is apparent to everyone and most gratifying, and no municipal improvement of late years has given greater satisfaction; there could be no better proof of this than the universal demand for its continuance.

But, unfortunately, the special fund, chapter 35, Laws 1892, under which these pavements have been laid, has been exhausted, and the annual appropriation for renewals of pavements for next years has been greatly reduced, and will be adequate to do only a very small part of the pavements requiring renewals.

Among the principal thoroughfares that should be repaved, I would mention:

1895—Granite on Concrete.

	SQUARE YARDS.	COST.
Spring street, from Broadway to Clarke street.....	56,000	\$22,400 00
Greenwich street, from Canal street to Ninth avenue.....	20,700	8,280 00
Ninth avenue, from Fourteenth to Fifty-ninth street.....	80,300	32,120 00
Sixth avenue, from Twenty-third to Forty-second street.....	32,800	13,120 00
Macdougall street, from Spring to Eighth street.....	10,200	4,080 00
Avenue D, from Houston to Eleventh street.....	17,900	7,160 00
South Fifth avenue, from Canal to West Fourth street.....	16,000	6,400 00
Fifty-ninth street, from Madison avenue to Avenue A.....	10,000	4,000 00
Eighty-sixth street, from Avenue B to Fifth avenue.....	31,800	12,720 00
Broadway, from Forty-second to Fifty-ninth street.....	35,000	14,000 00
Second avenue, from Twenty-second to One Hundred and Twenty-ninth street...	181,900	72,760 00
Eighth avenue, from Fifty-ninth to One Hundred and Twenty-fifth street.....	89,600	35,840 00
First avenue, from Houston to Eighth, to Ninety-second streets.....	120,000	48,000 00
Astor place, from Third avenue to Broadway.....	65,000	26,000 00
Varick street, from Canal to Carmine street.....	10,500	4,200 00
Thirty-fourth street, from Eighth to Eleventh avenue.....	12,000	4,800 00
One Hundred and Twenty-fifth street, from Third to Eighth avenue.....	32,500	13,000 00

These pavements will aggregate 750,000 square yards, and the estimated cost, \$2,750,000.

This list does not include any asphalt pavements that may be desirable to lay in the tenement districts, or the renewal of any portion of the Fifth avenue pavement south of Fifty-ninth street, which is rapidly becoming necessary; the maintenance of this pavement is compulsory by law and

paid for from taxation; but for the extraordinary repairs and renewals that are needed no provision has been made.

In view of the necessity of repaving many of the avenues mentioned, I would suggest that the matter be called to the attention of the proper authority, to, if possible, secure a continuance or re-enactment of chapter 35, Laws of 1892, authorizing the removal of pavements.

I would also call your attention to the necessity of making some provision for the maintenance of the Eighth avenue pavement.

The traffic on this thoroughfare, since the asphalt was laid in 1890, has increased very much and is constantly increasing. It is doubtful, in view of this fact, if it will be advisable for the City to continue to maintain this pavement during the unexpired period of the contractor's obligation of maintenance. As this traffic is now even too great for the endurance of the best asphalt, it will be well to consider the advisability of replacing it by stone.

Respectfully,

STEVENSON TOWLE, Consulting Engineer.

Document "G."

REPORT OF ENGINEER IN CHARGE OF SEWERS.

DEPARTMENT OF PUBLIC WORKS,
OFFICE OF ENGINEER IN CHARGE OF SEWERS,
NO. 31 CHAMBERS STREET, ROOM 9,
NEW YORK, January 4, 1895.

Hon. MICHAEL T. DALY, Commissioner of Public Works:

DEAR SIR—In compliance with your instructions I hand you herewith my report of the transactions of the Office of the Engineer in Charge of Sewers for the quarter ending December 31, 1894.

13,460 linear feet of new sewer and 23 receiving-basins connected therewith have been built, making the present total length of the sewerage of the City 2,438,903 linear feet (462 miles), with 5,481 receiving-basins, which number includes 26 built under special contract as hereafter stated.

In the schedule accompanying this report, you will find a detailed statement showing the status of the several contracts under charge of this office.

19 sewer and 16 basin contracts have been completed, viz.:

Sewer in Seventy-seventh street, between East river and Avenue A.
Sewer in Ninety-third street, between Riverside and West End avenues.
Sewer in Ninety-fourth street, between Riverside and West End avenues.
Sewer in One Hundred and First street, between Central Park, West, and Manhattan avenue.
Sewer in One Hundred and Second street, between Central Park, West, and Manhattan avenue.

Sewer in One Hundred and Ninth street, between Columbus and Amsterdam avenues.

Sewer in One Hundred and Eleventh street, between Fifth and Lenox avenues.

Sewer in One Hundred and Fifteenth street, between Morningside avenue, West, and Amsterdam avenue.

Sewer in One Hundred and Thirty-third street, between Twelfth avenue and Boulevard.

Sewer in One Hundred and Thirty-sixth street, between Harlem river and Fifth avenue.

Sewer in First avenue, between Seventy-seventh and Seventy-ninth streets, and in Seventy-eighth street, between First and Third avenues.

Sewer in Fifth avenue, between Twentieth and Twenty-first streets.

Sewer in Edgecombe avenue, between One Hundred and Thirty-seventh and One Hundred and Thirty-eighth streets.

Sewer in Convent avenue, between One Hundred and Forty-sixth and One Hundred and Forty-eighth streets, and between One Hundred and Forty-ninth and One Hundred and Fiftieth streets.

Sewer in Amsterdam avenue, west side, between Eighty-sixth and Eighty-eighth streets.

Extension of sewer outlet at foot of Broad street, under Pier 5, East river.

Alteration and improvement to sewer in Fifth avenue, west side, between Fifty-sixth and Fifty-seventh streets.

Alteration and improvement to sewer in Sixty-second street, between East river and Eastern Boulevard, and new sewer in Eastern Boulevard, between Sixty-first and Sixty-second streets.

Alteration and improvement to sewer in Third street, between East river and Avenue A, etc.

Receiving basin on the southeast corner of Fifty-seventh street and Sixth avenue.

Alteration and improvement to receiving-basin in Baxter street, opposite Franklin street.

Alteration and improvement to receiving-basins on the northeast and northwest corners of Broome and Crosby streets.

Alteration and improvement to receiving-basins on the northeast corner of Park place and College place.

Alteration and improvement to receiving-basins on the southeast corner of Murray street and College place.

Alteration and improvement to receiving-basins on the northwest and southwest corners of Orchard and Stanton streets.

Alteration and improvement to receiving-basins on the northwest and southwest corners of Allen and Stanton streets.

Alteration and improvement to receiving-basins on the southeast corner Twenty-first street and Avenue A.

Alteration and improvement to receiving-basins on the north side of Madison street, west of Market street.

Alteration and improvement to receiving-basins on the northeast and northwest corners of Gouverneur and Water streets.

Alteration and improvement to receiving-basins on the northwest and southwest corners of Twenty-third street and Tenth avenue.

Alteration and improvement to receiving-basins on the northeast and northwest corners of Fifty-second street and Second avenue.

Alteration and improvement to receiving-basins on the northeast corner of Fifty-seventh street and Broadway.

Alteration and improvement to receiving-basin on the northwest corners of Fifty-first and Fifty-fourth streets and Second avenue.

Alteration and improvement to receiving-basins on the northwest and southwest corners of Fifteenth street and Avenue A.

Alteration and improvement to receiving-basins on the northeast corners of Fifty-sixth, Fifty-seventh and Fifty-eighth streets and Second avenue.

There are now in progress 20 contracts for new sewers, and 2 basin contracts.

1,237 receiving-basins and 31,205 linear feet of sewer have been cleaned.

Yours respectfully,

HORACE LOOMIS, Engineer in Charge of Sewers.

REPORT OF THE TRANSACTIONS OF THE OFFICE OF THE ENGINEER IN CHARGE OF SEWERS, FOR THE QUARTER ENDING DECEMBER 31, 1894.

Credit to General Fund—

Amount received for 186 permits for sewer connections \$5,338 91

Engineers' Fees—

Amount of Engineers' fees assessed on property benefited and charged to Street

Improvement Fund..... \$7,988 54

Sewers—Repairing and Cleaning—

Balance on hand September 30, 1894..... \$26,913 03

Vouchers transmitted to the Commissioner of Public Works—

Pay-roll of Laborers, etc..... \$20,488 00

Cleaning..... 729 71

Sundries..... 3,368 38

Balance, December 31, 1894..... 2,326 94

26,913 03

Sewers—Repairing and Cleaning—Salaries—

Balance on hand September 30, 1894..... \$2,586 06

Vouchers transmitted to the Commissioner of Public Works—

Pay-roll of Inspectors, etc..... \$2,289 98

Balance, December 31, 1894..... 296 08

2,586 06

Sewerage System—Salaries—

Balance on hand September 30, 1894..... \$2,100 00

Vouchers transmitted to the Commissioner of Public Works—

Pay-roll of Engineers, etc..... \$2,100 00

Balance, December 31, 1894.....

2,100 00

Boring Examinations for Grading and Sewer Contracts—

Balance on hand September 30, 1894	\$2,352 50
Vouchers transmitted to the Commissioner of Public Works—	
Pay-roll of Assistant Foreman, etc.....	\$865 50
Balance, December 31, 1894	1,487 00
	2,352 50

Restoring and Repaving—Special Fund—

Amount received for permits for street openings.....	\$30,216 00
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Street Improvement Fund—

Vouchers transmitted to the Commissioner of Public Works—	
Pay-roll of Engineers, etc.....	\$5,999 97
Pay-roll of Inspectors, etc.....	10,397 75
Contracts, etc.....	148,337 08
	\$164,734 80

Work done by Mechanics and Laborers—

526 receiving-basins relieved.
1,237 receiving-basins and culverts cleaned.
16,480 lineal feet of sewer cleaned.
16,435 lineal feet of sewer relieved.
82,685 lineal feet of sewer examined.
42 lineal feet of brick sewer rebuilt.
28 lineal feet of box sewer rebuilt.
44 lineal feet of brick culvert rebuilt.
75 lineal feet of new pipe culvert laid.
45 lineal feet of new pipe sewer laid.
15 lineal feet of new spur-pipe laid.
4 lineal feet of new curb set.
145 lineal feet of curb reset.
5 new manholes built.
3 manholes repaired.
18 basins repaired.
3 basin-heads reset.
10 manhole heads reset.
28 new manhole heads and covers put on.
1 new basin head and cover put on.
9 new basin covers put on.
71 new manhole covers put on.
14 new basin bends put in.
31 new basin grates put in.
502 cubic feet of brickwork built.
159 square feet of flagging relaid.
349 square yards of pavement relaid.
1,308 cubic feet of earth excavated and refilled.
49 cart loads of earth-filling.
3,121 cart loads of dirt removed.

Statement showing the Amount of Work Done on Uncompleted Contracts for the Quarter ending December 31, 1894.

DATE.	NATURE AND LOCATION OF WORK.	ESTIMATED COST.	ESTIMATED AMOUNT OF WORK DONE.	DAYS.			REMARKS.
				Allowed.	Consumed.	Remaining.	
1894.							
July 23	Alteration and improvement to sewer in Twenty-third street, between North river and Tenth avenue, to sewer and connections in Eleventh avenue, between Twenty-third and Twenty-seventh streets, and to sewer in Thirteenth avenue, east side, between Twenty-third and Twenty-fourth streets.....	\$48,240 00	\$24,189 00	300	137	163	
Oct. 30	Sewers in Avenue D, between Tenth and Thirteenth streets, and in Twelfth street, between Avenue D and Dry Dock street.....	4,971 00	712 50	90	39	51	
1892.							
Aug. 6	Sewer in Amsterdam avenue, west side, between One Hundred and Seventy-third street and a point about 316½ feet north of One Hundred and Seventy-eighth street, and sewers on north and south sides of One Hundred and Seventy-fifth street, between Amsterdam and Wadsworth avenues, with curves into Eleventh avenue.....	40,659 00	37,906 62	900	946	....
Nov. 4	Outlet sewer in Dyckman street, between Hudson river and Kingsbridge road	41,076 00	21,340 00	500	357	143	
" 4	Sewer in Kingsbridge road, between Dyckman street and Naegle avenue	45,983 00	36,584 25	600	550	50	
1894.							
Apr. 17	Sewer in Amsterdam avenue, west side, between Eighty-third and Eighty-fifth streets.....	8,828 00	7,928 00	180	180	....	Work nearly completed.
July 30	Sewer in One Hundred and Seventeenth street, between Amsterdam and Morningside avenues, etc.....	5,391 00	4,023 20	185	104	81	
Aug. 27	Sewer in Ninety-fifth street, between West End avenue and Boulevard	2,330 50	2,257 00	65	63	2	Completed but not accepted.
" 27	Sewer in One Hundred and Sixty-second street, between Eleventh avenue and Kingsbridge road, and in Kingsbridge road, west side, between Amsterdam avenue and One Hundred and Sixty-second street.....	7,174 40	500 00	200	73	127	
" 30	Sewer in Ninety-fifth street, between Riverside and West End avenues.....	7,092 40	2,638 00	230	74	156	
Sept. 27	Sewer in One Hundred and Twenty-seventh street, between Boulevard and Riverside avenue, and in Claremont avenue, between One Hundred and Twenty-seventh street and Claremont place.....	6,003 00	5,492 70	150	53	97	
Oct. 1	Sewer in One Hundred and Sixty-sixth street, between Amsterdam avenue and Edgecombe road.....	3,666 00	1,175 00	100	56	44	
Sept. 10	Sewer in One Hundred and Sixty-eighth street, between Amsterdam and Audubon avenues.....	859 75	702 85	30	58	....
" 24	Sewer in Ninety-second street, between West End and Riverside avenues.....	3,780 00	3,260 00	100	60	40	
June 15	Sewer in Avenue St. Nicholas, west side, between One Hundred and Forty-first and One Hundred and Forty-fifth streets, with alteration and improvement to curve at One Hundred and Forty-first street and Avenue St. Nicholas	10,130 10	7,162 00	300	125	175	
July 20	Sewer in Marginal street, between One Hundred and Seventh and One Hundred and Tenth streets, with branches in One Hundred and Seventh, One Hundred and Eighth and One Hundred and Ninth streets, between Marginal street and First avenue	20,082 65	.....	300	83	217	
Aug. 16	Alteration and improvement to sewer in Fifth avenue, east side, between Ninetieth and Ninety-eighth streets, and to curve at Ninety-first, Ninety-second, Ninety-third, Ninety-fourth, Ninety-fifth and Ninety-sixth streets.....	17,748 50	6,895 00	200	86	114	
" 27	Sewer in Ninety-sixth street, between First avenue and Harlem river.....	2,580 00	2,038 20	40	38	2	Work abandoned; will be relet.

DATE.	NATURE AND LOCATION OF WORK.	ESTIMATED COST.	ESTIMATED AMOUNT OF WORK DONE.	DAYS.			REMARKS.
				Allowed.	Consumed.	Remaining.	
1894.							
Sept. 26	Sewer in Lexington avenue, between Ninety-ninth and One Hundred and Third streets, and in One Hundred and Second street, between Lexington and Third avenues	\$7,561 00	\$7,005 00	150	68	82	
" 28	Sewer in Avenue St. Nicholas, east side, between One Hundred and Thirty-seventh and One Hundred and Forty-first streets, with alteration and improvement to curve at One Hundred and Thirty-seventh street and Avenue St. Nicholas.....	7,030 90	1,600 00	150	58	92	
Oct. 29	Receiving-basin on southeast corner of One Hundred and Twenty-sixth street and Lenox avenue.....	197 00	191 00	3	3	....	Completed but not accepted.
Dec. 15	Receiving-basins on northeast and southeast corners of Fifty-fifth street and Twelfth avenue.....	332 00	158 00	4	2	....

NEW YORK, January 4, 1895.

Hon. MICHAEL T. DALY, Commissioner of Public Works:

DEAR SIR—According to instructions heretofore received from you I forward herewith my report of the business conducted by this office during the year 1894.

There have been built new sewers, as follows:

Brick sewer.....	24,251 feet.
Pipesewer.....	15,097 "
Wooden barrel or box sewer.....	844 "
Culvert.....	1,140 "
Total	41,332 feet, or 7 ⁸ / ₁₀₀ miles.

This work involved the excavation of 33,071³/₄ cubic yards of rock and there were 65 receiving-basins built in connection therewith for surface drainage.

The total cost was \$406,157.47.

There are now under contract new sewers, as follows:

Brick sewer.....	18,018 feet.
Pipe sewer.....	7,671 "
Wooden box sewer.....	132 "
Culvert.....	1,182 "

Estimated cost of which is \$291,503.45.

From petitions of property-owners who desire to improve their lands on sanitary grounds, and for other reasons, there have been projected 24,654 feet of sewers, with 1,040 feet of culvert and 27 receiving-basins, and plans, specifications and forms of contract are now in various stages of progress.

The accompanying schedules give in detail the size, length, cost, etc., of the works completed, in progress and proposed.

Of the completed works the most important are the following:

Amsterdam avenue, west side, between Eighty-ninth and Ninety-second streets.
 One Hundred and Sixtieth street, between Eleventh and Amsterdam avenues.
 Eleventh avenue, east side, between One Hundred and Seventieth and One Hundred and Seventy-second streets.
 Eleventh avenue, east side, between One Hundred and Seventy-second and One Hundred and Seventy-fifth streets.
 Twelfth avenue, east side, between Fifty-fifth and Fifty-sixth streets, and in Fifty-fifth street, between Eleventh and Twelfth avenues.
 Kingsbridge road, east side, between Naegle avenue and One Hundred and Seventy-fifth street, etc.
 One Hundred and Eighty-third street, between Amsterdam and Eleventh avenues.
 One Hundred and Twenty-fourth street, between Amsterdam avenue and Boulevard.
 One Hundred and Thirty-third street, between Twelfth avenue and Boulevard.
 One Hundred and Ninth street, between Columbus and Amsterdam avenues.
 Amsterdam avenue, west side, between Eighty-sixth and Eighty-eighth streets.
 Ninety-third street, between West End avenue and Riverside Drive.
 Ninety-fourth street, between West End avenue and Riverside Drive.
 Ninety-fifth street, between West End avenue and Riverside Drive.
 One Hundred and Sixty-eighth street, between Amsterdam and Audubon avenues.
 Avenue St. Nicholas, west side, between One Hundred and Thirty-seventh and One Hundred and Forty-first streets, and alteration and improvement to curve in One Hundred and Thirty-seventh street and Avenue St. Nicholas.
 Twelfth and Thirteenth avenues, between Twenty-seventh and Thirtieth streets, and in Twenty-seventh, Twenty-eighth and Twenty-ninth streets, between Eleventh and Thirteenth avenues, and alteration and improvement to sewer in Thirtieth street, between Eleventh avenue and North river, connecting with sewer to be built by Department of Docks at Pier, new No. 60.
 Seventy-seventh street, between East river and Avenue A.
 Ninety-ninth street, between Third and Park avenues.
 One Hundred and Twenty-fourth street, between Amsterdam avenue and Boulevard.
 Extension of sewer outlet at foot of Broad street, under Pier 5, East river.
 Sixty-second street, between Avenue A and First avenue.
 One Hundred and Forty-sixth street, between Seventh and Eighth avenues, with alteration and improvement to curve in Eighth avenue, east side, at One Hundred and Forty-sixth street.
 The work of altering and improving the existing system has been carried on to a considerable extent during the past year, and the following are worthy of special mention:
 Alteration and improvement to sewer in Thirty-third street, between East river and First avenue, connecting with sewer built by Department of Docks, and in First avenue, between Thirty-third and Thirty-fifth streets, with connections at Thirty-third, Thirty-fourth and Thirty-fifth streets.
 Alteration and improvement to wooden box sewer at foot of Forty-second street, North river.
 Alteration and improvement to sewer in Ferry street, between Cliff and Gold streets, and in Jacob street, between Ferry and Frankfort streets.
 Alteration and improvement to sewer in Fifty-seventh street, from present brick sewer east of Avenue A to first manhole west of Avenue A, and in Avenue A, between Fifty-seventh and Fifty-eighth streets, connecting with sewer in Fifty-eighth street, west of Avenue A.
 Alteration and improvement to sewer in Stanton street, between old bulkhead-line and first manhole west of west house-line of Mangin street, connecting with existing sewers at Mangin street and curve in Tompkins street.
 Alteration and improvement to sewer in First avenue, between Seventy-seventh and Seventy-ninth streets; and in Seventy-eighth street, between First and Third avenues; and to curves in First avenue, at Seventy-seventh street, and Seventy-eighth street, at Second avenue.

The rebuilding of portions of the old system in the lower part of the city, as stated in the foregoing list, is a work which should be carried on until the more objectionable features of the same are replaced by new and modern construction. Especially is this true when such old and dilapidated sewers are located in thickly populated districts, since an efficient system of drainage is of the first importance in promoting the public health.

By the same class of work the surface drainage of many streets was improved by rebuilding 92 receiving-basins, according to an improved pattern, and 1,306 feet of culvert in connection therewith, costing about \$16,175.

The cost of such improvements is not great, and the benefits are apparent, since the unsightly and dangerous basin-heads of the old style, consisting of five separate pieces of stone, held together with iron clamps, with square covers, are done away with, and a solid head of granite or blue-stone substituted.

More rapid discharge of surface-water is also provided for by using iron hoods and traps in place of the old-fashioned trap-stone. There are now only about 125 of this objectionable style of catch-basin in the city, and I trust the coming season will see them all replaced by better ones.

The location, etc., of those rebuilt this year appear in tabular form in proper place.

The most expensive of the above-named works completed during the year is the sewer in Kingsbridge road, east side, between Naegle avenue and One Hundred and Seventy-fifth street, with curves in One Hundred and Seventy-fifth, One Hundred and Eighty-first and One Hundred and Eighty-fifth streets. This is one of a series of three contracts, covering a continuous line of

sewer, from One Hundred and Seventy-fifth street and Kingsbridge road to an outlet at Hudson river and Dyckman street. When the other two are finished, which event will occur early in the spring, the whole western slope of the ridge between One Hundred and Seventy-fifth street and Fort George will be open to building and other improvements.

There are many other sewers of less cost but of equal importance to their immediate neighborhoods, which make valuable additions to the general drainage system, but aside from the marginal and outfall sewers, which will be spoken of hereafter, they were mostly in the nature of a filling-in of the general system, being built to meet the requirements of builders, or in anticipation of new or improved pavements.

Of this class I might name:

Sewer in Avenue St. Nicholas, west side, between One Hundred and Thirty-seventh and One Hundred and Forty-first streets, and alteration and improvement to curve in One Hundred and Thirty-seventh street and Avenue St. Nicholas.

Sewer in Ninety-ninth street, between Third and Park avenues.

Sewer in Eleventh avenue, east side, between One Hundred and Seventieth and One Hundred and Seventy-second streets.

Sewer in Eleventh avenue, east side, between One Hundred and Seventy-second and One Hundred and Seventy-fifth streets.

The new outlet sewer at One Hundred and Thirtieth street and Hudson river was a work of great benefit to a large territory.

Formerly two sewers draining respectively 213 acres and 445 acres were joined into one about 200 feet from the outlet. This resulted, in an exceedingly heavy rain storm, in an overflow into a building as far back as One Hundred and Twenty-third street and Avenue St. Nicholas.

The two areas are now discharged separately and no further danger is apprehended.

The sewer in Twelfth and Thirteenth avenues, between Twenty-seventh and Thirtieth streets, with branch sewers in Twenty-seventh, Twenty-eighth and Twenty-ninth streets, and alteration and improvement to sewer in Thirtieth street, between Eleventh avenue and North river, etc., which was mentioned in my last report as abandoned by the original contractor and relet, has been finished at a large increase in cost over the original figures. Those streets and avenues are now ready for pavement.

The outlet at Fifty-fifth street and Hudson river was diverted by a marginal sewer in Twelfth avenue to outlet built by the Department of Docks at Fifty-sixth street which outlet now carries to deep water the drainage of 50 acres.

The alteration and improvement to sewer in Thirty-third street, between First avenue and East river, and in First avenue, between Thirty-third and Thirty-fifth streets, etc., was undertaken to adapt the same to a new barrel sewer outlet under the pier built by the Department of Docks.

It was a long, tedious job, caused by numerous obstacles which the contractor seemed incapable of meeting, and it was a source of much gratification to know it was completed. It affords now an efficient means of delivering the drainage of a thickly-populated district covering 282 acres.

The improvement to the outlet at West Forty-second street is also a matter worthy of notice. This is one of the largest sewers in the city. The outlet was found to be obstructed by some of the foundation timbers of the ferry-house and in a generally dilapidated condition.

Sewage matter was discharged into the ferry-slip and floated back about the bay, north of the ferry-slip, on incoming tides.

The box was carried out full size as far as possible, and the conditions much improved thereby.

It is proper to say here that this is one of the few places now remaining where an outfall sewer is seriously objectionable. Matters cannot be improved, however, until a new pier is built at Forty-third street, and Twelfth avenue, between Forty-second and Forty-third streets, filled in. It is then proposed to change the outlet to Forty-third street, and carry the same to the end of the pier.

The box sewer built under pier at foot of Broad street, East river, removes the last dangerous feature from the system on the lower east side. While the pier under which it is built is not in the best condition, yet it was the only chance of removing a dangerous nuisance.

It will, without doubt, answer the purpose until the Department of Docks builds a new pier, when a new box or barrel sewer will be built, which will, perhaps, be an improvement on the present one.

The new outlet sewer at Sixty-second street and East river, connecting with sewer to be built by Department of Docks under pier, brings the Sixty-first and Sixty-second streets sewers into one by a marginal sewer between Sixty-first and Sixty-second streets and Eastern Boulevard.

This will do away with one outlet, and carry same to deep water.

In the year 1886 the drainage of this city was discharged into the adjacent waters by 154 separate outlets, nearly all of which were at the bulkhead-line.

Since that date, while there have been about 40 miles of sewers built, the number of outlets have been reduced to 142, and 50 of these extended to deep water.

This result was accomplished by building $6\frac{1}{4}$ miles of marginal and outfall sewers.

There are now 92 sewers discharging at the bulkhead-line or near it; of these 38 are local and create no nuisance, the remaining 54 will be taken care of by similar methods as soon as new piers, bulkheads and marginal streets are constructed at their several points of discharge.

The river-front is now protected as follows: Beginning at Fortieth street and North river, south to the Battery and around the Battery, up the East river to Montgomery street.

It should be said in passing, however, that there are many old and dilapidated piers on the East river, owned or leased by private parties, and some of these have been used for outlet sewers, which will have to be rebuilt when new piers are constructed. North and east of Montgomery street there are 17 outlets to end of piers. The rest discharge at the bulkhead-line, but the depth of water and swiftness of current in the East river has served to mitigate conditions which, in a more sluggish stream, would be a nuisance.

North of Fortieth street, on the North river, the only serious case needing attention, as before stated, is the outlet at Forty-second street.

Beyond that there are properly constructed outfall sewers at Fiftieth, Fifty-sixth, Ninety-sixth, One Hundred and Thirtieth streets, the other sewers emptying at the shore line. It should be said, however, that on the Hudson river side of the Island, north of Forty-second street, there are long stretches of territory where there are no sewers whatever, and those now existing are so far apart as not to have become a decided nuisance. For the completion of this work of marginal and outfall sewers, the following are needed, viz.:

Sewer in South street, between Montgomery and Jackson streets.

Sewer in East street, between Grand and Rivington streets.

Sewer in Tompkins street, between Rivington and Stanton streets, and in proposed marginal street between Stanton and Eighth streets, also in other marginal streets which may be built on the East river front, between Eighth and Thirty-fourth streets, and from Thirty-fourth to One Hundred and Thirty-sixth street and Harlem river.

The construction of the foregoing are for the most part dependent on the laying out and opening upon the East river front of marginal streets, and the construction of bulkhead wall and piers.

On the North river, dependent as to time of construction upon the grading and filling-in of Twelfth avenue, there should be built intercepting sewers, receiving the drainage from the contiguous territory, in the following locations, viz.:

Sewer in Twelfth avenue, between Thirtieth and Thirty-fourth streets.

Sewer in Twelfth avenue, between Thirty-seventh and Thirty-ninth streets.

Sewer in Twelfth avenue, between Fortieth and Forty-second streets.

Sewer in Twelfth avenue, between Forty-second and Fiftieth streets.

Sewer in Twelfth avenue, between Fifty-second and Fifty-fifth streets.

Sewer in Twelfth avenue, between Fifty-sixth and Fifty-ninth streets.

The total length of the sewer system is now 462 miles, showing an increase in mileage over a year ago of 6.20 miles and connected with the same there are 5,481 basins.

The most important works now under contract are as follows:

Outlet sewer in Dyckman street, between Hudson river and Kingsbridge road, with curve in F street.

Sewer in Kingsbridge road, between Dyckman street and Naegle avenue.

These two contracts have been in progress more than eighteen months. Having now been surrendered by assignment of the original contractor to other parties, much more satisfactory progress has been made than formerly, and I expect that both will be completed in the early part of next season.

Many petitions for branch sewers connecting with this outlet have been received, and action thereon delayed because this outlet was incomplete. When done nearly two miles of main drainage will have been built, and all the surrounding territory can make use of it for sanitary purposes.

Another large work, which has been many months in progress and is still unfinished, is the sewer in Amsterdam avenue, west side, between One Hundred and Seventy-third street and a point about 316.5 feet north of One Hundred and Seventy-eighth street, and sewers on north and south sides of One Hundred and Seventy-fifth street, between Amsterdam and Wadsworth avenues, with curves into Eleventh avenue.

This will also be completed in the early spring.

The most expensive contract now in progress is the new outlet sewer in Twenty-third street, having its terminus at the end of a new pier just north of the Twenty-third Street Ferry, and extending up Twenty-third street to a point about half way between Tenth and Eleventh avenues and up Eleventh avenue to Twenty-seventh street.

This is intended to relieve the present outlet of the system at Seventeenth street. In fact it divides the system into two, about equal, parts. The old sewer in Twenty-third street and Eleventh avenue, which had settled from one to two feet, has been brought up to grade and rebuilt.

The cases of flooding on portions of this system, which had previously occurred on account of the insufficiency of the outlet, are not expected to occur after this improvement is completed.

Another important work is the alteration and improvement to sewer in Fifth avenue, east side, between Ninetieth and Ninety-eighth streets, etc., which consists in substituting a brick sewer for the existing pipe sewer.

This having been laid many years ago, of a material much inferior to that manufactured at the present day, had fallen into decay and ill-repair. It had caused frequent overflows in adjoining houses and was altogether unfit for a trunk sewer. It is now being rebuilt of sufficient capacity to meet present and future wants.

The sewer in Marginal street, between One Hundred and Seventh and One Hundred and Tenth streets, with branches in One Hundred and Seventh, One Hundred and Eighth and One Hundred and Ninth streets, is also of some importance. The bulkhead-wall having been built in front of all the above streets, this sewer was undertaken to collect the drainage of all these branches and carry the same to the One Hundred and Tenth street outlet, in accordance with the general plan heretofore adopted.

Altogether there are now about $5\frac{1}{2}$ miles of sewers under contract, which is about the same as stated in my last annual report.

Until there is a general revival in the building trades the call for additional drainage will not be great.

There are several points, however, where it would be proper to prepare for a renewal of activity in that line.

According to the present lay-out of streets on the upper end of the island, the means of reaching the water for sewerage purposes is limited. In several places lands must be acquired for this purpose.

An outlet is needed into the Harlem river at Fort George, about 1,300 feet north of One Hundred and Ninetieth street, also into the Hudson river about on the line of Two Hundredth street, and about 300 feet north of One Hundred and Ninetieth street, also running eastward through depressed ground to sewer in Kingsbridge road in the neighborhood of One Hundred and Eighty-seventh street, also an outlet in the Hudson river, at One Hundred and Sixty-fifth street.

While the territory above alluded to is yet undeveloped, the owners thereof are anxiously looking forward to the consummation of some means of rapid transit which will bring their property into market.

Since legal proceedings for acquiring lands are likely to be slow, it would be wise to prepare for this event by locating the outlets, making plans of property needed, and put the same in the hands of the Corporation Counsel for action before the courts.

Another consideration for anticipating events in this locality is that two long avenues, viz.: Fort Washington Ridge road and the Boulevard, between One Hundred and Fifty-sixth and Dyckman streets, now being regulated and graded, are likely soon to be macadamized, and it would be proper to put in all underground structures in advance of the same.

One contract has recently been abandoned, viz.: Sewer in Ninety-sixth street, between First avenue and Harlem river, for the same reasons that caused the abandonment last year of sewer in Twelfth and Thirteenth avenues, between Twenty-seventh and Thirtieth streets, etc.

The contractor underestimated the difficulties to be overcome and the cost of the work, and declined to go on without an additional price.

While in this case the unfinished portion is very small—only about forty feet—it serves as an illustration of the reckless bidding now entirely too common. Persons without experience or mechanical skill, and many times without means, rush into the business of contracting for public works only to make a dismal failure when any real difficulties are met with.

Then follows an attempt to unload the responsibility upon the City and recover their losses by a suit at law.

The obligation to accept the lowest bid often works to the disadvantage of the City for the foregoing reasons.

I am of the opinion that something besides ability to furnish acceptable bondsmen should be required of alleged contractors, and that power should be given the Commissioner to reject the lowest bid, if received from an inexperienced and incompetent person, and accept the next in order coming from a person of recognized ability and experience as a contractor.

Such practice prevails in other cities with good results, and a change from the method of letting to the lowest bidder who can furnish acceptable security was recently recommended to the Secretary of the Treasury by the Lighthouse Board, from which you will see that this is no new thing, but has received favorable attention in many quarters.

A study of the map of the City of New York shows that south of the Harlem river there are about 65 miles of unsewered streets, as follows:

South of Grand street.....	28,580 feet, or 5.41 miles.
Grand to Fourteenth street.....	17,213 " 3.26 "
Fourteenth to Fifty-ninth street.....	36,180 " 6.85 "
North of Fifty-ninth street.....	261,984 " 49.62 "
Total.....	343,957 feet, or 65.14 miles.

South of Fourteenth street, it is safe to say, there is no vacant property, and the buildings fronting on the $8\frac{1}{2}$ miles of unsewered streets are provided for by private drains, some of them in the street, some running underneath the other houses into side or rear streets, and probably very few of them coming up to the present requirements of sanitary science.

As fast as these old houses are torn down to make way for modern buildings these old methods of sewerage are condemned by the Board of Health and public sewers called for.

This Department has refrained from doing many things in the way of improving the drainage system in this part of the city, on account of the great area of new pavement which has been laid within the past few years.

Sewer work, under assessment laws, is so much slower than paving that it was impossible to delay the latter for the former. The new pavement being once down, there is serious objection to tearing it up except as a great necessity.

Between Fourteenth and Fifty-ninth streets the same conditions to a certain extent prevail, but there is still a considerable mileage of streets without sewers of any kind.

The majority of the work yet remaining to be done to complete the system is north of Fifty-ninth street, where there are large tracts of vacant property which in due time will require drainage.

MAINTENANCE.

The work of keeping the sewer system clean and in repair has been performed by a force of mechanics and laborers, numbering about 97 men, classified as follows:

Foremen.....	14
Assistant Foremen.....	2
Bricklayers.....	5
Timekeeper.....	1
Horses and wagons.....	6
Horses and carts.....	21
Laborers.....	48
Total.....	97

The cleaning of brick sewers have been done as heretofore, by contract, at a price per linear foot based upon the amount of deposits contained therein as found by previous examination. Under this contract 78,685 feet of sewer have been cleaned at a cost of \$9,541.79, averaging 12.10 cents per linear foot.

Last year the amount thus spent was \$13,243.45, and the average was 14.88 cents per foot.

The examinations and reports upon the condition of the system upon which this contract work was ordered was performed by one gang of men, who inspected 326,250 feet in addition to cleaning pipe sewers when not so engaged.

There was a delay of nearly four months in settling the conditions and giving out the cleaning contract, so that the first order was not given out until April 20, and no cleaning except by our own forces done until that date, which will partly account for less feet of sewer examined and cleaned as compared with last year.

The work of examination, however, was kept up during the summer season, until the amount of money available for this purpose was exhausted.

The Department laborers cleaned, by flushing, 63,275 feet of sewer, at a cost of \$6,490, the average cost being .104 cents per foot.

Altogether about 27 miles of sewers were cleaned, costing \$16,031.79, or an average of about 11.10 cents per foot.

The sewer system now covers about 462 miles, and was kept in order by cleaning only 27 miles or about .06 of the whole, showing that the bulk of it is constructed on such lines, grades and size, and in such condition of repair as to be self-cleaning. This result is largely accomplished by keeping all outlets and intercepting sewers on flat grades clean.

The following table shows the mileage of the sewer system, cost of cleaning same, and linear feet cleaned in each year from 1885 to date:

	MILES.	COST OF CLEANING.	FEET CLEANED.
1885.....	410.36	\$11,769 41	No record.
1886.....	414.20	21,769 41	55,819
1887.....	421.51	18,415 87	80,069
1888.....	429.08	26,464 10	101,785
1889.....	433.73	30,599 50	161,050
1890.....	437.89	36,729 62	240,850
1891.....	444.29	17,360 88	133,008
1892.....	449.37	11,186 18	77,764
1893.....	455.80	13,243 45	92,963
1894.....	461.52	9,541 79	78,685

From a study of the figures it appears that the mileage has increased in that time over 50 miles, and that the cost of cleaning is some \$2,000 less than in 1885. Up till 1888 the work was done by the day's work system. In that year a list of prices per linear foot were fixed, and the work done under a specification.

In 1890 the work was thrown open to competition and awarded to the lowest bidder. In this year the greatest amount of work was done, and at the lowest price paid up to that time. Since the thorough cleaning of that year it has been possible to keep the sewers in order for a comparatively small sum.

By cleaning all outfall sewers, and those marginal sewers on flat grades along the river front, those lying on higher ground have been to a great degree rendered self-cleaning.

During the present year the minimum amount of work and the minimum cost has been reached. I would like to remark, however, that it is possible to practice too severe an economy in this most important matter. I am in favor of expending a liberal amount in keeping the sewers in such condition that they not only allow free passage to all water flowing through, but are free from such deposits of dirt and filth as makes them liable to become a danger to the public health.

The appropriation for the year was expended as follows:

Appropriation.....	\$100,000 00
Pay-roll of laborers, etc.....	\$81,106 00
Materials, etc.....	7,254 29
Work done under orders.....	9,312 77
Liabilities outstanding.....	2,280 75
	99,953 81

Balance.....\$46 19

A detailed statement of the services rendered and various items of work performed by the force of mechanics and laborers will be found at the close of this report.

An examination of the complaint book shows that 1,888 complaints were received against 1,211 for the previous year, as follows:

Sewers stopped.....	258
Basins stopped.....	1,304
Miscellaneous.....	326

Total.....1,888

Of these 137 were found to be without foundation, or belonging to other departments or bureaus, but a large amount of time was lost in investigating the same, which could have been more profitably devoted to other duties. The actual number of cases where remedies were applied was 1,751 as against 1,080 for last year.

The figures show plainly the result of reducing the force two years ago from 12 gangs of basin cleaners to 9, removing one gang engaged in examinations, and one gang of bricklayers to meet a reduced appropriation.

At present each basin gang must keep clean and in running order over 600 catch-basins. At the rate of two a day, which is the number reported done by the General Inspector, the whole could only be reached on an average once a year. As many of them must be cleaned three or four times a year, and some as often as once a month, it is clear that many others must be neglected, because with our small force it is impossible to reach them. For this reason 500 more complaints of basins stopped came in this year.

The loss of the party engaged in examinations has been most seriously felt. We were thus deprived of the means of knowing beforehand the condition of sewers and basins, so that those in

need of cleaning and repairs could be attended to before they reached the condition which caused complaint.

This matter has often been presented to the proper authorities when asking for the yearly appropriation, but without avail. The proper maintenance of the sewer system requires constant labor and expense.

Its length is increasing at the rate of 5 or 6 miles per year, and I respectfully submit that the force should be increased in proportion to the needs of the service.

The following is a statement of the number of permits issued to connect buildings with the public sewers, and the number of permits to repair or relay old house connections. Also the amount of money received for connecting with sewers and drains, and for restoring and repaving over sewer connections, and for restoring new pavement taken up by gas companies, subways, electric light companies, vaults, guy-posts, etc., for the year 1894:

Permits to connect sewers.....	886
Permits to repair sewer connections.....	1,037
Number of buildings in the above.....	3,012
Money received for sewer permits.....	\$22,671 61
Money received for restoring and repaving.....	98,552 00
Total.....	\$121,223 61

The draughtsmen employed in this office have made 118 contract plans, of which 78 were for sewers and 40 for catch-basins. They also made 33 filed plans, required by law, preliminary to making contracts for sewers.

There were also made 138 inspectors' books and 126 assessment lists, containing 443 sheets of maps and covering 16,464 separate pieces of property.

The Inspector of Cement reports as follows:

Number of specimens tested for the Water Purveyor.....	1,002
Number of specimens tested for the Engineer in Charge of Sewers.....	607
Number of specimens tested for the Bureau of Repairs, etc.....	10

Total.....1,619

Of these 126 were rejected as not coming up to the required standard.

The party engaged in sounding for rock on sewer contracts, to enable the Assistant Engineers to make their preliminary estimates, examined 18,927 linear feet of sewer work, besides several streets which were to be regulated and graded; according to figures furnished by these borings, 28,806 cubic yards of rock was estimated.

In conclusion I wish to thank my Assistant Engineers and their several corps of assistants, draughtsmen, clerks and other employees of this office for faithful services rendered during the year.

Respectfully submitted,

HORACE LOOMIS, Engineer in Charge of Sewers.

WORK DONE BY MECHANICS, LABORERS, ETC., FOR YEAR ENDING DECEMBER 31, 1894.

2,325 receiving-basins relieved.
5,348 receiving-basins and culverts cleaned.
73,610 linear feet of sewer cleaned.
43,330 linear feet of sewer relieved.
466,735 linear feet of sewer examined.
329 linear feet of brick sewer rebuilt.
242 linear feet of box sewer rebuilt.
67 linear feet of brick culvert rebuilt.
274 linear feet of new pipe culvert laid.
281 linear feet of new pipe sewer laid.
84 linear feet of spur pipe laid.
4 linear feet of new curb set.
168 linear feet of curb reset.
13 new manholes built.
49 manholes repaired.
90 basins repaired.
39 basin-heads reset.
157 manhole heads reset.
131 new manhole heads and covers put on.
1 new basin head and cover put on.
66 new basin covers put on.
234 new manhole covers put on.
55 new basin bends put in.
123 new basin grates put in.
2,905 cubic feet of brickwork built.
711 square feet of flagging relaid.
1,727 square yards of pavement relaid.
5,664 cubic feet of earth excavated and refilled.
279 cart loads of earth filling.
13,216 cart loads of dirt removed.

Contracts Completed during the Year 1894.

LOCATION OF WORK.	5' 6" x 9' 6" CLASS I.	5' 6" x 8' 0" CLASS II.	6' x 6' WOODEN BOX.	5' 6" x 6' 0" WOODEN BOX.	6' x 8' WOODEN BOX.	6' CIR.	6' x 4' CIR.	5' x 4' CIR.	4' CIR.	4' x 2' 8" CIR.	4' x 3' CIR.	4' 6" x 3' CIR.	3' 6" x 2' 4" CIR.	3' 6" x 2' 0" CIR.	3' x 2' CIR.	2' 10" x 5' 0" CIR.	2' 6" x 4' 6" CIR.	16" AND 15" PIPE.	6" AND 12" PIPE.	2' 6" CIR.	BASINS.	CULVERT.	ROCK.	TOTAL COST.
Kingsbridge road, east side, between Naegle avenue and 175th street, with curves in 171st, 181st, 183d and 185th streets.....	120	132	.....	.....	3,551	.....	.....	1,682	.....	.....	.....	.....	.....	.....	.....	14	255	8,492	\$64,816 80
12th avenue, east side, between 55th and 56th streets, and alteration and improvement to sewer in 35th street, between 11th and 12th avenues.....	644	.....	.....	.....	.....	.....	.....	.....	.....	7,321 15
160th street, between 11th and Amsterdam avenues.....	26	.....	.....	.....	646	.....	.....	.....	.....	982	5,587 70
102d street, between Madison and 5th avenues.....	37	.....	.....	.....	311 1/2	.....	.....	.....	.....	602 1/2	3,550 00
85th street, between Boulevard and Amsterdam avenue.....	27	.....	.....	.....	336	.....	.....	.....	.....	822	4,770 24
Avenue St. Nicholas, west side, between 137th and 141st streets, and alteration and improvement to curve in 137th street and Avenue St. Nicholas.....	565	.....	.....	.....	426	6", 55	.....	2	24	1,403 1/2	8,906 70
138th street, between Lenox and 7th avenues, and in 7th avenue, east side, between 138th and 139th streets.....	769 1/2	.....	.....	.....	149	.....	.....	.....	.....	1,028	7,380 00
Amsterdam avenue, west side, between 89th and 92d streets.....	190	.....	.....	.....	.....	449	2,121 25
12th and 13th avenues, between 27th and 30th streets, and in 27th, 28th and 29th streets, between 11th and 13th avenues, and alteration and improvement to sewer in 30th street, between 11th avenue and North river, connecting with sewer to be built by the Department of Docks at Pier, new 60.....	424	140	.....	.....	1,354	.....	.....	.....	.....	.....	.....	.....	4	107 1/2	.....	44,848 90
77th street, between East river and Avenue A.....	710	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,395 1/2	11,625 20
11th avenue, east side, between 170th and 172d streets.....	36	.....	.....	.....	442	.....	.....	.....	.....	1,419	6,623 10
100th street, between Park and Third avenues.....	36 1/2	.....	.....	331 1/2	.....	.....	1	13	737	4,341 91
141st street, between Harlem river and Lenox avenue.....	674	.....	.....	.....	.....	.....	2,749 00
93d street, between Harlem river and 1st avenue.....	587	.....	.....	.....	.....	.....	.....	.....	.....	360	4,829 00
Alteration and improvement to sewer in 33d street, between East river and 1st avenue, connecting with sewer built by Department of Docks, and in 1st avenue, between 33d and 35th streets, with connections at 33d, 34th and 35th streets.....	13 1/2	438	.....	212	6	.....	.....	.....	.....	.....	.....	10	324	.....	.....	.....	.....	.....	.....	.....	6	43	.....	17,166 00

Basins.

LOCATION.	BASINS.	CULVERT.	ROCK.	TOTAL COST.
Receiving-basin, northeast corner of One Hundred and Thirty-sixth street and Seventh avenue.....	1	11½	....	\$195 75
Receiving-basins, northwest and southwest corners of One Hundred and Thirty-sixth street and Madison avenue.....	3	66½	....	600 00
Receiving-basins, northeast corner of One Hundred and Thirty-third street and southeast corner of One Hundred and Thirty-fourth street and Lenox avenue.....	2	19	....	393 30
Receiving-basin, northwest corner of One Hundred and Thirty-fourth street and Lenox avenue.....	1	9½	....	197 12
Receiving-basin, northeast corner of Eighty-fifth street and Amsterdam avenue.....	1	10	10	169 40
Receiving-basins, northeast and southeast corners of Forty-fourth street and Twelfth avenue.....	2	40½	....	350 00
Receiving-basin, northeast corner of Fifty-eighth street and Fifth avenue.....	1	4½	....	195 00
Receiving-basin, northeast corner of One Hundred and Twentieth street and Seventh avenue.....	1	8½	....	194 25
Receiving-basin, southeast corner of One Hundred and Fifteenth street and Lenox avenue.....	1	9½	....	196 88
Receiving-basin, southeast corner of Fifty-seventh street and Sixth avenue.....	1	30	....	214 00
Alteration and improvement to receiving-basins, northeast and southeast corners of One Hundred and Twenty-sixth street and Seventh avenue.....	2	19½	....	401 96
Alteration and improvement to receiving-basins, northwest corner of Jackson and Monroe streets and northeast corner of Jackson and Water streets.....	2	27	....	348 00
Alteration and improvement to receiving-basin, northwest corner of Goerck and Grand streets.....	1	12	....	190 00
Alteration and improvement to receiving-basins, northeast corner of Water street and Pike Slip and northeast and northwest corners of Monroe and Rutgers streets.....	3	66	....	525 00
Alteration and improvement to receiving-basins, northeast corner of Catharine and Cherry streets and northwest corner of Catharine and Water streets.....	2	28	....	380 00
Alteration and improvement to receiving-basins, northeast and northwest corners of Monroe and Pike streets.....	2	33	....	365 00
Alteration and improvement to receiving-basins, northeast and northwest corners of Gouverneur and Madison streets.....	2	35	....	360 00
Alteration and improvement to receiving-basin, north side of Bayard street east of Forsyth street.....	1	24	....	190 00
Alteration and improvement to receiving-basin, southwest corner of Walker street and Courtlandt alley.....	1	12	....	190 00
Alteration and improvement to receiving-basins, northwest and southwest corners of Orchard and Hester streets and northwest corner of Hester and Ludlow streets.....	3	30	....	555 00
Alteration and improvement to receiving-basin northeast corner of Mulberry and Bayard streets.....	1	21	....	190 00
Alteration and improvement to receiving-basins northwest corner of Gouverneur and Monroe streets and northeast corner of Gouverneur and Henry streets.....	2	41	....	348 00
Alteration and improvement to receiving-basin, northeast corner of Clinton and Henry streets.....	1	20	....	200 00
Alteration and improvement to receiving-basins, southwest corner of Fifty-ninth street and Ninth avenue and southeast corner of Fifty-ninth street and Eleventh avenue.....	2	32	....	370 00
Alteration and improvement to receiving-basins, southeast and northwest corners of Forty-third street and Ninth avenue and northeast corner of Forty-fifth street and Eleventh avenue.....	3	51	....	564 00
Alteration and improvement to receiving-basins, north side of Twenty-fourth street, west of Ninth avenue, and south side of Twenty-fourth street, between Tenth and Eleventh avenues.....	2	30	....	354 00
Alteration and improvement to receiving-basin, northwest corner of Seventy-ninth street and Avenue B.....	1	13	....	188 00
Alteration and improvement to receiving-basins, southwest and southeast corners of Duane street and West Broadway and northeast corner of Barclay street and College place.....	3	30	....	527 00
Alteration and improvement to receiving-basins, northwest and southwest corners of Stanton and Goerck streets.....	2	21	....	354 00
Alteration and improvement to receiving-basins, northeast and northwest corners of Spring and Marion streets.....	2	55	....	361 25
Alteration and improvement to receiving-basins, northeast and northwest corners of Mott and Spring streets and northwest corner of Spring and Thompson streets.....	3	48	....	516 00
Alteration and improvement to receiving-basins, southeast corner of One Hundred and Twenty-seventh street and Seventh avenue.....	1	9½	....	200 94
Alteration and improvement to receiving-basin, northeast corner of Madison and James streets.....	1	6	....	200 00
Alteration and improvement to receiving-basins, northeast corner of Water and Oliver streets, northwest corner of Oak and Oliver streets and northwest corner of Oak and James streets.....	3	54	....	591 00
Alteration and improvement to receiving-basins, northeast and northwest corners of Madison and Clinton streets and northwest corner of Monroe and Jefferson streets.....	3	29	....	570 00
Alteration and improvement to receiving-basins northeast and northwest corners of Madison and Pike streets.....	2	29	....	400 00
Alteration and improvement to receiving-basins, southwest corner of Pearl street and Park Row and northeast corner of State and Bridge streets.....	2	45	....	356 20
Alteration and improvement to receiving-basins, northeast and northwest corners of Water and Rutgers streets and northwest corner of Cherry and Pelham streets.....	3	106	....	612 50
Alteration and improvement to receiving-basins, northwest corner of James and Madison streets, northeast corner of Oliver and Madison streets and northwest corner of James and Batavia streets.....	3	41	....	555 96
Alteration and improvement to receiving-basins, northwest corner of Mott and Broome streets and northeast corner of Prince and Crosby streets.....	2	37	....	347 75
Alteration and improvement to receiving-basin, southeast corner of Tenth street and Avenue D, and new basin, northeast corner of Sixth and Lewis streets.....	2	39	....	270 65
Alteration and improvement to receiving-basins, northeast, northwest, southeast and southwest corners of Fourteenth street and Avenue D.....	4	104	....	577 65
Alteration and improvement to receiving-basin, northeast corner of Thirty-sixth street and Eleventh avenue.....	1	3	....	103 05
Alteration and improvement to receiving-basins, northwest and southwest corners of Thirty-sixth street and First avenue.....	2	6	....	320 00
Alteration and improvement to receiving-basins, northeast and northwest corners of Broome and Crosby streets.....	2	38	....	345 50
Alteration and improvement to receiving-basin in Baxter street opposite Franklin street.....	1	12	....	160 00
Alteration and improvement to receiving-basin, northeast corner of Park and College places.....	1	3	....	185 00
Alteration and improvement to receiving-basin, southeast corner of Murray street and College place.....	1	3	....	185 00
Alteration and improvement to receiving-basins, northwest and southwest corners of Orchard and Stanton streets.....	2	14	....	329 00
Alteration and improvement to receiving-basins, northwest and southwest corners of Allen and Stanton streets.....	2	6	....	329 00
Alteration and improvement to receiving-basin, southeast corner of Twenty-first street and Avenue A.....	1	3	....	170 00
Alteration and improvement to receiving-basin, north side of Madison street, west of Market street.....	1	3	....	163 00
Alteration and improvement to receiving-basins, northeast and northwest corners of Gouverneur and Water streets.....	2	39	....	339 00
Total.....	97	1,489½	10	\$17,280 11

Recapitulation.

NATURE OF WORK.	NEW.	ALTERATION AND IMPROVEMENT.	NATURE OF WORK.	NEW.	ALTERATION AND IMPROVEMENT.
5' 6" x 9' 6" brick sewer.....	.....	13½	4' circular brick sewer.....	424	1,973
5' 6" x 8' brick sewer.....	.....	438	4' circular wooden barrel sewer ..	.....	150
6' x 6' wooden box sewer.....	.....	158	4' x 2' 8" brick sewer.....	4,073½	317
5' 6" x 6' brick sewer.....	.....	212	4' x 3' brick sewer.....	.....	1,473
6' x 8' brick sewer.....	.....	6	4' 6" x 3' brick sewer.....	.....	324
5' x 5' wooden box sewer.....	536	.....	3' 6" x 2' 4" brick sewer.....	6,616	2,482
6' circular box sewer.....	120	.....	3' 6" x 2' brick sewer.....	3,657½	251
6' x 4' brick sewer.....	132	.....	3' x 2' brick sewer.....	66½	15
5' x 4' brick sewer.....	100	125	3' circular brick sewer.....	327	317

NATURE OF WORK.	NEW.	ALTERATION AND IMPROVEMENT.	NATURE OF WORK.	NEW.	ALTERATION AND IMPROVEMENT.
2' 10" x 5' brick sewer.....	.....	466¾	15" earthenware pipe sewer.....	14,615	.....
2' 6" x 4' 6" brick sewer.....	.....	308	12" earthenware pipe sewer.....	173½	32
2' 6" circular brick sewer.....	.....	14	12" earthenware pipe culvert....	662	478
16" iron pipe sewer.....	277	.....	Total.....	31,779½	9,553¾

Contracts Now in Progress.

LOCATION OF WORK.	SEWER.	CULVERT, LINEAL FEET.	RECEIVING BASINS.	ROCK, CUBIC YARDS.	ESTIMATED COST.
Amsterdam avenue, west side, between One Hundred and Seventy-third street and a point 316.5 feet north of One Hundred and Seventy-eighth street, and sewers on north and south sides of One Hundred and Seventy-fifth street, between Amsterdam and Wadsworth avenues, with curves in Eleventh avenue.....	4' x 2' 8" 1,190 3' 6" x 2' 4" 1,975 15" pipe 885	100	7	6,350	\$40,659 00
Alteration and improvement to sewer in Twenty-third street, between North river and Tenth avenue; to sewer and connections in Eleventh avenue, between Twenty-third and Twenty-seventh streets, and to sewer in Thirteenth avenue, east side, between Twenty-third and Twenty-fourth streets.....	Wooden box 6' x 5' 4" 132 6' 3' x 5' 6" 1,129 4' cir. 1,088 4' x 2' 8" 536 3' 6" x 2' 4" 307 6" iron pipe 200	275	13	.....	48,240 00
Avenue D, between Tenth and Thirteenth streets, and in Twelfth street, between Avenue D and Dry Dock street.....	3' 6" x 2' 4" 935	20	1	.....	4,971 25
Ninety-sixth street, between First avenue and Harlem river.....	3' 6" x 2' 4" 200	.....	.....	.....	7,580 00
Alteration and improvement to sewer in Fifth avenue, east side, between Ninetieth and Ninety-eighth streets, and to curves at Ninety-first, Ninety-second, Ninety-third, Ninety-fourth, Ninety-fifth and Ninety-sixth streets.....	3' 6" x 2' 4" 2,300	100	.....	650	17,748 50
Lexington avenue, between Ninety-ninth and One Hundred and Third streets, and in One Hundred and Second street, between Lexington and Third avenues.....	3' 6" x 2' 15" pipe 210 755	27	1	1,500	7,561 00
Marginal street, between One Hundred and Seventh and One Hundred and Tenth streets, with branches in One Hundred and Seventh, One Hundred and Eighth and One Hundred and Ninth streets, between Marginal street and First avenue.....	4' x 2' 8" 800 3' 6" x 2' 4" 1,515	80	6	.....	20,082 65
Avenue St. Nicholas, east side, between One Hundred and Thirty-seventh and One Hundred and Forty-first streets, with alteration and improvement to curve at One Hundred and Thirty-seventh street and Avenue St. Nicholas.....	3' 6" x 2' 15" pipe 535 445	15	2	875	7,030 90
Avenue St. Nicholas, west side, between One Hundred and Forty-first and One Hundred and Forty-fifth streets, with alteration and improvement to curve at One Hundred and Forty-first street and Avenue St. Nicholas.....	3' 6" x 2' 15" pipe 31 955	20	2	2,100	10,130 10
Amsterdam avenue, west side, between Eighty-third and Eighty-fifth streets.....	15" pipe 472	.....	.....	1,400	8,828 00
Ninety-second street, between West End and Riverside avenues.....	3' 6" x 2' 15" pipe 36 300	.....	.....	809	3,780 00
Ninety-fifth street, between Riverside and West End avenues.....	3' 6" x 2' 15" pipe 18 529	.....	.....	1,780	7,092 40
Ninety-fifth street, between West End avenue and Boulevard.....	3' 6" x 2' 15" pipe 55 205	18	1	370	2,330 50
One Hundred and Seventeenth street, between Amsterdam avenue and Morningside avenue, West.....	3' 6" x 2' 4" 72 15" pipe 382	.....	.....	1,500	5,391 00
One Hundred and Twenty-seventh street, between Boulevard and Riverside avenue, and in Claremont avenue, between One Hundred and Twenty-seventh street and Claremont place.....	3' 6" x 2' 4" 360 15" pipe 805	25	1	600	6,003 00
One Hundred and Sixty-second street, between Eleventh avenue and Kingsbridge road and in Kingsbridge road, west side, between Amsterdam avenue and One Hundred and Sixty-second street.....	3' 6" x 2' 4" 25 15" pipe 803	12	1	1,480	7,174 40
One Hundred and Sixty-sixth street, between Amsterdam avenue and Edgecombe road.....	3' 6" x 2' 6" cir. 2,513 15" pipe 700	250	6	2,000	45,983 00
Kingsbridge road, between Dyckman street and Naegle avenue.....	5' x 7' 1,789 66	240	7	6,300	41,076 00
Outlet sewer in Dyckman street, between Hudson river and Kingsbridge road, with curve in F street.....	3' 6" x 2' 4" 36 15" pipe 235	.....	.....	50	859 75
Receiving-basins, northeast and southeast corners of Fifty-fifth street and Twelfth avenue.....	.....	36	2	.....	316 00
Total.....	25,821	1,218	50	28,655	\$291,503 45

The following Surveys have been Made and Plans and Specifications are Now in Course of Preparation.

LOCATION.	SEWER, LINEAL FEET.	CULVERT, LINEAL FEET.	RECEIVING BASINS.
One Hundred and Fiftieth street, between Boulevard and Amsterdam avenue.....	675	.....	..
One Hundred and Twenty-first street, between Boulevard and Amsterdam avenue.....	777	.....	..
One Hundred and Twenty-second street, between Boulevard and Amsterdam avenue.....	773	.....	..
One Hundred and Twenty-third street, between Boulevard and Amsterdam avenue.....	777	.....	..
One Hundred and Sixty-fourth street, between Amsterdam and Edgecombe avenues.....	446	.....	..
One Hundred and Twentieth street, between Amsterdam and Morningside avenues.....	421	.....	..
One Hundred and Twenty-first street, between Amsterdam and Morningside avenues.....	383	.....	..
Convent avenue, between One Hundred and Twenty-seventh and One Hundred and Thirty-first streets, connecting with present sewer in One Hundred and Twenty-seventh street.....	1,145	.....	..
One Hundred and Thirtieth street, between Convent avenue and St. Nicholas terrace.....	603	.....	..
Avenue St. Nicholas, between One Hundred and Nineteenth and One Hundred and Twentieth streets.....	232	10	1
Cathedral Parkway, between Eighth and Manhattan avenues.....	590	.....	3
Cathedral Parkway, between Columbus and Amsterdam avenues.....	705	90	4
Alteration and improvement to sewer in Central Park, West, west side, between Sixty-second and Seventieth streets.....	2,159	300	..
Alteration and improvement to sewer in Eighty-sixth street, between East river and East End avenue.....	496	30	..
Alteration and improvement to sewer in Sixth street, between East river and Avenue D.....	964	100	..
Alteration and improvement to sewer in First avenue, between Thirty-first and Thirty-third streets.....	600	70	..
One Hundred and Twenty-fifth street, between Lenox and Eighth avenues.....	3,285	15	..
One Hundred and Fifth street, between Riverside and West End avenues.....	296	.....	..
Seventy-ninth street (both sides), between Riverside and West End avenues.....	553	.....	..
Seventy-ninth street (both sides), between West End avenue and Boulevard.....	348	.....	..
Ninety-eighth street, between Riverside and West End avenues.....	285	.....	..
Ninety-ninth street, between Riverside and West End avenues.....	369	.....	..
One Hundred and Fourteenth street, between Riverside and Amsterdam avenues.....	1,553	80	4
Macomb's Dam road, between One Hundred and Forty-ninth and One Hundred and Fifty-second streets.....	834	.....	..
Macomb's Dam road, between One Hundred and Fifty-second and One Hundred and Fifty-fourth streets.....	497	.....	..
One Hundred and Nineteenth street, between Amsterdam avenue and Morningside avenue, West.....	383	.....	..

LOCATION.	SEWER, LINEAL FEET.	CULVERT, LINEAL FEET.	RECEIV- ING BASINS.
One Hundred and Eighty-seventh street, between Kingsbridge road and Amsterdam avenue.....	2,686	230	12
Alteration and improvement to sewer in Elm street, between Leonard street and Catharine lane.....	388	60	..
Alteration and improvement to sewer in Columbus avenue, at Seventy-fifth street.....	83	....	..
Seventh avenue, east side, between One Hundred and Thirty-eighth and One Hundred and Forty-first streets.....	525	....	..
Eighth avenue, between One Hundred and Forty-eighth and One Hundred and Fifty-third streets.....	821	35	2
Receiving-basin, northeast corner Thirty-second street and Third avenue.....	....	20	1
Total.....	24,652	1,040	27

Document "H."

REPORT OF THE SUPERINTENDENT OF STREET IMPROVEMENTS.

DEPARTMENT OF PUBLIC WORKS,
BUREAU OF STREET IMPROVEMENTS, NO. 31 CHAMBERS STREET, ROOM 5,
NEW YORK, January 5, 1895.

Hon. M. T. DALY, Commissioner of Public Works:

SIR—In accordance with your instructions, I have the honor to herewith submit my report of the operations of the Bureau of Street Improvements for the quarter ending December 31, 1894, also my yearly report showing all the expenditures of this Bureau for the year ending December 31, 1894, together with a statement of the amount of work done and also balances of the appropriations.

On the commencement of the year 20 contracts were in existence; during the year 1894 126 contracts were entered into, and 125 contracts were completed at a cost of \$344,531.21, for which assessment lists have been transmitted to the Chief Clerk.

The most important of the completed contracts are as follows, viz.:

REGULATING, GRADING, CURBING, FLAGGING, ETC.

McComb's Dam road, from One Hundred and Forty-ninth to One Hundred and Fifty-fifth street.

One Hundred and Forty-eighth street, from Boulevard to Twelfth avenue.
One Hundred and Forty-third street, from Boulevard to Hudson river.
One Hundred and Twenty-third street, from Tenth avenue to Boulevard.
One Hundred and Sixty-sixth street, from Tenth avenue to Edgecombe avenue.
One Hundred and Thirty-fifth street, from Convent avenue to St. Nicholas terrace.
One Hundred and Fiftieth street, from Amsterdam avenue to Boulevard.
Seventy-eighth street, from Avenue A to East river.
One Hundred and Twenty-first street, from Boulevard to Amsterdam avenue.
Dyckman street, from Hudson river to Exterior street.
One Hundred and Eighty-seventh street, from Amsterdam avenue to Kingsbridge road.

The following are the most important unfinished contracts:

Regulating, grading, etc., Boulevard, from One Hundred and Fifty-sixth to Inwood street.

This was a very large contract. So far, 12,115 yards earth excavation, 31,300 yards rock excavation, 124,200 yards filling and 51,000 yards retaining walls have been done thereon. It will take about six to eight months to finish this work.

Regulating, grading, etc., St. Nicholas terrace, from One Hundred and Thirtieth street to Convent avenue.

Since the commencement of this work the following amounts of work have been done: 3,700 yards earth excavation, 11,360 yards rock excavation, 25,400 yards filling, and 8,960 yards wall built. The contract will be completed this summer.

Regulating and grading Ninth avenue, from Two Hundred and First street to Kingsbridge road.

This is a very large filling job, the preliminary estimate calling for 139,000 cubic yards filling to be furnished. The work will be finished next year.

Regulating, grading, etc., One Hundred and Forty-fourth street, from Seventh avenue to Harlem river.

The work called for on this contract is all filling, and will be completed this year.

Regulating, grading, etc., One Hundred and Fiftieth street, from Bradhurst avenue to Harlem river.

This work was composed most of rock excavation, and will be completed in a week or ten days.

Regulating, grading, etc., One Hundred and Fifty-first street, from Bradhurst avenue to Harlem river.

Regulating, grading, etc., One Hundred and Fifty-second street, from Bradhurst avenue to Harlem river.

These works consist of heavy rock cuts, and will be completed the latter part of 1895.

Regulating, grading, etc., One Hundred and Sixty-eighth street, from Amsterdam avenue to Kingsbridge road.

This work will be completed this spring.

Regulating, grading, etc., One Hundred and Seventy-third street, from Amsterdam avenue to Kingsbridge road.

This contract is very near completion. There is nothing to be done but a small amount of filling and the curb and flagging. The work has been suspended until spring.

Regulating, grading, etc., Two Hundred and Seventh street, from Amsterdam avenue to Harlem river.

This is a large filling contract, and will be finished some time this year.

APPROPRIATIONS.

Street Improvements—For Surveying, Monumenting, etc.

The amount appropriated for this purpose was \$3,000, of which sum has been expended \$2,794, and an outstanding liability of \$154, leaving a balance of \$52. Out of this appropriation there was transferred \$200 to the appropriation for Flagging and Fencing in front of City Property.

Flagging and Fencing in front of City Property.

The appropriation for this purpose was \$2,000, but during the year the amount was found to be inadequate to meet the demands on it, and the sum of \$200 was transferred from the appropriation for Surveying, Monumenting, etc., making the total amount \$2,200, from which has been expended \$2,184.68, leaving a balance of \$15.32.

In regards to defective sidewalks, I would state that during the year 1894, on complaints received, 4,065 notices were served on owners or occupants, ordering them to place their sidewalks in proper order, and in accordance with section 321 of chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, I caused to be transmitted to the Common Council 127 certificates and ordinances, in order to enable this Department make repairs where the owners failed to attend to our notices.

Respectfully,

W. M. DEAN, Superintendent of Street Improvements.

STATEMENT OF THE AMOUNT OF WORK DONE DURING THE QUARTER ENDING DECEMBER 31, 1894.

Earth excavated.....	cubic yards.	6,248
Rock excavated.....	"	33,885
Filling furnished.....	"	60,018
Curb set.....	lineal feet.	7,899
Curb reset.....	"	120
Flagging laid.....	square feet.	44,784
Flagging relaid.....	"	5,108
Fence.....	lineal feet.	1,543
Retaining walls.....	cubic yards.	4,660
Culvert.....	lineal feet.	152
Timber.....	"	12

AMOUNT OF VOUCHERS DRAWN.

Street Improvement Fund.....	\$64,450 56
Street Improvement Fund—Surveying, etc.....	922 00
Flagging Sidewalks, etc., in front of City Property.....	316 05
Contingencies—Department of Public Works.....	287 35

APPROPRIATIONS.

Street Improvements—For Surveying, Monumenting, etc.....	\$3,000 00
Amount of vouchers drawn during first quarter.....	\$624 00
Amount of vouchers drawn during second quarter.....	624 00
Amount of vouchers drawn during third quarter.....	624 00
Amount of vouchers drawn during fourth quarter.....	722 00
Transferred to flagging, etc., in front of City property.....	200 00
Outstanding liability.....	154 00
Balance.....	52 00
	3,000 00

Flagging Sidewalks and Fencing Vacant Lots in front of City Property, including transfers from Street Improvements—For Surveying, etc.....

Amount of vouchers drawn during first quarter.....	\$547 54
Amount of vouchers drawn during second quarter.....	1,116 40
Amount of vouchers drawn during third quarter.....	204 69
Amount of vouchers drawn during fourth quarter.....	316 05
Balance.....	15 32
	2,200 00

Contingencies—Department of Public Works—

Amount of vouchers drawn during first quarter.....	\$286 60
Amount of vouchers drawn during second quarter.....	287 50
Amount of vouchers drawn during third quarter.....	287 55
Amount of vouchers drawn during fourth quarter.....	287 35
Total.....	\$1,149 00

WORK COMPLETED DURING THE QUARTER.

Regulating, Grading, Curbing and Flagging—

One Hundred and Twenty-first street, from Boulevard to Amsterdam avenue.....	\$7,852 42
One Hundred and Eighty-seventh street, from Amsterdam avenue to Kingsbridge road.....	27,995 67
Dyckman street, from Hudson river to Exterior street.....	165,071 69
	\$200,919 78

Flagging, Curbing, etc.—

South side One Hundred and First street, from Boulevard to Riverside Drive.....	\$493 68
East side Pleasant avenue, from One Hundred and Twenty-third to One Hundred and Twenty-fourth street.....	125 51
No. 134 East One Hundred and Twenty-third street.....	37 29
North side One Hundred and Thirty-fourth street, from Lenox to Seventh avenue.....	100 48
North side Fifty-first street, from Tenth to Eleventh avenue.....	244 65
West side Lenox avenue, from One Hundred and Thirty-first to One Hundred and Thirty-second street.....	229 91
East side Madison avenue, south of Eighty-sixth street.....	140 34
	1,371 86

Fencing Vacant Lots, etc.—

One Hundred and Forty-third street, from Seventh to Eighth avenue.....	\$184 99
South side One Hundred and Forty-second street, from Eighth to Bradhurst avenue.....	57 37
South side One Hundred and Tenth street, from Park to Madison avenue.....	14 61
East side Edgecombe avenue, from One Hundred and Forty-second to One Hundred and Forty-third street.....	182 63
Northwest corner St. Nicholas avenue and One Hundred and Fifty-fifth street.....	26 29
North side Sixty-ninth street, from First avenue to Avenue A.....	14 22
North side Ninety-ninth and south side One Hundredth streets, from Second to Third avenue.....	21 69
South side One Hundred and Twentieth street, from Fifth to Madison avenue.....	211 41
South side One Hundred and Thirty-second street, from Park to Madison avenue.....	45 44
	758 66

Total..... \$203,050 30

RECAPITULATION.

3 contracts for regulating, grading, etc.....	\$200,919 78
7 contracts for flagging, curbing, etc.....	1,371 86
8 contracts for fencing vacant lots, etc.....	758 66
Total.....	\$203,050 30

Annual Statement.

NATURE OF WORK.	JANUARY 1 TO MARCH 31.	APRIL 1 TO JUNE 30.	JULY 1 TO SEPTEMBER 30.	OCTOBER 1 TO DECEMBER 31.	TOTALS.
Earth excavated, cubic yards.....	2,632	11,032	8,859	6,248	28,771
Rock excavated, cubic yards.....	11,041	16,003	25,359	33,885	86,288
Filling furnished, cubic yards.....	72,650	106,717	43,795	60,018	283,180
Curb set, lineal feet.....	6,941	12,830	16,228	7,899	43,898
Curb reset, lineal feet.....	576	4,625	3,184	126	8,511
Flagging laid, square feet.....	35,874	93,350	103,927	44,784	277,935
Flagging relaid, square feet.....	2,439	34,226	22,263	5,108	64,036
Dry stone box culvert, lineal feet.....	448	243	144	152	987
Retaining-wall, cubic yards.....	8,900	10,200	8,600	4,660	32,360
Fence built, lineal feet.....	3,404	1,357	3,553	1,543	9,857
Pavement laid, square yards.....	3	535	.....	.....	538
Crosswalks laid, square feet.....	168	.....	.....	.....	168
Timber, feet.....	23,550	.....	.....	12	23,562

Amount of Vouchers Drawn during Year 1894.

	JANUARY 1 TO MARCH 31.	APRIL 1 TO JUNE 30.	JULY 1 TO SEPTEMBER 30.	OCTOBER 1 TO DECEMBER 31.	TOTALS.
Street Improvement Fund.....	\$69,532 94	\$91,906 67	\$77,077 81	\$64,450 56	\$302,967 98
Street Improvements—Surveying, etc.....	624 00	624 00	624 00	922 00	2,794 00
Flagging, etc., in front of City Property.....	547 54	1,116 40	204 69	316 05	2,184 68
Contingencies—Department of Public Works.....	286 60	287 50	287 55	287 35	1,149 00
Street Improvements—Surveying, etc., 1893.....	56 00	.....	.....	.....	56 00
Flagging, etc., in front of City Property, 1893.....	36 50	.....	.....	.....	36 50

WORKS COMPLETED DURING THE YEAR 1894.

Regulating, Grading, Curbing and Flagging—

Macomb's Dam road, from One Hundred and Forty-ninth to One Hundred and Fifty-fifth street.....	\$26,707 65
One Hundred and Forty-eighth street, from Boulevard to Twelfth avenue.....	14,027 39
One Hundred and Thirty-seventh street, from Fifth avenue to Harlem river.....	2,097 76
One Hundred and Forty-third street, from Boulevard to Hudson river.....	4,966 08
One Hundred and Thirty-sixth street, from Fifth avenue to land under water.....	321 82
One Hundred and Twenty-third street, from Tenth avenue to Boulevard.....	17,489 81
One Hundred and Thirtieth street, from Amsterdam to Convent avenue.....	2,369 19
One Hundred and Forty-seventh street, from 500 feet west of Boulevard to Hudson River Railroad.....	1,384 60
One Hundred and Sixty-sixth street, from Tenth avenue to Edgecombe avenue.....	4,916 65
One Hundred and Thirty-sixth street, from Amsterdam to Convent avenue.....	2,248 12
One Hundred and Thirty-fifth street, from Convent avenue to St. Nicholas terrace.....	4,470 30
One Hundred and Thirty-first street, from Twelfth avenue to Hudson river.....	1,620 79
One Hundred and Thirty-second street, from Twelfth avenue to Hudson river.....	686 70
One Hundred and Nineteenth street, from Boulevard to Riverside Drive.....	2,433 57
One Hundred and Thirty-ninth street, from Amsterdam to Convent avenue.....	3,049 20
One Hundred and Ninetieth st., from Audubon to Eleventh ave.....	5,118 86
Ninety-fifth street, from First avenue to East river.....	699 74
One Hundred and Fiftieth street, from Amsterdam avenue to Boulevard.....	9,152 04
Seventy-eighth street, from Avenue A to East river.....	6,885 95
One Hundred and Twenty-first street, from Boulevard to Amsterdam avenue.....	7,852 42
Dyckman street, from Hudson river to Exterior street.....	165,071 69
One Hundred and Eighty-seventh street, from Amsterdam avenue to Kingsbridge road.....	27,995 67
	\$311,566 00

Flagging, Reflagging, Curbing and Recurbing—

East side Park avenue, from Ninety-second to Ninety-third street..	\$381 12
North side One Hundred and Twenty-fourth street, from Fifth to Lenox avenue.....	219 01
Amsterdam avenue, from One Hundred and Thirty-eighth to One Hundred and Thirty-ninth street.....	796 67
North side of One Hundred and Thirty-sixth street, from Seventh to Eighth avenue.....	172 92
Seventy-sixth street, from Boulevard to Riverside Drive.....	786 13
No. 1078 Madison avenue.....	96 95
West side of Madison avenue, from One Hundred and Thirty-fourth to One Hundred and Thirty-fifth street.....	221 15
South side of One Hundred and Seventeenth street, from Madison to Fifth avenue.....	350 25
No. 171 East One Hundred and Twenty-second street.....	60 52
Nos. 136 and 138 West Twenty-eighth street.....	141 75
East side Amsterdam avenue, from One Hundred and Sixty-fifth to One Hundred and Seventieth street.....	577 50
South side Sixty-third street, from Tenth to Eleventh avenue.....	1,283 47
One Hundred and Third and One Hundred and Fourth streets, Boulevard and Riverside Drive.....	355 13
South side of One Hundred and Eleventh street, from Seventh to Eighth avenue.....	580 47
North side of One Hundred and Sixth street, from Amsterdam to Columbus avenue.....	317 68
South side of Ninety-fifth street, west of Columbus avenue.....	132 24
South side of Fifty-third street, from Tenth to Eleventh avenue.....	1,905 04
East side of Second avenue, from One Hundred and Twenty-third to One Hundred and Twenty-fourth street.....	363 12
Manhattan street, from Columbus avenue to Boulevard.....	1,281 74
No. 28 Rose street.....	69 25
West side of West End avenue, from Sixty-ninth to Seventy-first street	914 51
Nos. 1345 and 1347 Broadway.....	90 12
Nos. 239 to 245 East Fifty-sixth street.....	164 69
South side of One Hundred and Fourth street, from Central Park, West, to Manhattan avenue.....	1,719 58
Eighty-ninth and Ninetieth streets, Columbus avenue and Boulevard	1,107 80
Fifty-second street, from Eleventh to Twelfth avenue.....	85 13
No. 751 Broadway.....	687 63
One Hundred and Fifteenth street, Boulevard to Riverside Drive.	433 76
West side Eleventh avenue, Thirty-fifth to Thirty-sixth street.....	293 32
North side One Hundred and Fifth street, Fifth to Madison avenue.	89 51
South side One Hundred and Twenty-eighth street, Seventh to Eighth avenue.....	226 89
One Hundred and Thirty-seventh street, Seventh to Lenox avenue.	2,748 36
One Hundred and Thirty-fifth street, Fifth to Seventh avenue.....	2,189 20
Thirtieth street, Eleventh to Twelfth avenue.....	218 70
South side One Hundred and Thirty-second street, Fifth to Lenox avenue.....	73 36
East side Lexington avenue, south of One Hundred and Twenty-first street.....	295 77
North side One Hundred and Twentieth street, Third avenue to Sylvan place.....	176 47
Northwest corner Vandam and Macdougall streets.....	265 75
South side Seventy-first street, Central Park, West, to 150 feet west.	146 16
North side Ninety-third street, east of Madison avenue.....	306 77
Central Park, West, Sixty-seventh to Seventieth street.....	542 57
West side Avenue A, Seventieth to Seventy-second street, etc.....	209 98
East side Lexington avenue, north of One Hundred and Twenty-first street, etc.....	360 09
East side Lexington avenue, One Hundred and Eighteenth to One Hundred and Twentieth street.....	1,021 68
South side Thirty-fourth street, Ninth to Tenth avenue.....	

Flagging, Reflagging, Curbing and Recurbing—

East side Seventh avenue, One Hundred and Thirty-fifth to One Hundred and Thirty-sixth street.....	\$1,327 00
East side Seventh avenue, One Hundred and Thirty-seventh to One Hundred and Thirty-eighth street.....	283 33
South side One Hundred and Third street, Columbus to Amsterdam avenue.....	172 33
North side Sixty-seventh street, Amsterdam to West End avenue..	525 57
South side One Hundred and First street, Boulevard to Riverside Drive.....	493 68
East side Pleasant avenue, One Hundred and Twenty-third to One Hundred and Twenty-fourth street.....	125 51
No. 134 East One Hundred and Twenty-third street.....	37 29
North side One Hundred and Thirty-fourth street, Lenox to Seventh avenue.....	100 48
North side Fifty-first street, from Tenth to Eleventh avenue.....	244 65
West side Lenox avenue, One Hundred and Thirty-first to One Hundred and Thirty-second street.....	229 91
East side Madison avenue, south of Eighty-sixth street.....	140 34
	\$28,345 80

Fencing Vacant Lots, etc.—

Southeast corner Ninetieth street and First avenue.....	\$180 55
Southeast corner Ninety-third street and Park avenue.....	81 90
Madison and Fifth aves., Eighty-seventh and Eighty-eighth sts...	231 02
North side Seventy-first street, from Madison to Park avenue.....	132 83
East side West End avenue, from Sixty-ninth to Seventieth street	245 26
One Hundred and Thirty-second street, from Park to Madison avenue.....	49 96
Northeast corner Ninetieth street and Second avenue.....	213 83
North side Eighty-ninth street, from First to Second avenue.....	71 00
South side One Hundred and Thirty-first street, from Fifth to Lenox avenue.....	138 75
Sixty-second street, from Columbus to Amsterdam avenue.....	49 97
South side Eightieth street, west of Columbus avenue.....	48 50
North side Eighty-third street, from Amsterdam avenue to Boulevard.....	89 90
North side One Hundred and Thirty-second street, from Fifth to Lenox avenue.....	56 77
South side Ninetieth street, west of Columbus avenue.....	50 80
South side One Hundred and Twenty-third street, from First to Pleasant avenue.....	19 42
North side One Hundred and Thirty-fifth street, from Lenox to Seventh avenue.....	59 74
Nos. 233 and 237 West Sixty-seventh street.....	92 57
North side One Hundred and Fourth st., west of Columbus ave..	41 44
South side One Hundred and Seventh street, from Park to Madison avenue.....	141 43
Madison avenue, from One Hundred and Sixth to One Hundred and Seventh street.....	51 99
North side One Hundred and Ninth street, from Fifth to Madison avenue.....	115 11
South side One Hundred and Tenth street, from Fifth to Madison avenue.....	23 92
South side One Hundred and Fourth street, from First avenue to 100 feet west.....	96 63
North side Sixty-seventh street, from Central Park, West, to Columbus avenue.....	186 24
West side West End avenue, from Sixty-ninth to Seventieth street	39 25
Northeast corner One Hundred and Fifteenth street and Morning-side Park.....	147 93
North side One Hundred and Fifteenth street, from Park to Madison avenue.....	46 50
South side Forty-sixth street, from First to Second avenue.....	46 50
North side One Hundred and Sixth street, from First to Second avenue.....	99 14
West side Park avenue, north of Ninety-fifth street.....	61 73
North side Sixty-ninth street, west of Central Park, West.....	40 86
West side Boulevard, from Ninety-first to Ninety-second street...	126 53
Northeast corner Eighty-first street and Riverside drive.....	88 93
One Hundred and Fifth and One Hundred and Sixth streets, between First and Second avenues.....	131 23
North side Ninety-sixth street, from Park to Madison avenue.....	175 30
One Hundred and Fifth and One Hundred and Sixth street, between Park and Madison avenue.....	158 19
West side Central Park, West, from Sixty-eighth to Sixty-ninth street.....	163 42
South side One Hundred and Third street, from Second to Third avenue.....	64 80
One Hundred and Forty-third street, from Seventh to Eighth avenue.....	184 99
South side One Hundred and Forty-second street, from Eighth to Bradhurst avenue.....	57 37
South side One Hundred and Tenth street, from Park to Madison avenue.....	14 62
East side Edgecombe avenue, from One Hundred and Forty-second to One Hundred and Forty-third street.....	182 63
Northwest corner St. Nicholas avenue and One Hundred and Fifty-fifth street.....	26 29
North side Sixty-ninth street, from First avenue to Avenue A....	14 22
North side Ninety-ninth and One Hundredth streets, from Second to Third avenue.....	21 69
South side One Hundred and Twentieth street, from Fifth to Madison avenue.....	211 41
South side One Hundred and Thirty-second street, from Park to Madison avenue.....	45 44
	4,619 40

Total..... \$344,531 20

RECAPITULATION.

22 contracts for regulating, grading, etc.....	\$311,566 00
56 contracts for flagging, curbing, etc.....	28,345 80
47 contracts for fencing vacant lots, etc.....	4,619 40
125 contracts. Total.....	\$344,531 20

Statement Showing Work under Contract in Bureau of Street Improvements on the 31st day of December, 1894.

LOCATION OF WORK.	CONTRACTOR.	SURVEYOR.	INSPECTOR.	CONTRACT TIME.	ESTIMATED COST.	AMOUNT EARNED.	AMOUNT RETAINED.	AMOUNT PAID.	REMARKS.
<i>Regulating and Grading, Curbing and Flagging.</i>									
Boulevard, One Hundred and Fifty-sixth to Inwood street.....	R. McLaughlin.....	R. L. Waters.....	Leander Buck.....	600 days.	\$244,372 49	\$224,926 44	\$67,477 93	\$157,448 52	
St. Nicholas terrace, One Hundred and Thirtieth street to Convent avenue..	William G. Leeson.....	"	Henry Schriver.....	250 "	61,972 70	58,660 00	17,598 00	41,062 00	
Convent avenue, One Hundred and Fiftieth street to Avenue St. Nicholas..	P. McInerney.....	"	William J. V. Hart.....	20 "	1,369 44				
Ninth avenue, Two Hundred and First street to Kingsbridge road.....	C. C. Dean.....	F. E. Towle.....	Robert V. Davis.....	280 "	56,668 50	11,980 00	3,594 00	8,186 00	
One Hundred and Fifth street, Boulevard to Riverside avenue.....	Collins & Gillis.....	R. L. Waters.....	John Lawrence.....	60 "	8,355 60	6,570 00	1,971 00	4,599 00	Work completed, but not accepted.
One Hundred and Thirtieth street, Convent avenue to St. Nicholas terrace..	James A. Gearty.....	"	P. H. Kidney.....	50 "	5,224 47	6,360 00	1,908 00	4,452 00	Work completed, but not accepted.
One Hundred and Thirty-first street, Park to Lexington avenue.....	P. McInerney.....	George A. Wheeler.....	Bernard Martin.....	8 "	967 52				
One Hundred and Forty-fourth street, Seventh avenue to Harlem river....	Gallagher & Kiley.....	"	Sylvester Bennett.....	75 "	4,799 20				

LOCATION OF WORK.	CONTRACTOR.	SURVEYOR.	INSPECTOR.	CONTRACT TIME.	ESTIMATED COST.	AMOUNT EARNED.	AMOUNT RETAINED.	AMOUNT PAID.	REMARKS.
One Hundred and Fiftieth street, Bradhurst avenue to Harlem river.....	James Flanagan....	George A. Wheeler	David Simmons....	150 days.	\$14,073 00	\$9,979 20	\$2,993 76	\$6,985 44	
One Hundred and Fifty-first street, Bradhurst avenue to Harlem river....	Joseph A. Flynn....	A. P. Hartmann....	Jas. L. Brown....	125 "	16,357 40				
One Hundred and Fifty-second street, Bradhurst avenue to Harlem river....	"	"	Dennis O'Connor....	175 "	28,878 82				
One Hundred and Sixty-eighth street, Amsterdam avenue to Kingsbridge road.....	William J. Martin....	R. L. Waters.....	L. A. Russell, Jr....	50 "	4,468 95				
One Hundred and Seventy-third street, Amsterdam avenue to Kingsbridge road.....	Thomas Barry....	M. A. Lacy.....	F. G. Fay.....	100 "	9,478 50	5,552 55	1,666 06	3,887 49	Work suspended.
Two Hundred and First street, Academy street to Harlem river.....	James Leeson....	George A. Wheeler		100 "	5,000 30				Work not yet commenced.
Two Hundred and Seventh street, Amsterdam avenue to Harlem river.....	C. C. Dean.....	R. L. Waters.....	James Kearney....	180 "	19,664 70	6,901 00	2,070 30	4,830 70	
Southeast corner of One Hundred and Eighth street and Second avenue....	John Kenny.....	Thomas Slater....	H. F. Liebenau, Jr..	3 "	452 32				Work completed, but not yet accepted.
Two Hundred and Second street, Amsterdam avenue to Harlem river.....	William E. Dean....	George A. Wheeler		60 "	8,847 50				Work not yet commenced.
Totals..					\$490,951 41	\$330,930 20	\$99,279 05	\$231,651 15	

Document "I."

REPORT OF THE SUPERINTENDENT OF STREETS.

DEPARTMENT OF PUBLIC WORKS,
BUREAU OF STREETS AND ROADS, NO. 31 CHAMBERS STREET, ROOM 12,
NEW YORK, January 11, 1895.

Hon. MICHAEL T. DALY, Commissioner of Public Works:

SIR—In accordance with your letter of direction of November 13, 1894, I beg to submit the following account of work done and materials used by this bureau during the quarter and year ending December 31, 1894, and to offer the following suggestions in relation to some of the unpaved avenues and streets in the upper part of the City, together with a summary of the condition of the macadamized roads. It would be advisable to sewer and macadamize One Hundred and Eighty-first street, between Eleventh avenue and Kingsbridge road, which is an unpaved street and one of the approaches to the Washington Bridge. In its present state it is impracticable to keep it in good condition for driving purposes. I would also suggest the laying of macadam pavement on the road from Fort George to Dyckman street, and on that from Kingsbridge road to Fort Washington avenue. These roads being hill roads and receiving the waterflow from the surrounding high ground, it is impossible to prevent the forming of ruts and deep washouts at every heavy rain-fall. We have been almost constantly engaged in repairing the roads in this locality and yet the same condition obtains after every storm. The Fort George road, until the regulating and grading of Dyckman street was undertaken, had no outlet. As this work is now nearly completed, the macadamizing of Eleventh avenue in progress, and the Speedway in course of construction, it would be expedient to lay a macadam pavement on the Fort George road. The other unpaved streets in charge of this bureau are in good condition.

The condition of the various macadamized streets and avenues may be summarized as follows: Seventh and St. Nicholas avenues and St. Nicholas place are in excellent condition. The Western Boulevard has been resurfaced by this bureau, from One Hundred and Tenth to One Hundred and Twenty-second street, on the westerly side of the parkway, and is also in excellent order between those points. The easterly side, between the above-mentioned streets, and all of the roadway above One Hundred and Twenty-second street, is very much worn, and should be resurfaced. This boulevard has been in use about twenty-two years. Lenox avenue and that part of One Hundred and Sixteenth street, which is macadamized, were in good condition until the work of laying the cable road was begun. The construction of this railroad has partially destroyed the grade and lessened the efficiency of these roadways for driving purposes. Kingsbridge road is in good condition, and I beg to recommend that the macadam pavement be extended from its present terminus to the end of the road, as the bridge over the Harlem Ship Canal is completed and opened to travel.

The work of maintaining the macadam roads includes not only repairing and resurfacing, but also sprinkling, which is constantly and thoroughly done, the cleaning of crosswalks, on which men are always employed, and the cleaning of roadway and gutters, which work is done by this bureau alone.

The work of maintenance of boulevards and unpaved streets also calls for a great amount of work in the repair shops in One Hundred and Twenty-third street, between Columbus and Amsterdam avenues, such as the sharpening of picks and other tools, the repairing and repainting of hand-carts, road rollers and sprinkling wagons, and the rebuilding, entire, of scrapers, road rollers and sprinkling wagons; twenty-five of the latter and two road rollers having been thoroughly overhauled and repainted.

The viaduct at One Hundred and Fifty-fifth street is in charge of this bureau, and its stairways, sidewalks and roadway have been constantly kept clean, refuse of all kinds and snow and ice having been removed without delay.

Respectfully submitted,

JNO. L. FLORENCE, Superintendent of Streets.

The following is a statement of the work done and materials used on "Boulevards, Roads and Avenues—Maintenance of" during the quarter ending December 31, 1894:

Roadway repaired and resurfaced.....	12,739 square yards.
Roadway regulated and graded.....	8,650 "
Roadway covered with gravel.....	6,100 "
Roadway cleaned.....	184 miles.
Gutters cleaned.....	368 "
Gutters repaired.....	86 square yards.
Bridge-stone relaid.....	90 square feet.
Stone broken.....	139 truck-loads.
Gravel spread.....	234 "
Stone hauled.....	492 "
Sand hauled.....	32 "
Screenings hauled.....	391 "
Gravel hauled.....	234 "
Earth.....	311 "
Trees cultivated.....	192 "

In doing the above-mentioned work there were used of—

Broken stone.....	492 truck-loads.
Gravel.....	234 "
Screenings.....	391 "
Sand.....	32 "
Earth.....	311 "

3,560 truck-loads of refuse were removed.

The following is a summary of the work done and materials used on "Boulevards, Roads and Avenues, Maintenance of," during the year ending December 31, 1894.

Roadway repaired and resurfaced.....	8,837 square yards.
Roadway regulated and graded.....	87,926 "
Roadway covered with gravel.....	6,100 "
Roadway cleaned.....	1,019 miles.
Gutters cleaned.....	3,003 "
Gutters repaired.....	86 square yards.
Bridge-stone relaid.....	450 square feet.
Flagging relaid.....	2,952 "
Curb reset.....	870 lineal feet.
Sidewalk cleaned of snow.....	16 miles.
Snow spread on roadway.....	4 "
Trees cultivated.....	1,860 "
Stone broken.....	166 truck-loads.
Gravel spread.....	2,964 "
Screenings spread.....	2,372 "
Stone hauled.....	2,643 "
Sand hauled.....	79 "
Screenings hauled.....	1,185 "
Telford hauled.....	44 "
Gneiss hauled.....	209 "
Paving stones hauled.....	17 "
Gravel hauled.....	1,240 "
Earth hauled.....	1,926 "
Stone piled.....	84 "
Gravel piled.....	225 "

In doing the above-mentioned work there were used of—

Broken stone.....	2,776 truck-loads.
Screenings.....	2,890 "
Gravel.....	3,044 "
Earth.....	1,917 "
Ashes.....	12 "
Telford.....	45 "
Sand.....	79 "
Paving stones.....	17 "
Gneiss stone.....	209 "
Bridge-stone.....	164 square feet.

22,701 truck-loads of refuse and 310 loads of snow were removed during the year.

The following is a statement of the work done and materials used on "Roads, Streets and Avenues, Unpaved," during the quarter ending December 31, 1894:

Roadway regulated and graded.....	17,600 square yards.
Gutters opened and graded.....	4 miles.
Gutters repaired.....	130 square yards.
Roadway cleaned.....	6 miles.
Curb reset.....	216 lineal feet.
Stone drain built.....	12 "
Stone hauled and used.....	598 truck-loads.
Earth hauled and used.....	2,019 "
Stone broken.....	150 "
Flagging relaid.....	1,822 square feet.
Bridge-stone relaid.....	120 "
Washouts repaired.....	26 "

190 truck loads of refuse were removed.

The following is a summary of the work done and materials used on "Roads, Streets and Avenues, Unpaved," during the year ending December 31, 1894:

Roadway regulated and graded.....	218,101 square yards.
Gutters opened and graded.....	47 miles.
Gutters repaired.....	387 square yards.
Roadway cleaned.....	23 miles.
Curb reset.....	301 lineal feet.
Stone drain built.....	47 "
Stone hauled and used.....	1,563 truck-loads.
Earth hauled and used.....	4,722 "
Stone broken.....	605 "
Flagging relaid.....	1,822 square feet.
Bridge-stone relaid.....	120 "
Washouts repaired.....	97 "

806 truck-loads of refuse.

The following is a statement of the various appropriations under charge of the Bureau of Streets and Roads:

Boulevards, Roads and Avenues, Maintenance of, 1894.....	\$90,000 00
Amount transmitted during the first quarter ending March 31, 1894.....	19,360 87

Balance, April 1, 1894.....	\$70,639 13
Amount transmitted during the second quarter ending June 30, 1894.....	29,604 13

Balance, July 1, 1894.....	\$41,035 00
Amount transmitted during the third quarter ending September 30, 1894.....	29,348 67

Balance, October 1, 1894.....	\$11,686 33
Amount transmitted during the fourth quarter ending December 31, 1893, is as follows:	

Pay-roll, Laborers, etc., week ending Sept. 29, 1894.....	\$477 75
" " " " Oct. 6, ".....	463 50
" " " " " 13, ".....	464 62
" " " " " 20, ".....	491 75
" " " " " 27, ".....	462 12
" " " " Nov. 3, ".....	1,448 50
" " " " " 10, ".....	964 62
" " " " " 17, ".....	709 75
" " " " " 24, ".....	641 50
" " " " Dec. 1, ".....	500 75
" " " " " 8, ".....	608 50
" " " " " 15, ".....	611 69
" " " " " 22, ".....	635 00
" " " " " 29, ".....	603 25
Lease of ground.....	2,400 00
Telephone service.....	54 30

11,537 60

Balance, December 31, 1894.....	\$148 73
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Roads, Streets and Avenues Unpaved, Maintenance of, and Sprinkling.....	\$30,000 00
Amount transmitted during the first quarter ending March 31, 1894.....	2,409 07

Balance, April 1, 1894.....	\$27,590 93
Amount transmitted during the second quarter ending June 30, 1894.....	5,299 88

Balance, July 1, 1894.....	\$22,291 05
Amount transmitted during the third quarter ending September 30, 1894.....	11,754 53

Balance, October 1, 1894.....	\$10,536 52
Amount transmitted during the fourth quarter ending December 31, 1894, is as follows:	

Pay-roll, Laborers, etc., week ending Sept. 29, 1894.....	\$1,477 25
" " " " Oct. 6, ".....	1,450 75
" " " " " 13, ".....	1,391 37
" " " " " 20, ".....	1,418 50
" " " " " 27, ".....	1,388 00
" " " " Nov. 3, ".....	409 75
" " " " " 10, ".....	618 00
" " " " " 17, ".....	412 25
" " " " " 24, ".....	375 50
" " " " Dec. 1, ".....	277 25
" " " " " 8, ".....	157 50
" " " " " 15, ".....	155 00
" " " " " 22, ".....	162 00
" " " " " 29, ".....	155 00
Horse and wagon.....	270 00
Repairs to sprinklers.....	48 19

10,166 31

Balance, December 31, 1894.....	\$370 21
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Boulevards, Roads and Avenues, Maintenance of—Salaries, 1894.....	\$2,500 00
Amount transmitted during the first quarter, ending March 31, 1894.....	624 99
Balance, April 1, 1894.....	\$1,875 01
Amount transmitted during the second quarter, ending June 30, 1894.....	624 99
Balance, June 30, 1894.....	\$1,250 02
Amount transmitted during the third quarter, ending September 30, 1894.....	624 99
Balance, September 30, 1894.....	\$625 03
Amount transmitted during the fourth quarter, ending December 31, 1894.....	624 99
Balance, December 31, 1894.....	\$0 04

The following amount has been transmitted during the quarter ending December 31, 1894, and charged to Street Improvement Fund:
Pay-roll Inspector of Crosswalks..... \$35 00

The following amount has been drawn against Restoring and Repaving—Special Fund \$3,723 25

The following amount has been received during the quarter ending December 31, 1894, for use of Road Roller and Sprinkling Wagon and deposited to the credit of the General Fund..... \$38 50

Document "K."

REPORT OF THE SUPERINTENDENT OF LAMPS AND GAS.

DEPARTMENT OF PUBLIC WORKS,
BUREAU OF LAMPS AND GAS, No. 31 CHAMBERS STREET, ROOM 11,
NEW YORK, January 10, 1895.

Hon. MICHAEL T. DALY, Commissioner of Public Works:

SIR—In accordance with the directions contained in your letter of November 13th last, I herein submit a report of the business of the Bureau of Lamps and Gas for the quarter ending December 31, 1894, with a summary of the same for the entire year.

In Exhibit "A" will be found a statement showing the amounts expended for a supply of illuminating gas to the various public markets, court-rooms, offices, armories, etc., and for the fitting-up, lighting and maintenance of the public lamps for each of the four quarters of the year, and the sums total for the whole year.

Exhibit "B" is a summary of the appropriation for "Lamps and Gas and Electric-lighting," and this shows an expenditure during the quarter of three hundred and fifteen thousand eight hundred and eighty dollars and seventy-eight cents (\$315,880.78), and for the year of nine hundred and twenty-nine thousand nine hundred and three dollars and eighty-six cents (\$929,903.86), leaving a surplus balance of ninety-six dollars and fourteen cents (\$96.14), as there are no outstanding liabilities against the appropriation.

Exhibit "C" is a summary of the appropriation for "Salaries—Lamps and Gas and Electric-lighting," and this shows an expenditure during the quarter of one thousand six hundred and twenty-four dollars and ninety-five cents (\$1,624.95), and for the year of six thousand four hundred and ninety-four dollars and forty-two cents (\$6,494.42), leaving a surplus balance of five dollars and fifty-eight cents (\$5.58).

Exhibit "D" is a summary of the "Lamp Account," showing the number of new lamps lighted, old lamps relighted and lamps discontinued by each gas and electric-light company during the quarter and the year: 314 new gas-lamps and 4 new electric-lamps have been lighted, 43 gas-lamps and 1 electric-lamp relighted, 63 gas-lamps and 1 electric-lamp discontinued during the quarter, and 681 new gas-lamps, 6 new naphtha-lamps and 192 new electric-lamps have been lighted; 230 gas-lamps and 4 electric-lamps relighted; 828 gas-lamps and 12 electric-lamps have been discontinued during the year. Of the gas-lamps discontinued 568 were displaced by electric-lamps. The total number of public lamps lighted on December 31, 1894, was 24,685 gas, 158 naphtha, and 2,625 electric, making a total of 27,468.

Exhibit "E" is a statement showing the lowest, highest and average illuminating power of the gases supplied to the City during the quarter and the year by such of the gas companies as connect with our photometric stations.

Exhibit "F" is a time-table for lighting and extinguishing the public-lamps.

Exhibit "G" is a copy of the franchise given to the Equitable Gas-light Company by the Gas Commission.

Exhibit "H" is a copy of the franchises given to the Standard Gas-light Company by the State Legislature.

Exhibit "I" is a copy of the franchise given to the East River Gas Company by the State Legislature.

The following statement will show the number of new gas lamp-posts fitted up, lamp-posts removed, reset, straightened, etc., during the year:

BY WHAT COMPANY.	New Lamps Fitted Up.	Lamp-posts Removed.	Lamp-posts Reset.	Lamp-posts Straightened.	Columns Relighted.	Columns Relighted.	Service-pipes Relighted.	Stand-pipes Relighted.
Consolidated Gas Company, Branch 1.....	20	43	80	235	40	385	326	201
" " 2.....	11	14	23	24	10	65	129	135
" " 3.....	17	23	21	256	6	55	94	94
" " 4.....	43	51	65	106	23	48	100	100
" " 6.....	239	70	85	494	2	28	27	23
Equitable Gas-light Company.....	17	19	35	46	38	115	75	50
Standard Gas Company, Forty-second Street Branch.....	1	5	6	199	11	76	4	6
Standard Gas Company, Harlem Branch.....	9	...	15	158	4	37	15	10
Central Gas-light Company.....	202	146	73	194	12	8	28	...
Northern Gas-light Company.....	89	102	51	53	...	4	...	...
Yonkers Gas-light Company.....	...	7	5	169	...	1	...	...
*New York and New Jersey Globe Gas-light Company.....	6	...	...	...	...	...	...	...
Totals.....	654	480	459	1,934	146	822	798	619

* Naphtha lamps.

The following table will show the number of new lamps lighted by the several gas and electric light companies in each of the years from 1885 to 1894, both inclusive:

BY WHAT COMPANY.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
Consolidated Gas Company, Branch 1.....	23	19	26	12	6	28	19	21	12	20
" " 2.....	50	27	20	17	8	8	18	19	9	13
" " 3.....	...	11	44	26	10	21	16	31	10	11
" " 4.....	159	62	264	181	251	197	110	85	141	51
" " 6.....	312	342	332	230	243	412	405	337	478	254
Equitable Gas-light Company.....	7	14	5	...	9	23	14	22	27	29
New York Mutual Gas-light Company.....	...	...	1	...	...	1	4	1	...	...
Standard Gas Company, Forty-second Street Branch.....	...	...	...	...	...	5	2	6	4	1
Standard Gas Company, Harlem Branch.....	...	...	...	...	...	9	32	2	3	11

BY WHAT COMPANY.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
Central Gas-light Company.....	79	103	89	118	149	50	224	130	90	202
Northern Gas-light Company.....	178	72	145	216	77	56	366	131	205	89
Yonkers Gas-light Company.....	10	2	91	21	108	...	61	28	46	...
*New York and New Jersey Globe Gas-light Company.....	50	70	...	...	6	12	2	18	...	6
†Brush Electric Illuminating Company.....	...	1	30	13	...	...	...	...	59	3
†United States Illuminating Company.....	61	2	...	45	18	...	4	4	97	1
†Thomson-Houston Electric Company.....	...	...	...	408	1	...	...	16	70	1
†Mount Morris Electric-light Company.....	...	...	...	18	...	...	26	...	185	...
†Harlem Lighting Company.....	...	...	95	12	...	...	...	24	28	12
†Manhattan Electric-light Company.....	...	...	...	...	...	...	...	...	69	81
†Edison Electric Illuminating Company.....	...	...	...	...	...	...	...	51	54	1
†North River Electric-light and Power Company.....	...	...	26	...	...	141	199	343	93	...
Totals.....	924	723	1,168	1,317	886	822	1,444	1,125	1,940	879

* Naphtha lamps.

† Electric lamps.

The following statement will show the average number of lamps lighted under the supervision of the Bureau of Lamps and Gas, in each of the years from 1885 to 1894, inclusive:

BY WHAT COMPANY.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
Consolidated Gas Company, Branch 1.....	3,450	3,865	3,863	3,199	2,912	3,455	3,142	2,972	2,554	2,278
" " 2.....	4,456	3,239	2,593	1,912	1,648	1,871	1,650	1,399	1,256	1,231
" " 3.....	...	1,122	3,152	2,463	2,322	2,282	1,826	1,533	1,385	1,405
" " 4.....	4,172	3,719	2,725	3,063	3,075	3,468	3,323	3,243	3,231	3,351
" " 6.....	5,767	5,787	5,640	5,535	5,785	5,709	4,960	5,152	5,415	5,715
Equitable Gas-light Company.....	1,411	1,586	1,853	1,925	2,685	3,698	4,035	4,387	4,101	4,043
New York Mutual Gas-light Company.....	316	216	202	158	206	326	221	174	105	...
Standard Gas Company, Forty-second Street Branch.....	...	...	...	...	...	748	959	1,221	1,107	1,041
Standard Gas Company, Harlem Branch.....	...	...	...	...	...	1,136	1,469	1,493	1,498	1,441
Central Gas-light Company.....	2,205	2,256	2,350	2,316	2,474	2,682	2,290	1,934	1,158	1,148
Northern Gas-light Company.....	1,551	1,686	1,780	1,922	2,123	2,187	2,360	2,535	2,174	2,164
Yonkers Gas-light Company.....	331	337	337	444	477	557	562	634	662	674
New York and New Jersey Globe Gas-light Company.....	50	90	120	120	121	134	138	148	152	156
Brush Electric Illuminating Company.....	347	347	343	366	320	210	250	262	306	328
United States Illuminating Company.....	338	361	363	395	457	246	291	309	331	380
Thomson-Houston Electric Company.....	...	...	...	379	314	143	141	205	280	294
Mount Morris Electric light Company.....	...	...	...	18	31	92	133	154	280	339
Harlem Lighting Company.....	...	...	83	102	92	111	160	188	210	217
Manhattan Electric-light Company.....	...	...	...	...	...	...	...	...	63	123
Edison Electric Illuminating Company.....	...	...	...	...	...	...	...	51	72	106
North River Electric-light and Power Company.....	...	...	26	26	26	...	94	253	637	760
Totals.....	24,394	24,611	25,471	24,343	25,068	29,055	28,004	28,247	26,977	27,194

New gas-mains have been laid by the several gas companies during the year, as follows:

BY WHAT COMPANY.	LINEAL FEET.	INCHES.
Consolidated Gas Company.....	122,915	...
New York Mutual Gas-light Company.....	14,958	...
Equitable Gas-light Company.....	33,612	6
Standard Gas-light Company.....	73,099	11
East River Gas Company.....	188,096	...
Central Gas-light Company.....	16,397	...
Northern Gas-light Company.....	...	...
Yonkers Gas-light Company.....	...	...
Total laid in 1894.....	449,078	5

Or, 85 $\frac{278}{280}$ miles.

The Consolidated Gas Company has taken up 60,768 feet.
The Consolidated Gas Company has abandoned 23,467 feet.
The Central Gas-light Company has taken up 16,746 feet.
The Northern Gas-light Company has taken up 6,300 feet.

The total miles of gas-mains in the streets of this city on December 31, 1894, was as follows:

OF WHAT COMPANY.	MILES.	FEET.
Consolidated Gas Company.....	812	520
New York Mutual Gas-light Company.....	128	1,790
Equitable Gas-light Company.....	153	1,244
Standard Gas-light Company.....	157	2,119
East River Gas Company.....	42	3,647
Central Gas-light Company.....	62	5,158
Northern Gas-light Company.....	36	269
Yonkers Gas-light Company.....	19	2,197
Total.....	1,412	504

Of these mains, 1,293 $\frac{344}{350}$ miles are on Manhattan Island and 118 $\frac{344}{350}$ miles are in the annexed district north of Harlem river.

The franchise of the Equitable Gas-light Company, as fixed by the Gas Commission, requires this company to pay to the City at the rate of twenty cents for each lineal foot of main laid, hence the amount received from this company for mains should be \$161,816.80. It is also compelled to

light the public street lamps situated on the lines of its mains at a rate not to exceed \$12 per year for each lamp, and the saving on the lamps hitherto lighted by it amounts to over \$159,000.

The Standard Gas-light Company is required by its franchise (chapter 248 of the State Laws of 1886) to light the public lamps on the lines of its mains at the rate of \$12.50 for each lamp per year of 3,833½ hours; but as the New York City time-table has a total of 4,000 hours per year, the company makes a charge of \$13.04½ per year for each lamp.

The East River Gas Company is required by its franchise (chapter 338 of the Laws of 1892) to pay annually into the City treasury three per centum of its gross receipts from gas furnished by it to private and public buildings in the City of New York.

The gas manufactured by the Consolidated Gas Company is manufactured at six stations, viz.:

Fourteenth Street Station (formerly Manhattan Gas-light Company), located at Fourteenth street and Avenue C; manufactures coal-gas.

Eighteenth Street Station (formerly Manhattan Gas-light Company), located at Eighteenth street and Tenth avenue; manufactures coal-gas.

Twenty-first Street Station (formerly New York Gas-light Company), located at Avenue A and Twenty-first street; manufactures water-gas.

Forty-second Street Station (formerly Metropolitan Gas-light Company), located at Forty-second street, North river; manufactures coal-gas.

Forty-fourth Street Station (formerly Municipal Gas-light Company), located at Forty-fourth street, North river; manufactures water-gas.

Ninety-ninth Street Station (formerly Knickerbocker Gas-light Company), located at Ninety-ninth street, East river; manufactures water-gas.

The general office of the company is at No. 4 Irving place; its capital is \$35,430,000, and the capacity of the several works is 30,000,000 cubic feet of gas per day.

Branch office No. 1, at corner of Hester and Elizabeth streets, attends the gas supply, including the lighting of the public lamps, in that part of the city lying south of the centre line of Houston street.

Branch office No. 2, at No. 4 Irving place, attends to the gas supply, including the lighting of the public lamps, in that part of the city lying north of the centre line of Houston street and south of the centre line of Twenty-third street.

Branch office No. 3, at the corner of Fourth avenue and Twenty-sixth street, attends to the gas supply, including the lighting of the public lamps, in that part of the city lying north of the centre line of Twenty-third street and east of the centre line of Fifth avenue to Fifty-ninth street, and all east of Central Park, from Fifty-ninth street to the centre line of Seventy-ninth street.

Branch office No. 4, at Broadway and Forty-sixth street, attends to the gas supply, including the lighting of the public lamps, in that part of the city lying north of the centre line of Twenty-third street and west of the centre line of Fifth avenue to Fifty-ninth street, and on the west side of Central Park, between Fifty-ninth and One Hundred and Tenth streets, and south of the centre line of One Hundred and Tenth street, from Eighth avenue to the North river, including Transverse roads Nos. 1 and 2.

Branch office No. 6, at No. 2084 Third avenue, attends to the gas supply, including the lighting of the public lamps, in that part of the city lying north of the centre line of Seventy-ninth street to One Hundred and Tenth street, east of the Central Park, and all the city north of One Hundred and Tenth street, to Harlem river, including Transverse road No. 3 and the bridges over the Harlem river.

The New York Mutual Gas-light Company has mains in various streets or parts of streets between Battery place and Sixty-fifth street, but it does not light any public lamps. It manufactures water-gas at its works at Eleventh street, East river, and its office is at Fourth avenue and Sixteenth street. The capital is \$3,500,000, and the capacity of its works is 4,000,000 cubic feet per day.

The Equitable Gas-light Company has mains in various streets between Division and Eighty-sixth streets, and it lights the public lamps on the line of its mains. Its works are at Forty-first street, East river. It manufactures water-gas, and its office is at Third avenue and Twenty-fifth street. The capital is \$4,000,000, and the capacity of its works is 6,000,000 cubic feet per day.

The Standard Gas-light Company has mains in various streets between Thirteenth and One Hundred and Thirty-eighth streets and between Avenue C and St. Nicholas avenue. It has also a main under the Harlem river, from Second to Lincoln avenue, and in a few streets in the Twenty-third Ward. The works of this company are at One Hundred and Fifteenth street, East river, and its main office is at No. 71 Broadway, with branch offices at the corner of Forty-second street and Lexington avenue, and at No. 19 West One Hundred and Twenty-fifth street and No. 2590 Third avenue. The manufacture is water-gas. Its capital is \$10,000,000, and the capacity of its present works is 4,000,000 cubic feet per day.

The East River Gas Company of Long Island City commenced the laying of gas-mains late in 1893, and it has lately begun the distribution of gas in this city. The gas works are located in Long Island City, and it supplies gas to this city through mains laid in a tunnel under the East river.

The Central Gas-light Company supplies gas to the Twenty-third Ward (formerly the Town of Morrisania), and lights all the public gas-lamps therein. It manufactures coal-gas and water-gas at its works at One Hundred and Thirty-eighth street, East river, and its office is at No. 350 Alexander avenue. The capital is \$500,000, and the capacity of its works is 2,000,000 cubic feet per day.

The Northern Gas-light Company supplies gas to that part of the Twenty-fourth Ward (formerly Town of West Farms), and lights all the public gas-lamps therein. It manufactures coal-gas and water-gas at its works on the Bronx river, and its office is at No. 1845 Vanderbilt avenue. The capital is \$500,000, and the capacity of its works is 1,000,000 cubic feet per day.

The Yonkers Gas-light Company has mains in and lights the public lamps and supplies gas to that part of the Twenty-fourth Ward (formerly Town of Kingsbridge). Its gas works and office are in the City of Yonkers, Westchester County, and its manufacture is water-gas. This company has been leased to the United Gas Improvement Company, and its business is principally confined to the City of Yonkers.

The New York and New Jersey Globe Gas-light Company lights 152 lamps at Woodlawn Heights, in the Twenty-fourth Ward, being at the extreme northeasterly section of the city, and which is at present beyond the reach of gas-mains. The lamps are lighted by means of naphtha contained in a reservoir on each lamp.

The following additional streets have been lighted during the year:

Fifty-sixth street, from Eleventh to Twelfth avenue.
Seventy-third street, from Avenue A to Avenue B.
Seventy-fourth street, from West End avenue to Riverside Drive.
Eighty-fifth street, from the Boulevard to Amsterdam avenue.
Ninety-first street, from Avenue A east 200 feet.
Ninety-sixth street, from First to Second avenue.
Ninety-ninth street, from Lexington to Park avenue.
One Hundred and Third street, from First to Second avenue.
One Hundred and Seventh street, from Columbus to Amsterdam avenue.
One Hundred and Twelfth street, from Lenox to Eighth avenue.
One Hundred and Thirtieth street, from Amsterdam avenue to the Boulevard.
One Hundred and Fourteenth street, from Lenox to Eighth avenue.
One Hundred and Twentieth street, from Amsterdam avenue to the Boulevard.
One Hundred and Twenty-third street, from Columbus to Amsterdam avenue.
One Hundred and Twenty-fourth street, from Columbus to Amsterdam avenue.
One Hundred and Twenty-fifth street, from Hancock place to Columbus avenue.
One Hundred and Twenty-seventh street, from the Boulevard to Riverside Drive.
One Hundred and Thirty-seventh street, from Madison to Fifth avenue.
One Hundred and Thirty-eighth street, from Fifth to Seventh avenue.
One Hundred and Fortieth street, from Amsterdam avenue to Hamilton place.
One Hundred and Forty-third street, from the Boulevard to Twelfth avenue.
One Hundred and Forty-sixth street, from Seventh to Eighth avenue.
One Hundred and Fiftieth street, from Amsterdam avenue to the Boulevard.
One Hundred and Fifty-third street, from Eighth avenue to Macomb's Dam road.
One Hundred and Sixtieth street, from Audubon to Eleventh avenue.
One Hundred and Sixty-fifth street, from Eleventh to Fort Washington avenue.
One Hundred and Sixty-sixth street, from Amsterdam to Edgecombe avenue.
Eleventh avenue, from One Hundred and Fifty-sixth to One Hundred and Sixty-first street.
Convent avenue, from One Hundred and Forty-fifth to One Hundred and Forty-ninth street.
Jansen place, from Wicker place to 300 feet south.
Kingsbridge road, north and south of Ship Canal.
Park avenue, west side, from Ninety-fifth to Ninety-sixth street.
Prescott avenue, from Dyckman street to Bolton road.
St. Nicholas avenue, east side, from One Hundred and Fortieth to One Hundred and Forty-fifth street.

Temporary bridge over Harlem river, at Third avenue.

The following streets in the Twenty-third Ward:

One Hundred and Thirty-second street, from St. Ann's to Willow avenue.
One Hundred and Thirty-third street, from Trinity to Willow avenue.
One Hundred and Thirty-fourth street, from Trinity to Willow avenue.
One Hundred and Thirty-sixth street, from Southern Boulevard to New York, New Haven and Hartford Branch Railroad.
One Hundred and Forty-seventh street, from Southern Boulevard to Austin place.
One Hundred and Fifty-fourth street, from Morris to Vanderbilt avenue.

One Hundred and Sixty-fifth street, from Intervale avenue to Fox street.
Bergen avenue, from One Hundred and Forty-seventh to One Hundred and Fifty-fourth street.
Brook avenue, from One Hundred and Sixty-eighth street north 200 feet.
Cedar place, from Tinton to Forest avenue.
Eagle avenue, from Cedar place to One Hundred and Sixty-third street.
Eagle avenue, from Westchester avenue to 700 feet north.
Fox street, from One Hundred and Sixty-fifth street to 480 feet north.
Freeman street, from Union avenue to Southern Boulevard.
Gerard avenue, from Juliet to One Hundred and Sixty-first street.
Jackson avenue, from One Hundred and Sixty-fifth street north 200 feet.
Lafayette avenue, from Hunt's Point road to 600 feet south.
Leggett avenue, from Prospect avenue to Leggett's lane.
Tinton avenue, from One Hundred and Sixty-third to One Hundred and Sixty-fifth street.
Trinity avenue, from Southern Boulevard to One Hundred and Thirty-second street.
Union avenue, from One Hundred and Fifty-second street to Westchester avenue.
Vanderbilt avenue, west side, from One Hundred and Sixty-second to One Hundred and Sixty-fifth street.

Willow avenue, from One Hundred and Thirty-fifth to One Hundred and Thirty-eighth street.

The following streets in the Twenty-fourth Ward:

Bainbridge avenue, from Travers street to Southern Boulevard.
Clinton avenue, from Tremont avenue to Oakland place.
Decatur avenue, from Cole to Tappen street.
Dorothy place, from Marion avenue east 200 feet.
Franklin avenue, from Tremont avenue to Oakland place.
Garfield street, from Valentine to Anthony avenue.
Hull avenue, from Scott avenue to Jerome Park Railroad.
Hull avenue, from Suburban street north 200 feet.
Kirkside avenue, from Wellesley to Travers street.
Mapes avenue, from Samuel street to 500 feet north.
Nathalie avenue, from Kingsbridge road north 800 feet.
Pond place, from Travers to William street.
Samuel street, from Prospect to Mapes avenue.
Scott avenue, from Webster avenue to 125 feet east.
Tappen street, from Webster to Decatur avenue.
Taylor avenue, from Columbine street to One Hundred and Eighty-sixth street.
Wellesley street, from Kirkside to Creston avenue.
One Hundred and Eighty-first street, from Valentine avenue to 100 feet west.

The total aggregate length of additional streets lighted during the year was 9,888 miles.

The total aggregate length of streets of the city lighted on December 31, 1894, was 559,888 miles.

The total length of bridges was 2,888 miles.

The total length of piers was 3,888 mile.

The total area of parks was 73,888 acres.

The total area of Gansevoort Market Square was 3¼ acres.

On December 10 and 17 last, awards of contracts were made by the Gas Commission for the lighting and maintenance of the public lamps for the year 1895, as follows:

CONTRACTORS.	For gas to and lighting of each lamp per annum.	For each lamp-post straightened.	For each column relined.	For each column refitted.	For each service-pipe refitted.	For each stand-pipe refitted.	For each lamp-post removed.	For each lamp-post reset.	For each new lamp fitted up.
Equitable Gas-light Company.....	\$12 00	\$1 50	\$1 50	\$3 50	\$4 00	\$4 00	\$3 50	\$10 00	\$10 00
Standard Gas-light Company.....	13 04½	1 50	1 50	3 50	5 50	2 50	3 50	10 00	10 00
Consolidated Gas Company.....	17 50	1 50	1 50	3 50	5 50	2 50	3 50	8 00	8 00
Central Gas-light Company.....	24 00	1 50	1 50	3 50	3 50	2 00	3 50	8 00	8 00
Northern Gas-light Company.....	28 00	1 50	1 50	3 00	3 50	2 00	3 50	8 00	8 00
Yonkers Gas-light Company.....	28 00	1 00	1 00	1 00	3 50	2 00	1 50	8 00	8 00
*New York and New Jersey Globe Gas-light Company.....	22 00	....	....	....	....	....	....	....	....

* Naphtha lamps.

FOR ELECTRIC-LIGHTING.

The Brush Electric Illuminating Company.

Sixth avenue, from Fourteenth to Thirty-third street.....	19 lamps.
Seventh avenue, from Fourteenth to Forty-sixth street.....	30 "
Eighth avenue, from Fourteenth to Forty-second street.....	25 "
Twenty-third street, from North river to Broadway.....	23 "
Twenty-ninth street, from First avenue to Broadway.....	11 "
Thirty-fourth street, from Broadway to Eighth avenue.....	5 "
Forty-second street, from North river to Fifth avenue.....	21 "
Bowery, from Park Row to Third avenue.....	29 "
Canal street, from Essex street to Broadway.....	17 "
Elizabeth street, from Canal to Houston street.....	10 "
New Bowery, from Chatham Square to Oak street.....	5 "
North William street, from Park Row to Frankfort street.....	2 "
Park Row, from Ann street to Bowery.....	16 "
South William street, from Broad to Beaver street.....	3 "
Washington Park.....	15 "
Fourth street, from Bowery to Avenue B.....	4 "
Nassau street, from Spruce to Wall street.....	5 "
Sixteenth street, from Fifth to Sixth avenue.....	3 "
Twenty-first street, from Third to Fourth avenue.....	3 "
Twenty-sixth street, from Third to Madison avenue.....	5 "
Thirty-second street, from Fourth to Lexington avenue.....	2 "
Thirty-fifth street, from Madison to Sixth avenue.....	5 "
Lexington avenue, from Thirty-second to Fifty-ninth street.....	25 "
Eleventh avenue, from Twenty-third to Twenty-fourth street.....	1 "
Twenty-fourth street, from Eleventh to Thirteenth avenue.....	2 "

At forty cents per night for each lamp, for..... 293 lamps.

And on—

Broadway, from Fifteenth to Fifty-ninth street.....	46 lamps.
Madison Square Park.....	22 "
Union Square Park.....	12 "
Thirty-fourth street, from Eighth avenue to North river.....	12 "

At forty-five cents per night for each lamp, for..... 92 lamps.

Total..... 385 lamps.

The United States Illuminating Company.

Avenue B, from Houston to Fourteenth street.....	11 lamps.
Broome street, from Mott to Crosby street.....	5 "
Bond street, from Bowery to Broadway.....	3 "
Barclay street, from Broadway to North river.....	7 "
Battery Park.....	29 "
Broadway, from Battery place to Thirteenth street.....	53 "
Broad street, from Pearl to Wall street.....	5 "
Beekman street, from Pearl street to Park Row.....	6 "
Catharine street, from East Broadway to East river.....	8 "
Cortlandt street, from Broadway to North river.....	6 "
Chambers street, from Broadway to North river.....	8 "
City Hall Park.....	17 "
Centre street, from Canal to Broome street.....	3 "
Dey street, from Broadway to West street.....	3 "
Duane street, from Broadway to Elm street.....	1 "
Elm street, from Reade to Pearl street.....	2 "
Exchange place, from Broadway to Hanover street.....	3 "
East Broadway, from Chatham Square to Grand street.....	20 "

Essex street, from Grand to Houston street.....	9 lamps.
Fulton street, from East to North river.....	17 "
Franklin street, from Broadway to West Broadway.....	2 "
Grand street, from Sullivan to East street.....	34 "
Houston street, from Avenue C to Broadway.....	17 "
Hanover street, from Exchange place to Pearl street.....	3 "
Howard street, from Crosby to Mercer street.....	2 "
Liberty street, from Broadway to North river.....	5 "
Maiden Lane, from Broadway to William street.....	4 "
Pearl street, from Old Slip to Fulton street.....	9 "
Second avenue, from Houston to Fourteenth street.....	12 "
Spring street, from Broadway to Greene street.....	1 "
South street, from Whitehall to Catharine street.....	32 "
Sullivan street, from Canal to Grand street.....	1 "
State street, from Pearl street to Bowling Green.....	3 "
Thomas street, from Church to Hudson street.....	2 "
University place, from Waverley place to Fourteenth street.....	6 "
West street, from Battery place to Desbrosses street.....	28 "
Whitehall street, from Bowling Green to South Ferry.....	7 "
Warren street, from Broadway to West street.....	5 "
White street, from Broadway to West Broadway.....	2 "
William street, from Frankfort to Pearl street.....	10 "
Worth street, from Church street to Park Row.....	10 "

At forty cents per night for each lamp for..... 411 lamps.

The Mount Morris Electric-light Company.

Abingdon Park.....	1 lamps.
Thirteenth avenue, from Gansevoort to Bloomfield street.....	3 "
West Third street, from Broadway to South Fifth avenue.....	3 "
One Hundred and Twenty-fifth street, from Lenox to Ninth avenue.....	11 "
Bank street, from Greenwich to Bleecker street.....	1 "
Battery place, from Whitehall to West street.....	3 "
Beaver street, from Broadway to Wall street.....	7 "
Bleecker street, from Bowery to Thirteenth street.....	30 "
Bloomfield street, from West street to Thirteenth avenue.....	1 "
Broome street, from Broadway to Wooster street.....	3 "
Canal street, from Broadway to North river.....	16 "
Centre street, from Chambers to Reade street.....	2 "
Christopher street, from West street to Sixth avenue.....	12 "
Christopher Street Park.....	1 "
Church street, from Chambers to Canal street.....	9 "
Desbrosses street, from West to Greenwich street.....	1 "
Duane street, from Washington to West street.....	1 "
Duane street, from Broadway to Church street.....	1 "
Franklin street, from Washington to West street.....	1 "
Gansevoort Market Square.....	13 "
Gansevoort street, from West street to Thirteenth avenue.....	1 "
Greene street, from Canal to West Fourth street.....	13 "
Greenwich street, from Battery place to Vandam street.....	33 "
Greenwich avenue, from Horatio street to Eighth avenue.....	1 "
Horatio street, from Greenwich to Eighth avenue.....	1 "
Houston street, from Broadway to Greenwich street.....	13 "
Jackson Park.....	1 "
John street, from Broadway to Pearl street.....	7 "
Leonard street, from Broadway to Hudson street.....	4 "
Liberty street, from Broadway to William street.....	4 "
Lenox avenue, from One Hundred and Tenth to One Hundred and Thirty-sixth street.....	26 "
Macdougall street, from Vandam to Houston street.....	3 "
Morton street, from Greenwich to West street.....	3 "
Murray street, from Broadway to West street.....	6 "
Park place, from Broadway to West street.....	6 "
Pearl street, from Broadway to Elm street.....	1 "
Pearl street, from Whitehall to William street.....	4 "
Reade street, from Broadway to Centre street.....	2 "
Reade street, from Hudson to Church street.....	2 "
Reade street, from Washington to West street.....	1 "
South Fifth avenue, from Canal to West Fourth street.....	15 "
Spruce street, from Nassau to William street.....	1 "
Vandam street, from Greenwich to Macdougall street.....	5 "
Vesey street, from Broadway to West street.....	4 "
Walker street, from Broadway to West Broadway.....	2 "
Washington street, from Liberty to Canal street.....	18 "
West street, from Desbrosses to West Eleventh street.....	22 "
West Broadway, from Chambers to Canal street.....	10 "
West Washington Market.....	12 "
Wooster street, from Broome to Spring street.....	3 "

At forty cents per night for each lamp for..... 344 lamps.

The Madison Square Light Company.

Avenue A, from Houston to Twenty-fourth street.....	21 lamps.
Astor place, from Broadway to Third avenue.....	2 "
First avenue, from First to Twenty-eighth street.....	26 "
Third avenue, from Fifth to Fifty-eighth street.....	50 "
Fourth avenue, from Bowery to Eighth street.....	3 "
Fourth avenue, from Fourteenth to Forty-second street.....	26 "
Eighth street, from Sixth to Fourth avenue.....	9 "
Tenth street, from Second avenue to East river.....	15 "
Fourteenth street, from Eighth avenue to East river.....	31 "
Twenty-third street, from Madison avenue to East river.....	17 "
Thirty-fourth street, from Broadway to East river.....	20 "
Forty-second street, from Fifth avenue to East river.....	17 "
Irving place, from Fourteenth to Twentieth street.....	6 "
Bryant Park.....	11 "
Stuyvesant Park.....	16 "
Stuyvesant street, from Eighth to Tenth street.....	3 "
Tompkins Park.....	16 "

At forty cents per night for each lamp for..... 289 lamps.

And on—	
Fourteenth street, from Eighth avenue to North river, at fifty cents per night for each lamp, for.....	10 "
Total.....	299 lamps.

The Harlem Lighting Company of the City of New York.

Third avenue, from Fifty-ninth street to Harlem Bridge.....	75 lamps.
Sixth avenue, from Thirty-fourth to Fifty-ninth street.....	23 "
Seventh avenue, from Forty-sixth to Fifty-ninth street.....	13 "
Eighth avenue, from Forty-second to Fifty-ninth street.....	16 "
Twenty-seventh street, from Madison to Sixth avenue.....	4 "
Twenty-eighth street, from Broadway to Sixth avenue.....	1 "
Fifty-ninth street, from First avenue to Broadway.....	21 "
Eighty-sixth street, from Third avenue to East river.....	9 "
One Hundred and Twenty-fifth street, from Lenox avenue to East river.....	18 "
East River Park.....	30 lamps.

At forty cents per night, for..... 210 lamps.

Mount Morris Park, at fifty cents per night for each lamp, for.....	19 "
Total.....	229 lamps.

The Manhattan Electric-light Company (Limited) of the City of New York.

First avenue, from Forty-second to One Hundred and Twenty-fifth street.....	80 lamps.
Second avenue, from Forty-second to Eighty-sixth street.....	42 "
Nineteenth street, from Broadway to Sixth avenue.....	4 "

Twenty-second street, from Broadway to Fourth avenue.....	2 lamps.
Twenty-fourth street, from Broadway to Sixth avenue.....	2 "
Twenty-fifth street, from Broadway to Sixth avenue.....	2 "
Twenty-sixth street, from Fifth to Sixth avenue.....	3 "
Thirty-eighth street, from Broadway to Seventh avenue.....	1 "
Fifty-seventh street, from Fourth to Sixth avenue.....	6 "
Fifty-eighth street, from Madison to Sixth avenue.....	4 "
Madison avenue, from Forty-first to Fifty-ninth street.....	17 "

At forty cents per night for each lamp, for..... 163 lamps.

The Edison Electric Illuminating Company of New York.

Fifth avenue, from Waverley place to Seventy-ninth street, at fifty cents per night for the lamps on each lamp-post, 126 lamp-posts, each containing two lamps.

The North River Electric-light and Power Company.

Third avenue, from Harlem Bridge to Pelham avenue.....	92 lamps.
One Hundred and Thirty-fourth street, from Lincoln avenue to Southern Boulevard.....	6 "
One Hundred and Thirty-fifth street, from Third avenue to Southern Boulevard.....	6 "
One Hundred and Thirty-sixth street, from Third avenue to Southern Boulevard.....	9 "
One Hundred and Thirty-seventh street, from Third avenue to Southern Boulevard.....	10 "
One Hundred and Thirty-eighth street, from Madison Avenue Bridge to Southern Boulevard.....	16 "
One Hundred and Thirty-ninth street, from Third to St. Ann's avenue.....	6 "
One Hundred and Fortieth street, from Third to Brook avenue.....	4 "
One Hundred and Forty-first street, from Morris avenue to Southern Boulevard.....	10 "
One Hundred and Forty-second street, from Alexander to Bank avenue.....	4 "
One Hundred and Forty-third street, from Alexander to St. Ann's avenue.....	6 "
One Hundred and Forty-fourth street, from St. Ann's to Mott avenue.....	10 "
One Hundred and Forty-fifth street, from Third to St. Ann's avenue.....	5 "
One Hundred and Forty-sixth street, from Third to St. Ann's avenue.....	3 "
One Hundred and Forty-seventh street, from Third to St. Ann's avenue.....	3 "
One Hundred and Forty-eighth street, from Willis to St. Ann's avenue.....	3 "
One Hundred and Forty-ninth street, from Mott avenue to Southern Boulevard.....	17 "
One Hundred and Fiftieth street, from Third to Morris avenue.....	3 "
One Hundred and Fiftieth street and Walton avenue.....	1 "
One Hundred and Fifty-first street, from Third to Morris avenue.....	3 "
One Hundred and Fifty-second street, from Third to Morris avenue.....	3 "
One Hundred and Fifty-third street, from Morris to Cauldwell avenue.....	7 "
One Hundred and Sixty-first street, from Union to Jerome avenue.....	24 "
One Hundred and Sixty-fifth street, from Boston road to Stebbins avenue.....	7 "
One Hundred and Sixty-sixth street, from Boston road to Union avenue.....	5 "
Alexander avenue, from Southern Boulevard to One Hundred and Forty-second street.....	10 "
Anderson avenue, from Orchard to Birch street.....	1 "
Bailey avenue, from Kingsbridge road to Boston avenue.....	5 "
Bathgate avenue, from Kingsbridge road to One Hundred and Seventy-second street.....	22 "
Birch street, from Jerome to Anderson avenue.....	3 "
Boston road, from Third avenue to Bronx river.....	28 "
Boston avenue, from Bailey to Sedgwick avenue.....	6 "
Brook avenue, from Southern Boulevard to One Hundred and Sixty-third street.....	18 "
Claremont avenue, from Highbridge street to Devoe street.....	2 "
Courtlandt avenue, from Third avenue to One Hundred and Sixty-first street.....	16 "
Depot place, from Sedgwick avenue to Harlem river.....	1 "
Elton avenue, from Third avenue to One Hundred and Sixty-second street.....	8 "
Featherbed lane, from Aqueduct avenue to Macomb's Dam road.....	6 "
Franklin avenue, from Third avenue to One Hundred and Seventy-fifth street.....	24 "
Highbridge street, from Orchard to Devoe street.....	6 "
Jerome avenue, from Harlem river to Fordham Landing road.....	44 "
Kingsbridge road, from Third to Bailey avenue.....	20 "
Lane avenue, from Southern Boulevard to Tiffany street.....	5 "
Lincoln avenue, from Harlem river to One Hundred and Thirty-eighth street.....	7 "
Lind avenue, from Sedgwick avenue to Wolf street.....	5 "
Macomb's Dam road, from Jerome avenue to Featherbed lane.....	9 "
Madison Avenue Bridge, easterly end.....	2 "
Marcher avenue, from Orchard to Devoe street.....	3 "
Melrose avenue, from Third avenue to One Hundred and Sixty-third street.....	11 "
Morris avenue, from One Hundred and Thirty-ninth to One Hundred and Sixty-fourth street.....	22 "
Mott avenue, from One Hundred and Thirty-eighth to One Hundred and Fifty-first street.....	9 "
Ogden avenue, from Jerome avenue to Orchard street.....	10 "
Orchard street, from Ogden to Anderson avenue.....	3 "
Rider avenue, from One Hundred and Thirty-eighth to One Hundred and Forty-fourth street.....	5 "
Riverdale avenue, from Bailey avenue to Spuyten Duyvil road.....	8 "
Sedgwick avenue, from Jerome avenue to Washington Bridge.....	19 "
Southern Boulevard, from Third to Washington avenue.....	40 "
St. Ann's avenue, from Southern Boulevard to One Hundred and Sixty-first street.....	23 "
Undercliff avenue, from High Bridge to Washington Bridge.....	4 "
Vanderbilt avenue, from One Hundred and Fifty-sixth to One Hundred and Sixty-first street.....	5 "
Vanderbilt avenue, from One Hundred and Sixty-fifth to One Hundred and Eightieth street.....	35 "
Walton avenue, from One Hundred and Forty-ninth to One Hundred and Fiftieth street.....	3 "
Washington avenue, from Third avenue to Kingsbridge road.....	43 "
Webster avenue, from One Hundred and Sixty-fifth to One Hundred and Seventy-ninth street.....	28 "
Westchester avenue, from Third avenue to Bronx river.....	28 "
Willis avenue, from Southern Boulevard to Third avenue.....	15 "
Wolf street, from Sedgwick to Ogden avenue.....	2 "

At forty-five cents per night for each lamp for..... 827 lamps.

In addition to the foregoing, an award of contract has been made by yourself to the Equitable Gas-light Company, for furnishing illuminating gas of not less than thirty candle power, for the year 1895, to such of the public buildings under your charge as are situated on the lines of the gas-mains of said company, at the rate of one dollar and twenty-five cents per 1,000 cubic feet: also one to the Consolidated Gas Company, for furnishing gas of not less than twenty candle power, at the rate of one dollar and twenty-five cents per 1,000 cubic feet, and one to the East River Gas Company, for gas of not less than thirty candle power, for four of the public buildings.

The following statement will show the average amount of impurities found in the gases of such of the companies as have gas-mains on the lines of our photometric stations, as determined by the analyses of Dr. E. G. Love, our Gas Examiner, in the laboratories of this Bureau:

OF WHAT COMPANY.	SULPHUR. (Grains in 100 Cubic Feet.)				AMMONIA. (Grains in 100 Cubic Feet.)				SULPHURETTED HYDROGEN.
	First Quarter.	Second Quarter.	Third Quarter.	Fourth Quarter.	First Quarter.	Second Quarter.	Third Quarter.	Fourth Quarter.	
Consolidated Gas Company, Twenty-first Street Station.....	3.88	4.08	4.38	5.80	2.56	1.10	2.62	1.78	Traces.
Consolidated Gas Company, Fourteenth and Eighteenth Street Station.....	7.22	10.14	4.98	6.10	5.43	3.66	3.03	2.40	
Consolidated Gas Company, Forty-fourth Street Station.....	6.59	5.02	6.23	5.96	0.49	0.40	0.42	0.38	
Consolidated Gas Company, Forty-second Street Station.....	7.75	8.16	5.72	6.60	5.35	4.28	3.89	3.44	
Consolidated Gas Company, Ninety-ninth Street Station.....	3.83	4.82	3.07	4.90	1.05	0.84	0.74	0.60	Traces.
New York Mutual Gas-light Company.....	6.74	7.34	5.70	6.06	0.09	0.12	0.27	0.40	Present
Equitable Gas-light Company.....	6.45	6.60	5.83	5.84	0.08	0.07	0.18	0.32	
Standard Gas-light Company.....	7.94	6.94	9.32	8.86	0.18	0.28	0.15	0.22	Traces.

The following shows the specific gravity of the gases :

OF WHAT COMPANY.	FIRST QUARTER.	SECOND QUARTER.	THIRD QUARTER.	FOURTH QUARTER.
Consolidated Gas Company, Twenty-first Street Station.....	.606	.612	.620	.641
Consolidated Gas Company, Fourteenth and Eighteenth Streets } Stations.....	.490	.500	.578	.532
Consolidated Gas Company, Forty-fourth Street Station.....	.650	.648	.670	.664
Consolidated Gas Company, Forty-second Street Station.....	.510	.520	.566	.565
Consolidated Gas Company, Ninety-ninth Street Station.....	.605	.640	.634	.580
New York Mutual Gas-light Company.....	.710	.705	.690	.670
Equitable Gas-light Company.....	.698	.705	.702	.687
Standard Gas-light Company.....	.639	.666	.653	.657

The gases manufactured by the several companies are of the following kinds :

Consolidated Gas Company, Twenty-first Street Station, water-gas, "Tessie du Motay" process and improved "Lowe" process.
Consolidated Gas Company, Fourteenth and Eighteenth Streets Stations, coal-gas.
Consolidated Gas Company, Twenty-fourth Street Station, water-gas, "Tessie du Motay" process.
Consolidated Gas Company, Forty-second Street Station, coal-gas.
Consolidated Gas Company, Ninety-ninth Street Station, water-gas, "Tessie du Motay" process.
New York Mutual Gas-light Company, water gas, "Wilkinson's" process.
Equitable Gas-light Company, water-gas, "Jerzmanowski" process.
Standard Gas-light Company, water-gas, "Flannery" process.
Central Gas-light Company, coal-gas and water-gas, "Lowe" process.
Northern Gas-light Company, coal-gas and water-gas, "Wilkinson's" process.
Yonkers Gas-light Company, water-gas, improved "Lowe" process.
East River Gas-Company, water-gas, improved "Lowe" process.

The following statement will show the average maximum and minimum pressure on the mains of each of the gas companies as connect with our photometric stations, as recorded on the pressure registers during the year, the average being made for the time during which the public lamps are required to be kept lighted :

OF WHAT COMPANY.	AVERAGE MAXIMUM PRESSURE.				AVERAGE MINIMUM PRESSURE.			
	First Quarter.	Second Quarter.	Third Quarter.	Fourth Quarter.	First Quarter.	Second Quarter.	Third Quarter.	Fourth Quarter.
	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.
Consolidated Gas Company, Twenty-first Street Station.....	2.37	2.11	2.16	2.36	2.16	1.99	2.06	2.13
Consolidated Gas Company, Fourteenth Street Station.....	4.28	4.11	3.20	3.36	2.14	2.23	2.23	2.09
Consolidated Gas Company, Forty-fourth Street Station.....	4.20	4.03	3.93	3.96	2.21	2.29	2.25	1.91
Consolidated Gas Company, Forty-second Street Station.....	3.03	2.77	2.75	2.74	1.39	1.39	1.34	1.29
Consolidated Gas Company, Ninety-ninth Street Station.....	3.03	2.97	2.92	2.86	1.75	1.66	1.75	1.73
New York Mutual Gas-light Company.....	4.10	3.77	3.76	4.30	2.95	2.87	2.89	2.95
Equitable Gas-light Company.....	3.89	3.75	3.58	3.75	1.79	1.93	2.04	1.54
Standard Gas-light Company.....	2.08	2.11	2.03	2.01	1.84	1.89	1.90	1.96

All the contracts awarded for the year 1895 have been prepared and are ready for execution.

All the contracts with the several gas and electric-light companies for lighting the streets, etc., for the year 1894, have been completed and final vouchers passed. Contracts have also been completed and final payments made with the Bartlett Lamp Manufacturing Company, for 1,950 street-lamps at \$1.91 $\frac{3}{4}$ each; for M. J. Drummond, for 800 cast-iron lamp-posts (average 350 pounds each) at .01 $\frac{4}{10}$ cents per pound; for John Early, for 100 boulevard lamps, at \$4.60 each, and 1,500 globes at \$1.89 each; and the E. P. Gleason Manufacturing Company, for 8,000 glass street signs at 14 $\frac{1}{2}$ cents each.

TRANSPARENCIES.

My attention has several times been called during the year to the large number of transparencies and advertising signs which had been placed on the city lamp-posts, and on investigation it was found that transparencies and signs for advertising purpose, of various kinds, have been placed upon the lamp-posts in violation of law, the transparencies and signs being used for the advertising of athletic exhibitions, balls, excursions, schools, churches, etc., and they were generally placed on corner lamp-posts at the most prominent locations.

No permits have been issued from this Bureau for the placing of these articles upon the public lamp-posts, with the exception of temporary permits for two weeks to church societies, and these are given under the authority of a resolution of the Common Council, approved March 18, 1884. That these transparencies are a public nuisance is beyond question.

By their use the light of the lamp is obstructed and the public are thereby deprived of the light to which they are entitled and for which the City is paying. When on the lamp-posts the lanterns cannot be cleaned by the gas companies, as required by the contracts, and the street signs are covered; they are very unsightly, and hence detract from the decent appearance of our thoroughfares, and they are the cause of frequent complaints.

I am of the opinion that the placing of these articles on the public lamp-posts, for any purpose whatsoever, should be entirely prohibited, and then prevented by the police. It seems to me that all well-meaning citizens of our city should take pride in the good appearance of our streets, and hence should not take exceptions, if the use of these unsightly transparencies is strictly prohibited.

BROKEN GLASS.

Considerable annoyance has been caused during the past year in consequence of the continued breakage of the glass in the public lamps; 119,977 lights of glass and 1,600 Boulevard lamp-globes having been broken during the year. Numerous instances have occurred where lanterns have been reglazed by the lamp-lighter during the morning hours and then the same lamps found broken at lighting time. Of course, under such circumstances, the gas-lamps will not remain lighted when high winds prevail, and consequently complaints are received because the lamps are extinguished. This office has no means to remedy the matter, and these breakages can only be prevented by greater vigilance on the part of the Police.

In November last a letter was received by you from the Architect of the New Criminal Court-house, requesting that connections be made between the electric-wiring of the building and the underground conductors of the Edison Electric Illuminating Company, in order that the electric current might be supplied to the lamps in the Court-house. This communication was referred to me, and on examination I found that there are in this building 2,555 incandescent electric lamps, and 2,581 gas burners. I found also that there are a number of City Departments now located there, whose offices this Bureau has never before been called upon to supply with artificial light. These are the Health Department, Street Cleaning Department, Board of Excise and Board of Coroners; said departments having hitherto paid their gas bills out of their own appropriations; hence, it will be readily seen that the expenditures of this bureau will be necessarily increased by the payments for the lighting of this building. In this connection I might say that the consumption of illuminating gas in all the public buildings of this City appears to be annually on the increase, and this is especially the case in the armories of the National Guard. Previous to the year 1878, the cost of the gas consumed in the armories was paid for by the military organizations out of their regimental funds, and hence there was an incentive on the part of the organizations to exercise economy in the use of the gas. In 1878 a law was enacted by the State Legislature which provided that the armories should be lighted at the expense of the county in which the same may be located. Since the passage of this law the consumption of gas in the armories has greatly increased, and I think that much of the increase might be prevented if proper care and economy was exercised.

Of course the large armory buildings which have been erected by the City during the past ten years, and the entertainments held therein during the winter months, necessitates a greater demand for the use of gas-light. In regard to the Seventh Regiment, I would say that this command keeps a record of the amount of gas consumed during the year on occasions not strictly within the military code, and then, at the close of the year, a statement of the amount consumed is furnished

this office, and this amount is deducted from the bill of the gas company, and a check is sent by the regimental treasurer to the company in payment of the same.

The New York Mutual Gas-light Company, which commenced lighting public lamps in 1874, and which in 1877 lighted 3,500 lamps, ceased on January 1, 1894, to light any of our public lamps. The number of lamps had been so reduced from year to year in consequence of electric lighting and by transfers to the Equitable Gas Company, that in December, 1893, the number of lamps lighted amounted to 96 only, and these were on various streets some distance apart. The company, therefore, in December, 1893, declined to submit a bid, and the 96 lamps were transferred to the Consolidated Gas Company.

In December last year the Gas Commission decided to light the streets of Woodlawn Heights by gas and included the same in the award made to the Yonkers Gas-light Company. This section of the city has been lighted by naphtha lamps since 1885, by the New York and New Jersey Globe Gas-light Company, inasmuch as there were no gas mains in that vicinity, but the Yonkers Company agreed to extend their mains to that section of the city and included the same in its bid.

At the request of the Department of Public Parks the Gas Commission decided to light 200 naphtha lamps in Central Park and awarded the same to the New York and New Jersey Globe Gas-light Company at \$22 each per year.

The Fire Department has now in use five hundred and fifty city lamp-posts as combination fire alarm signal lamp-posts, the columns of the posts having been altered by the Fire Department for such purpose. Very many of these lamp-posts are situated on streets lighted by electric lights on which the lighting of gas lamps had been dispensed with, but the Fire Department requested that the lamps should be relighted in order that the locations of the signal-boxes might be plainly discernible at night and hence we are now lighting these gas lamps on electric-lighted streets for Fire Department purposes only.

Yours, respectfully,

S. McCORMICK, Superintendent of Lamps and Gas.

EXHIBIT "A."

Statement Showing the Amount on Vouchers Drawn for Gas to the Various Public Markets, Offices, etc., and for Fitting-up, Repairing, Lighting, etc., the Public Lamps for the First, Second, Third and Fourth Quarters of the Year 1894, with the Totals for the whole Year.

	FIRST QUARTER ENDING MAR. 31.	SECOND QUARTER ENDING JUNE 30.	THIRD QUARTER ENDING SEPT. 30.	FOURTH QUARTER ENDING DEC. 31.	TOTAL.
Washington Market.....	\$1,153 86	\$886 11	\$877 87	\$1,119 50	\$4,037 34
Catharine Country Market.....	49 51	35 76	36 12	49 49	170 88
Catharine Meat Market.....	28 13	21 75	22 01	31 37	103 26
Fulton Meat Market.....	359 87	270 25	227 62	358 26	1,216 00
Fulton Country Market.....	555 50	408 37	303 75	446 25	1,713 87
Essex Market.....	33 00	25 75	17 50	19 25	95 50
Centre Market.....	164 67	134 12	119 12	122 25	540 36
Clinton Market.....	277 00	212 25	193 50	260 99	943 74
Union Market.....	34 62	21 26	15 63	32 63	104 14
Tompkins Market.....	224 25	203 00	174 50	255 50	857 25
Jefferson Market.....	169 00	89 00	56 75	210 25	525 00
First District Police Court.....	358 01	326 88	267 99	357 87	1,310 75
Second District Police Court.....	113 00	61 50	2 50	80 25	257 25
Third District Police Court.....	85 25	66 00	40 50	89 00	280 75
Fourth District Police Court.....	138 50	115 25	85 25	137 50	476 50
First District Civil Court.....	24 64	12 24	1 50	14 13	52 51
Second District Civil Court.....	8 99	7 38	6 63	9 87	32 87
Harlem Court-house.....	211 87	147 00	80 50	193 51	632 88
Fourth District Civil Court.....	15 25	10 25	7 50	11 50	44 50
Fifth District Civil Court.....	41 75	32 75	18 75	40 00	133 25
Sixth District Civil Court.....	13 25	12 50	9 00	13 50	48 25
Eighth District Civil Court.....	16 00	5 00	.....	.....	21 00
Court of Special Sessions.....	56 62	42 63	29 62	51 75	180 62
Brown-stone (Court-room) Building.....	387 37	270 62	96 13	143 49	897 61
New Court-house.....	2,450 13	2,277 62	1,520 75	2,139 50	8,388 00
City Hall.....	441 87	326 64	467 12	613 13	1,848 76
Corporation Counsel's Office.....	54 88	11 24	5 25	15 75	87 12
Criminal Court-house.....	291 76	400 99	540 51	1,299 00	2,532 26
Corporation Attorney's Office.....	76 62	56 26	22 75	57 75	213 38
Public Administrator's Office.....	37 51	30 49	28 50	33 51	130 01
Board of Assessors' Office.....	11 75	10 63	8 88	14 76	46 02
Department of Public Works.....	445 75	309 25	216 00	354 25	1,325 25
City Record Book Bindery.....	6 88	4 76	2 50	5 12	19 26
Register's Office.....	137 74	97 99	62 74	107 49	405 96
County Jail.....	360 25	318 25	288 25	383 50	1,350 25
Pipe Yard, Rivington street.....	5 12	4 37	3 50	6 00	18 99
Pipe Yard, East Twenty-fourth street.....	14 25	8 00	8 75	24 25	55 25
Water Purveyor's Shop, No. 186 Mulberry street.....	1 38	62	63	2 50	5 13
Water Purveyor's Shop, No. 134 West Thirtieth street.....	8 50	9 75	8 50	17 25	44 00
Water Purveyor's Shop, East Eighty-seventh street.....	10 50	7 75	6 00	12 62	36 87
Water Purveyor's Shop, No. 3366 Third avenue.....	9 00	5 88	5 75	13 88	34 51
South Gate-house, Central Park.....	62 26	43 62	30 14	52 25	188 27
Engine-house, High Bridge.....	140 62	117 87	111 25	137 13	506 87
Engine-house, West Ninety-eighth street.....	502 75	517 25	527 00	512 50	2,059 50
Clock-tower, Third District Court-house.....	283 00	304 50	272 00	267 25	1,126 75
New York Civil Service Board.....	12 86	2 38	.....	.....	15 24
Bureau of Streets and Roads, West One Hundred and Twenty-third street.....	8 12	3 26	25	5 50	17 13
Bureau of Incumbrances, East Sixteenth street.....	51 63	5 25	4 37	25 63	86 88
Dog Pound, East One Hundred and Second street.....	10 25	.....	.....	.....	10 25
Photometrical Rooms, Bowery and Grand street.....	24 37	14 25	6 00	17 25	61 87
Photometrical Rooms, No. 231 East Seventy-ninth street.....	12 25	9 63	13 63	14 88	50 39
Chief Engineer Croton Aqueduct.....	19 20	16 00	10 56	21 28	67 04
Seventh Regiment Armory.....	1,683 50	943 25	283 25	1,549 65	4,459 65
Eighth Regiment Armory.....	1,318 74	1,053 25	443 25	898 00	3,713 24
Ninth Regiment Armory.....	409 75	392 75	171 50	420 00	1,394 00
Twelfth Regiment Armory.....	481 50	394 50	110 50	507 00	1,493 50

	FIRST QUARTER ENDING MAR. 31.	SECOND QUARTER ENDING JUNE 30.	THIRD QUARTER ENDING SEPT. 30.	FOURTH QUARTER ENDING DEC. 31.	TOTAL.
Twenty-second Regiment Armory.....	\$1,495 50	\$1,020 00	\$395 50	\$1,377 50	\$4,288 50
Sixty-ninth Regiment Armory.....	249 25	239 50	114 00	256 25	859 00
Seventy-first Regiment Armory.....	364 64	452 25	761 00	2,259 50	3,837 39
Troop "A" Armory.....	169 25	165 75	78 00	6 50	419 50
First Battery Armory.....	148 75	109 50	82 00	140 50	480 75
Second Battery Armory.....	28 50	2 25	.....	.....	30 75
Commissioner of Street Improvements, Twenty-third and Twenty-fourth Wards..}	156 00	108 50	51 50	170 00	486 00
Department of Buildings.....	15 75	5 50	2 00	18 50	41 75
Corporation Yard, West Fifty-sixth street.....	5 50	3 50	1 25	5 37	15 62
Lighting Armory, ship "New Hampshire".....	14 14	468 93	96 25	298 54	877 86
Public Bath, Battery.....	.....	75	23 00	9 50	33 25
Public Bath, Grand street, East river.....	.....	1 38	32 62	8 25	42 25
Public Bath, Duane street.....	.....	.....	21 75	6 75	28 50
Public Bath, East Fifth street.....	.....	.....	22 63	9 38	32 01
Public Bath, Market street.....	.....	62	18 38	8 50	27 50
Public Bath, East Eighteenth street.....	.....	1 50	19 00	5 50	26 00
Public Bath, Horatio street.....	.....	50	19 12	9 75	29 37
Public Bath, East Twenty-eighth street.....	.....	.....	32 50	9 37	41 87
Public Bath, West Fiftieth street.....	.....	.....	20 87	7 37	28 24
Public Bath, East Fifty-first street.....	.....	.....	22 00	8 25	30 25
Public Bath, East One Hundred and Twelfth street.....	.....	.....	24 37	9 50	33 87
Public Bath, East One Hundred and Thirty- eighth street.....	.....	.....	10 13	.....	10 13
Lighting public markets (pay-roll).....	814 50	789 00	786 00	786 00	3,175 50
Cleaner of Photometric rooms (pay-roll).....	15 00	15 00	15 00	15 00	60 00
Gas examinations.....	463 00	459 00	459 00	465 50	1,846 50
Cartages.....	532 00	539 00	532 00	532 00	2,135 00
Rent of Photometric rooms, Bowery and Grand street.....	150 00	150 00	150 00	150 00	600 00
Rent of Photometric rooms, No. 231 East Seventy-ninth street.....	90 00	90 00	90 00	90 00	360 00
New lamp-posts.....	.....	2,045 78	827 58	2,296 71	5,170 07
New street-lamps.....	18 75	1,027 88	941 59	2,457 16	4,445 38
New Boulevard lamps.....	.....	850 50	1,519 65	1,858 60	4,228 75
New crossheads.....	.....	.....	98 00	89 60	187 60
New lamp irons.....	.....	167 00	250 50	308 38	725 88
New lamp-brackets.....	98 35	.....	.....	19 25	117 60
New street signs.....	.....	.....	.....	1,160 00	1,160 00
Lettering Boulevard globes.....	.....	90 00	.....	180 00	270 00
Glass.....	.....	.....	.....	125 00	125 00
Repairing street-lamps.....	.....	.....	118 00	49 22	167 22
New metal street signs.....	.....	288 00	192 00	384 00	864 00
New metal street signs, Twenty-third and Twenty-fourth Wards.....	.....	.....	363 20	363 20	363 20
Repairing candelabra, Broadway and Twenty- third street.....	.....	33 00	.....	.....	33 00
Supplies.....	.....	18 45	.....	9 11	27 56
Supplies for Photometric station.....	.....	86 38	.....	240 76	327 14
Paint.....	.....	.....	.....	9 81	9 81
Wedges.....	.....	.....	.....	15 00	15 00
Atlas.....	.....	.....	.....	100 50	100 50
Traveling expenses.....	.....	.....	.....	133 80	133 80
Lighting public lamps.....	54,439 76	81,478 82	81,057 28	108,500 38	325,476 24
Lighting public lamps, Twenty-third and Twenty-fourth Wards.....	18,154 97	27,266 47	26,142 92	35,440 56	107,004 92
Fitting up new lamps.....	104 00	726 00	698 00	1,328 00	2,856 00
Fitting up new lamps, Twenty-third and Twenty-fourth Wards.....	16 00	112 00	200 00	2,000 00	2,328 00
Repairing, etc., lamp-posts.....	1,085 50	5,897 00	4,013 00	2,603 50	13,599 00
Repairing, etc., lamp-posts, Twenty-third and Twenty-fourth Wards.....	133 50	537 50	759 00	1,224 00	2,654 00
Lighting electric lamps.....	62,826 25	43,697 40	67,730 40	90,193 85	264,447 90
Lighting electric lamps, Twenty-third and Twenty-fourth Wards.....	28,393 20	19,377 90	31,968 00	43,105 05	122,844 15
Lighting naphtha lamps.....	557 34	838 14	869 01	1,158 68	3,423 17
Lighting incandescent lamps, dome of City Hall..	94 84	64 04	4 65	101 15	264 68
Lighting incandescent lamps, Department of Public Works.....	3 71	.....	.....	185 54	189 25
Total.....	\$184,542 75	\$200,340 56	\$229,139 77	\$315,880 78	\$929,903 86

RECAPITULATION.

	FIRST QUARTER ENDING MARCH 31.	SECOND QUARTER ENDING JUNE 30.	THIRD QUARTER ENDING SEPT. 30.	FOURTH QUARTER ENDING DEC. 31.	TOTAL.
Gas to public offices.....	\$16,552 08	\$13,696 30	\$9,718 19	\$18,201 47	\$58,168 04
Supplies to public lamps, etc.....	2,181 60	6,648 99	5,979 32	11,838 60	26,648 51
Fitting up new lamps.....	104 00	726 00	698 00	1,328 00	2,856 00
Fitting up new lamps, Twenty-third and Twenty-fourth Wards.....	16 00	112 00	200 00	2,000 00	2,328 00
Resetting and repairing lamp-posts.....	1,085 50	5,897 00	4,013 00	2,603 50	13,599 00
Repairing, etc., lamp-posts, Twenty-third and Twenty-fourth Wards.....	133 50	537 50	759 00	1,224 00	2,654 00
Lighting public gas lamps.....	54,439 76	81,478 82	81,057 28	108,500 38	325,476 24
Lighting public lamps, Twenty-third and Twenty-fourth Wards.....	18,154 97	27,266 47	26,142 92	35,440 56	107,004 92
Lighting public electric lamps.....	62,826 25	43,697 40	67,730 40	90,193 85	264,447 90
Lighting public electric lamps, Twenty-third and Twenty-fourth Wards.....	28,393 20	19,377 90	31,968 00	43,105 05	122,844 15
Lighting public naphtha lamps.....	557 34	838 14	869 01	1,158 68	3,423 17
Lighting incandescent lamps.....	98 55	64 04	4 65	286 69	453 93
Total.....	\$184,542 75	\$200,340 56	\$229,139 77	\$315,880 78	\$929,903 86

EXHIBIT "B."

Summary of the Appropriation for "Lamps and Gas and Electric Lighting," for the Year 1894, showing the Amounts of Vouchers drawn during each of the four Quarters of the year, with the Balance standing to the credit of the Appropriation.

Amount of the appropriation for "Lamps and Gas and Electric Lighting" for the year 1894.....	\$930,000 00
Amount of vouchers drawn in first quarter.....	\$184,542 75
Amount of vouchers drawn in second quarter.....	200,340 56
Amount of vouchers drawn in third quarter.....	229,139 77
Amount of vouchers drawn in fourth quarter.....	315,880 78

Total amount of vouchers drawn during the year..... 929,903 86

Surplus balance..... \$96 14

EXHIBIT "C."

Summary of the Appropriation for "Lamps and Gas and Electric Lighting—Salaries" for the Year ending 1894, showing the Amounts of Vouchers drawn during each of the four Quarters of the year, with the Balance standing to the credit of the Appropriation.

Amount of appropriation for "Lamps and Gas and Electric Lighting—Salaries" for the year 1894.....	\$6,500 00
Amount of vouchers drawn in first quarter.....	\$1,619 57
Amount of vouchers drawn in second quarter.....	1,624 95
Amount of vouchers drawn in third quarter.....	1,624 95
Amount of vouchers drawn in fourth quarter.....	1,624 95

Total expenditure for the year..... 6,494 42

Surplus balance..... \$5 58

EXHIBIT "D."

Summary of the "Lamp Account," Showing the Number of New Lamps Lighted, Old Lamps Relighted and Lamps Discontinued by each Gas and Electric-light Company during the Quarter ending December 31, 1894.

CONSOLIDATED GAS COMPANY, BRANCH 1.			
Number of lamps lighted September 30, 1894.....	2,260		
Number of new lamps lighted during the quarter.....	10		
Number of old lamps relighted during the quarter.....	6	2,276	
Less lamps discontinued during the quarter.....	.....	5	
Number of lamps lighted December 31, 1894.....	.....	.....	2,271
CONSOLIDATED GAS COMPANY, BRANCH 2.			
Number of lamps lighted September 30, 1894.....	1,233		
Number of new lamps lighted during the quarter.....	3		
Number of old lamps relighted during the quarter.....	0	1,236	
Less lamps discontinued during the quarter.....	.....	3	
Number of lamps lighted December 31, 1894.....	.....	.....	1,233
CONSOLIDATED GAS COMPANY, BRANCH 3.			
Number of lamps lighted September 30, 1894.....	1,395		
Number of new lamps lighted during the quarter.....	0		
Number of old lamps relighted during the quarter.....	4	1,399	
Less lamps discontinued during the quarter.....	.....	0	
Number of lamps lighted December 31, 1894.....	.....	.....	1,399
CONSOLIDATED GAS COMPANY, BRANCH 4.			
Number of lamps lighted September 30, 1894.....	3,345		
Number of new lamps lighted during the quarter.....	20		
Number of old lamps relighted during the quarter.....	5	3,370	
Less lamps discontinued during the quarter.....	.....	9	
Number of lamps lighted December 31, 1894.....	.....	.....	3,361
CONSOLIDATED GAS COMPANY, BRANCH 6.			
Number of lamps lighted September 30, 1894.....	5,697		
Number of new lamps lighted during the quarter.....	85		
Number of old lamps relighted during the quarter.....	18	5,800	
Less lamps discontinued during the quarter.....	.....	22	
Number of lamps lighted December 31, 1894.....	.....	.....	5,778
Total number of lamps lighted by Consolidated Gas Company, December 31, 1894.....	.....	.....	14,042
EQUITABLE GAS-LIGHT COMPANY.			
Number of lamps lighted September 30, 1894.....	4,120		
Number of new lamps lighted during the quarter.....	6		
Number of old lamps relighted during the quarter.....	5	4,121	
Less lamps discontinued during the quarter.....	.....	2	
Number of lamps lighted December 31, 1894.....	.....	.....	4,119
STANDARD GAS-LIGHT COMPANY, MADISON SQUARE BRANCH.			
Number of lamps lighted September 30, 1894.....	1,022		
Number of new lamps lighted during the quarter.....	0		
Number of old lamps relighted during the quarter.....	0	1,022	
Less lamps discontinued during the quarter.....	.....	1	
Number of lamps lighted December 31, 1894.....	.....	1,021	

STANDARD GAS-LIGHT COMPANY, HARLEM BRANCH.				MANHATTAN ELECTRIC-LIGHT COMPANY.			
Number of lamps lighted September 30, 1894.....	1,410			Number of lamps lighted September 30, 1894.....	150		
Number of new lamps lighted during the quarter.....	9			Number of new lamps lighted during the quarter.....	0		
Number of old lamps relighted during the quarter.....	0			Number of old lamps relighted during the quarter.....	0	150	
Less lamps discontinued during the quarter.....	0			Less lamps discontinued during the quarter.....	0	0	
Number of lamps lighted December 31, 1894.....	1,419			Number of lamps lighted December 31, 1894.....			150
Total number of lamps lighted by Standard Gas-light Company, December 31, 1894.....		2,440		EDISON ELECTRIC ILLUMINATING COMPANY.			
CENTRAL GAS-LIGHT COMPANY.				Number of lamps lighted September 30, 1894.....	106		
Number of lamps lighted September 30, 1894.....	1,162			Number of new lamps lighted during the quarter.....	0		
Number of new lamps lighted during the quarter.....	109			Number of old lamps relighted during the quarter.....	0	106	
Number of old lamps relighted during the quarter.....	4			Less lamps discontinued during the quarter.....	0	0	
Less lamps discontinued during the quarter.....	21	1,275		Number of lamps lighted December 31, 1894.....			106
Less gas-lamps discontinued on account of electric-lights.....	1	22		NORTH RIVER ELECTRIC-LIGHT AND POWER COMPANY.			
Number of lamps lighted December 31, 1894.....			1,253	Number of lamps lighted September 30, 1894.....	799		
NORTHERN GAS-LIGHT COMPANY.				Number of new lamps lighted during the quarter.....	2		
Number of lamps lighted September 30, 1894.....	2,103			Number of old lamps relighted during the quarter.....	0	801	
Number of new lamps lighted during the quarter.....	72			Less lamps discontinued during the quarter.....	0	0	
Number of old lamps relighted during the quarter.....	1	2,176		Number of lamps lighted December 31, 1894.....			801
Less lamps discontinued during the quarter.....	0	0		Total number of electric lamps lighted December 31, 1894.....			2,625
Number of lamps lighted December 31, 1894.....			2,176	RECAPITULATION FOR QUARTER.			
YONKERS GAS-LIGHT COMPANY.				Number of gas lamps lighted September 30, 1894.....	24,392		
Number of lamps lighted September 30, 1894.....	655			Number of naphtha lamps lighted September 30, 1894.....	158		
Number of new lamps lighted during the quarter.....	0			Number of electric lamps lighted September 30, 1894.....	2,621	27,171	
Number of old lamps relighted during the quarter.....	0	655		Number of new gas lamps lighted during the quarter.....	314		
Less lamps discontinued during the quarter.....	0	0		Number of new naphtha lamps lighted during the quarter.....	0		
Number of lamps lighted December 31, 1894.....		655		Number of new electric lamps lighted during the quarter.....	4	318	
Total number of gas lamps lighted December 31, 1894.....		24,685		Number of old gas lamps relighted during the quarter.....	43		
NAPHTHA LAMPS.				Number of naphtha lamps relighted during the quarter.....	0		
NEW YORK AND NEW JERSEY GLOBE GAS-LIGHT COMPANY.				Number of electric lamps relighted during the quarter.....	1	44	
Number of lamps lighted September 30, 1894.....	158			Less gas lamps discontinued during the quarter.....		63	27,533
Number of new lamps lighted during the quarter.....	0			Less gas lamps discontinued on account of electric-lights.....		1	
Number of old lamps relighted during the quarter.....	0	158		Less naphtha lamps discontinued during the quarter.....		0	
Less lamps discontinued during the quarter.....	0	0		Less electric lamps discontinued during the quarter.....		1	65
Number of lamps lighted December 31, 1894.....			158	Total number of lamps lighted December 31, 1894.....			27,468
ELECTRIC LAMPS.				Summary of the "Lamp Account" for the Year 1894.			
UNITED STATES ILLUMINATING COMPANY.				CONSOLIDATED GAS COMPANY, BRANCH 1.			
Number of lamps lighted September 30, 1894.....	381			Number of lamps lighted December 31, 1893.....	2,283		
Number of new lamps lighted during the quarter.....	0			Number of new lamps lighted during the year.....	20		
Number of old lamps relighted during the quarter.....	0	381		Number of lamps relighted during the year.....	25	2,333	
Less lamps discontinued during the quarter.....	0	0		Less lamps discontinued during the year.....	25		
Number of lamps lighted December 31, 1894.....			381	Less lamps discontinued on account of electric lamps.....	2		
BRUSH ELECTRIC ILLUMINATING COMPANY.				Less lamps transferred to Equitable Gas-light Company.....	35	62	
Number of lamps lighted September 30, 1894.....	328			Number of lamps lighted December 31, 1894.....			2,271
Number of new lamps lighted during the quarter.....	2			CONSOLIDATED GAS COMPANY, BRANCH 2.			
Number of old lamps relighted during the quarter.....	0	330		Number of lamps lighted December 31, 1893.....	1,223		
Less lamps discontinued during the quarter.....	0	0		Number of new lamps lighted during the year.....	13		
Number of lamps lighted December 31, 1894.....			330	Number of lamps relighted during the year.....	5		
THOMSON-HOUSTON ELECTRIC COMPANY OF NEW YORK.				Number of lamps transferred from New York Mutual Gas Company.....	3	1,244	
Number of lamps lighted September 30, 1894.....	295			Less lamps discontinued during the year.....		11	
Number of new lamps lighted during the quarter.....	0			Number of lamps lighted December 31, 1894.....			1,233
Number of old lamps relighted during the quarter.....	1	296		CONSOLIDATED GAS COMPANY, BRANCH 3.			
Less lamps discontinued during the quarter.....	1	1		Number of lamps lighted December 31, 1893.....	1,359		
Number of lamps lighted December 31, 1894.....			295	Number of new lamps lighted during the year.....	11		
MOUNT MORRIS ELECTRIC-LIGHT COMPANY.				Number of lamps relighted during the year.....	12		
Number of lamps lighted December 31, 1894.....	339			Number of lamps transferred from New York Mutual Gas Company.....	56	1,428	
Number of new lamps lighted during the quarter.....	0			Less lamps discontinued during the year.....	11		
Number of old lamps relighted during the quarter.....	0	339		Less lamps discontinued on account of electric lamps.....	24		
Less lamps discontinued during the quarter.....	0	0		Less lamps transferred to Equitable Gas-light Company.....	4	39	
Number of lamps lighted December 31, 1894.....			339	Number of lamps lighted December 31, 1894.....			1,399
HARLEM LIGHTING COMPANY.				CONSOLIDATED GAS COMPANY, BRANCH 4.			
Number of lamps lighted September 30, 1894.....	223			Number of lamps lighted December 31, 1893.....	3,312		
Number of new lamps lighted during the quarter.....	0			Number of new lamps lighted during the year.....	51		
Number of old lamps relighted during the quarter.....	0			Number of lamps relighted during the year.....	29		
Less lamps discontinued during the quarter.....	0	223		Number of lamps transferred from New York Mutual Gas Company.....	37	3,429	
Number of lamps lighted December 31, 1894.....			223	Less lamps discontinued during the year.....	36		
				Less lamps discontinued on account of electric lamps.....	0		
				Less lamps transferred to Equitable Gas-light Company.....	30	68	
				Number of lamps lighted December 31, 1894.....			3,361

CONSOLIDATED GAS COMPANY, BRANCH 6.				ELECTRIC LAMPS.			
Number of lamps lighted December 31, 1893.....	5,717			UNITED STATES ILLUMINATING COMPANY.			
Number of new lamps lighted during the year.....	254			Number of lamps lighted December 31, 1893.....	380		
Number of lamps relighted during the year.....	93	6,064		Number of new lamps lighted during the year.....	1		
Less lamps discontinued during the year.....	123			Number of lamps relighted during the year.....	0	381	
Less lamps discontinued on account of electric lamps.....	68			Less lamps discontinued during the year.....	0		
Less lamps transferred to Equitable Gas-light Company.....	95	286		Number of lamps lighted December 31, 1894.....			381
Number of lamps lighted December 31, 1894.....			5,778	BRUSH ELECTRIC ILLUMINATING COMPANY.			
Total number of lamps lighted by Consolidated Gas Company December 31, 1894.....			14,042	Number of lamps lighted December 31, 1893.....	327		
NEW YORK MUTUAL GAS-LIGHT COMPANY.				Number of new lamps lighted during the year.....	3		
Number of lamps lighted December 31, 1893.....	96			Number of lamps relighted during the year.....	0	330	
Number of new lamps lighted during the year.....	0			Less lamps discontinued during the year.....	0		
Number of lamps relighted during the year.....	0	96		Number of lamps lighted December 31, 1894.....			330
Less lamps transferred to Branch 2, Consolidated Gas Company.....	3			THOMSON-HOUSTON ELECTRIC COMPANY.			
Less lamps transferred to Branch 3, Consolidated Gas Company.....	56			Number of lamps lighted December 31, 1893.....	300		
Less lamps transferred to Branch 4, Consolidated Gas Company.....	37	96		Number of new lamps lighted during the year.....	1		
Number of lamps lighted December 31, 1894.....			0	Number of lamps relighted during the year.....	3	304	
EQUITABLE GAS-LIGHT COMPANY.				Less lamps discontinued during the year.....		9	
Number of lamps lighted December 31, 1893.....	3,998			Number of lamps lighted December 31, 1894.....			295
Number of new lamps lighted during the year.....	29			MOUNT MORRIS ELECTRIC-LIGHT COMPANY.			
Number of lamps relighted during the year.....	7			Number of lamps lighted December 31, 1893.....	339		
Number of lamps transferred from Consolidated Gas Company.....	163			Number of new lamps lighted during the year.....	0		
Number of lamps transferred from Standard Gas Company.....	17	4,214		Number of lamps relighted during the year.....	0	339	
Less lamps discontinued during the year.....	9			Less lamps discontinued during the year.....	0		
Less lamps discontinued on account of electric lamps.....	86	95		Number of lamps lighted December 31, 1894.....			339
Number of lamps lighted December 31, 1894.....			4,219	HARLEM LIGHTING COMPANY.			
STANDARD GAS-LIGHT COMPANY, MADISON SQUARE BRANCH.				Number of lamps lighted December 31, 1893.....	212		
Number of lamps lighted December 31, 1893.....	1,065			Number of new lamps lighted during the year.....	12		
Number of new lamps lighted during the year.....	1	1,083		Number of lamps relighted during the year.....	1	225	
Number of lamps relighted during the year.....	17			Less lamps discontinued during the year.....		2	
Less lamps discontinued during the year.....	4			Number of lamps lighted December 31, 1894.....			223
Less lamps discontinued on account of electric lamps.....	41			MANHATTAN ELECTRIC-LIGHT COMPANY.			
Less lamps transferred to Equitable Gas-light Company.....	17	62		Number of lamps lighted December 31, 1893.....	69		
Number of lamps lighted December 31, 1894.....		1,021		Number of new lamps lighted during the year.....	81		
STANDARD GAS-LIGHT COMPANY, HARLEM BRANCH.				Number of lamps relighted during the year.....	0	150	
Number of lamps lighted December 31, 1893.....	1,499			Less lamps discontinued during the year.....	0		
Number of new lamps lighted during the year.....	11	1,511		Number of lamps lighted December 31, 1894.....			150
Number of lamps relighted during the year.....	1			EDISON ELECTRIC ILLUMINATING COMPANY.			
Less lamps discontinued during the year.....	0			Number of lamps lighted December 31, 1893.....	105		
Less lamps discontinued on account of electric-lights.....	92			Number of new lamps lighted during the year.....	1		
Number of lamps lighted December 31, 1894.....		1,419		Number of lamps relighted during the year.....	0	106	
Total number of lamps lighted by Standard Gas Company, December 31, 1894.....			2,440	Less lamps discontinued during the year.....	0		
CENTRAL GAS-LIGHT COMPANY.				Number of lamps lighted December 31, 1894.....			106
Number of lamps lighted December 31, 1893.....	1,126			NORTH RIVER ELECTRIC-LIGHT AND POWER COMPANY.			
Number of new lamps lighted during the year.....	202			Number of lamps lighted December 31, 1893.....	709		
Number of lamps relighted during the year.....	28	1,356		Number of new lamps lighted during the year.....	93		
Less lamps discontinued during the year.....	34			Number of lamps relighted during the year.....	0	802	
Less lamps discontinued on account of electric-lights.....	69	103		Less lamps discontinued during the year.....		1	
Number of lamps lighted December 31, 1894.....			1,253	Number of lamps lighted December 31, 1894.....			801
NORTHERN GAS-LIGHT COMPANY.				Total number of electric-lamps lighted December 31, 1894.....			2,625
Number of lamps lighted December 31, 1893.....	2,227			RECAPITULATION FOR YEAR.			
Number of new lamps lighted during the year.....	89			Number of gas lamps lighted December 31, 1893.....	24,602		
Number of lamps relighted during the year.....	13	2,329		Number of naphtha lamps lighted December 31, 1893.....	152		
Less lamps discontinued during the year.....	5			Number of electric lamps lighted December 31, 1893.....	2,441		
Less lamps discontinued on account of electric-lights.....	148	153		Number of new gas lamps lighted during the year.....	681	27,195	
Number of lamps lighted December 31, 1894.....			2,176	Number of naphtha lamps lighted during the year.....	6		
YONKERS GAS-LIGHT COMPANY.				Number of electric lamps lighted during the year.....	192	879	
Number of lamps lighted December 31, 1893.....	692			Number of gas lamps relighted during the year.....	230		
Number of new lamps lighted during the year.....	0	692		Number of naphtha lamps relighted during the year.....	0		
Number of lamps relighted during the year.....	0			Number of electric lamps relighted during the year.....	4	234	
Less lamps discontinued during the year.....	0			Less gas lamps discontinued during the year.....	260		
Less lamps discontinued on account of electric-lights.....	37	37		Less gas lamps discontinued on account of electric lights.....	568		
Number of lamps lighted December 31, 1894.....			655	Less naphtha lamps discontinued during the year.....	0		
Total number of gas-lamps lighted December 31, 1894.....			24,685	Less electric lamps discontinued during the year.....	12	840	
NAPHTHA LAMPS.				Total number of lamps lighted December 31, 1894.....			27,468
NEW YORK AND NEW JERSEY GLOBE GAS-LIGHT COMPANY.							
Number of lamps lighted December 31, 1893.....	152						
Number of new lamps lighted during the year.....	6						
Number of lamps relighted during the year.....	0	158					
Less lamps discontinued during the year.....		0					
Number of lamps lighted December 31, 1894.....			158				
Total number of naphtha lamps lighted December 31, 1894.....			158				

EXHIBIT "E."

Statement Giving the Illuminating Power in Candles of the Gases supplied to the City by the several Gas-light Companies during the Quarter ending December 31, 1894, as Shown by the Daily Observations at the Photometrical Rooms of the Department of Public Works.

FOR WHAT TIME.	CONSOLIDATED GAS CO., BRANCH 1.			CONSOLIDATED GAS CO., BRANCH 2.			CONSOLIDATED GAS CO., BRANCH 3.			CONSOLIDATED GAS CO., BRANCH 4.			CONSOLIDATED GAS CO., BRANCH 6.			N. Y. MUTUAL GAS-LIGHT CO.			EQUITABLE GAS-LIGHT CO.			STANDARD GAS-LIGHT CO.		
	ILLUMINATING POWER IN CANDLES.			ILLUMINATING POWER IN CANDLES.			ILLUMINATING POWER IN CANDLES.			ILLUMINATING POWER IN CANDLES.			ILLUMINATING POWER IN CANDLES.			ILLUMINATING POWER IN CANDLES.			ILLUMINATING POWER IN CANDLES.			ILLUMINATING POWER IN CANDLES.		
Week ending—	Lowest.	Highest.	Average.	Lowest.	Highest.	Average.	Lowest.	Highest.	Average.	Lowest.	Highest.	Average.	Lowest.	Highest.	Average.	Lowest.	Highest.	Average.	Lowest.	Highest.	Average.	Lowest.	Highest.	Average.
Oct. 6, 1894.....	23.14	26.16	24.95	21.34	24.26	23.18	28.48	30.64	29.59	24.50	26.84	26.16	26.62	27.74	26.96	28.12	30.32	29.09	28.80	31.28	30.02	23.92	25.50	24.79
" 13, "	25.14	27.18	26.13	21.08	23.52	22.70	27.74	28.86	28.26	23.20	26.94	25.97	25.82	28.70	27.00	28.06	29.84	29.14	27.78	30.58	29.30	24.05	26.40	24.87
" 20, "	24.12	26.30	25.49	21.00	24.68	23.14	26.82	30.90	29.24	23.44	26.32	25.09	26.26	27.26	26.71	28.14	31.18	29.31	30.12	31.68	30.75	24.14	26.56	24.80
" 27, "	24.92	26.68	25.83	22.50	24.01	23.40	29.92	31.56	30.46	21.75	24.66	23.69	25.00	28.08	26.41	29.46	30.18	29.76	29.00	30.98	30.24	26.10	27.84	27.01
Nov. 3, "	24.44	28.36	26.54	23.34	24.94	24.30	29.04	30.84	30.13	22.44	25.88	24.10	24.92	27.86	26.34	29.58	31.96	30.46	28.28	31.26	29.76	23.76	24.84	24.28
" 10, "	24.44	26.84	25.72	21.32	24.15	22.85	28.44	30.40	29.19	22.00	24.30	23.72	24.20	26.74	25.11	28.51	29.30	28.94	28.12	29.56	28.89	21.10	24.53	22.48
" 17, "	24.60	28.88	26.57	20.92	25.44	22.25	27.06	30.28	28.91	21.48	22.56	22.16	24.52	25.30	24.83	30.54	31.60	31.13	27.88	31.42	29.10	22.29	25.06	23.48
" 24, "	21.44	25.82	23.62	21.21	24.60	22.30	27.54	29.54	28.48	20.25	23.62	21.87	23.00	27.50	25.04	27.24	30.32	29.07	26.76	31.90	28.84	25.62	29.20	27.74
Dec. 1, "	20.65	26.11	23.52	21.72	22.96	22.40	26.90	29.40	28.18	20.92	24.60	22.30	24.12	26.14	25.02	28.36	29.54	28.81	28.04	29.30	28.78	24.46	28.48	26.96
" 8, "	24.54	26.64	25.69	21.52	24.10	23.37	27.68	31.28	29.54	20.78	22.48	21.53	22.54	25.40	23.50	28.30	29.16	28.69	27.60	29.98	28.72	25.70	28.96	27.58
" 15, "	25.48	27.88	26.33	21.98	24.80	23.07	28.36	30.16	29.13	19.58	22.08	21.24	24.34	28.20	25.58	28.50	29.50	29.04	29.12	30.48	29.74	26.28	28.52	27.44
" 22, "	24.46	27.18	25.63	20.26	22.52	21.70	28.44	30.60	29.64	20.76	23.16	21.82	23.64	27.06	25.28	27.92	29.70	29.05	28.34	31.01	30.01	26.04	30.66	28.24
" 29, "	24.20	26.04	24.97	19.26	23.12	21.46	27.70	29.30	28.40	19.80	21.38	20.52	22.12	24.16	23.36	28.64	30.82	29.19	26.52	29.54	28.56	27.14	28.30	27.62
Average for Quarter.	23.96	26.92	25.46	21.34	28.08	22.78	28.00	30.28	29.16	21.60	24.21	23.09	24.39	26.93	25.47	28.56	30.26	29.36	28.18	30.69	29.44	24.66	27.29	25.94
Distance from gas-works.....	1.88 Miles.....			1.88 Miles.....			3.78 Miles.....			3.78 Miles.....			1.88 Miles.....			1.88 Miles.....			2.78 Miles.....			1.88 Miles.....		
Testing burners.....	Bray's Slit Union No. 7.....			Bray's Slit Union No. 7.....			Bray's Slit Union No. 7.....			Bray's Slit Union No. 7.....			Bray's Slit Union No. 7.....			Bray's Slit Union No. 7.....			Bray's Slit Union No. 7.....			Bray's Slit Union No. 7.....		

Average for the Year.

FOR WHAT TIME.	CONSOLIDATED GAS CO., BRANCH 1.			CONSOLIDATED GAS CO., BRANCH 2.			CONSOLIDATED GAS CO., BRANCH 3.			CONSOLIDATED GAS CO., BRANCH 4.			CONSOLIDATED GAS CO., BRANCH 6.			N. Y. MUTUAL GAS-LIGHT CO.			EQUITABLE GAS-LIGHT CO.			STANDARD GAS-LIGHT CO.		
	ILLUMINATING POWER IN CANDLES.			ILLUMINATING POWER IN CANDLES.			ILLUMINATING POWER IN CANDLES.			ILLUMINATING POWER IN CANDLES.			ILLUMINATING POWER IN CANDLES.			ILLUMINATING POWER IN CANDLES.			ILLUMINATING POWER IN CANDLES.			ILLUMINATING POWER IN CANDLES.		
Month of—	Lowest.	Highest.	Average.	Lowest.	Highest.	Average.	Lowest.	Highest.	Average.	Lowest.	Highest.	Average.	Lowest.	Highest.	Average.	Lowest.	Highest.	Average.	Lowest.	Highest.	Average.	Lowest.	Highest.	Average.
January, 1894.....	22.34	24.73	23.37	18.58	21.23	19.79	25.71	27.27	26.70	20.48	22.39	21.37	22.67	24.94	24.08	29.13	31.16	30.20	29.02	30.08	29.62	24.02	26.69	25.85
February, "	22.56	25.22	23.77	18.44	21.39	19.55	26.82	28.85	27.87	21.48	22.57	21.93	24.08	25.46	24.86	29.75	31.09	30.42	28.79	30.33	29.66	23.73	27.82	24.62
March, "	20.42	24.61	22.62	18.15	20.85	19.71	25.96	25.90	27.39	21.01	23.14	21.94	26.30	28.66	27.40	28.99	31.76	30.37	28.03	29.94	28.98	23.51	27.20	24.93
April, "	23.38	26.14	25.04	21.40	23.89	22.62	28.18	30.01	29.00	22.06	23.84	23.11	26.63	28.77	27.87	30.01	31.86	30.83	28.40	31.11	29.63	24.01	25.14	24.98
May, "	23.93	27.09	25.51	21.82	24.82	23.45	27.94	30.45	29.24	22.13	24.20	23.19	26.40	28.11	27.26	28.99	30.25	27.98	28.66	31.15	29.98	24.08	26.67	25.04
June, "	24.59	26.90	25.46	22.26	23.86	23.08	27.67	29.60	28.43	23.48	25.18	24.25	26.24	27.84	27.08	27.04	30.03	28.44	28.36	31.17	29.86	24.03	26.15	25.08
July, "	25.02	26.82	25.86	22.17	24.25	23.31	27.32	28.95	28.12	23.40	27.04	24.21	27.19	29.04	28.04	27.09	29.33	28.16	28.14	30.05	28.91	23.53	25.50	24.36
August, "	23.74	25.89	24.75	21.66	23.31	22.36	27.04	28.91	27.84	22.37	24.52	23.50	25.85	27.85	26.98	27.67	29.63	28.44	28.02	29.75	29.05	25.04	24.47	23.64
September, "	23.76	26.00	24.85	21.37	23.24	22.46	27.04	28.59	27.71	24.64	24.84	23.67	26.05	27.58	26.87	26.96	28.74	28.04	28.14	30.00	28.83	22.71	25.23	24.00
October, "	24.33	26.58	25.60	21.48	24.12	23.10	28.24	30.49	29.39	23.22	26.19	25.23	25.90	27.94	26.77	28.44	30.38	29.32	28.92	31.11	30.08	24.48	26.57	25.37
November, "	23.73	27.47	25.61	21.70	24.78	22.92	28.02	30.26	29.18	21.54	24.09	22.96	24.16	26.85	25.33	28.97	30.74	29.90	27.76	31.04	29.13	23.19	25.91	24.47
December, "	23.86	26.77	25.23	20.94	23.51	22.40	27.81	30.15	24.98	20.37	22.97	21.48	23.42	25.99	24.55	28.34	29.74	28.95	28.33	30.06	29.16	25.92	28.98	27.57
Totals for the Year....	23.47	26.18	24.80	20.83	23.27	22.06	27.31	29.12	27.98	22.18	24.24	23.07	25.40	27.42	26.42	28.44	30.39	29.25	28.38	30.48	29.41	24.02	26.36	24.99
Distance from gas-works.....	1.88 miles.....			1.88 miles.....			3.78 miles.....			3.78 miles.....			1.88 miles.....			1.88 miles.....			2.78 miles.....			1.88 miles.....		
Testing burner.....	Bray's Slit Union No. 7.....			Bray's Slit Union No. 7.....			Bray's Slit Union No. 7.....			Bray's Slit Union No. 6.....			Bray's Slit Union No. 6.....			Bray's Slit Union No. 7.....			Bray's Slit Union No. 7.....			Bray's Slit Union No. 7.....		
Gas	Water-gas (Tessie du Motay).....			Coal, with water-gas.....			Water-gas (Tessie du Motay).....			Coal and Naphtha....			Water-gas (Tessie du Motay).....			Water-gas.....			Water-gas (Jerzmanowski process).....			Flannery process.....		

EXHIBIT "F."

Time Table for Lighting and Extinguishing the Public Gas Lamps for the Year 1895.

MONTHS.	DATE.	BEGIN TO LIGHT.	BEGIN TO EXTINGUISH.	MONTHS.	DATE.	BEGIN TO LIGHT.	BEGIN TO EXTINGUISH.
January.....	1 to 7	H. M. 4.30	H. M. 6.35	May.....	1 to 6	H. M. 6.45	H. M. 4.00
"	8 to 14	4.40	6.35	"	7 to 13	6.55	3.40
"	15 to 21	4.50	6.30	"	14 to 20	7.00	3.30
"	22 to 28	5.00	6.30	"	21 to 27	7.10	3.15
"	29 to Feb. 4	5.05	6.20	"	28 to June 3	7.15	3.15
February.....	5 to 11	5.10	6.15	June.....	4 to 10	7.25	3.15
"	12 to 18	5.20	6.00	"	11 to 17	7.25	3.15
"	19 to 25	5.30	6.00	"	18 to 24	7.30	3.15
"	26 to 28	5.30	5.50	"	25 to July 1	7.30	3.15
March.....	1 to 4	5.30	5.50	July.....	2 to 8	7.30	3.15
"	5 to 11	5.40	5.40	"	9 to 15	7.30	3.15
"	12 to 18	5.50	6.25	"	16 to 22	7.20	3.15
"	19 to 25	6.00	5.15	"	23 to 29	7.20	3.15
"	26 to Apr. 1	6.10	5.00	"	30 to Aug. 5	7.10	3.30
April.....	2 to 8	6.15	4.50	August.....	6 to 12	7.10	3.45
"	9 to 15	6.25	4.40	"	13 to 19	6.55	4.00
"	16 to 22	6.30	4.30	"	20 to 26	6.45	4.10
"	23 to 29	6.40	4.20	"	27 to Sept. 2	6.30	4.20
"	30	6.45	4.00				

MONTHS.	DATE.	BEGIN TO LIGHT.	BEGIN TO EXTINGUISH	MONTHS.	DATE.	BEGIN TO LIGHT.	BEGIN TO EXTINGUISH
September	3 to 9	6.15	4.30	November.....	5 to 11	4.40	5.45
“	10 to 16	6.05	4.40	“	12 to 18	4.20	6.00
“	17 to 23	5.55	4.50	“	19 to 25	4.25	6.00
“	24 to 30	5.40	5.00	“	26 to Dec. 2	4.20	6.10
October.....	1 to 7	5.30	5.00				
“	8 to 14	5.20	5.10	December.....	3 to 9	4.20	6.15
“	15 to 21	5.10	5.20	“	10 to 16	4.20	6.20
“	22 to 28	5.00	5.30	“	17 to 23	4.20	6.20
“	29 to Nov. 4	4.45	5.35	“	24 to 31	4.20	6.25

brushed from the lanterns after each snow-fall. Dirty and disordered lamps will be considered as evidence of a careless and incompetent lamp-lighter.

III.—The glass street signs and house numbers must be kept in their proper positions. The sign bearing the name of any avenue or main street must face the roadway or such avenue or street. One of the signs bearing the name of a cross street must face the roadway of such street and the other sign must be placed on the opposite side of the lantern. Be careful to observe that the name does not face the inside of the lantern.

IV.—Advertising signs on street lamp-posts or lantern, or colored or ground glass in the lantern, are a violation of a Corporation Ordinance, and must not be permitted, except the Fire-alarm signal lamps; on streets lighted by electric lamps the Fire-alarm lamps must contain all red glass, with lettered door; on streets lighted by gas the Fire-alarm lamps must contain four red top glass, three clear side glass and a red lettered door glass.

V.—If a lighter, on extinguishing a lamp should find a glass broken, he must replace the same before lighting time of the same day. If he should find a glass broken while lighting, he must replace the same before lighting time of the following day, and the bottom glass must be kept in place as well as sides and tops. If he should find any portion of the tin work broken, he must take the lantern to his Superintendent for repairs. Broken glass must not be deposited upon the street.

VI.—The burners must be kept in good condition to burn with a full, clear, steady flame, and not with a single or forked jet. If a burner, when lighted, should not emit the proper flame, then the same must be immediately cleared from its obstruction; and if it will not burn properly another burner must be substituted.

VII.—If a lighter, when lighting, finds a lamp that will not burn, he will leave such lamp and finish his route. He must then return to the unlighted lamps and endeavor to get them in burning order. If he cannot make the lamp burn, he must report the same on the following morning to the Superintendent of the Gas Company.

VIII.—Lamp-lighters will not be permitted to climb the lamp-posts. The lamps must be lighted either by means of a torch or the use of a ladder.

IX.—In case a lamp-post should be found broken or taken down, or requiring repairs, or an excavation should be made near the same which would endanger its safety, he must report the same at once to the Superintendent of the Gas Company, stating the correct location of the post and what repairs are required. If the post has been taken down, he must report by whom, and for what purpose, and date when done. No excuse will be accepted from any lamp-lighter who fails to report lamp-posts taken down or broken.

X.—Lighters must not break the lamp-bottoms nor the street-sign slots. Lamps furnished with these slots should be placed on corner lamp-posts.

XI.—Ladders must not be left tied to the lamp-posts.

S. McCORMICK, Superintendent of Lamps and Gas.

CORPORATION ORDINANCES RELATING TO THE PUBLIC LAMPS.

Sec. 68. Any person breaking, mutilating or obstructing any of the public lamps in the city of New York, shall be liable to a penalty of five dollars for each offense.

Sec. 69. Any person who shall break, misplace or carry away any of the glass street-signs now or hereafter to be placed in any of the public lamps, shall be liable to a penalty of three dollars for each offense.

Sec. 70. No person, without permission of the Commissioner of Public Works, shall take up, remove or carry away any public lamp-post in the city of New York, under the penalty of ten dollars for each offense.

Sec. 71. No person shall remove, or cause or permit to be removed, any public lamp-post now or hereafter to be placed in front of their premises, for the purpose of constructing a vault or otherwise, without the permission of the Superintendent of Lamps and Gas; and the owner or owners of such vault shall cause the lamp-posts so removed to be reset at their own expense immediately upon the completion of the vault, under the penalty of twenty-five dollars for each offense.

Sec. 226. No person shall attach, place, or paste, or cause to be attached, placed or pasted, any sign or advertisement, or other matter, upon any public lamp-post, now erected in the city of New York or that may hereafter be so erected, under the penalty named in the next section.

Sec. 227. The violation of any of the provisions of the preceding section shall be punishable by a fine of not less than one dollar, or more than ten dollars.

Sec. 412. It shall not be lawful to erect any telegraph-post within a distance of ten feet of any public street-lamp. Any person offending against any of the provisions of this section shall be deemed guilty of a misdemeanor, and on conviction thereof before any of the police magistrates or justices of this city, shall be punished by a fine not exceeding ten dollars, or, in default of the payment of such fine, by imprisonment not exceeding ten days.

Sec. 1953 of the New York City Consolidation Act of 1882. If any person shall willfully break, take down or carry away any glass lamp hung or fixed in any of the streets of the city of New York, or extinguish the lights therein, or by aiding or abetting in the same, shall be subject to a fine of twenty-five dollars, and in default of payment of such fine the offender shall be committed to the penitentiary for the term of two months.

EXHIBIT "G."

Permission Given to the Equitable Gas-light Company of New York for the Laying of its Mains and Pipes in the Streets of this City.

Whereas, The following resolution has been adopted by the Common Council, viz:

Resolved, That permission be and is hereby given to all incorporated gas-light companies to lay gas-mains and pipes in the streets, avenues and public places of this city, for the purpose of supplying gas to this city and its inhabitants upon such conditions as may be prescribed and approved by his Honor the Mayor, the Comptroller and the Commissioner of Public Works, who are now by law authorized to make provision for lighting the streets of the City.

Adopted by the Board of Aldermen, December 21, 1876.

Approved by the Mayor, December 23, 1876.

And Whereas, The Equitable Gas-light Company of New York (a company duly incorporated under the laws of the State of New York) has made application, in writing, for permission to lay gas-mains and pipes in the streets, avenues and public places of this city, upon such conditions as may be prescribed and approved, as in said resolution provided.

Now, we, the Mayor, Comptroller and Commissioner of Public Works of the City of New York, in pursuance of the foregoing resolution, do hereby prescribe, approve and establish the following as the conditions upon which the said Equitable Gas-light Company of New York may lay its gas-mains and pipes in the streets, avenues and public places in the City of New York, for the purpose of supplying gas to the City and its inhabitants, to wit:

1. That the manufactory or works for the purpose of producing and furnishing gas shall be so constructed as not to be in any way detrimental to the public health nor otherwise create a nuisance.

2. That the gas furnished shall be of the best quality of illuminating gas, and of an illuminating power not less than twenty-five candles when tested at a distance of not less than one mile from the place of manufacture; and, as regards purity, the gas shall be free within limits not injurious, to the public health, from ammonia, sulphuretted hydrogen and other sulphur and noxious compounds.

3. That gas shall be supplied to the public lamps situated on the line or lines of the mains of said company, and said lamps shall be lighted, when required by the City, at a rate not to exceed the maximum of twelve dollars for each lamp burning four thousand hours, and consuming gas through a burner consuming three feet of gas per hour under a pressure of one inch; the said rate to include the gas, lighting, extinguishing, cleaning, repairing and painting the lamp-posts and lanterns, replacing the cocks, tubes, burners, cross-heads, lamp-irons and lanterns; also that the prices for fitting-up and repairing lamp-posts, which may at any time be required, shall not exceed the following rates, to wit:

- For fitting up each lamp-post, ten dollars.
- For straightening each lamp-post, one dollar and fifty cents.
- For relighting each column, one dollar and fifty cents.
- For refitting each column, three dollars and fifty cents.
- For removing each lamp-post, three dollars and fifty cents.
- For resetting each lamp-post, ten dollars.

And whenever the Mayor, Comptroller and Commissioner of Public Works shall issue a call for proposals or estimates for supplying illuminating gas to and for lighting and maintaining the public lamps, then the Equitable Gas-light Company, or its successors, shall submit to said officers an estimate or proposal for furnishing the gas and lighting and maintaining such of the public lamps as are situated on the line or lines of the gas-mains of said company at rates not to exceed the rates specified in this condition.

4. That if, at any time during the continuance of the permission given under the resolution of the Common Council of said City, adopted by the Board of Aldermen December 21, 1876, and approved by the Mayor December 23, 1876, it shall be considered by the Commissioner of Public Works that the cost of production or manufacture of gas shall be reduced to an extent to admit of the lighting of the public lamps at a rate less than twelve dollars per annum, then and in that case arbiters shall be appointed, one by the Mayor, Comptroller and Commissioner of Public Works (parties of the first part), and the other by the said company (parties of the second part), and the two so appointed to designate a third, which three shall determine upon a fair and equitable rate below the said twelve dollars.

5. That gas shall be supplied to the public buildings, markets, armories or offices of the corporation of the city of New York, situated on the line or lines of the mains of said company, whenever said company may be required so to do by the proper officer or officers of said city, at a rate

not to exceed one dollar and fifty cents per one thousand cubic feet, and whenever the Commissioner of Public Works, or the commissioner or commissioners of any department of the city, shall issue a call for proposals or estimates for furnishing illuminating gas to any of the public buildings, markets, armories or offices of the Corporation of the City of New York, then the Equitable Gas-light Company, or its successor, shall submit to said commissioner or commissioners an estimate or proposal for furnishing gas to such of the buildings as are situated on the line or lines of the mains of said company at a rate not to exceed the rate specified in this condition.

6. That gas shall be supplied to all persons residing or doing business on the line or lines of the mains of said company, who may desire the same, at a rate not to exceed one dollar and seventy-five cents per one thousand cubic feet, and no consumer shall be deprived of gas, upon refusal to pay or in consequence of or on account of a dispute as to the bill rendered, until such consumer shall have been served with an affidavit of the inspector of said company as to the correctness of the register of the meter through which such gas has passed, provided that leaving such affidavit upon the premises where gas has been furnished, with some person of suitable age and discretion, shall be a sufficient service thereof on such consumer.

7. That the Common Council of the City of New York, or the Commissioner of Public Works, shall have the right to order the mains or pipes of said company to be extended in or along any of the streets, avenues, or public places of the city, provided that said company shall not be compelled to expend in the laying of said mains or pipes a yearly sum exceeding twenty thousand dollars.

8. The gas-mains or pipes shall be laid so as not to interfere with the public sewers or sewer connections, or with the Croton water mains or water connections which are now laid or may hereafter be laid in any of the avenues, streets or public places of this city.

All trenches or excavations shall be filled immediately after the mains or pipes shall be laid, the earth to be thoroughly rammed as the same is thrown into the trench or excavation, and the pavement to be replaced in a good and workmanlike manner and to the entire satisfaction of the Commissioner of Public Works, and shall be maintained in good order by the Equitable Gas-light Company, or its successors, for the term of one year after such pavement shall have been relaid, and in case the said company, or its successor, shall fail or neglect to replace the pavement or pavements or to keep the same in good order for one year to the satisfaction of the Commissioner of Public Works, then the Commissioner of Public Works shall have the right to cause such pavement to be taken up and replaced in a good and workmanlike manner by a person appointed by the said commissioner for that purpose, and the expense of such repaving shall be paid by the said company to the Comptroller as a special deposit for repairs, subject to the order of the Commissioner of Public Works. No pavement shall be removed or opening made in any of the public streets or places for the purpose of laying mains or pipes until the said company shall have made application to the Commissioner of Public Works for a permit for laying such mains or pipes, nor until a permit shall have been obtained from said commissioner authorizing the removal of the pavement and the opening of the street.

Said company shall also be governed by the laws and ordinances of the Common Council of the City of New York, and by such rules and regulations as the Commissioner of Public Works, his successor or successors in office, may prescribe for the laying of the mains or pipes and the proper protection and filling of the trenches or excavations, for the taken up, replacing and repaving of the pavements, and the lighting, care and maintenance of the public lamps.

9. The Equitable Gas-light Company, or its successor, shall render a report weekly to the Commissioner of Public Works of all openings made in the pavements during the preceding week, such report to cover all openings made for the laying or repairing of service pipes, the repairing of gas-mains, or the discovery and stoppage of leaks. It shall also render a report monthly of all gas-mains laid during the preceding month, stating on which side of the street the mains were laid, and from and to what streets, the distance from the curb, the depth of the trench and the diameter of the mains laid.

10. The Equitable Gas-light Company, or its successor, shall commence the erection of gas works within six months from the date of the signing of these conditions, and shall not lay more than one mile of gas-main until it shall have expended not less than \$200,000 in the construction of such works before the laying of gas-mains shall be commenced.

11. The Equitable Gas-light Company, or its successors, shall commence the manufacture and distribution of illuminating gas within two years from the date of the signing of these conditions.

12. The permission given by the said resolution of the Common Council, unless sooner revoked as hereinafter provided, shall continue for a period of thirty years from the date of the signing of these conditions by the Mayor, Comptroller and Commissioner of Public Works; provided, all the conditions herein prescribed shall be fully performed by the said company. Neither said permission nor any right conferred on said company by said resolution shall be assigned or transferred, without the previous consent of the Mayor, Comptroller and Commissioner of Public Works.

13. The Common Council may repeal, annul, and revoke the said resolution or the permission thereby given, upon the failure of the said company to perform any of the conditions herein contained, and thereupon all rights of said company under said resolution and these conditions shall cease, and said company shall thereupon, when ordered so to do, remove all its pipes and mains from the streets, avenues, and public places of the city.

14. That it shall be expressly provided that nothing herein, nor in said resolution contained, shall be construed as granting to said company any sole or exclusive right or privilege, or as preventing the granting privileges similar to these hereby and by said resolution given to any other company, person, or parties whatsoever, or as preventing any person or persons from erecting, in or upon his or their own premises, any building or apparatus to light with gas his or their own houses, stores, manufactory or premises.

15. The said Equitable Gas-light Company, its successor or successors, shall pay into the city treasury the sum of twenty cents for every lineal foot of trench opened for mains, such sum to be paid monthly and to be accompanied by a certificate from the Commissioner of Public Works that the sum paid is full payment at such rate for all trenches for mains opened during the month for which such payment is made.

16. The Equitable Gas-light Company, its successor or successors, shall not make or enter into any combination, arrangement or agreement with any other company or companies in regard to the amount of gas-mains to be laid or to the streets in which mains are to be laid, nor in regard to the quantity of illuminating gas to be manufactured or the price for which gas is to be sold exceeding the prices fixed in these conditions, and in the event of their so doing this permission shall, ipso facto, become null and void.

17. The permission given in said resolution of the Common Council shall not become operative or take effect until the Equitable Gas-light Company shall have signified in writing and over its corporate seal its assent to and acceptance of each and all of the conditions herein prescribed, and such assent shall be given to the Mayor, Comptroller and Commissioner of Public Works within thirty days after having been served with a copy of these conditions.

18. The grant or franchises to be approved by the Counsel to the Corporation, in triplicate, and shall be signed by the Mayor, Comptroller and Commissioner of Public Works, on behalf of the Mayor, Aldermen and Commonalty, and by the president and secretary of the Equitable Gas-light Company, with the corporate seal, on behalf of said company.

Dated NEW YORK, 26th day of December, 1882.

W. R. GRACE, Mayor.

ALLAN CAMPBELL, Comptroller.

HUBERT O. THOMPSON, Commissioner of Public Works.

The Equitable Gas-light Company hereby assents to all the above conditions and accepts the permission given by the above resolution of the Common Council of the City of New York, upon such conditions.

Dated NEW YORK, December 26, 1882.

THE EQUITABLE GAS-LIGHT COMPANY,

Per JAMES R. KEENE, Vice-President.

Attest:
[SEAL.] JOHN D. ARCHBOLD, Secretary pro tem.

EXHIBIT "H."

Franchise of the Standard Gas-light Company. Chap. 248.

AN ACT to facilitate the supply of illuminating gas in the City of New York at a reasonable price.

Passed April 29, 1886, three-fifths being present; without the approval of the Governor.

The People of the State of New York, represented in Senate and Assembly, do enact as follows: Section 1. The Standard Gas-light Company of the city of New York is hereby authorized and empowered to lay conductors and mains for conducting gas through and under all the streets, avenues and squares and public places of said city. And as a consideration therefor, the said company shall file in the office of the Comptroller of the city of New York a stipulation or agreement that all the gas supplied through such conductors and mains shall have illuminating power of twenty-five candles, and that no greater price or charge for supplying the same shall be asked, charged or received by said company, or its successors, lessees, agents or assigns, than at a rate of one dollar and fifty cents for each thousand feet of gas; provided, however, that said Standard Gas-light Company shall be subject to the provisions of any general law that may be passed regulating the price of gas in the city of New York; and that said company shall not consolidate, or in any way unite with any other gas company in said city, or in any way pool its earnings or receipts with any other company or organization organized for the distribution and sale of illuminating gas. All gas supplied by said company for any of the public buildings or offices of the Corporation of said city situated on the line or lines of the conductors and mains of said company shall be furnished at a rate not to exceed one dollar and twenty-five cents per thousand cubic feet. Whenever any trenches or excavations shall be made for the laying of any such conductors or mains the same shall be filled in immediately after the said conductors

and mains shall be laid, the earth to be thoroughly rammed as the same is thrown into the trench or excavation, and the pavement to be replaced in a good and workmanlike manner to the entire satisfaction of the Commissioner of Public Works; and in case the said Standard Gas-light Company, or their successors, shall fail or neglect to replace the pavement or pavements to the satisfaction of the Commissioner of Public Works, then the Commissioner of Public Works shall have the right to cause such pavement to be taken up and replaced in a good and workmanlike manner by a person or persons to be appointed by the said Commissioner for that purpose, and the expense of such repaving shall be paid by the said Standard Gas-light Company to the Commissioner of Public Works. Also the said company shall be governed by such rules and regulations as the Commissioner of Public Works, his successor or successors in office, may prescribe for the laying of such conductors and mains and the proper protection and filling of the trenches and excavations, for the taking up, repairing and repaving pavements. And that said company shall supply gas to the public lamps situated on the line or lines of the mains of said company when required by the said city of New York at a maximum rate not to exceed twelve dollars and fifty cents per annum for each lamp burning three thousand eight hundred and thirty-three and one-third hours, and consuming gas through a burner consuming three feet of gas per hour, under a pressure of one inch, the said maximum rate to include the gas, lighting, extinguishing, cleaning, repairing, reglazing, painting lamp-posts and lanterns, replacing the cocks, tubes, burners, crossheads, lamp irons and lanterns.

Sec. 2. If the said company, after having filed said stipulation or agreement, provided for in the first section of this act, and having laid conductors and mains, as therein provided, shall thereafter violate the terms of such stipulation or agreement, it shall be the duty of the Attorney-General to institute proceedings to forfeit and annul the charter and corporate rights of said company, and if it shall be established on such proceedings that the terms of such stipulation or agreement have been violated by said company the charter and corporate rights of said company shall thereupon be forfeited and annulled.

Sec. 3. This act shall take effect immediately.

EXHIBIT "I."

Franchise of the East River Gas Company. Chap. 338.

AN ACT to authorize the East River Gas Company of Long Island City to supply gas and electricity in the City of New York.

Approved by the Governor April 19, 1892; passed, three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. The East River Gas Company of Long Island City shall have the right, and it is hereby empowered, to supply gas and electricity in the city of New York, and for that purpose is hereby authorized, without other or future authority of law or ordinance, to lay and maintain requisite conductors, mains and pipes, through and under any streets, avenues or public places of such city. And for the purpose aforesaid such corporation shall have the right, and is hereby empowered, to lay and maintain such conductors, mains and pipes under and across the East river and across any intervening land belonging to the city of New York, or to private persons at such places as it may determine; provided, however, that such conductors, mains or pipes shall be so laid and maintained as not to obstruct or impair navigation, commerce or anchorage of any navigable waters without the consent of the Secretary of War. And such corporation shall have the right, and it is hereby empowered to acquire, by condemnation or purchase, such real property, public or private, or right, interest or easement therein, for the laying and maintaining of its mains, pipes and conductors as may be necessary in the exercise of the powers hereby conferred. Such property when so acquired shall be deemed to have been acquired and held as and for a public use. Such corporation shall pay annually into the treasury of the city of New York to the credit of the Sinking Fund thereof, three per centum of its gross receipts from gas furnished by it to private and public buildings in the city of New York through mains laid by it as herein authorized, under the streets or avenues of such city. Such payments shall be made on the first day of November in each and every year for and during the year ending on the next preceding thirtieth day of September.

Sec. 2. The East River Gas Company of Long Island City shall conform to all such general and private and local laws in regard to the laying and maintaining of electrical conductors as are applicable in the city of New York, and in the laying and maintaining of its gas-pipes and mains and conductors shall be subject to only such regulations not inconsistent with the authority aforesaid as may, from time to time, be prescribed by the Department of Public Works of such city.

Sec. 3. Said corporation shall have the right to supply gas and electricity to any other company or companies engaged in supplying gas or electricity in the city of New York.

Sec. 4. For the purposes of this act the said East River Gas Company shall have the right, and is hereby empowered, to lease any property of any other company or companies engaged in supplying gas or electricity in the city of New York, upon such terms as shall be agreed by the Boards of Directors and Trustees of the respective contracting companies, and be assented to in writing by stockholders of each of such companies holding at least two-thirds of the capital stock of their companies respectively.

Sec. 5. Nothing herein shall authorize any increase in the price of gas now authorized to be charged in the city of New York. And the said corporation may continue to charge for gas in Long Island City the price now authorized by law therein.

Sec. 6. All acts or parts of acts, general, private or local, inconsistent with, impairing or limiting the rights or powers conferred by this act, so far as they are inconsistent with, impair, limit or impose other or additional conditions upon the exercise of such rights or powers, are, as to the East River Gas Company of Long Island City, hereby repealed.

Sec. 7. This act shall take effect immediately.

Document "L."

REPORT OF THE SUPERINTENDENT OF REPAIRS AND SUPPLIES.

CITY OF NEW YORK—DEPARTMENT OF PUBLIC WORKS,
BUREAU OF REPAIRS AND SUPPLIES,
SUPERINTENDENT'S OFFICE, No. 31 CHAMBERS STREET, ROOM 15,
NEW YORK, January 3, 1895.

Hon. MICHAEL T. DALY, Commissioner of Public Works:

SIR—In accordance with your instructions, I have the honor to submit the following report of the transactions of this Bureau for the quarter ending December 31, 1894.

Very respectfully,

W. G. BERGEN, Superintendent Repairs and Supplies.

THE NEW CRIMINAL COURT BUILDING.

The Court of Oyer and Terminer—One jury wheel, built with planished copper, with oak frame, with drawer, locks and keys. One drop-light and fixtures complete. One silver-plated pitcher, with tray and goblet. One table for stenographer, one table for District Attorney, and one reporters' table. One large wardrobe, six settees, twenty-four small chairs for reporters' use, one hat and coat rack for use of jury, were furnished for use of the court. One table-desk, with drawers; six chairs, one small wardrobe, one lounge, one towel rack, were furnished for judges' room. All the above furniture was of polished oak and similar to the furniture now in the building.

The Court of General Sessions was furnished with some law books.

The District Attorney's Office—The names of Assistant District Attorneys Wellman and Hartman were removed from the doors of their offices and replaced with the names of George Gordon Battle and John H. Levine.

The Civil Service Commissioners—A new coil of steam-pipes was put up in the gymnasium, and a set of dumb bells (18 lb., 20 lb., 40 lb., 50 lb., 60 lb. and 75 lb.) and some mats furnished the gymnasium.

The Elevators—Elevator No. 1 was repacked and the lever cable of No. 2 repaired. The piston valves on the Elm street south elevator were repacked, and the main cables on the north elevator were shortened, and main cables on White street east elevator adjusted and such other repairs made as was necessary to put the elevators in order. The doors on each floor were lettered. A neat blue uniform coat and cap lettered "Elevator No. 1," etc., was selected for use of the elevator attendants. These were furnished at the expense of the men and are their own property.

The Boiler Room—Three new tubes were put in Boiler No. 1 and three in Boiler No. 4. One set of grate bars (35 square feet) were put in Boiler No. 4. Two barrels of cylinder and one barrel of machinery oil and one barrel of Pullman's vegetable boiler compound were supplied for use of the engineers.

1,500 feet of weather strips were applied to the windows where required.

50 bags of sawdust were supplied for janitor's use in cleaning corridors.

The arrangements made for keeping the windows clean having proved satisfactory, the order for the last quarter was renewed.

THE COUNTY COURT-HOUSE.

The Supreme Court—Two new hardwood cases were put up and filled and varnished and given a rub, finish, and another case grained and varnished, and three ivory gavels furnished for use of the court.

Court of Common Pleas—A Smyrna rug was furnished for judge's room, and some law books for use of the court. The large belt used to operate the ventilating fans was taken off and repaired, and a section about four feet long inserted and the belt replaced on the wheel. Repairs were made to the steam-fitting and plumbing from time to time as needed.

THE CITY HALL.

The glass dial on the south front of the clock tower being cracked and likely to fall out, scaffolding was erected, and a new glass dial of $\frac{3}{8}$ -inch ground plate glass, with new figures, was put in to replace it, and a new moulding put around the dial to secure it in place.

A new lignum vitae truck was put on top of one of the flag-poles (to replace a broken one) and the halyards reeved through the same.

A number of law books were supplied for use of the City Court.

A new platform scale was furnished for use of the City Record office.

Repairs have been made to the plumbing and glazing, as required.

Directories were supplied to Mayor's Marshal's office and Clerk of the Common Council.

THE BROWN-STONE BUILDING.

Repairs have been made to the roof; the damaged tin cut out of the gutters and replaced with about 400 sheets of 14 by 20-inch best quality stamped tin, painted on the underside. New flashings were put around the bases of skylights and bulkheads, where needed, and the jambs and sills of skylights covered with new tin. The roof was cleaned off and the new tinwork painted two coats, and the entire roof one coat of Prince's metallic paint, ground in linseed oil.

The carpets of the first-floor rooms were taken up and cleaned. So much of the old carpets as are in good condition will be altered and relaid, as directed, when the proposed alterations are completed.

The carpets taken from the rooms of Assistant District Attorneys Carroll and Hartman, were cleaned and altered into mats for use of the Civil Service gymnasium.

The partitions and railings on the first floor were taken down and altered; a new platform put up in court-room for witness chair and stenographer. The stairway leading to the basement floored over, and the iron stairs leading to the second floor taken down, and well hole floored over. The window frames and sashes were repaired and put in good order. This work was done to fit the rooms up for use of the First Judicial District Court, to whom they had been assigned. This matter has since been reconsidered, and the rooms have been assigned for use of the Sheriff's office; and the new Sheriff is now arranging plans to have the rooms suitably divided with partitions, and to have such alterations made as will fit the rooms for the requirements of his office.

One of the stoves taken from the building was put up in Corporation Yard, foot of Rivington street, and one in the yard at One Hundred and Twenty-third street and Columbus avenue.

THE HALL OF RECORDS.

The roof has been repaired, about 500 sheets of 14 by 20-inch damaged tin cut out and replaced with the best treble coated tin, painted on the underside. New tubes were put in the leader boxes where needed and new strainers put in all the leaders.

The lower cornice on the four sides of the building was relined with the same quality of tin, painted on the underside.

The galvanized iron crown moulding was repaired, the damaged sheets removed and replaced with about 45 sheets of the best Bloom No. 24 iron. The wall above the crown moulding was pointed up with Portland cement and white sand mortar. The chimneys pointed up and repaired and the brick work given two good coats of cement wash.

The flashings and coping were pointed with roofing cement. The leaders repaired, some new leader furnished. The roof was cleaned off, and the new tin and iron given two coats and the entire roof one coat of metallic paint, ground in linseed oil.

The hot-air furnaces were cleaned and repaired, and put in good order for the winter.

Repairs were made to the flagging in front of the building on the platform.

NO. 31 CHAMBERS STREET.

A large fire-proof safe was built and placed in position in the Water Register's office, for the safekeeping of Block Tax Assessment Maps, and the old safes moved to different positions for greater accommodation.

A window shade, 7 feet wide and 8 feet long, was hung on a Hartshorn's spring roller in the front of the office.

The plastering on the stanstring of the first story was repaired and calcimined.

A new galvanized-iron chimney-top, with Emmerson head, was put on the boiler flue.

Some law books were furnished for use of office of the Chief Clerk.

2,000 feet of best quality rubber weather strips were furnished for use of the different buildings in care of the Bureau of Repairs and Supplies, and the same put up as required by the carpenters in the employ of the Bureau.

NO. 49 BEEKMAN STREET.

The roof has been repaired and all damaged tin cut out and replaced with new stamped tin, painted on underside. The chimneys were pointed up with Portland cement mortar, and given two coats of cement wash and the coping pointed.

Two new galvanized-iron hipped skylights, with ridge ventilators, and glazed with one-quarter-inch ribbed glass, were put up, the flashings painted with roofing cement, the new tin given two coats and the entire roof one coat of metallic paint.

A new galvanized-iron smoke pipe, 30 feet high, with Emmerson head, was put up and secured in position with wrought-iron hooks and galvanized-iron wire.

Another chimney-top was taken down, the flue cleared of bricks that had fallen in and the top reset in Portland cement. The janitor's stove was repaired.

THE FINANCE DEPARTMENT.

A new case of pigeon-holes was put in the office of the Deputy Comptroller.

Eight electrical call-bells, with connections to eight different locations, and furnished with multiple desk push-buttons, with necessary wiring and battery connections, were put in for use of the Department.

Push-buttons and wiring were put in to connect the desks of the Deputy Comptroller and Auditor.

THE COURTS (POLICE AND CIVIL).

The Third District Police Court—About 560 square feet of corrugated rubber matting was laid in strips in the aisles and passageways. 13 window shades were put up in the court-room and judge's private room, and a new Smyrna rug put on judge's desk in court-room. The kitchen range in janitor's rooms was repaired and relined and some new castings furnished for the same. The slate roof was repaired and about 80 new slates put in, the tinwork in the gutters and valleys repaired and painted and the chimneys pointed up. The furnaces and furnace flues were cleaned and smoke-pipes and register-boxes cleaned and repaired; a new set of linings was put in one furnace; about 25 feet of new hot-air pipe and necessary elbows put up and the brick furnace pointed up. Directories were furnished for use of the Board of Police Justices.

The Third District Court—The boiler furnace was relined with No. 1 firebrick and a set of grate bars supplied.

The Seventh District Court—The fireplace grate in the front basement was repaired and relined, and some law books and a city directory furnished for use of the civil court. A contract and specifications were prepared and drawings made for the reconstruction of the yard wall in rear of the building. This work was advertised and let at public bidding, and has been completed in accordance with contract.

The Eighth Judicial District Court—About 21 feet of wire railing, 2½ feet high, and 4½ feet 3 feet, 2 inches high, with channel iron frame and ash top rail, was put up in court-room. The platform for jury-box was extended and the hardwood varnished. About 126 square yards of Napier matting and 12 yards of Brussels carpet were laid in the court-room. One oak desk for stenographer, one rotary chair for clerk's office, one for judge's bench and one for witness stand, have been supplied.

HARLEM COURT-HOUSE.

The Ninth Judicial District Court—Some law books were furnished for use of the court. A partition 7 feet high and about 102 feet long was put up in sections to divide the Street Cleaning Department's room into five separate offices. The partition was painted, grained and varnished. The plastering in the vestibule was repaired and the wainscoting grained and varnished.

The Tenth Judicial District Court—Repairs were made to the plumbing and some law books were furnished for use of the court.

THE MARKETS.

The Washington Market—The flooring at stands Nos. 186, 220, 234, 248, 251, 253, 255, 256, 258, 263, 264, 279, 290, 303, 305, 307, 313½, 330, 44, 93, 90, 60, 83, 86, 18, 36, 33 and 259, and in main gangway, was repaired, and new sleepers put in where needed. The roof was repaired. The gutter on the section of roof between the centre pediment and Fulton street on West street was relined with B. B. galvanized-iron 36 inches wide, about 50 new slate put in, the skylight puttied up and new glass put in where needed. The roof and gutters were repaired, and new elbow tubes put in gutter on shed roof over stands Nos. 431, 432, 434 and 328 to 385. The tin, slate and gravel roofs and skylights over stands Nos. 61, 92, 206, 210 were repaired. The damaged tin replaced with treble-coated stamped tin, painted on under side. All new tin and metal

work was painted two coats of metallic paint. The woodwork of the third door on Fulton from Washington street was repaired and the bottom covered with galvanized-iron.

The West Washington Market—The roofs over Stands Nos. 6 to 20 Hewitt avenue, and Nos. 11 and 83 Loew avenue, were repaired and the damaged tin cut out and replaced with treble-coated stamped tin painted one coat on under side. The roof was cleaned off, the bare spots touched up and the new tin painted two coats of metallic paint. The ceiling at No. 45 Grace avenue was repaired and rubbish removed. The awning at corner of West and Bloomfield streets and No. 18 Thirteenth avenue was repaired. The leaders at Nos. 31 and 49 Gansevoort street, No. 33 Grace avenue, Bloomfield street, near West street, Nos. 47 and 49 Hewitt avenue, were repaired and put in good order. The roof over Stands Nos. 34, 36, 38 and 4 Bloomfield street was repaired. The shutters at No. 3 Lawton avenue, No. 24 West street, No. 62 Thompson avenue and No. 62 Bloomfield street were repaired.

The Fulton Market—Roof over Stands Nos. 99, 212, 227 and 231, and the skylight in front of Stand No. 44, were repaired. The gravel roof over Stands Nos. 168 and 177 was cleaned off and new felt and pitch put on, and new gravel where needed.

The Catharine Market—The roof over stands Nos. 30 and 32 and No. 28 were repaired; also the leak in roof of Stands Nos. 62 and 64. The old tin was cut out and replaced with new stamped tin, and the new work painted two coats of metallic paint. The flooring in front of Stands Nos. 28, 30 and 32 was also repaired and new timbers put in where needed.

The Clinton Market—A flat metallic skylight was put over Lynch's restaurant kitchen with necessary cords and pulleys. The chimneys over Lawson's parlor and kitchen were repaired and pointed up with Portland cement mortar, and two galvanized iron chimney-tops with weather-caps were put on the flues.

THE ARMORIES.

The Eighth Battalion Armory—The large window over main entrance on Park avenue, which was blown in by the storm, was set back in place and braced with 3-inch by 4-inch by 3/8-inch T iron running from floor to ceiling and the sash and casing repaired and plastering pointed up. The skylights were repaired and reglazed where necessary.

The Ninth Regiment Armory—A new grate was put in the furnace of the large boiler.

The Twelfth Regiment Armory—All the iron work on the exterior of the building, including window frames and sashes, window guards, railings, lamps, gates, cornices, leaders, metal designs and lettering and the sashes and frames in the lantern over main drill-room was cleaned off, puttied up and painted. The entrance doors on Columbus avenue and West Sixty-second street were cleaned off, varnished and given a rub finish. The doors that open on the roof and areaways, and the window sashes, frames and window-guards were painted and the flagstaff puttied up and painted, the weather-vane regilt and new halyards reeved through the trucks.

The Twenty-second Regiment Armory—A closet about 17 feet long, 2 1/2 feet wide and 3 feet high was put up in the Quartermaster's room. The butts in the rifle-range were taken down and rebuilt with 6-inch by 6-inch by 16-inch spruce blocks. 14 target-frames were made and put up (two on each target). The old mantel was taken down and a new one built with heavier timbers and covered with galvanized-iron painted green. The damage caused by the fire which occurred in the latter part of December was repaired, the windows reglazed, the trim repaired and sashes rehung, three new trimmer arches were turned and a blue-stone hearth laid on the same to support the kitchen-range, the ceilings lathed and plastered and a new floor laid to replace the floor that was burned.

The Seventy-first Regiment Armory—The glazing was repaired. Six galvanized iron ash-cans and one Fairbank's truck supplied.

The Second Battery—A closet was put up 14 feet long, 2 1/2 feet deep and 8 feet high, built in three sections, each having a pair of panel doors with Yale locks and hat and coat hooks. This was for use of the Quartermaster. In the kitchen an ash partition 6 feet long and 7 feet high was put up. In the main drill-room two yellow-pine partitions, each about 19 1/2 feet long, were built to inclose rooms for Janitor and Armorer.

Troop A (Eighth Battalion Armory)—Three lockers and two gun-cases taken from the old armory of the troop were repaired and fitted up.

The Naval Battalion—Two new tubes were put in the steam-boiler and the rest of the tubes expanded at both ends. The galley-range was relined with best quality fire-brick. A supply of coal and some painter's supplies (lead, zinc, oil and dryers), and machinery and cylinder oil furnished.

THE DEPARTMENT OF STREET IMPROVEMENTS, TWENTY-THIRD AND TWENTY-FOURTH WARDS.

One large self-feeder stove, and 4 small cast-iron cylinder stoves with necessary pipes and fixtures were put up. One gas radiator was put up in the Commissioner's office. One dozen high stools, 200 yards of toweling and a quantity of Janitors and Cleaners' supplies furnished.

THE PUBLIC ADMINISTRATOR'S OFFICE.

One self-feeder stove with fixtures was put up in the office, and a No. 8 range was put up in the store-room, No. 5 Duane street.

THE CORPORATION COUNSEL'S OFFICE.

One 4 1/2-foot roll-top desk was furnished.

BUREAU OF STREETS AND ROADS.

A new "World" time-clock was put up in the shop at One Hundred and Twenty-third street and Columbus avenue, and stove taken from the Brown-stone Building was put up in the same shop with all necessary fixtures.

CONTRACTS AND SPECIFICATIONS.

Contracts and specifications were made for the following work, materials and supplies during the year 1894:

- For 5,000 tons of coal for the several buildings.
- For 500,000 pounds of ice and 145 pieces for water-coolers.
- For window-shades for New Criminal Court-house.
- For carpets and linoleum for New Criminal Court-house.
- For painting Free Floating Baths.
- For repairing pontoons.
- For furniture and carpenter work for New Criminal Court-house.
- For tinsmiths' work on Free Floating Baths.
- For repairing roof of the Twenty-second Regiment Armory.
- For alterations to steam-heating plant for County Court-house.
- For metallic fixtures for New Criminal Court-house.
- For furniture for New Criminal Court-house.
- For joinerwork for New Criminal Court-house.
- For repairing stable for Department of Street Cleaning, at Avenue C, corner of Seventeenth street.
- For new building for Eleventh Judicial and Seventh District Police Courts.
- For building yard wall for Seventh District Court-house.
- For repairing roof of Eighth Battalion Armory.

In addition to the above there were about 1,000 requisitions drawn for repairs to carpentry, masonry, plastering, painting, plumbing and gas-fitting, steam-fitting, electric-wiring, ironwork, glazing and other handicrafts. The repairs to slate and metal roofs. The furnishing of carpets, linoleum, desks and other furniture and the repairs to the same. The cleaning, repairing, winding and care of public clocks, of which there are about 140 distributed in the different courts and offices throughout the city.

The furnishing of Engineer's and Janitor's supplies, and the keeping in repair of the engines, pumps, boilers and elevators in the several buildings, and the care of window-shades and awnings, form a large part of the work of the Bureau.

Besides this a supervision is kept over contractors, Carpenters, Janitors, Engineers and Firemen, and the Male and Female Cleaners in the employ of the Bureau.

A very important feature of the work done by the Bureau is the care and supervision of the Free Floating Baths.

A careful examination of the work done, and materials and supplies furnished for use of the several buildings, and the bills and vouchers for the same, constitutes a most exacting part of the Bureau's work.

THE FREE FLOATING BATHS.

The baths are now stored in their winter quarters in South Brooklyn. Specifications were prepared for putting in three new pontoons, one in Bath No. 5, one in Bath No. 8 and one in Bath No. 9, to replace the three old ones that were beyond repair. This work was given out to the lowest bidder, and will be soon completed, weather permitting.

2,500 feet of best 3-inch manila bolt-rope and 1,500 feet of best 6-inch manila bolt-rope have been furnished for use of the baths.

A supply of lumber, mouldings and brackets have been furnished for use of the Carpenter making small repairs on the baths.

Five pairs of rubber boots were supplied for use of the Bath-keepers assisting the Carpenter in the repairs.

The anchors and chains were recovered and secured, and anchors and chains of Fifty-first street and One Hundred and Thirty-eighth street were stored in the Corporation Yards at Rivington street and One Hundred and Forty-third street and College avenue, respectively.

A supply of coal and wood was put on board the baths for the winter season.

A careful examination is now being made as to the condition of the respective baths, in order to determine what repairs will be needed to fit them up and have them put in order for the coming bathing season.

As soon as the desired information is obtained, specifications will be prepared and a contract made for the necessary repairs, and this work will be proceeded with as rapidly as the weather will permit, so that the baths may be in readiness in advance of the usual time for opening them.

Very respectfully,

W. G. BERGEN, Superintendent Repairs and Supplies.

LEASES.

The Fourth Judicial District Court, First street and Second avenue—Owner, Edwin Einstein. Rent, \$2,750 per annum; lease expires May 1, 1896. Repairs made by owner; water by City.

The Sixth Judicial District Court, Twenty-third street and Second avenue—Owners, Demilt Dispensary Trustees. Rent, \$1,700; lease expires May 1, 1896. Repairs by owners.

The Eighth Judicial District Court, Twenty-third street and Eighth avenue—Owners, Trustees Grand Opera House. Rent, \$3,500; additional for light and heat, \$162; lease expires May 1, 1899. Repairs by the City.

The Tenth District Civil and Sixth District Police Courts, southwest corner Third avenue and One Hundred and Fifty-eighth street—Owner, Murray Hill Bank. Rent, \$2,600; lease expires May 1, 1896. There is no provision made for repairs.

The Eleventh District Civil Court—Owners, New York Turn Verein, Bloomingdale. Rent, \$3,500; lease expires January 1, 1895. Repairs, light and heat by owners.

The Finance Department, Tax Receiver's office, Commissioner of Jurors, Commissioners of Accounts, Stewart Building—Owner, Henry Hilton. Rent, \$63,500; lease expires May 1, 1896. Owner makes repairs and furnishes heat and light.

Commissioners of Taxes and Assessments, No. 27 Chambers street—Owner, Mary A. Schankas, executrix of her late husband, Daniel Schankas. Rent, \$2,500; lease expires May 1, 1897. Repairs made by owner.

Department of Public Works, No. 31 Chambers street—Owner, Peabody Wetmore. Rent, \$12,000; lease expires May 1, 1895. Repairs made to exterior and taxes paid by owner.

Corporation Counsel, Staats Zeitung Building—Rent, \$16,000; lease expires May 1, 1896. Owner makes repairs and furnishes light and heat.

The First Battery Armory—Owner, Catherine Schmuck. Rent, \$2,750; lease expires May 1, 1896. Repairs made and gas furnished by owner.

The Ninth Regiment Armory—Owners, Marietta Stevens and John Melcher, executors of Paran Stevens Estate. Rent, \$15,000; lease expires May 1, 1895. Repairs by owners.

Department of Taxes and Assessments, Stewart Building—Henry Hilton, owner. Rent, \$18,000; lease expires May 1, 1896. Repairs by owner; also light and heat.

Property Owned by the City.

Nos. 8, 10, 12 and 14 Chambers street. John O'Rourke, lessee. Lease expires May 1, 1896. South side One Hundred and Fifty-second street, between Amsterdam and St. Nicholas avenues. John Delahanty, lessee. Lease expires May 1, 1896.

North side One Hundred and Sixty-first street, between Amsterdam and St. Nicholas avenues. Herman Schmidt, lessee. Lease expires May 1, 1896.

East side Amsterdam avenue, between One Hundred and Eighty-first and One Hundred and Eighty-second streets. James F. McGowan, lessee. Lease expires May 1, 1896.

North side One Hundred and Fifty-first street, between St. Nicholas and Amsterdam avenues. Mahony Bros., lessees. Lease expires May 1, 1896.

North side One Hundred and Fifty-first street, between St. Nicholas and Amsterdam avenues. Brian G. Hughes and Josephine G. Hughes, lessees. Lease expires May 1, 1896.

North side One Hundred and Fifty-first street, between St. Nicholas and Amsterdam avenues. Brian G. Hughes, lessee. Lease expires May 1, 1896.

North side One Hundred and Fiftieth street, between St. Nicholas and Amsterdam avenues. Brian G. Hughes, lessee. Lease expires May 1, 1896.

North side One Hundred and Fiftieth street, between St. Nicholas and Amsterdam avenues. Brian G. Hughes, lessee. Lease expires May 1, 1896.

All the above leases provide that the City shall keep the roofs in repair, and the lessees are to do all the other repairs.

Very respectfully submitted,

W. G. BERGEN, Superintendent Repairs and Supplies.

Hon. MICHAEL T. DALY, Commissioner of Public Works:

SIR—In compliance with your instructions contained in letter dated November 13, 1894, I have the honor to submit the following statement, embracing a list of the buildings in care of this Bureau, their condition, how they are occupied and the cost of the repairs made to the same, including those owned and leased by the City during the past six years, also the work done therein.

THE CITY HALL.

This building is occupied by the Mayor's office, the Board of Aldermen, the City Court, City Library, Governor's Room, Mayor's Marshal, CITY RECORD, Repair Shop of the Department of Public Works, Sewer Inspectors, the Memorial Committee of the Grand Army of the Republic, the Police Precinct and the Janitor.

The building is in good condition.

The following is a summary of the principal repairs made to the building since 1888:

The plumbing of the building was entirely reconstructed under the supervision of the Board of Health, the work being in charge of a Sanitary Engineer.

The contract for this work was advertised and let at public bidding.

The old plaza in front of the building was so dilapidated from time and the weather, it was deemed necessary to take it up and reconstruct it. It was originally flagged with brown-stone; but a contract was made to replace it with a tessellated pavement of light and dark blocks of cement paving and to replace the old steps leading to it with rubbed blue-stone steps. The iron railings at both ends of the piazza were taken down, repaired and reset in place. The terrace steps, leading from the piazza to the portico of the building, was also in very bad condition, being worn, spalled, out of line in several places and otherwise defaced. It was recommended that these should be taken down and replaced with new steps, and a contract for the work, embracing the tiling of the portico and repairs to the tiling of the vestibule, was let at public bidding.

The entire south, east and west fronts of the building were carefully cleaned down, repaired and pointed. This work was advertised and the contract let at public bidding.

The rear of the City Hall (constructed of brown-stone) was found to be scaling badly (large flakes having fallen from several places), making it dangerous for persons passing. That a contract and specifications for the repairs, restoration and painting of the same were advertised and the work let at public bidding.

A new court-room, for use of the City Court; a room for judges' chambers and library, and a series of document cases, were fitted up in the rooms formerly occupied by the Commissioners of Assessments.

The several court-rooms were repaired and painted. The interior of the dome lighted with electric lights. The crystal chandeliers in the chamber of the Board of Aldermen and Mayor's office cleaned and repaired. The roofs of the building and clock-tower repaired and new lightning rods put up. Flag-poles painted, new halyards reeved on the same, and chandeliers put up in the corridors.

A new paneled ceiling was put up in the Mayor's office, and the walls decorated and painted. All the City pictures have been cleaned and restored, and their frames regilt. Electric fans, with necessary wiring and fixtures, were placed in the Mayor's office.

The area walls on the east, west and north fronts of the building were taken down and rebuilt, and fine rubbed bluestone coping set on the same, and new bluestone steps set at the east and west basement entrances.

The iron railings protecting the areas were taken down and reconstructed.

New galvanized-iron leaders and chimney-tops were put up.

A new plate-glass dial was put in the south front of the clock-tower.

All the window-frames and sashes and outside doors have been repaired and painted.

THE COUNTY COURT-HOUSE.

The old passenger elevator, proving inadequate for the service required, was taken out and two new passenger elevators, with the latest improvements, were put in by the Otis Elevator Company under contract.

The steam boilers being in constant need of repairs on account of long service, connection was made with the mains of the New York Steam Heating Company for a supply of steam.

After a trial of this method it was found unsatisfactory, and a contract and specifications were prepared for taking them out and replacing them with four large steam boilers of the most improved pattern, set in brick work. These boilers are of sixty horse-power.

To make room for the new boilers it was necessary to make alterations in the boiler vault by sinking the foundations and flooring about two feet, and changing the positions of the columns and girders supporting the roof arches, and also reconstructing the boiler flues.

Four new Worthington steam-pumps were put in, with all necessary connections. The old steam engines, after being overhauled and repaired several times, were found to be worn out and no longer fit for the service required of them, and they were replaced with two fast running engines.

The entire system of heating and ventilation has been reconstructed; the air fans put in thorough repair.

The old galvanized-iron and wooden hot air chambers in the basement have been removed, the steam coils rebuilt and enclosed in air-tight brick chambers.

Thermostats for the regulation of the heat have been placed in all rooms connected with the steam heating and ventilation of the building and the result has been in every way satisfactory.

The air ducts through which the fresh air supply from out of doors is furnished have been thoroughly cleaned and whitewashed.

Iron guards have been placed in front of all hot air registers, to give direction to the heated or fresh air, so that is delivered above the heads of the people in the several rooms.

The thermostats are arranged to open and close the valves which regulate the inflow of cold air in summer and hot air in winter, and keep the air in the rooms at a fixed temperature.

The Sheriff's Office was refitted, new partitions put up, and compartments made for use of the Deputy Sheriffs and the rooms painted. The toilet-room was reconstructed, new sanitary closets and urinals put in, and the floor laid with mosaic pavement.

The County Clerk's Office was fitted up, new wire partitions, closets and shelving put in, the private office enclosed with glass paneled partition, the rooms painted, new signs put up, and two new document rooms enclosed and fitted up with shelving in the basement.

The Surrogate's Office—Two rooms were partitioned off for the private use of the Surrogate. Considerable shelving and document cases put up in the Record room and alterations made, and partitions removed in the Administration room and rooms painted.

The court-rooms, corridors and dome have all been cleaned and painted, and ten new water-closets, with latest improvements, put in for use of the several courts.

The tank-room in the basement, and all the areas have been flagged with blue-stone flagging. The roof has been repaired and painted twice on the outside, and once inside and outside, and the galvanized pipes and ventilators repaired and new ones furnished where needed.

Repairs have been made to the boiler, furnaces and grate-bars, the steam-pipes, gas-fitting and plumbing as needed, and in this work is included the fitting-up of the kitchen attached to the Supreme Court with new gas cooking range, and the necessary fixtures and connections.

All the window frames and sashes and outside doors have been repaired and painted. The building is now in good condition and the heating and ventilating plant is giving entire satisfaction.

The following Courts and offices occupy the building, to wit: The Supreme Court, the Superior Court, the Court of Common Pleas, the Surrogate's Court and office, the County Clerk's Office, the Sheriff's Office, Record rooms for Finance Department and the several Courts and offices in the building and the Janitor's apartments.

THE BROWN-STONE BUILDING.

This building has been occupied until lately by the Court of General Sessions, the District Attorney's Office, and the Trial Term of the Surrogate's Court.

The Court of General Sessions, and the District Attorney's Office have been moved to their new quarters in the New Criminal Court Building. The building is in good condition, but will need some alterations and repairs to fit it for use of such public offices as may be assigned rooms in it. The first floor has been assigned to the First Judicial District Court, and alterations have been made to the partitions, railings and carpenter work, to fit it for use of the Court.

During the period embraced in your letter of instructions all the brick, and woodwork, including window frames and sashes, has been painted.

A toilet-room and waiting-room was fitted up in the basement for the convenience of females having business in the courts. This room has been furnished with the most improved water-closets and wash-basins, and placed in the care of an experienced matron.

Repairs were made to the steam-pump and elevator, and a new steam-pump put in.

The roof, including skylights, gutters, ventilators and chimney caps, has been repaired and painted, from time to time as needed.

Part II of General Sessions, the Ladies' room and Trial Term room, Surrogate's Court, were repaired and painted. The District Attorney's rooms were papered and painted, and electric buttons placed on the desks of the Assistant District Attorney, and new gas fixtures put up in the court-rooms. Repairs have been made to the furnaces and steam-pipes. Steam-heating radiators were put in and connected for the heating of the basement and first floor of the District Attorney's Office.

Shelving and closets were put up in one of the basement rooms, for use of the Corporation Counsel's Office, these were afterwards removed and the room fitted up with platforms, desks, railings and fixtures, for use of the Trial Term of the Surrogate's Court.

THE HALL OF RECORDS.

This building is occupied by the Register. Condition, good. The old book-racks were removed from the mortgage room, and replaced by new ones built with white oak. On the second floor one 13-foot and two 9-foot book-racks were built.

Plans and specifications were prepared and a contract made for alterations and improvements to the building. A wide iron stairway was put up to connect the second and third stories. The windows were enlarged and plastering repaired. These improvements added 4,275 square feet of floor surface, hitherto unused, for use of the office. This comprised the entire upper floor. New ash book-racks and desks were put up, iron railways put in, and the walls, woodwork and trim painted and varnished.

The exterior of the building was repaired and painted, new galvanized iron leaders and smoke jacks put up and the roof repaired and painted from time to time, as required.

The walls and ceiling in the mortgage room were repaired and painted, some wire railing put up, and fifteen new book-racks built; these, with the ones already put in, will hold 1,000 Libers.

Three new water-closets and a urinal, with a supply tank of 400 gallons capacity, were put up and encased in the toilet-room. The tiling repaired, walls and ceilings calcimined and painted, wire guards put in the windows.

The hot-air furnaces and pipes cleaned and repaired from time to time, as required.

A room for chattel mortgages has been fitted up on the south end of the building, a new floor laid, and a number of closets built for filing documents.

All the rooms on the first and second floors were painted, calcimined and varnished.

A case of shelving, 19 feet long and 15 feet high, with paneled front and secured with Yale locks, was built on the third floor.

NO. 31 CHAMBERS STREET.

Occupied by the Department of Public Works. The building is leased by the City, the owner keeping the roof and exterior in repair; all interior repairs to be made by the City. The entire building, from sub-cellar to the roof, has been cleaned, plastering repaired, walls and ceilings painted and calcimined and radiators rebronzed. In a number of the rooms, and in the hallways, this work has been done a second time during the period embraced in your letter of instructions.

In the office of the Commissioner of Public Works the walls have been papered, ceilings decorated, a new grate and fender put in and enameled tile hearth laid. A new telephone booth, with a set of metallic circuit instruments, were put in.

Wire railings were put up in the Deputy Commissioner's and the Water Purveyor's offices, and the flooring in front of the desk in the latter office was relaid with yellow pine. The Cashier's desk was altered and extended and a new wire cage built for Cashier.

In the basement partitions were put up to enclose a room 19 by 25 feet, and in the cellar a series of racks were put up to hold street lamps.

The steam pumps have been overhauled and repaired. Repairs have been made to the elevator as needed. New wire ropes put in. The cars adjusted. The stand pipe cleaned out. Cylinder head repacked, and new brass valve float put in tank.

The plumbing has been overhauled. A new closet put in the Commissioner's office. The old sewer drain in the cellar taken up, the ground disinfected and a new extra heavy cast-iron drain-pipe put in and connected with all the rising pipe and the sewer.

A new ash desk and railing, enclosing a space 6 by 11 feet, was put up for use of clerk having charge of the supply of water to shipping.

Four electric fans and several electric lights have been put in and supplied with one-eighth H. P. current.

Partitions and closets were put up for use of engineers, and shelving and pigeon holes were built in rooms Nos. 7, 9 and 12.

Speaking tubes were put in to connect the office of the Commissioner with the Water Purveyor and rooms Nos. 14 and 19.

The boiler furnaces have been relined and new grate bars supplied as often as needed, and a new smoke-jack put in boiler flue.

NO. 27 CHAMBERS STREET.

The second floor of this building is occupied by the Board of Assessors and the City Surveyor. The building is leased and is in good condition. The City to make repairs required in the interior of the building. It was fitted up for the above offices in 1889. New partitions and fixtures were put up and the rooms newly painted. No repairs have been required since.

THE STEWART BUILDING.

This building is occupied by the Finance Department, the Receiver of Taxes, the Commissioners of Taxes and Assessments, the Commissioners of Accounts and the Commissioner of Jurors. The building is in good condition. The offices are leased from the Stewart estate under several leases.

The Commissioner of Jurors' Office—Alterations have been made to the glass partitions.

The Bureau for the Collection of Arrears of Personal Taxes—Wire railing has been put up and some black-walnut cases of pigeonholes built.

The desks and railings in the Bureau for the Collection of Arrears of Taxes and Assessments were taken down and moved back about four feet. The railings altered and some new railing furnished. On the desk a paneled ground glass partition, with polished plate glass cash shelves, was put up.

The City Paymaster's Office—The desks were altered and repaired; a new ash desk put in. Sliding sash put in the panel partition on top of desk. Four newel posts, with brass guard rails, were placed in front of Paymaster's windows. New gas fixtures put up; signs painted and wood-work filled and varnished. Thirty-five electric lights were put in.

In the Bureau for Collection of City Revenue—A black walnut case, 8 feet long, 8 feet high and 18 inches deep, with shelving and pigeonholes, was built for use of the Collector.

The partition in the Auditor's office was extended to the ceiling with glazed sash.

The Office of the Commissioners of Accounts—The partition has been extended to the ceiling with glazed sash, and three cases of black walnut shelving and drawers put in.

THE TAX COMMISSIONERS' OFFICE, STEWART BUILDING.

This office was removed from the Staats Zeitung Building in May, 1893, where more room was secured for the business of the office. The new rooms in the Stewart Building were fitted up with desks and cases, etc. The offices on the first floor were furnished with 107 running feet of counters with closets, and 50 feet of standing desk with drawers, pigeonholes and book racks; also 15 double standing desks, each 5 feet 6 inches long. In the basement a counter, 36 feet long, with book racks underneath, was put up, and the closets taken from No. 27 Chambers street fitted up and furnished with Yale locks.

In the vault two cases of pigeonholes were built (these contain 320 pigeonholes).

Brass and iron wire partitions were put up in the offices, and a telephone cabinet and instruments put in.

Three paneled glass partitions were put up to inclose rooms for the Commissioners, and their desks mounted with electric push buttons with necessary wiring. Eleven electric fans (one 36-inch wing disc combination) were put in.

The Department of Street Cleaning—The offices of this Department were removed from the fourth floor on Reade street side to the first floor on Chambers street side, where a paneled glass partition and iron wire railing was put up for use of the office. The Department subsequently was removed to quarters assigned for it in the New Criminal Court Building.

THE STAATS ZEITUNG BUILDING.

This building is occupied by the offices of the Corporation Counsel. The building is in good order, and is leased by the City. The City makes interior repairs.

During the past six years all the rooms on the second, third and fourth floors, have been repaired and painted. Shelving and pigeonholes were built in Rooms Nos. 3 and 4, fourth floor, and in the Library and Record room.

In the Chief Clerk's room, a 16-foot desk and wire railings were put up, and a speaking tube put in to connect with Corporation Counsel's room.

Partitions were put up in Rooms Nos. 5 and 7, third floor, and the Library floor was fitted and given an oil finish.

On the removal of the Tax Commissioners' office from the second floor of the building, it was assigned to the Corporation Counsel and fitted up for his use. Shelving and closets were put up in the new Record room.

A new ash counter, about 30 feet long, about 60 running feet of ash top wire railing, and a Tucker file case, containing a large number of document files, were built in the main office. Two telephone booths erected in the private office, and parquet floor was laid, and the floors in the other rooms cleaned off, filled and varnished.

A wire railing, 16 feet long and 8 feet high, was put up in the storeroom. New gas fixtures were put up in the several rooms; and new signs were put up at the entrance and on the office doors. Black-walnut map cases were built for the filing of maps.

THE MARKETS.

The new West Washington Market was completed. It comprises ten buildings, each 180 feet long, 50 feet wide, two stories high, and covered with a trussed roof. Substantial foundations were laid ten feet below the surface, constructed of concrete, brick masonry and granite blocks, upon which rests a fine cut granite sill course, which supports cast-iron columns and girders of wrought-iron filled in with rolling steel shutters. When these are opened the entire front of each building presents a continuous line of stalls. The second story is built with brick and lighted with large windows. This story is arranged for offices and storerooms. A centre wall, running lengthwise in each building, is pierced with archways and provided with air ducts carried above the roof. These ducts, together with a Louvre placed over the ridge of the roofs are intended to make the ventilation of the market as perfect as possible. A sidewalk, covered with a corrugated iron awning, extends around each building. Roadways running east and west, and one transverse avenue, afford the means of transit through these buildings and a street frontage to each stall.

The exterior of the market presents a continuous line of enclosure, pierced at each roadway with a large archway opening into each of the streets. A square tower, with pointed roof, rises above the roof at each of the boundary corners. Gabled ends, heavily corniced, and deep paneled pediments and intermediate mansards on the east and west fronts of the buildings, make the finish.

On the fronts east and west the name of the building, "West Washington Market," appears in large projecting letters on terra cotta blocks, built in the walls. The names of the streets are placed in the spandrel of the arches over each street, in terra cotta blocks. The five interior streets are paved with granite blocks, have sewers and gas-mains, and electric lights suspended over the centre of the streets to light the roadways.

The ten buildings contain about 440 stalls. The length of frontage is 4,600 feet. The land on which the market stands was reclaimed from the water by filling in, embracing an area of 150,000 square feet. The work on the buildings was commenced on May 9, 1887, and was done under contract.

On the morning of August 25, 1890, a fire broke out and destroyed the whole upper part of the building bounded by Grace, Lawton, Thompson and Thirteenth avenues. A specification for the necessary repairs to the building was made and a contract made for its restoration at public letting.

A second fire occurred on December 31, 1890. This fire damaged the building on the corner of Thirteenth avenue and Gansevoort street. Specifications for its repair were made, which provided for iron, fire-proof ceilings and partitions, extending to the peak of the roof, with a view to lessen the danger of fire to which these buildings are exposed. This work was advertised and let at public bidding.

Specifications were prepared and a contract made to extend the cross and longitudinal walls in the two buildings on Bloomfield street, between West street and Thirteenth avenue, and carrying them above the roofs and making such other alterations in the buildings as would tend to make them fireproof.

On November 20, 1893, the third fire occurred and destroyed the building on Thirteenth avenue, between Thompson and Hewitt avenues. This building was insured by the stand holders in the market, and the work of repairing it was done by the insurance company.

The roofs of all the buildings have been repaired and painted twice since the buildings were finished. The leaders have been repaired in several places and the steel rolling shutters of the entire market have been overhauled and repaired and are repaired from time to time as needed. The slate roof of the four towers were overhauled and put in good repair. The archway over the entrance on Lawton avenue on the north side cracked, owing to a settlement of the foundations of the supporting piers. The necessary underpinning was done, some new bond stone put in and the work made secure.

Washington Market—All the doors have been repaired; glass panels, with iron-wire guards, put in nearly all of them, and the bottoms cased in galvanized-iron to protect them; new transoms-lights were put over two of them. The skylights have been overhauled and painted; new galvanized-iron flashings put around them; the tracks rebuilt on which they roll; new pulleys and ropes put in where required. New skylights were built over stands Nos. 285, 292 and 72. The roofs have been repaired in a number of places from time to time; basket-strainers were placed in the leader-pipes and leaders put in order. The iron panels of the sidewalk enclosure have been taken out in many places where broken and replaced with heavy wooden panels and the iron columns repaired. A fire occurred in the northwest corner of the building in January, 1890, and the damage, which was confined to a few stalls, was speedily repaired. The corrugated-iron shed over stand No. 356 was repaired and terra cotta coping pointed up. In 1892 the entire exterior of the building was painted by contract made at public letting. Repairs have been made to the flooring in several places from time to time as needed, aggregating about 6,000 square feet of flooring.

Fulton Market—The original flooring in the Fulton, Front and Beekman street sections of the market was composed of asphalt, 1 inch thick, laid on a pine floor, and supported by heavy timbers, with a space beneath of an average depth of 4 feet. In consequence of the ventilation of this space being shut off by the construction of stands over the air-vents the timbers rapidly decayed, and the necessity for repairs became so frequent that a change in the construction was decided on. The plan adopted was to take up the old flooring and timbers and fill in the space beneath the flooring with clean earth filling, well rammed, on which was laid a yellow pine floor

on chestnut sleepers. A section 80 feet long and about 10 feet wide was made in this manner in the Beekman street gangway, and, after a fair trial having proved satisfactory, the work was continued in sections as it was found necessary until all the gangways in Beekman, Fulton and Front streets were completed.

The flooring in stands Nos. 23, 86, 88, 90, 92, 94 and 96 was taken up and relaid on 6 x 6 spruce sleepers. Repairs were also made to the flooring in several places in the Market, aggregating about 4,000 square feet. All the doors have been repaired, and a new door and casings put in at the Front and Fulton street entrance. The window frames, sashes, guards, doors and casings have been cleaned off and painted. The skylights have been repaired and painted, new ropes and pulleys furnished where needed. Two new skylights built, one over southeast gangway and one over stands Nos. 130 and 132. The roofs have been gone over twice and repaired and painted, and repairs made from time to time, as needed. A new tin roof was put on the centre tower on South street, the space covered with stamped tin, being about 1,500 square feet; 56 feet of O. G. galvanized-iron gutter and about 70 feet of 4-inch leader put up.

All the drain-pipes on South street were connected with the new sewer, and two additional drain pipes put in. All the drains were cleared, and two grease traps built to catch the grease from the restaurants, which caused the pipes to be stopped so often, and rendered repairs necessary frequently. Repairs were made to the corrugated iron awning over the sidewalks, about 20 sheets of new iron put in, and the entire roof painted with metallic paint. The partition at Yate's stand, dividing his restaurant from the Market, and the partitions at stands Nos. 12, 14 and 16 adjoining, having settled and bulged, were jacked up, got into line, and new 4 by 12 inches sill timber put in and properly blocked up to support them. A new yellow pine floor was laid in Yate's restaurant.

A fire occurred in the Market on the morning of September 8, 1890, on the corner of Beekman and Front streets, and did considerable damage to the building. The debris was promptly cleared away and specifications drawn for the repairs. The work was done by contract, after being advertised.

Catharine Market—Specifications were prepared and a contract made for the repairs required on the market. New siding was put up on Catharine, Cherry and Front street sides of the building. New doors and windows put in; iron wire-guards put on all the windows and doors. Roofs and leaders repaired and painted, and the buildings painted inside and outside. These improvements were much needed at the time (1888) and gave general satisfaction. The roof of the extension was covered with new tin, and the roofs of the main buildings repaired and painted, and the gutters relined and braced. The flooring at stands Nos. 32, 33, 34, 35, 42, 44, 48, an 1 in front of Winant's stand was relaid with yellow pine and new timbers put in where required. 13 pairs of doors were repaired and rehung with necessary hardware, and a new circular sash of 4-foot radius was put in one of the arches. In 1893 the entire exterior of both buildings and the ceiling of the larger one was cleaned and glazed repaired.

Centre Market—The whole exterior of the building was pointed-up and painted, and the entire interior of the market cleaned, calcimined and painted. New tin roofs were put on the extensions on Broome street and Centre Market place. The roofs on the main building have been repaired in several places; all the leaders have been repaired and painted. The outside stairs on Centre street was replanked with yellow pine step-plank, and repairs were made to the flooring in several places. The 3 old flag-poles were removed, as they had become dangerous. All the doors and windows were repaired and reglazed. The ceiling over Swift's stand (damaged by fire in the court-room above) was replastered.

Clinton Market—A contract and specification was prepared for general repairs to this market. The sheds over the sidewalks on Washington and Spring streets were taken down and removed; the stone columns set plumb, and the spaces between them inclosed with panel-work and pivoted sash. A galvanized-iron cornice put up on Spring and Washington streets fronts. The fronts painted. The ceilings repaired, cleaned off and calcimined and the interior painted. The roof, sky-lights and gutters were repaired, and about 4,000 feet of new flooring laid. On Canal street front the old work was removed, foundations put in and a new front with paneled sash put up and finished with a galvanized-iron cornice. Repairs have been made to the roofs in several places. The leaders have been put in order and connected with the sewers on three sides of the market. 34 new flat galvanized-iron sashes were placed on the skylights. The old skylights repaired and glazed and four (4) new skylights built. All the doors and windows were repaired and furnished with new hardware. A new floor was laid in Lynch's restaurant and repairs made to the flooring in various places throughout the market, the repairs aggregating over 5,000 square feet. New numbers were placed over all the stands.

Essex Market—The entire roof has been repaired and painted, some new leaders put up, chimneys and coping repaired and pointed up with Portland cement, the old flag-pole removed. The flooring was repaired and calked, new steps were built leading to the basement of No. 10. The chimneys were cleaned and new chimney tops put up. The interior of the market was cleaned off and painted. A new water-closet was set in the basement and connections made with the sewer with extra heavy cast-iron pipe.

Union Market—The doors and windows have been repaired and glazed. Two new galvanized leaders, about 60 feet long, put up, and the brick piers on the southeast corner repaired and pointed up.

Jefferson Market—In March, 1889, a fire occurred which destroyed several rooms on the two upper floors and a portion of the roof. The necessary repairs were made without delay. The partitions, flooring and roof were replaced, rooms plastered, windows reglazed, walls and ceilings painted and calcimined, the debris removed and the place left broom-clean. Repairs have been made to the flooring, the doors and windows, as required, and the stairs on Greenwich avenue side have been repaired and new steps put in. The gravel and tin roofs have been repaired, and the shed roof on Sixth and Greenwich avenue sides repaired and painted; the chimneys and pediments have been pointed up and new chimney-caps put on. The terra cotta cornice was pointed up. The drain-pipes have been cleared, new leaders put up, the gutters on Sixth avenue side lined with copper, and three rows of new slate put in. The hallways on the office floors and Rooms 1 and 2 have been cleaned, plastering repaired and walls and ceilings calcimined. The rooms on the second floor, on the Greenwich avenue side, have been altered and repaired for use of the Exempt Firemen's Association—partitions were taken down and altered, walls and ceilings repaired and papered, woodwork and trim painted and gas-fixtures put up.

Tompkins Market—The iron cornice around the second story of the building being in a dangerous condition on account of the corrosion of bolts and fastenings which held it in place, it was taken down, and the balcony railings on Sixth and Seventh street fronts were taken down and rebuilt, and new castings put in to replace those broken. The entire exterior was cleaned off, rust and scale removed, and the building given three coats of lead and oil paint, the platforms and steps rebuilt; the doors and windows were all put in order, 1 new circular head sash, 5½ feet wide and 7½ feet long, with moulded one-half circle, was put in; the flooring was repaired in five or six places. The chimney on Seventh street side was extended through the roof and capped with a galvanized Emerson head. The roof and gutters have been repaired and two chimney tops and three ventilators heads put up. A copper tube was put in the iron gutter over the Officers' room and wire basket strainers put in all the leader pipes. The water and drain pipes in the basement were cleared and repaired.

Gansevoort Market—The tool-house has been rebuilt, a new tin roof put on, windows glazed and protected with wire mesh, and the building painted on the outside.

THE FARMERS' HOTEL.

This building, in Gansevoort Market, is the property of the City. The old gravel roof was taken off and a new 4-ply felt and gravel roof put on to replace it. New I. X. tin flashings were put in and the coping on the walls around the building was fresh in Portland cement mortar. The chimneys were repaired and a galvanized-iron top put on the kitchen flue.

THE ARMORIES.

The Seventh Regiment Armory—The rooms in the basement were cleaned and calcimined. In the rifle-range, a wing disc fan, driven by a two-horse power gas-engine, with necessary pulleys, shafting and fixtures, was put up for the purpose of keeping the range free from smoke. This it has done to the satisfaction of the officers of the regiment. New spruce blocking has been put up in the archway and around the piers in the range to protect the brickwork; new timber facings were put on the bulkheads and on targets 1, 2, 3; new timbers have been put in the mantillet, and curved steel plates put at back of targets.

The halls and corridors were cleaned off, plastering repaired, walls and ceilings painted in tints, the hardwood rubbed and varnished, and the railings around the building painted.

In the Superintendent's room the plastering was repaired, ceiling calcimined, walls painted and hardwood varnished. The rolling window shutters were overhauled and new straps put on all of them. The window frames, sashes, iron railings, gratings and window guards were painted and the outside doors cleaned off, varnished, rubbed and finished.

The sashes on 57 windows in the Administration Building, and 22 windows in main drill-room, have been rehung with No. 1 Giant sash chain, and 50 pocket windows with braided sash-cord. During the period embraced in this report, the entire roof, embracing the Administration Building, main drill-room and tower, has been thoroughly overhauled, repaired and painted twice. The window-sills and louvers on the top deck, and the brick wall on Sixty-seventh street, have been flashed with new tin, and about 1,000 sheets of new tin used in repairing the roof. The six large ventilators on the roof have been repaired, new glass journals put in, and new vanes put on where needed, and two new ventilators, 4 feet high and 2 feet in diameter, were built on the roof between the lantern and end walls.

A contract and specification was prepared for pointing up the brick and stone work on the exterior of the building. This work was let at public bidding and done in a satisfactory manner. The lamps at Fourth avenue entrance were reglazed with beveled plate-glass, as they were all

more or less damaged. The leaders were taken down, repaired and painted. A new floor was laid in the marker's pit in the rifle-range. The sidewalk elevator was repaired, new spindles and bearings put in and a new iron cover over the hatchway. The inside lift running from the cellar to the upper floors was put in good order, bolts tightened and gearing reset.

The walls and ceilings in the firing-room, at the range, were cleaned off and painted, the hardwood oiled and the radiators and steam-pipes in main drill-room bronzed. The storm-doors have been painted inside and outside. The furnaces under the four steam-boilers have been relined from time to time, as required, and the side wall of boiler No. 3 taken down and rebuilt. The steam-pipes and valves have been kept in repair and repacked as needed.

All the flag-poles have been painted and new halyards reeved on them. A circular ladder has been built on the east end of main drill-room roof to replace the old one which was worn out. Repairs have been made to the plumbing, steam and gas-fitting, and to the glazing, as required.

The Eighth Regiment Armory, Park avenue, Ninety-fourth and Ninety-fifth streets, 400 by 200 feet, 1889—Extensive repairs have been made to the roof of the building. About 600 sheets of new tin put in, the flashings pointed up, roof painted, the windows in the lantern on roof were flashed with zinc, six ventilators were cut in and placed on roof of main drill-room, each 2 feet in diameter and 4 feet high. The flag-poles were painted and new halyards reeved through the trucks of each and one new flag-pole was put up to replace one struck by lightning. Weather strips were placed on eighty windows. The large window over main entrance, damaged by storm, was repaired, set back in place and braced with angle-iron braces. Iron wire guards were placed on all the exterior windows in exposed positions. The electric plant used for lighting up was put in complete order and repairs made to the gas-fitting. Six new galvanized-iron leaders were put up and connected with the sewers and roof gutters. The boiler furnaces have been relined, as required, and new grate-bars furnished. Specifications have been prepared and printed for the repairs required at present. This work will be advertised and a contract made for the repairs at an early day.

The Ninth Regiment Armory, Twenty-sixth street, between Seventh and Eighth avenues—This armory is in a leased building. Repairs are made by the owner.

The Eleventh Regiment disbanded March, 1889.

The Twelfth Regiment Armory—The steam chimney was built ten feet higher, so as to clear the tops of the adjoining building, and the coping on the west wall reset. Complaint having been made of the leaky condition of the roof a contract and specifications were made for the repairs, which included the repair of the gravel roof and covering the roof over company rooms and the lower portion of the roof over the main drill-room with triple-coated tin, and the work was done in 1890. An iron railing was put up on the roof to keep off persons from adjoining buildings. The settees in main drill-room were repaired. Iron doors and casings were put up at the entrances to the magazine and area. Two large ornamental brass lamps were put up at the entrance to the armory. Five galvanized-iron ventilators, two feet in diameter, were put up on the roof of the main drill-room and the woodwork of the window-panes and lantern covered with zinc flashings and painted and a new galvanized-iron chimney-top put on the kitchen chimney.

The coping, walls and look-outs above the roof on the north side has been pointed up with Portland cement, the walls around the roof given a cement wash, and the roof, for a space of five feet above the line of the walls, painted with metallic paint. The roof of the main drill-room, for a distance of 15 feet up the sides and ends, has been repaired and painted, and about 700 sheets of new tin put in to replace those damaged. Four new lockers were built in the Officers' room for use of the field and staff. The glazing has been repaired, the furnaces under the steam-boilers relined, new grate-bars put in, the steam-pipes repaired and covered with asbestos, hair felt and canvas, and the electric light plant, used for lighting the gas, overhauled and put in complete order.

The Twenty-second Regiment Armory, Boulevard, Columbus avenue, Sixty-seventh and Sixty-eighth streets, 1889—The entire exterior of the skylights, window-frames, sashes, iron railings and gratings have been cleaned and painted, and steam-pipes and radiators relubricated. The roofs have been repaired, new flashings put around the skylights, leaks in roof of main drill-room soldered up, and the new work painted. The glazing has been repaired where needed. A new switch-board put in for the electric plant. Repairs have been made to the rifle-range. The butts have been rebuilt and newly timbered twice since 1889. A new cable, containing 33 electric wires, was put in and connected with the bells in the range. Repairs have been made to the gas-fitting, steam pipes and valves, and the boiler furnaces have been relined with fire-brick, a new shaking and dumping grate put in one furnace, and the grate-bars in the other furnaces repaired. A pair of new swinging doors were hung at the entrance to main drill-room, the flooring repaired. Galvanized-iron tops were put on the chimneys of the Company rooms.

The Sixty-ninth Regiment Armory—Two paneled partitions were put up in the Adjutant's and Armorer's rooms and the rooms painted and calcimined. The window frames and sashes were repaired, new stop beads and parting strips put in where required, a case of pigeonholes put up in Quartermaster's room, the gun-rack in Company F's room repaired, and the lockers in Company K's room overhauled and furnished with new locks and master keys. The lockers in rooms of Companies C, F, G, E, I, H and D have been repaired and furnished with new locks and master keys. In the basement about 12,000 square feet of yellow pine flooring was laid.

In the rooms of Companies B, C, D, F, H, I and E, and Board of Officers' room and toilet room, the walls and ceilings have been cleaned, plastering repaired, ceilings calcimined in tints, walls painted and radiators bronzed and hardwood varnished.

Repairs made to the roof, smoke-jacks put on the Sixth and Seventh streets chimneys, and 2 galvanized-iron tops put on boiler-flue. During the period the flag-pole was painted, ball regit and new halyard reeved through the blocks.

The water-closets in the basement, on both ends of the building, and the stairs leading to the same, have been cleaned off, plastering repaired, and wood and iron work painted.

In 1890 the boilers were overhauled, all the tubes taken out and replaced with new tubes, and a crown sheet put in the west boiler. The furnaces were relined, arches turned over the doors and back return flues, new check valves put on the boilers. The furnaces were again relined in 1892 and 1893. Two sets of grate-bars were put in every year from 1889 to 1894. Repairs were made from time to time to the plumbing, gas-fitting and glazing.

50 new lockers were put up in Company A's room.

38 " " " " C's "

38 " " " " D's "

36 " " " " G's "

40 " " " " B's "

44 " " " " E's "

246 " " " " "

In the repairs made to the roof this year about 1,100 sheets of stamped tin and 100 slates were used, together with about 20 feet of new O. G. cornice put up, and the gutters were relined and painted.

The Seventy-first Regiment Armory—In 1889 this regiment was quartered at Broadway, between Forty-fourth and Forty-fifth streets, a leased building. In this armory 40 new lockers were built for Company B's room. The windows were repaired, reglazed and furnished with new fastenings. A new ceiling was put in the toilet room and the room painted and calcimined. The flooring was repaired in the hallways and repairs made to the plumbing and gas-fitting.

This armory was destroyed by fire in 1891, and the regiment took up its quarters in the armory at Thirty-sixth street and Broadway, formerly occupied by the Eighth Regiment. Some repairs were made here to make it ready for the regiment's occupation. The lease of this building expired in May, 1892, and the regiment was removed to the building on One Hundred and Seventh street, between Fourth and Lexington avenues, formerly used as a skating rink. The gun racks and cases were altered to fit the new temporary quarters, partitions put up to inclose Officers' rooms, 700 coat and hat hooks put up, one 14-foot washout closet and an 8-foot urinal put in the men's toilet room, new closets put in the Officers' rooms, the old closets repaired, a washstand put up in Surgeon's room and pipes cleaned. A contract was prepared and specifications drawn up for the further repairs and alterations required, including the cleaning and calcimining of the interior of the building and painting the trim, putting up the partitions to inclose ten company rooms and building about 600 lockers. These were built with yellow pine strips. The cellar was cleaned, the boilers and steam-pipes repaired and furnaces relined. Three lines of posts were put in, on stone foundations, to support the girders put in to strengthen the floor of the main drill-room. On the completion of the new armory at Thirty-fourth street and Fourth avenue, the regiment removed into it and the building on One Hundred and Seventh street was turned over to the owner.

The First Battery Armory—This armory is in a leased building and no repairs were made by the City to the building; but some lockers, and a new pine closet, 7 feet wide, 3½ feet deep and 10 feet high, with shelving, hooks, etc., was built for use of the command.

The Second Battery Armory—The lease of the armory at Forty-fifth street and Broadway having expired in 1888, the building in Seventh avenue, between Fifty-second and Fifty-third streets, was leased and fitted up for use of the command. Extensive alterations were made, new plumbing and gas-fitting was put in, new water-closets, wash-basins and urinals connected with the sewer with extra heavy drain-pipe, 18 1/4-light chandeliers put up, with necessary piping, as the building was not piped for gas previously. Partitions, inclosing rooms for Janitor and Armorer, built; a small range and boiler set in kitchen. Galvanized-iron chimney-tops put on the flues, wire guards placed on chimneys, the windows on first floor on Broadway side taken out and openings bricked up. Harness racks placed on the walls, the old partitions altered, and a new yellow pine partition built, with pivoted sash, and the water-closets and basins cased up with yellow pine strips. The old lockers were fitted up, and about 100 of the lockers taken from the armory of the Eleventh Regiment (disbanded) were repaired and set in place in the Company rooms.

Plans and specifications for the erection of three rooms on the west end of the armory, for use of the officers, were prepared and the work done by contract at public letting. The wear and tear of the flooring, consequent on drilling with heavy guns and horses, made it necessary to have repairs made frequently, and an aggregate number of square feet laid during the term of the lease was about 10,000 square feet. On the expiration of the lease of this building, in May, 1893, temporary quarters were leased for their accommodation in Seventh avenue, between Fifty-third and Fifty-fourth streets, which were fitted up for use of the command until such time as their new armory would be completed. The Battery is now housed permanently in its new armory, Thirty-third street and Park avenue.

HEADQUARTERS FIRST BRIGADE.

"Signal Corps" and Troop "A" Armory—The above commands were quartered in the leased building on Broadway and West Forty-fifth street. The City to do all interior repairs and alterations.

The plumbing was overhauled, a new water-closet and urinal put in, two small force pumps put in, soil-pipes back-aired and ventilated, gas-fixtures repaired and two ornamental street-lamps put up at the entrance. The walls of large drill-room painted, rooms on upper floor calcimined and painted, new woodwork painted and grained. Some lockers taken from Eleventh Regiment Armory were repaired and put up for use of the several commands.

On the expiration of the lease the lockers, saddle racks and furnishings of these commands were removed to the new quarters, rented for their use, in Dickel's Riding Academy in West Fifty-sixth street, and the gas-fixtures and furniture not required in the new quarters were taken down and stored in the basement of the New County Court-house. The lockers taken from the old armory were repaired and put up in the new quarters, and several new lockers built. 40 old saddle racks and 250 new ones were put up. 2 cases for carbines and pistols (one 6 feet and the other 20 feet long) were built.

Signs were painted on front of the building, door bells hung, letter-boxes placed at entrances, wire guard put on windows, gas-fixtures put up in the several rooms, a work bench built for Armorer, a butt for targets built in rifle range and afterwards rebuilt, 2 coal-bins built.

In Troop "A" room a large closet has been built for use of Quartermaster. A new flag, 40 feet above the roof, with gilt copper ball, lignum vitae trucks and halyards, was put on the building. A closet, 7 feet wide, 2½ feet deep and 10 feet high, with shelving, was built, and a sabre rack, with spaces for 86 sabres and strips for coat hooks, put up. The partition in locker-room was moved about 10 feet and the location of arms cases changed and some additional cases built to hold carbines and pistols. Yale locks were put on all the lockers, new lockers painted and varnished, and the floor stained and oil finished.

On the completion of the Seventy-first Regiment Armory Building, the headquarters of the Brigade and the Signal Corps removed from their old armory in West Fifty-sixth street to their quarters in the new building, and on the expiration of the lease of the Fifty-sixth street building Troop A was removed to the Eighth Battalion Armory, where they will be quartered until their new armory is complete.

THE NAVAL BATTALION.

350 feet of 2½-inch three-ply fire hose, with couplings, nozzles and spanners, were supplied for use on board the ship "New Hampshire" (the Battalion Armory). The boiler was repaired, kitchen galley fire relined, supplies of coal, oils, tools and cleaners' utensils furnished, from time to time, as needed.

THE SOLDIERS' MONUMENTS.

In 1890 contracts and specifications were made for cleaning, pointing up and restoring the bronzed work on the soldiers' monuments in Calvary and Greenwood Cemeteries and laying out the plots. This year (1894) it became necessary to go over the work again on the Calvary Cemetery monument, owing to its greater exposure to factory smoke, etc.

THE COURTS (POLICE AND CIVIL).

The First Judicial District Court—This court is located on the third floor of the engine-house, corner of Chambers and Centre streets; owned by the City. Repairs have been made to the roof several times during the past six years. The chimneys have been repaired and one rebuilt. New leaders were put up. The court-room, Clerk's office, Judge's room, the jury room, halls and stairs have been painted and calcimined twice during the period, new signs put up, two partitions taken down and one rebuilt.

The Second Judicial District Court—This Court is located on the second floor of Centre Market Building, corner of Grand and Centre streets; owned by the City. New signs were put on front of building, the partition in Judge's room extended, an electric bell and connections put on the Judge's and Clerk's desks, storm-doors with paneled sash partition put up at entrance, shelving put in the examination room, alterations made to the Judge's platform and railings in court-room, the walls and ceilings in the Judge's and Clerk's rooms, the hallway and stairs were painted and calcimined and grained work varnished. The chimneys were repaired and cleaned, three new galvanized-iron chimney-tops with bases put on, the roof repaired and painted. The plumbing was overhauled and put in good order. The damage caused by the fire that occurred in February, 1893, was speedily repaired, new flooring, window sashes and frames, doors and trim put in where required, the ceilings fired and plastered, and the several rooms and hall and stairway painted and calcimined.

The Third District Court-house—The roofs and gutters over the court-room, the slate roof over the centre tower, clock tower and mansards, the tin roofs on flat deck and bell deck in tower have been overhauled, repaired and painted twice since 1889. The court-room, corridors, vestibule, jury rooms, janitor's rooms, prison pens, and railings were repaired, ceilings calcimined and painted in tints, walls painted, radiators bronzed, all the doors, windows, frames and sashes and ironwork on the exterior of the building were painted and hardwood varnished. The boiler furnace has been twice relined and furnished with grate-bars, the steam-pipes have been repaired and covered with asbestos felt and canvas. A black-walnut case was built in Judge's room, and a paneled front put on cabinet in Clerk's office. Specifications were prepared and a contract made for pointing up the entire exterior of the building, cleaning the stonework and painting the brick-work; this work was done satisfactorily.

The Fourth Judicial District Court—The walls, ceilings and woodwork in the court-room and Clerk's and Judge's rooms were cleaned off and painted and about 225 feet of shelving put up in Clerk's office. In May, 1894, an additional room was leased and added to the court-room, 30 additional benches were put in the court-room, and new platforms and desk built for the Judge, and jury box; a new partition to inclose room for the Judge built, iron railings put up to divide the spaces for the Bench and Bar, and the new work painted and grained.

The Fifth District Civil Court, No. 154 Clinton street—More room being needed for the business of this Court, in 1889 a contract and specifications were prepared for extending the building to the end of the lot and making extensive alterations to the offices and rooms in this building. Temporary quarters were leased and fitted up at No. 21 Suffolk street, for use of the Court during the progress of the work, and at its completion the Court was moved back to the new court-room. A new steam-boiler, with piping and radiators, put in to heat the building. Iron wire guards placed on the ten court-room windows. The roof repaired, skylights glazed, chimney tops put on. The court-room vestibule, halls, Judge's and Clerk's rooms cleaned off, painted and calcimined. The Janitor's rooms were repaired, painted and calcimined.

The Sixth District Civil Court—This Court was removed from Eighteenth street and Fourth avenue, in May, 1891, to the Dewitt Dispensary Building, corner of Second avenue and Twenty-third street, where the second floor was fitted up for its use. Platforms for the Judge's bench and jury box were built, new railings put up, the benches taken from the old court-room, repaired and set in place; new signs painted and put up. A desk, 17 feet long, with drawers and closets, put up in Clerk's office. A black-walnut case of shelving and pigeonholes, 9 feet long and 10 feet high, put up; the new work grained and varnished, and a contract made with the trustees of building to furnish steam for the heating of the Court and offices.

The Seventh District Court-house—The Seventh Judicial District Court and the Fourth District Police Court are located in this building. Repairs have been made to the roof and gutters as required during the period embraced in this report, and in 1890 a new tin roof was put on the entire building, and about 340 feet of galvanized-iron moulded gutter put on; the chimneys rebuilt. A new iron shutter, with flashings, was put on at the skylight over the hallway. A case of shelving was put up in the Civil Court. The main staircase repaired, new ash steps put in, platform rebuilt and balusters repaired and replaced where needed. The hallways, vestibule, Janitor's rooms, the Judges' rooms and Clerk's rooms (both courts), the stairways, and Janitor's kitchen, the portico, cornice and windows on the front of the building have all been cleaned off, plastering repaired, ceilings calcimined, walls painted and radiators rebronzed. In the Police examination room a case of shelving was put up and the old cases repaired. The old closets in the toilet-room, third floor, were replaced with three new Hygiea water-closets, and the closet on the third floor was replaced with an Inodoro closet, with necessary connections. Repairs have been made to the steam-pipes, gas-fitting and plumbing. The kitchen range has been relined twice and new castings furnished when needed. The boiler furnace was relined. The excavation for a new building at the rear of the Court-house made it necessary to take down the yard wall. As soon as the building on the rear of the Prison was sufficiently advanced this wall was rebuilt, the work being done by contract at public letting. The iron railings in front of the building were repaired and repainted.

The Eighth Judicial District Court—In 1889, and again in 1893, the walls and ceilings of the court-room and rooms and offices belonging to the same were cleaned off, plastering repaired, ceilings calcimined, walls and trim painted, grained work touched up and varnished, and papered walls newly papered. A new sash door was hung in the Clerk's office, and the iron railings repaired and painted. The lease of the premises having expired in May, 1894, the Court was

moved to the second floor of the Grand Opera House, at Twenty-third street and Eighth avenue, which was leased for use of the Court. Platforms were built for the Judge's bench and jury-box, desks for the Judge and Clerk put up, the iron railing taken from the old court-room altered and put up, and the space for the Bar inclosed with oak railing. The Judge's and Clerk's desks and oak railing inclosing the Bar and Judge's bench were taken from the Criminal Court Building, where they were not needed. Railings were put up in the examination room. A paneled partition put up in rear of Judge's bench and in Clerk's room. The court-room was supplied with new benches and gas-fixtures put up.

The Harlem Court-house, 1893—This building, located on the corner of One Hundred and Twenty-first street and Sylvan place, commenced March 16, 1891, was completed in January, 1893, and was occupied by the Ninth Judicial District Court and the Fifth District Police Court. These two Courts were formerly located in leased buildings in One Hundred and Twenty-fifth street. The new building covers a plot of ground 100 by 100. It affords accommodation for the two Courts, the repair-shop of the Water Purveyor, the Draughtsmen employed on Harlem Bridge, and a station of the Department of Street Cleaning. It also contains a prison, which is fitted up with the latest improvements in lighting, ventilation and drainage. A paneled ash partition was put up on the fourth floor to enclose rooms for the Engineers of this Department engaged on Harlem Bridge work. Shelving was put in the vaults, and an oak partition with counter-shelving and book-racks, and a library case, 12 feet long and 9 feet high, and two cases of pigeonholes were put up in the Civil Court. In the Police Court a case of shelving in two sections was put up; 20 settees, 12 feet long, were put in each of the Courts. A box-stall was put up in the basement for use of Water Purveyor's Bureau. Gas-fixtures were put up on the several floors where they were not previously provided for. The boiler furnaces were relined with fire-bricks, and new arch and check blocks and dead plates put in, and furnaces put in order. Three sets of blue-stone curb were put in place for gutter-bridges and covered with heavy cast-iron gutter-plates, the adjoining paving taken up and relaid to conform to the grade of the bridges. The roof was repaired and about 85 Spanish roofing-tile put in to replace those broken. The flag-poles were painted; new halyards reeved through the trucks, and a new galvanized-iron chimney-top put on the kitchen chimney. A new pair of storm-doors were put up at the entrance and 4 pair of outside, and 4 pair of inside blinds put up in Janitor's rooms. The vestibule and circular stairway has been repaired, calcimined in tints, and the walls painted 4 coats of lead and oil paint, and a dado 3½ feet high painted from top to bottom.

The Tenth Judicial District and the Sixth District Police Courts are located in the building on the southwest corner of Third avenue and One Hundred and Fifty-eighth street. The building is leased. Owner keeps exterior in repair, the City the interior. The only repairs made were made to the plumbing, which, from its position in the building, is likely to be frozen during every severe cold snap.

The Eleventh Judicial District Court—Occupies a leased building in Eighth avenue, between Fifty-fourth and Fifty-fifth streets. Repairs made by the owners.

THE CITY PRISON COURTS (TOMBS).

The Special Sessions and First District Police Courts—The roofs and gutters have been repaired twice during the period, the gutters relined, and about 1,000 sheets of stamped tin put in to replace damaged tin. The chimneys were pointed up and 8 galvanized-iron chimney-tops put on. The entire roofs of both courts painted. A desk and platform with iron railing put up in examination room. Grate in Judges' room reset, flues cleaned, and about twenty feet of wire ash-top railing put in the Clerk's office, Special Sessions. Specifications were prepared, and a contract made, to remove the damaged stone in the facade, and replace it with a new stone, and to reset the granite steps at main entrance, and repair the flagging in the portico; all this work was carefully done.

The Second District Police Court—(See Third District Court-house).

The Third District Police Court—Repairs have been made to the slate roof on several occasions, the gutters have been relined; about 45 feet of new leader put up. The two furnaces have been kept in repair, the chimneys cleaned, new smoke pipe and new hot-air (tin) pipe put up. A new hot-air register put in the floor near Clerk's desk, and about 30 feet of pipe put in to connect with the furnace. A new Hygiea water-closet was put in on second floor, and a new range, water-back, and 30-gallon boiler put in Janitor's kitchen. About 35 feet of 10-inch galvanized iron smoke pipe was put on kitchen flue, capped with an Emerson head. Three 10-foot benches were put in the court-room, and a case of shelving in the examination room. The plumbing and gas-fitting has been repaired as required from time to time. A new book-case was built in Clerk's office. The exterior of the building has been painted. The court-room, Judges' and Clerk's rooms, examination room, hallway stairs and Janitor's rooms were cleaned of plastering, repaired, and walls and ceilings painted and calcimined.

THE COUNTY JAIL.

In 1889 the entire tin roof was repaired and painted, the flashings and coping pointed up, the flues from the kitchen and Warden's rooms cleaned, and a galvanized-iron chimney-top put on the kitchen flue. The plastering of the rooms on the first floor was repaired, the ceilings calcimined, walls painted, grained work cleaned and varnished, and front door and entrance painted. The corridors and cells were whitewashed, and a dado painted around the walls in prison corridor. The grates in the Reception room and Warden's room were reset and fenders repaired.

In 1892 the entire roof was again repaired and painted. The rooms on first floor and stairway to second floor were calcimined and painted, grained work cleaned and varnished, radiators bronzed, and all the cells whitewashed. The arches over the windows on front of the building were repaired, and the loose brick keyed up, the range in kitchen repaired and new castings (rings and covers) supplied, and the flues cleaned. The cells were again whitewashed in 1893 and 1894. A yellow pine floor was laid on the galleries of the three tiers of cells. The glazing was repaired and the window sashes all rehung with the best braided sash-cord. The boiler furnace was repaired, and repairs made to the water-closets and plumbing. A new yellow pine floor was laid in the office, dining-room and hallways.

NO. 448 WEST ONE HUNDRED AND FORTY-SIXTH STREET (CITY PROPERTY).

Roof repaired, chimneys pointed up and washed with Portland cement, flashing repaired, new sewer connection, and plumbing overhauled and repaired.

ONE HUNDRED AND FIFTY-FIRST STREET, SECOND HOUSE FROM TENTH AVENUE (CITY PROPERTY).

Roof repaired and painted, the coping reset, flashings pointed up, roof of extension repaired and painted, new sewer connection, plumbing overhauled, renewed and repaired.

ONE HUNDRED AND FIFTY-SECOND STREET AND TENTH AVENUE (CITY PROPERTY).

The necessary water and sewer connections were made to this building and the building on the rear of the lot, new water-closets of improved pattern, with necessary fixtures and ventilating pipes put in, and the closets inclosed and painted. In doing this work about 22 cubic yards of rock had to be removed from the line of the sewer.

THE OLD ARSENAL BUILDING, CORNER OF WHITE AND ELM STREETS.

This building was destroyed by fire in the Spring of 1891. A contract was made for shoring up the walls and removing the dangerous portion of them. It was afterward found necessary to remove all of the old walls, and a contract was made for their removal and for clearing the lot of all rubbish and debris.

THE DOG POUND.

This building, at the foot of East One Hundred and Second street, was moved about 75 feet west to give room for the Dock Department to extend their improvements. A new foundation was prepared and the building safely placed thereon. Repairs were made to the roofing and glazing.

NO. 5 DUANE STREET, STOREHOUSE OF THE PUBLIC ADMINISTRATOR.

New stairs and platform was built in the rear of the building, a new fence and a water-closet built in the yard, door and jambs put in cellar entrance. Iron gratings were put in rear windows, the windows repaired and the yard cleansed. About half of the front cellar wall was taken down and rebuilt, an area built and covered with blue-stone coping and an iron grating, lock and chain. The cellar was graded off and the west half floored over with yellow pine and chestnut sleepers. The plumbing was repaired and put in order.

BRIDGE OVER RAILROAD AT FORTY-FIRST STREET AND FOURTH AVENUE.

This bridge has been repaired and painted, new yellow pine steps put in on each side, the deck flooring repaired and the handrails put in good order.

NOS. 8, 10, 12 AND 14 CHAMBERS STREET.

A new tin roof was put on the roof of the extension of No. 12, and the entire roof repaired. The east wall of No. 8 was taken down and rebuilt, the beams shored up and a new floor laid in the toilet room, the walls cased up and painted, a new gate hung at the entrance to the alley and the plumbing put in order.

A contract and specification were drawn up for general repairs to the building. This work was advertised and given out at public letting. Under the contract the old sinks in rear of Nos. 10 and 14 were cleaned and disinfected and filled with clean earth, new Hopper closets were put

in to replace them, and these were cased up with yellow pine, new extra heavy cast-iron soil-pipe was put in and a connection made with the Chambers street sewer. A brick wall was built in the yard of No. 8 to support the projecting closet on the second floor, the carpenter work was put in order and the building painted and papered on the inside, and the front and rear walls were pointed up with cement and painted. The windows were reglazed, and sashes rehung where necessary.

THE REPAIR SHOPS AND CORPORATION YARDS.

Repair Shop, No. 186 Mulberry street—Shelving was put up and racks and bins built to hold tools and material.

Yard at One Hundredth street and East river—New gate-posts have been put up and gates hung, and the front of the yard inclosed by a strong fence about 7 feet high.

Sixteenth Street Yard—A shed, 40 feet long and 12 feet wide, with racks for the storage of street lamps, was built and covered with second grade tin and painted. A new tin roof was put on the office building, the gravel roof of storage shed repaired and plumbing put in good order, new gate-posts were put up at the entrance and new gates hung and secured with good lock and bars.

One Hundred and Nineteenth street and St. Nicholas avenue—The shed on the west side of the yard was shored up, and the west wall, fronting on Eighth avenue, was taken down and rebuilt, extra piers put in to strengthen the work, the posts set plumb and the roof made weathertight.

West Fifty-sixth Street Yard.—Plans and specifications were proposed for the erection of a one-story brick office building. This work was completed and the office fitted up with wire railing, wash-basin, and gas fixtures, and a water-closet built in the yard, and connection made with the street sewer. A shed 75 feet long and 12 feet deep, covered with a tin roof and inclosed, was built for the storage of goods seized by the Bureau of Incumbrances. A shed 100 feet long and 14 feet deep and 13 feet high was put up in the yard for the use of the Department of Street Cleaning.

Nos. 427 and 429 East Eighty-seventh street—A closet 18 feet long, 6 feet high and 3 feet wide, and two shelves, each 23 feet long and 3 feet wide, were put up for storage of tools and materials. The location of the water-closet has been changed and a new closet put in. The old flooring in the tool-room was taken up and a new floor laid on chestnut sleepers, wainscoting and a bench put up on west side of the room, a work bench put in the shop, the windows covered with wire guards. One 8-inch galvanized-iron chimney pipe, 20 feet high, and one 12 feet high, were put up.

Building, One Hundred and Twenty-first street, adjoining the Harlem Court-house—The west wall of this building was taken down—it encroached on the Court-house lot—the roof and flooring shored up and the wall rebuilt and plastering repaired.

DEPARTMENT OF STREET CLEANING.

Stables, Avenue C and Sixteenth and Seventeenth streets—In 1891 the roof was repaired in several places, the centre gutter relieved, new flashings put around the skylights, the pediment walls covered with new tin, seven new galvanized iron leaders put up, and twenty tubes put in to leaders. In 1894 a contract was prepared and let at public bidding for a thorough repair of the roofs, skylights, doors, window panes and sashes. Under this contract several hundred sheets of new tin were put in to replace those damaged; also the window sashes were reglazed and rehung with best braid sash-cord, doors and casings repaired and new hardware furnished where necessary.

The Corporation Yard at the foot of Rivington street—A shed, 60 feet long and 13 feet high, was built and inclosed with corrugated-iron, for use of the Bureau of Incumbrances to store goods seized by Bureau.

THE CIVIL SERVICE BOARDS.

The Civil Service Commissioners' office was removed from the City Hall to the rooms in the Cooper Institute, which were leased for their use. These rooms were fitted up with paneled glass partitions, desks, cases, pigeon-holes and gas fixtures, and the gymnasium purchased, with ladders, platforms and necessary fixtures. On the completion of the New Criminal Court building the office was moved into the rooms assigned for use of the Commission in that building.

DEPARTMENT OF STREET IMPROVEMENTS, TWENTY-THIRD AND TWENTY-FOURTH WARDS.

The five-story building on the northeast corner of One Hundred and Forty-first street and Third avenue was leased for the use of this Department May, 1891.

A contract and specification were prepared for the alterations and repairs required to fit it up for the use of the Department. This work embraced the taking down and altering the partitions and taking down the first stair-flight and building a new one in another location, the taking out of the old plumbing and replacing it with new plumbing, water-closets, basins, new soil and service pipes, all properly ventilated. Electric bells were put in to communicate with the several offices from the Commissioner's room with drop annunciator, wiring and battery complete.

Plans and specifications were prepared for building a fire-proof vault for the safe keeping of maps, plans, etc. This vault is built in the rear of the first floor, on a stone foundation raised from the cellar bottom.

The roof was repaired and painted, and the plastering in the several rooms repaired, walls and ceilings calcimined, woodwork and trimmings painted, stained and varnished.

A line of girders supported on iron columns were put in to support the several floors, from the cellar to the top story. The floors, which had sagged from the weight of the heavy safes placed on them, were shored up and made perfectly rigid.

A wire railing 13 feet long and 6 feet high was put on the third floor.

THE DEPARTMENT OF BUILDINGS.

The furniture, cases and other property turned over by the Fire and Health Departments were removed to the new building on the southwest corner of Fourth avenue and Eighteenth streets, where rooms had been leased for the accommodation of the new department. New partitions were built, dividing the fourth, fifth and sixth floors into suitable offices. A pine partition was put up to inclose a room for stationery. A 12-foot standing desk was built and the old desk repaired, and a set of telephone instruments put in and connected with the Telephone Exchange.

A case of pigeonholes was put up in the Attorney's room and a case of shelving in the Plumbers' room. An iron wire guard-rail with necessary openings was put on the desks in the general office. This rail is about forty-five feet long. Five electric bells were put up in the different offices and connected with the Superintendent's desk with a push-button combination, with names of the several stations engraved thereon, and a similar combination placed on the desk of the Deputy Superintendent.

A speaking-tube was put in to connect with the upper floors.

An oak plan case was put in the office, and the racks on the upper floors of Nos. 155 and 157 Mercer street were taken down and put up in the new Department Building, and the maps moved thereto.

NO. 49 BEEKMAN STREET.

The plumbing and drainage of this building being found defective it was thoroughly overhauled. Plans and specifications were prepared in accordance with the regulations of the Board of Health, and a contract made for the work in conformity therewith.

All the old plumbing and soil pipes were taken out, the trench around the sewer disinfected, a new iron sewer-pipe put in, with necessary traps and ventilating pipes, new closets and urinals of improved pattern put in, a tank placed on the roof, and a gas-engine and pump put in the cellar, the old cells in cellar taken down and removed and the place left broom-clean.

Two cases of shelving were put up and old cases repaired in the Public Administrator's office. A new tin roof was put on the building, underlaid with rosin-sized felt paper, the skylights were repaired, coping reset, and roof painted with metallic paint.

In 1890, in the Corporation Attorney's office, the walls and ceilings have been repaired, painted and calcimined, and hardwood cleaned and varnished. A new galvanized iron gutter and leader was put up on the rear of the building. New shelving was put up and inclosed with panel doors in the Public Administrator's office; the signs were cleaned off and lettered and some new signs furnished.

In 1892 repairs were made to the roof and leaders, the roof painted and coping pointed.

The office of Public Administrator—The walls and ceilings in rear room, third floor, and Janitor's kitchen on the fourth floor, were repaired, ceilings calcimined, walls and trimmings painted, three pine closets and a number of document boxes supplied. A galvanized-iron ventilating pipe was put up to ventilate the office and carried above the roof.

In the Corporation Attorney's office about 100 feet of shelving was put up.

Statement of the Buildings and Offices in care of the Bureau of Repairs and Supplies and how they are occupied.

The City Hall is occupied by the Mayor's office, the Mayor's Marshal, the Board of Aldermen, the Clerk of the Board of Aldermen, the City Library, the Committee room of the Board of Aldermen, the City Courts, Parts I., II., III., IV., the City Court Clerk's office and Judges' room, the Governor's Room, the Reporter's room, the City Record office; the Repair Shop, Department of Public Works; the Sewer Inspectors, Department of Public Works; the Memorial Committee, Grand Army Republic; the Third Precinct Police Station, the Janitor's apartments. The building is in good condition.

The County Court-house is occupied by: Basement story—The County Clerk's office and Record rooms, the Surrogate's office and Record rooms, the Sheriff's office and Deputy's rooms, the Dining-room, Kitchen, and Record room, Supreme Court. First story—The Supreme Court: the Judges' room and Library, the Clerk's office; the Surrogate's Court. Second story—The Superior Court: The Judges' room, the Clerk's office; the Court of Common Pleas: The Judges' room, the Clerk's office; Naturalization Bureau. Third story—Superior Court Record rooms, Finance Department Record rooms, Janitor's apartments. The cellar—County Clerk's Record rooms, store rooms, Carpenters and Plumbers' shops, engines, fans and heating apparatus, and boilers in boiler vault. The building is in good condition.

The Brown-stone Building, City Hall Park—This building until recently was occupied by the Courts of General Sessions and the District Attorney's office, the Surrogate's Trial Term Court and ladies' private room. These all removed to their rooms in the new Criminal Court Building, with the exception of the Surrogate's Trial Term Court. The building is in good condition, but will require a considerable outlay for the alterations which will be required to fit it up for use of such offices as may be assigned rooms therein.

The Hall of Records is occupied by the Register's office. Building in good condition.

The First Judicial District Court occupies the third floor of engine-house corner of Chambers and Centre. In good condition.

The Criminal Court Building is occupied by the Court of General Sessions, the District Attorney's office, the Coroners' office, the Excise Board, the Civil Service Boards, the Board of Health, the Society for the Prevention of Cruelty to Animals, the Society for the Prevention of Cruelty to Children, the reporters' room, the Matron's room, the Janitor's apartments, the engine and boiler rooms, the Special Sessions Court, the First District Police Court.

Department of Public Works—No. 31 Chambers street; leased building. Owner repairs exterior only. Condition good.

No. 27 Chambers street—Leased building. The Board of Assessors and the Surveyor, Department of Taxes, occupy the second floor. The Coroners occupied the third and fourth floors (that is, a part of each) until last May, when they removed to the Criminal Court Building. Owners make repairs to exterior. Building in good condition.

No. 49 Beekman street—Occupied by the Corporation Attorney, Public Administrator and Janitor's apartments. Building owned by City; in good condition.

No. 5 Duane street—The second and third floors and the cellar, occupied as a store and auction-room by Public Administrator; first floor used as a fuel depot by the Fire Department. The building is in fair condition; it is owned by the City (old engine-house).

The Department of Street Improvements, Twenty-third and Twenty-fourth Wards, occupies building (five stories high) on the northeast corner of Third avenue and One Hundred and Forty-first street. The building is a brick building in good condition; it is leased. The City to make all repairs.

THE COURTS (POLICE AND CIVIL).

First District Police and Special Sessions—These Courts were until lately in the City Prison Building (Tombs). The Special Sessions is now occupying rooms in the Criminal Court Building. Building in good condition.

The Second District Police Court in Third District Court-house.

The Third District Police Court, Essex street, near Grand street.

The Fourth District Police Court in Seventh District Court-house, Fifty-seventh street, between Third and Lexington avenues.

The Fifth District Police Court in Harlem Court-house, One Hundred and Twenty-first street and Sylvan place.

The Sixth District Police Court in leased building, corner of One Hundred and Fifty-eighth street and Third avenue.

Owner repairs exterior only. All the above Courts are in good condition.

THE CIVIL COURTS.

The First Judicial District Court, over engine-house, corner of Centre and Chambers streets. The Second Judicial District Court, Centre Market Building, corner of Grand and Centre streets.

The Third Judicial District Court in Third District Court-house, Sixth avenue, corner of West Tenth street.

The Fourth Judicial District Court, leased building, corner of Second avenue and First street. The Fifth Judicial District Court, court-house, Clinton, near Grand street.

The Sixth Judicial District Court in leased building, corner of Second avenue and East Twenty-third street.

The Seventh Judicial District Court, Seventh District Court-house, Fifty-seventh street, between Third and Lexington avenues.

The Eighth Judicial District Court, leased building (Grand Opera House), Twenty-third street and Eighth avenue.

The Ninth Judicial District Court, Harlem Court-house, One Hundred and Twenty-first street and Sylvan place.

The Tenth Judicial District Court, leased building, corner of One Hundred and Fifty-eighth street and Third avenue.

The Eleventh Judicial District Court, Eighth avenue, between Fifty-fourth and Fifty-fifth streets, leased building.

All the above Courts are in good condition. The Fourth, Sixth, Eighth, Tenth and Eleventh District Courts are in leased buildings, or parts of buildings. The owners keep the exteriors in repair. The interiors are repaired by the City.

The County Jail, in Ludlow street, near Grand, is in good condition.

THE MARKETS.

West Washington Market.

Washington Market.

Fulton Market.

Catharine Market.

Clinton Market.

Essex Market.

Centre Market.

Tompkins Market.

Jefferson Market.

Union Market.

The above markets are all in good condition, but owing to the great amount of business transacted in them, and the constant wear and tear of traffic, they need constant care to keep them in good repair.

THE ARMORIES.

The Brigade Headquarters and Signal Corps, quartered in the Seventy-first Regiment Armory, corner of Thirty-fourth street and Park avenue.

The First Battery, No. 340 West Forty-fourth street, near Eighth avenue; armory leased; owner repairs exterior of building.

The Second Battery, in Seventy-first Regiment Armory.

The Seventh Regiment, Park avenue, between Sixty-sixth and Sixty-seventh streets.

The Eighth Battalion Armory, Park avenue and Ninety-fifth street.

Troop "A" Armory, Park avenue and Ninety-fifth street.

The Ninth Regiment Armory, No. 221 West Twenty-sixth street, between Seventh and Eighth avenues; armory is leased from the Stevens estate; owners make exterior repairs.

The Twelfth Regiment Armory, Columbus avenue and Sixty-second street.

The Twenty-second Regiment Armory, Boulevard and Sixty-eighth street.

The Sixty-ninth Regiment Armory, over Tompkins' Market, corner Seventh street and Third avenue.

The Sixty-first Regiment Armory, corner Thirty-fourth street and Park avenue.

The First Naval Battalion Armory, ship "New Hampshire."

All the above armories are in good condition, except the Twenty-second Regiment Armory, where a fire occurred a few days ago, doing some damage to the kitchen, arrangements for the repair of which have been made, and the work now going on.

The First Battery and Ninth Regiment are the only commands occupying leased armories. In both cases the owners only make the exterior repairs.

CORPORATION YARDS.

Rivington Street Yard, foot of Rivington street.

Sand and Gravel Yard, Rivington street, near Goerck street.

Pipe and Meter Yard, foot of East Twenty-fourth street.

Sand and Gravel Yard, foot of East One Hundredth street.

Corporation Yard, West Fifty-sixth street, near Eleventh avenue.

Corporation Yard, One Hundred and Twenty-third street and Columbus avenue, moved from One Hundred and Nineteenth street and St. Nicholas avenue.

The sheds and office buildings in the above yards are all in good condition.

REPAIR SHOPS.

Repair Shops—Basement of City Hall, Harlem Court-house, Nos. 427 and 429 East Eighty-seventh street, No. 134 West Thirtieth street, No. 186 Mulberry street, Third avenue, near One Hundred and Sixty-sixth street. All are in good order. The last three are in leased premises. City makes repairs.

THE DOG POUND.

This building is at the foot of East One Hundred and Second street. It has been recently turned over to the care of the Society for the Prevention of Cruelty to Animals.

During the Year 1880.

During the Year 1890.

During the Year 1891.

During the Year 1892.

During the Year 1893.

During the Year 1894.

Expenditures for Repairs and Alterations of Public Buildings for the Years—

	1889.	1890.	1891.	1892.	1893.	1894.	TOTAL.
Twenty-second Regiment Army.	\$342 00	.....	.....	\$1,504 00	\$964 00	\$2,010 00	\$4,820 00
Sixty-ninth Regiment Army.....	2,824 00	\$834 00	\$690 00	.....	.....	1,658 00	6,006 00
Troop " A " .....	.....	650 00	289 00	185 00	293 00	35 00	1,452 00
Seventy-first Regiment Army ...	147 00	394 00	70 00	5,767 00	106 00	200 00	6,684 00
Signal Corps.....	.....	26 00	.....	189 00	.....	.....	215 00
Brigade Headquarters.....	1,471 00	325 00	.....	.....	.....	.....	1,797 00
Second Battery Army.....	3,349 00	623 00	167 00	604 00	58 00	145 00	4,946 00
Old Arsenal.....	.....	7 00	625 00	15 00	.....	.....	647 00
First Naval Battalion .....	.....	.....	.....	.....	55 00	41 00	96 00
Brown-stone Building.....	2,894 00	2,838 00	2,586 00	2,192 00	1,834 00	823 00	13,167 00
City Hall.....	18,308 00	9,904 00	5,044 00	5,257 00	1,834 00	1,233 00	41,580 00
County Court-house.....	19,931 00	18,205 00	10,730 00	21,549 00	8,502 00	3,203 00	82,120 00
Harlem Court-house.....	.....	.....	825 00	7,040 00	2,042 00	722 00	10,629 00
Third District Court-house.....	380 00	70 00	228 00	863 00	4,255 00	488 00	6,284 00
Seventh District Court-house.....	648 00	535 00	.....	415 00	760 00	1,475 00	3,833 00
First District Civil Court.....	177 00	289 00	243 00	670 00	331 00	220 00	1,930 00
Second District Civil Court	913 00	53 00	100 00	607 00	897 00	120 00	2,690 00
Third District Civil Court	20 00	.....	908 00	244 00	32 00	.....	1,204 00
Fourth District Civil Court.....	313 00	79 00	5 00	3 00	.....	454 00	854 00
Fifth District Civil Court	6,682 00	479 00	402 00	384 00	15 00	79 00	8,041 00
Sixth District Civil Court.....	10 00	61 00	648 00	.....	.....	48 00	767 00
Seventh District Civil Court.....	.....	.....	118 00	312 00	75 00	758 00	1,263 00
Eighth District Civil Court	390 00	.....	.....	93 00	117 00	882 00	1,482 00
Ninth District Civil Court.....	.....	29 00	8 00	518 00	.....	.....	555 00
Tenth District Civil Court .....	.....	54 00	21 00	78 00	84 00	22 00	259 00
First District Police Court	78 00	95 00	16 00	382 00	79 00	8 00	658 00
Second District Police Court	8 00	18 00	67 00	64 00	64 00	119 00	340 00
Third District Police Court	395 00	364 00	1,077 00	6 00	233 00	250 00	2,325 00
Fourth District Police Court.....	72 00	210 00	229 00	617 00	205 00	63 00	1,396 00
Fifth District Police Court.....	492 00	145 00	48 00	607 00	.....	.....	1,292 00
Sixth District Police Court .....	.....	9 00	.....	16 00	20 00	.....	45 00
Dog Pound.....	274 00	265 00	8 00	1,200 00	255 00	.....	2,002 00
Hall of Records	662 00	2,850 00	1,460 00	1,631 00	969 00	626 00	8,498 00
County Jail.....	1,767 00	1,238 00	725 00	817 00	1,053 00	145 00	5,745 00
City Prison Courts.....	498 00	92 00	373 00	2,347 00	207 00	85 00	3,602 00
Catharine Market.....	3,567 00	.....	735 00	636 00	49 00	418 00	5,405 00
Centre Market ...	1,107 00	491 00	260 00	2,399 00	810 00	1,356 00	6,423 00
Clinton Market	1,017 00	370 00	5,181 00	3,325 00	1,112 00	611 00	11,616 00
Essex Market	299 00	217 00	291 00	1,130 00	94 00	752 00	3,083 00
Fulton Market.....	2,340 00	7,434 00	1,005 00	1,966 00	2,378 00	870 00	15,993 00
Gansevoort Market.....	87 00	.....	.....	.....	.....	.....	87 00
Jefferson Market	2,291 00	557 00	87 00	528 00	1,192 00	1,480 00	6,135 00
Union Market.....	.....	10 00	11 00	.....	201 00	18 00	240 00
Washington Market	1,164 00	695 00	1,108 00	2,727 00	1,114 00	578 00	7,386 00
West Washington Market.....	629 00	10,490 00	22,163 00	8,277 00	2,165 00	735 00	44,459 00
Tompkins Market.....	56 00	533 00	30 00	.....	102 00	80 00	801 00
Farmers' Hotel.....	307 00	.....	.....	.....	.....	.....	307 00
Department of Buildings.....	.....	.....	.....	145 00	288 00	145 00	578 00
Department of Street Cleaning.....	.....	.....	870 00	.....	.....	3,809 00	4,679 00
Stewart Building.....	164 00	782 00	537 00	1,136 00	4,030 00	999 00	7,648 00
No. 27 Chambers street.....	836 00	101 00	7 00	15 00	154 00	115 00	1,228 00
No. 31 Chambers street.....	1,049 00	1,829 00	2,099 00	2,614 00	2,056 00	2,071 00	11,718 00
Staats Zeitung Building.....	2,496 00	376 00	4,236 00	407 00	1,636 00	260 00	9,405 00
No. 49 Beekman street.....	2,467 00	102 00	420 00	604 00	78 00	240 00	3,911 00
Finance Department.....	.....	.....	112 00	.....	.....	.....	112 00
Nos. 8, 10 and 12 Chambers street..	.....	374 00	2,204 00	48 00	.....	.....	3,626 00
Nos. 49 and 51 Chambers street...	.....	.....	12 00	15 00	.....	.....	27 00
Cooper Union.....	.....	20 00	.....	.....	.....	.....	20 00
Department of Street Improve- ments, Twenty-third and Twenty-fourth Wards.....	.....	.....	2,939 00	81 00	1,113 00	.....	4,133 00
No. 220 Fourth avenue, Depart- ment of Buildings.....	.....	.....	.....	1,280 00	256 00	.....	1,536 00
No. 3568 Third avenue.....	.....	.....	.....	.....	6 00	.....	6 00
Third avenue and One Hundred and Sixty-sixth street, Repair Shop.....	.....	.....	.....	.....	27 00	.....	27 00
Fifty-sixth street and Twelfth avenue, Corporation Yard.....	.....	.....	.....	.....	1,872 00	.....	1,872 00
Eighty-sixth street, Repair Shop...	.....	.....	.....	.....	52 00	90 00	142 00
One Hundred and Fifty-second street and Tenth avenue.....	.....	655 00	.....	.....	.....	.....	655 00
One Hundred and Fifty-first street and Tenth avenue.....	.....	65 00	.....	.....	.....	.....	65 00
No. 448 West One Hundred and Forty-sixth street.....	.....	70 00	.....	.....	.....	.....	70 00
No. 3351 Third avenue.....	32 00	.....	.....	.....	.....	.....	32 00
No. 5 Duane street.....	.....	158 00	65 00	3 00	253 00	7 00	486 00
No. 186 Mulberry street, Repair Shop.....	.....	57 00	.....	.....	.....	.....	57 00
One Hundredth street, Corpora- tion Yard.....	.....	75 00	.....	.....	.....	.....	75 00
Sixteenth Street, Corporation Yard.....	74 00	262 00	42 00	23 00	.....	.....	401 00
Eighty-seventh street, Repair Shop.....	.....	95 00	11 00	8 00	38 00	95 00	247 00
One Hundred and Nineteenth street, Corporation Yard.....	100 00	.....	298 00	151 00	.....	.....	1,149 00
Rivington Street Yard.....	50 00	.....	.....	151 00	6 00	615 00	822 00
Bridge, Forty-first street and Fourth avenue.....	.....	235 00	.....	.....	.....	.....	235 00
Calvary and Greenwood Ceme- teries.....	.....	1,055 00	.....	.....	.....	350 00	1,405 00
Criminal Court-house.....	.....	.....	.....	.....	.....	561 00	561 00
One Hundred and Twenty-third street and Columbus avenue.....	.....	.....	.....	.....	.....	97 00	97 00

Document "M."

REPORT OF THE SUPERINTENDENT OF INCUMBRANCES.

DEPARTMENT OF PUBLIC WORKS,
BUREAU OF INCUMBRANCES, NO. 31 CHAMBERS STREET,
NEW YORK, January 5, 1895.

Hon. MICHAEL T. DALY, Commissioner of Public Works:

DEAR SIR—I submit herewith the following report of the operations of this Bureau for the quarter ending December 31, 1894 (months of October, November and December), together with a condensed statement of the entire business transacted during the year 1894:

737 complaints of obstructions received and attended to.
145 seizures and removals of obstructions made.
1,233 building material permits issued.
201 miscellaneous permits issued.
1 permit issued to cut down shade trees.
5 notices served to repair defective vault covers, etc.
Expense of seizing and removing 145 articles, including 1,794 loads of dirt, stone and rubbish, and throwing in dirt and rubbish on premises at various places; removing 213 dead and dangerous trees, stumps, posts, etc. \$5,690 40

Total expenses for the quarter. \$7,715 40

Received from owners for the redemption of seized articles. \$70 25

Received from public sale of unredeemed goods November 9, 1894. 91 44

Total. \$161 69

All of which was paid over to the City Chamberlain.

Salary account—Appropriation. \$8,100 00

Expended up to December 31, 1894. 8,100 00

Appropriation for the removal of obstructions and incumbrances. \$25,000 00

Expended up to December 31, 1894. 24,999 90

Balance. \$0 10

During the year 1894 the total number of complaints of obstructions received was. 3,401
Removals to the Corporation yards. 762
Removals of loads of dirt, stone and rubbish. 9,115
Removals of dead and dangerous trees, stumps, etc. 1,000
Number of building material permits issued. 5,331
Number of miscellaneous permits issued. 864
Number of permits issued to cut down trees. 6
Number of notices issued to repair defective vault covers. 13

APPROPRIATION FOR THE YEAR 1894.

For Removing Obstructions in Streets and Avenues. \$25,000 00
For Removing Obstructions in Streets and Avenues—Salaries. 8,100 00

Total. \$33,100 00

Summary of expenditures for the year, as follows:

Removals of redeemable obstructions. \$2,270 75
Removals of dirt, stone, etc. 11,774 65
Removals of dead and dangerous trees, etc. 3,500 00
Transportation expenses. 483 50
Expense of horse and wagon for Superintendent. 1,080 00
Salaries—Inspectors, Keeper of Corporation yard, Watchman, Laborers and Foreman. 13,991 00
33,099 90

Balance. \$0 10

Actual cost of removing obstructions and incumbrances. \$2,270 75
Received from owners of seized articles. \$643 50
Received from sales of unredeemed articles. 256 73
900 23

Difference. \$1,370 52

In submitting the annual report of this bureau, I have embodied herein a brief review of the affairs of this office, together with a few suggestions affecting the efficiency of the service and a condensed statement of the many difficulties encountered during the discharge of our duties.

The report for the year past shows the usual amount of work to have been accomplished, although the number of complaints received has been comparatively less than the year previous. The number of building and miscellaneous permits issued have also decreased, owing to the general depression in the building trades.

Obstructions upon the streets, however, have not decreased by any means. Those found upon the sidewalks, consisting of stands, booths, etc., have steadily increased, and threaten such alarming proportions that prompt measures should be adopted to check the unconditional surrender of our public sidewalks to persons for the maintenance of them.

The greatest number of complaints received at this office are directed against this class of obstruction, the contention of the complainant usually being that the existence of a stand upon the public sidewalk creates unjust opposition to the storekeeper, and precludes all honest competition upon a fair basis. Many of these stands have been removed at different times, but a great many are, however, being daily added to the unprecedented number now in existence.

The power of this Department in dealing with this class of obstruction has never been sufficiently defined to enable us to determine to what degree our authority extended.

The New York Consolidation Act of 1882 confers upon the Common Council the power to make ordinances in relation to this matter, as follows:

Section 86, Article I.—To regulate traffic and sales in the streets, highways, roads and public places.

Article III.—To regulate the use of sidewalks and prevent the extension of building fronts and house fronts within stoop-lines.

Article IV.—To prevent encroachment upon and obstruction to the streets, highways, roads, and public places not inclosed in public parks, and to authorize and require the Commissioner of Public Works to remove the same, but they shall have no power to authorize the placing or continuing of any encroachment or obstruction upon any streets or sidewalks, except the temporary occupation thereof during the erection or repair of a building on a lot opposite the same.

Article VIII.—To regulate the use of streets and sidewalks for signs, sign-posts, show-cases, awning-posts, horse-troughs, telegraph poles and other purposes.

Section 334 says: "It shall be the duty of the Commissioner of Public Works to remove all obstructions now existing, or which may hereafter be placed on any street, sidewalk or public ground not inclosed in any public park."

This last section seems explicit and imperative as to the duty of the Commissioner to remove obstructions from streets and sidewalks, and the only question of doubt which exists to-day is as to what constitutes an unauthorized or illegal obstruction.

There have been many decisions of the Courts, ruling that neither the Common Council nor any other branch of the City Government has power to authorize the occupation of any part of the public street or sidewalk for any purpose of private convenience or benefit, and that any resolution or ordinance of the Common Council, or any permit issued by other municipal authority for such purposes is null and void.

Nevertheless, many ordinances have been framed by the Common Council authorizing various encroachments on the public sidewalks within certain limits from the building-line, such as stands, signs, show-cases, awnings, etc., etc., which has caused the question of authority to arise, and we have time and again been compelled by mandamus to remove them in spite of the existing ordinances which authorize their maintenance.

It is assumed that under section 324 of the Consolidation Act of 1882, it is the duty of the Commissioner of Public Works to remove all obstructions irrespective of any municipal authority. He can, however, with the present appropriation for that purpose, carry it out only to a very limited extent, and it has therefore been considered proper for him to exercise his discretion in applying the means appropriated.

In the exercise of this discretion, and in determining upon the removal of obstructions, precedence is usually given in cases where no authority has been granted by the Common Council or any other branch of the municipal government, and where violations of the law are most flagrant and palpable.

Chapter 418 of the Laws of 1887, amended by chapter 115 of the Laws of 1888, authorizes the Common Council to grant permits for the erection of stands upon sidewalks for the sale of newspapers, periodicals, fruit and soda water. The law has, however, been conspicuously obsolete through the supposed disapproval of the City's Executive. But few permits have been issued for these stands in accordance with the law above mentioned, although a large number of applications have been made for them at different times.

It has been customary to report against these applications, as we have never concurred in our opinion as to the validity of the law, which has been pronounced unconstitutional, and which would establish upon the public sidewalks a class of permanent obstructions which have proved to be manifestly incompatible to the interests of the business community and repugnant to all expressed intentions for which our sidewalks were constructed.

It is, therefore, my belief that this law should be repealed. All kinds and classes of obstructions should be cleared from our public sidewalks. The powers of the Common Council should be so modified as to strictly prohibit the placing of obstructions upon them. A system of permits granted under a license will not check their increase. Our experience in dealing with this class of obstruction has developed the fact that an enormous traffic is carried on in the sale of these stands by one individual to another. The rents demanded and collected by various property-owners and lessees from owners of these stands is most unreasonably exorbitant, and out of all proportion to the general conception. This should be peremptorily checked and ultimately effaced. I believe the total abolition of the sidewalk privilege will prevent its use for any other purpose than for pedestrians, and the discontent now existing among storekeepers, caused by their ambition to excel one another in the display of stands and show-cases, will be eliminated, for it is an indisputable fact that in many instances stands and show-cases are maintained solely through custom and not from necessity.

The push-cart nuisance is another of the growing evils, which, if not taken in hand at the present time, will reach a condition that the system under which it is now governed will be impregnable to any change. Complaints against this class of obstruction do not emanate from storekeepers alone, but from other sources, commenting upon the unlawful obstruction of the carriageways and sidewalks of the City with these obstacles which seriously impede public travel.

Building permits that are issued by the Bureau for the temporary occupation of the street with building material, etc., during the erection, repair or alteration of a building are necessities which cannot consistently be avoided, but the willful perversion of the uses for which they are given should be prevented, and such penalties imposed upon the offenders that more consideration will be given to orders from this Department, and more importance attached to the necessity of strict adherence and conformity with the rules and conditions of such permits.

There are permits issued for the construction of vaults under sidewalks, but there seems to be no penalty provided for the enforcement of any provision compelling the erection and maintenance of proper facilities for pedestrians while such work is in progress.

We find the same difficulty in compelling delinquent builders to remove building material and rubbish from the street when work on the premises has been suspended. This material is usually left in the street until removed by the Department, as no alternative is provided by law. The expense, I might add, of removing material of this description during the past year has been greatly in excess of any time previous.

There are numerous other subjects, but of a nature more trivial than the foregoing, which are indirectly within the jurisdiction of this Bureau, where certain changes of systems would prove infinitely advantageous to the future efficiency of the service of the Department.

With the assistance of the Legislature upon matters of importance, a greater control could be maintained over those of smaller magnitude, and would result in the disentanglement of the public mind as to the rights and privileges of individuals to maintain obstructions, and create a greater incentive to the same class of people to abandon the public sidewalks for mercantile purposes so long tolerated, and so unjust to one another.

Very respectfully,

MICHAEL F. CUMMINGS, Superintendent of Incumbrances.

Document "N."

REPORT OF THE WATER REGISTER.

DEPARTMENT OF PUBLIC WORKS,
BUREAU OF WATER REGISTER, NO. 31 CHAMBERS STREET,
NEW YORK, December 31, 1894.

Hon. MICHAEL T. DALY, Commissioner of Public Works:

SIR—I herewith transmit statement of moneys received for water rents, penalties and taps, for the quarter ending December 31, 1894:

	Principal.	Penalties.	Taps.
October	\$277,278 35	\$3,066 40	\$1,530 00
November	185,444 94	2,095 95	951 50
December	130,217 40	1,258 25	798 00
Total amount	\$592,940 69	\$6,420 60	\$3,279 50

Total amount. \$602,640 79

Deposits to the credit of Water-meter Fund, No. 2—

October	\$850 66
November	397 31
December	523 22

Total. \$1,771 19

Special Fund—Repairing Streets—

October	\$2,195 50
November	1,139 50
December	1,142 25

Total. \$4,477 25

I have the honor to also submit a statement of moneys received for the year ending December 31, 1894, and placed to the credit of their respective accounts with the City Chamberlain.

TOTAL RECEIPTS.

Regular water rents and penalties	\$1,549,875 14
Water by meter measurement	1,662,917 05
Permits for water for building purposes	34,440 00
Permits for extras (boilers, etc.)	2,219 92
Receipts for meters on docks or steamboat meters	99,660 30
430 permits for steamboats	14,153 75
23 permits for engines on wharves, etc.	530 00

Total. \$3,363,796 16

Water rents returned in arrears	\$148,995 95
Water by meter measurement in arrears	182,030 00

Total. \$331,025 95

Pipe-tapping receipts. \$11,792 50

Restoring pavements. \$12,436 25

Receipts for meter setting during the year 1894—Meter Fund No. 2. \$11,685 49

Amount returned to Bureau of Arrears. 7,136 30

Total. \$18,821 79

1,359 permits issued for building purposes.

2,624 permits issued for taps.

The amount received during the year for restoring pavements, \$12,436.25, is reserved for repairing openings in streets made for the purpose of connecting water-pipes with buildings, etc. The Special Meter Fund Account, of \$, is reserved and set apart to reimburse the City for advances made for meters and meter settings.

The following list of charitable institutions includes all which have been declared exempt under chapter 696, Laws of 1887, and also those exempted during the present year, under chapter 92, Laws of 1890:

Charitable Institutions which have Applied for Exemption for Charges for Croton Water under the Provisions of Chapter 696 of the Laws of 1887, and as Amended by Chapter 492, Laws of 1890, which the Counsel to the Corporation has Advised are Entitled to Exemption under the Act.

YEAR.	INSTITUTION.	RATED.	LOCATION.	AMOUNT.	1888	St. Phillip's Parish Home.....	Reg. rents..	No. 127 West Thirtieth street.....	\$10 00
					1888	St. Joseph's Home for the Aged....	"	No. 211 West Fifteenth street.....	200 00
					1888	St. Joseph's Orphan Asylum.....	"	North side Eighty-ninth street, First avenue and Avenue A.....	9 00
1888	Association for the Relief of Aged and Indigent Females.....	Reg. rents.	Tenth avenue and One Hundred and Fourth street.....	\$45 00	1888	St. Mary's Free Hospital for Children	Meter	Nos. 405 and 407 West Thirty-fourth street Manhattan avenue, One Hundred and Fourth and One Hundred and Fifth streets.....	138 10
1889	Asylum of St. Vincent de Paul.....	Meter.....	No. 211 West Thirty-ninth street.....	309 70	1888	Society for the Relief of Half Or- phans and Destitute Children	Reg. rents.	Nos. 143 West Fourteenth street.....	227 50
1891	Association for Befriending Chil- dren and Young Girls.....	"	No. 132 Second avenue.....	12 50	1890	St. Mary's Lodging House.....	"		33 00
1894	American Female Guardian Society.	Reg. rents..	Nos. 225 and 227 East Eightieth street...	51 00	1891	St. Joseph's Industrial Home.....	"	No. 65 East Eighty-first street.....	240 00
1888	Baptist Home for Aged and Infirm Persons.....	Meter.....	Fourth avenue and East Sixty-eighth street.....	128 30	1890	Sheltering Arms.....	"	South side One Hundred and Twenty- ninth street, between Amsterdam avenue and Broadway.....	34 40
1888	Colored Orphan Asylum.....	"	One Hundred and Forty-third street and Northern Boulevard.....	639 20	1890	"	"	West side Amsterdam avenue, between Lawrence street and Broadway.....	116 00
1894	Children's Aid Society.....	"	No. 27 St. Mark's place.....	14 00	1890	"	"	North side Lawrence street, between Amsterdam avenue and Broadway.....	21 85
1894	"	"	Nos. 242 and 244 William street.....	30 00	1891	St. Joseph's Institute for the Im- proved Instruction of Deaf Mutes.....	"	Lorillard place, between One Hundred and Eighty-eighth and One Hundred and Eighty-ninth street.....	24 00
1894	"	"	No. 287 East Broadway.....	35 00	1885	St. Joseph's Home. Not exempt since 1887.....	Meter	Nos. 145 and 147 East Twenty-eighth street.....	300 40
1894	"	"	Nos. 127 and 129 Avenue B.....	17 00	1892	St. Elizabeth Industrial School.....	Reg. rents..	No. 235 East Fourteenth street.....	20 00
1894	"	"	No. 307 East Twelfth street.....	17 00	1888	Trinity Corporation.....	Meter	No. 50 Varick street.....	86 40
1894	"	"	Nos. 825 and 827 Second avenue.....	18 00	1888	The Orphan Asylum of the City of New York.....	"	West Seventy third street, between Elev- enth avenue and Riverside Drive.....	435 60
1894	"	"	Nos. 400 and 402 Seventh avenue.....	17 00	1888	The Laura Franklin Free Hospital.	"	Nos. 15 and 17 East One Hundred and Eleventh street.....	115 60
1892	Die Deutsche Poliklinik.....	Reg. rents..	No. 78 Seventh street.....	16 00	1890	The Home for the Aged of the Church of the Holy Communion	Reg. rents..	No. 330 First avenue.....	11 00
1890	Day Nursery and Babies' Shelter ..	"	No. 118 West Twenty-first street.....	20 00	1890	The St. Mark's Hospital.....	"	No. 61 St. Mark's place.....	15 00
1888	French Benevolent Society.....	"	No. 131 West Fourteenth street.....	27 00	1890	The Five Points House of Industry.	Meter	Nos. 147 and 155 Worth street.....	10 30
1888	German Hospital Dispensary.....	Meter.....	Nos. 135 and 137 Second avenue.....	55 60	1890	The Colored Home and Hospital..	"	First avenue, between Sixty-fourth and Sixty-fifth streets.....	1,309 50
1888	German Hospital and Dispensary..	"	Park avenue and Seventy-seventh street ..	724 70	1890	The New York Society for the Prevention of Cruelty to Child- ren.....	Reg. rents..	Nos. 100 and 102 East Twenty-third street.	36 00
1894	Good Samaritan Dispensary.....	"	Northwest corner Broome and Essex streets.....	17 00	1890	The Babies' Hospital.....	"	No. 657 Lexington avenue.....	29 00
1888	Hebrew Sheltering and Guardian Society.....	"	Northeast corner of Eighty-seventh street and Avenue A.....	190 90	1891	The House of Mercy.....	Meter	Fourteenth avenue, between Two Hun- dred and Thirteenth and Two Hun- dred and Fifteenth streets.....	189 00
1888	Hebrew Sheltering and Guardian Society.....	"	West side Boulevard, One Hundred and Fiftieth and One Hundred and Fifty- first streets.....	801 80	1890	The Guardian of the Sisterhood of the Holy Communion.....	Reg. rents..	No. 328 Sixth avenue.....	27 00
1888	Home for the Aged and Indigent Women.....	"	Southeast corner Tenth avenue and One Hundred and Fourth street.....	180 10	1892	The Samaritan Home for the Aged.	"	No. 414 West Twenty-second street.....	28 00
1888	Home for the Aged and Infirm Hebrews.....	"	Nos. 119 and 127 West One Hundred and Twenty-fifth street.....	282 30	1892	The Institution for Improved In- struction of Deaf Mutes.....	Meter.....	West side Lexington avenue, Sixty- seventh to Sixty-eighth street.....	1,018 40
1888	Hebrew Benevolent and Asylum Society.....	"	West side Tenth avenue, between One Hundred and Thirty-sixth and One Hundred and Thirty-eighth streets..	2,441 30	1892	The New York Home for Con- valescents.....	Reg. rents.	No. 433 East One Hundred and Eigh- teenth street.....	10 00
1889	Home of Good Shepherd and St. Ann's Home.....	Reg. rents.	Southeast corner of Eighty-ninth street and Avenue A.....	38 80	1892	The Free Home for Destitute Young Girls.....	"	No. 23 East Eleventh street.....	16 95
1888	Hahnemann Hospital.....	Meter.....	East side of Fourth avenue, between Sixty-seventh and Sixty-eighth streets.....	447 60	1892	The American Female Guardian Society.....	"	No. 32 East Thirtieth street, through to No. 29 East Twenty-ninth street.....	62 00
1890	Home for Old Men and Aged Couples.....	Reg. rents..	Nos. 487 to 491 Hudson street.....	32 00	1893	The Harlem Eye, Ear and Throat Infirmary.....	"	No. 144 East One Hundred and Twenty- seventh street.....	9 00
1889	Home for the Aged, Little Sisters of the Poor.....	Meter.....	Nos. 201 to 215 East Seventieth street....	175 50	1893	The Louis Downtown Sabbath and Daily School.....	"	No. 267 Henry street.....	20 00
1889	Home for the Aged, Little Sisters of the Poor.....	"	North side of West One Hundred and Sixth street, Ninth and Tenth avenues	175 10	1892	The House of the Holy Comforter..	"	No. 149 Second avenue.....	38 00
1888	Home of the Good Shepherd.....	"	Foot of East Ninetieth street.....	640 00	1892	The Home for Incurables.....	Meter.....	Block bounded by Third avenue, Kings- bridge and Quarry roads.....	1,139 30
1888	"	"	Southeast corner Avenue A and Nine- tieth street.....	327 80	1892	The Sisters of the Good Shepherd..	Reg. rents..	Nos. 417 and 419 West Nineteenth street..	22 00
1888	Leake and Watts Orphan Home....	"	West One Hundred and Tenth street and Ninth avenue.....	96 30	1893	The Young Women's Christian Association.....	Meter.....	No. 7 East Fifteenth street and Nos. 14 and 16 East Sixteenth street.....	328 10
1887	Manhattan Dispensary and Hospital	Reg. rents.	One Hundred and Thirty-first street and Tenth avenue.....	32 00	1888	Woman's Hospital.....	"	Fiftieth street and Park avenue.....	595 10
1888	Manhattan Eye and Ear Hospital..	Meter.....	No. 103 Park avenue.....	247 90	1891	West Side Day Nursery.....	Reg. rents..	No. 266 West Fortieth street.....	8 00
1888	Methodist Episcopal Church Home.....	"	Nos. 1584 to 1602 Tenth avenue.....	219 00	1891	Woman's Home.....	Meter.....	No. 110 Second avenue.....	82 50
1889	Montefiore Home for Chronic Invalids.....	"	Boulevard and West One Hundred and Thirty-fifth street.....	497 60	1894	Young People's American House...	Reg. rents..	No. 1147 First avenue.....	20 00
1888	Mount Sinai Hospital.....	"	East side Lexington avenue, Sixty-sixth and Sixty-seventh streets.....	1,091 60					\$32,985 10
1894	Margaret Strachen Home.....	"	Nos. 103 and 105 West Twenty-seventh street.....	23 00					
1892	New York Institution for the Blind.	"	East side of Ninth avenue, between Thirty-third and Thirty-fourth streets.....	1,048 00					
1888	New York Foundling Asylum.....	"	Third and Lexington avenues, Sixty- eighth and Sixty-ninth streets.....	1,220 80					
1888	"	"	Spuyten Duyvil.....	128 40					
1888	New York Asylum for Lying-in Women.....	Reg. rents..	No. 139 Second avenue.....	12 00					
1888	New York Cancer Hospital.....	Meter.....	Southwest corner One Hundred and Sixth street and Eighth avenue.....	269 10					
1888	New York Hospital and Bloom- ingdale Asylum.....	"	Nos. 7 to 21 West Fifteenth street.....	2,746 50					
1894	New York Hospital and Bloom- ingdale Asylum.....	"	No. 8 West Sixteenth street; also Boule- vard, One Hundred and Seventeenth and One Hundred and Eighteenth streets.....	1,402 20					
1888	New York Homoeopathic Hospital..	Reg. rents.	Hudson, Jay and Staple streets.....	18 00					
1888	New York Ophthalmic Hospital....	Meter.....	West side Avenue A, Sixty-third and Sixty-fourth streets.....	50 00					
1894	New York Post-Graduate Medical School, etc.....	"	No. 201 East Twenty-third street.....	122 50					
1888	New York Society for the Relief of Ruptured and Crippled.....	"	Nos. 344, 346 and 348 Second avenue....	153 00					
1889	New York Infirmary for Women and Children.....	Reg. rents..	Nos. 350 and 352 Second avenue, and No. 303 East Twentieth street.....	8 00					
1889	New York Mothers' Home for the Sisters of Misericorde.....	"	No. 135 East Forty-second street.....	454 50					
1888	Nursery and Child's Hospital.....	Meter.....	Nos. 4 and 5 Livingston place.....	39 00					
1891	New York Juvenile Asylum.....	"	No. 531 East Eighty-sixth street.....	21 00					
1890	New York Eye and Ear Infirmary..	"	No. 571 Lexington avenue.....	577 70					
1894	New York Orthopaedic Dispensary and Hospital.....	Reg. rents..	East side Eleventh avenue, between One Hundred and Seventy-sixth and One Hundred and Seventy-eighth streets.....	1,662 20					
1888	Protestant Episcopal Orphan Home and Asylum.....	Meter.....	No. 218 Second avenue.....	70 00					
1888	Presbyterian Hospital.....	"	Nos. 126 and 128 East Fifty-ninth street..	48 00					
1890	Peabody Home for Aged and Indigent Women.....	Reg. rents..	East Forty-ninth street, between Lex- ington and Fourth avenues.....	241 90					
1888	Roman Catholic Orphan Asylum...	"	Park avenue and East Seventieth street...	756 70					
1888	Roosevelt Hospital.....	"	Boston road and Clover street.....	.....				
1887	Sisters of the Order of St. Dominick	Reg. rents..	East side Fifth avenue, between Fifty- first and Fifty-second streets, south side East Fifty-second street, between Fifth and Madison, and Madison and Fourth avenues.....	1,709 00					
1888	Skin and Cancer Hospital.....	Meter.....	South side West Fifty-ninth street, be- tween Ninth and Tenth avenues.....	1,040 90					
1888	Sloane Maternity Hospital.....	"	Nos. 137 to 143 Second street.....	40 00					
1888	St. Elizabeth Hospital.....	"	No. 243 East Thirty-fourth street, Ford- ham Heights.....	120 00					
1888	St. Francis Hospital.....	"	Fifty-ninth street and Tenth avenue.....	144 90					
1888	St. Joseph's Hospital.....	Reg. rents.	No. 225 West Thirty-first street.....	32 60					
1888	St. Luke's Hospital.....	"	No. 609 Fifth street.....	450 30					
1888	St. Vincent's Hospital.....	"	East One Hundred and Forty-third and East One Hundred and Forty- fourth streets, between St. Ann's and Brook avenues.....	15 00					
1888	St. James' Home.....	Reg. rents..	No. 27 West Fifty-fourth street.....	760 10					
		"	Nos. 152 to 162 West Eleventh street and Nos. 160 to 174 West Twelfth street. Also Nos. 17 and 19 Seventh avenue.....	308 20					
		"		110 00					
		Reg. rents..	No. 26 James and No. 22 Oliver streets....	34 00					

REVENUE.			
THE FOLLOWING TABLE EXHIBITS THE YEARLY REVENUE DERIVED FROM CROTON WATER FROM ITS INTRODUCTION INTO THE CITY IN THE YEAR 1842 TO JANUARY 1, 1895.		STATEMENT OF ARREARS OF WATER RENTS RETURNED TO THE COMPTROLLER, CLERK OF ARREARS, ACCORDING TO LAW, AND COLLECTED BY CLERK OF ARREARS.	TOTAL REVENUE.
From Oct. 5, 1842, to May 1, 1843.....	\$32,053 74	.....	\$32,053 74
" May 1, 1843, " 1, 1844.....	84,444 68	.....	84,444 68
" " 1, 1844, " 1, 1845.....	117,227 86	.....	117,227 86
" " 1, 1845, " 1, 1846.....	163,900 52	.....	163,900 52
" " 1, 1846, " 1, 1847.....	193,346 24	.....	193,346 24
" " 1, 1847, " 1, 1848.....	219,416 72	.....	219,416 72
" " 1, 1848, " 1, 1849.....	250,081 51	.....	250,081 51
" " 1, 1849, to Dec. 31, 1849.....	259,532 97	.....	259,532 97
" Jan. 1, 1850, " 31, 1850.....	458,951 87	.....	458,951 87
" " 1, 1851, " 31, 1851.....	458,789 78	\$30,379 20	489,168 98
" " 1, 1852, " 31, 1852.....	578,426 48	22,329 55	600,756 03
" " 1, 1853, " 31, 1853.....	650,021 20	22,230 66	672,251 86
" " 1, 1854, " 31, 1854.....	703,730 83	35,032 45	738,763 28
" " 1, 1855, " 31, 1855.....	790,077 70	47,382 34	837,460 04
" " 1, 1856, " 31, 1856.....	778,292 77	57,670 46	835,963 23
" " 1, 1857, " 31, 1857.....	823,156 35	57,671 60	880,827 95
" " 1, 1858, " 31, 1858.....	840,928 08	62,892 92	903,821 00
" " 1, 1859, " 31, 1859.....	855,266 47	55,410 05	910,671 52
" " 1, 1860, " 31, 1860.....	868,843 58	48,005 51	916,849 09
" " 1, 1861, " 31, 1861.....	891,430 81	50,836 98	942,267 79
" " 1, 1862, " 31, 1862.....	983,896 82	62,738 23	956,635 05
" " 1, 1863, " 31, 1863.....	982,031 26	55,331 11	1,037,362 37
" " 1, 1864, " 31, 1864.....	1,006,191 77	50,536 18	1,056,727 95
" " 1, 1865, " 31, 1865.....	1,056,772 49	49,478 75	1,106,251 24
" " 1, 1866, " 31, 1866.....	1,125,605 96	41,219 45	1,166,825 41
" " 1, 1867, " 31, 1867.....	1,261,600 30	45,023 65	1,306,623 95
" " 1, 1868, " 31, 1868.....	1,312,093 05	42,436 15	1,354,529 20
" " 1, 1869, " 31, 1869.....	1,315,676 13	39,844 05	1,355,520 18
" " 1, 1870, to Apr. 9, 1870.....	77,641 95	49,155 60	126,797 55
" Apr. 11, 1870, " 10, 1871.....	1,296,383 79	51,223 30	1,347,607 09
" " 11, 1871, " 10, 1872.....	1,353,591 59	49,428 15	1,403,019 74
" " 10, 1872, " 30, 1873.....	1,439,349 39	50,660 25	1,490,009 64

REVENUE.

THE FOLLOWING TABLE EXHIBITS THE YEARLY REVENUE DERIVED FROM CROTON WATER FROM ITS INTRODUCTION INTO THE CITY IN THE YEAR 1842 TO JANUARY 1, 1895.		STATEMENT OF ARREARS OF WATER RENTS RETURNED TO THE COMPTROLLER, CLERK OF ARREARS, ACCORDING TO LAW, AND COLLECTED BY CLERK OF ARREARS.		TOTAL REVENUE.
From Oct. 5, 1842, to May 1, 1843.....	\$32,053 74	.....	.....	\$32,053 74
" May 1, 1843, " 1, 1844.....	84,444 68	.....	.....	84,444 68
" " 1, 1844, " 1, 1845.....	117,227 86	.....	.....	117,227 86
" " 1, 1845, " 1, 1846.....	163,900 52	.....	.....	163,900 52
" " 1, 1846, " 1, 1847.....	193,346 24	.....	.....	193,346 24
" " 1, 1847, " 1, 1848.....	219,416 72	.....	.....	219,416 72
" " 1, 1848, " 1, 1849.....	250,081 51	.....	.....	250,081 51
" " 1, 1849, to Dec. 31, 1849.....	259,532 97	.....	.....	259,532 97
" Jan. 1, 1850, " 31, 1850.....	458,951 87	.....	.....	458,951 87
" " 1, 1851, " 31, 1851.....	458,789 78	\$30,379 20	.....	489,168 98
" " 1, 1852, " 31, 1852.....	578,426 48	22,329 55	.....	600,756 03
" " 1, 1853, " 31, 1853.....	650,021 20	22,230 66	.....	672,251 86
" " 1, 1854, " 31, 1854.....	703,730 83	35,032 45	.....	738,763 28
" " 1, 1855, " 31, 1855.....	790,077 70	47,382 34	.....	837,460 04
" " 1, 1856, " 31, 1856.....	778,292 77	57,670 46	.....	835,963 23
" " 1, 1857, " 31, 1857.....	823,156 35	57,671 60	.....	880,827 95
" " 1, 1858, " 31, 1858.....	840,928 08	62,892 92	.....	903,821 00
" " 1, 1859, " 31, 1859.....	855,266 47	55,410 05	.....	910,676 52
" " 1, 1860, " 31, 1860.....	868,843 58	48,005 51	.....	916,849 09
" " 1, 1861, " 31, 1861.....	891,430 81	50,836 98	.....	942,267 79
" " 1, 1862, " 31, 1862.....	893,896 82	62,738 23	.....	956,635 05
" " 1, 1863, " 31, 1863.....	982,031 26	55,331 11	.....	1,037,362 37
" " 1, 1864, " 31, 1864.....	1,006,191 77	50,536 18	.....	1,056,727 95
" " 1, 1865, " 31, 1865.....	1,056,772 49	49,478 75	.....	1,106,251 24
" " 1, 1866, " 31, 1866.....	1,125,605 96	41,219 45	.....	1,166,825 41
" " 1, 1867, " 31, 1867.....	1,261,600 30	45,023 65	.....	1,306,623 95
" " 1, 1868, " 31, 1868.....	1,312,093 05	42,436 15	.....	1,354,529 20
" " 1, 1869, " 31, 1869.....	1,315,676 13	39,844 05	.....	1,355,520 18
" " 1, 1870, to Apr. 9, 1870.....	77,641 95	49,155 60	.....	126,797 55
" Apr. 11, 1870, " 10, 1871.....	1,296,383 79	51,223 30	.....	1,347,607 09
" " 11, 1871, " 10, 1872.....	1,353,591 59	49,428 15	.....	1,403,019 74
" " 10, 1872, " 30, 1873.....	1,439,349 39	50,660 25	.....	1,490,009 64

THE FOLLOWING TABLE EXHIBITS THE YEARLY REVENUE DERIVED FROM CROTON WATER FROM ITS INTRODUCTION INTO THE CITY IN THE YEAR 1842 TO JANUARY 1, 1895.		STATEMENT OF ARREARS OF WATER RENTS RETURNED TO THE COMPTROLLER, CLERK OF ARREARS, ACCORDING TO LAW, AND COLLECTED BY CLERK OF ARREARS.		TOTAL REVENUE.
From Apr. 30, 1873, to Dec. 31, 1873.....	\$1,386,132 41	\$48,039 53		\$1,434,171 94
" Jan. 1, 1874, to Jan. 1, 1875.....	1,477,277 06	57,721 38		1,534,998 44
" " 1, 1875, " 1, 1876.....	1,444,256 71	66,652 10		1,510,908 81
" " 1, 1876, " 1, 1877.....	1,478,281 00	67,677 50		1,545,958 50
" " 1, 1877, " 1, 1878.....	1,470,329 60	70,641 21		1,540,970 81
" " 1, 1878, " 1, 1879.....	1,606,509 29	69,219 35		1,675,728 64
" " 1, 1879, " 1, 1880.....	1,618,722 50	76,043 09		1,694,765 59
" " 1, 1880, " 1, 1881.....	1,567,598 57	69,633 70		1,630,232 27
" " 1, 1881, " 1, 1882.....	1,510,791 77	93,552 56		1,604,344 33
" " 1, 1882, " 1, 1883.....	1,647,183 25	100,743 81		1,747,927 06
" " 1, 1883, " 1, 1884.....	1,869,518 96	169,558 61		2,039,077 57
" " 1, 1884, " 1, 1885.....	1,985,329 32	164,689 55		2,150,018 87
" " 1, 1885, " 1, 1886.....	2,122,411 83	117,041 07		2,239,452 90
" " 1, 1886, " 1, 1887.....	2,343,792 61	165,425 18		2,509,217 79
" " 1, 1887, " 1, 1888.....	2,514,343 92	154,043 30		2,668,387 22
" " 1, 1888, " 1, 1889.....	2,437,962 66	149,100 25		2,587,062 91
" " 1, 1889, " 1, 1890.....	2,544,650 07	237,401 27		2,782,051 34
" " 1, 1890, " 1, 1891.....	2,675,135 86	304,869 38		2,980,005 24
" " 1, 1891, " 1, 1892.....	3,056,168 66	441,679 69		3,497,848 35
" " 1, 1892, " 1, 1893.....	3,002,647 35	272,764 01		3,275,411 36
" " 1, 1893, " 1, 1894.....	3,590,357 88	338,162 25		3,928,520 13
" " 1, 1894, " 1, 1895.....	3,363,796 16	.....		3,363,796 16
Total	\$69,844,947 10	\$4,311,575 38		\$74,156,522 48

The amount of revenue from the water service collected and paid into the City Treasury during the past year was \$226,561.72 less than the collection for the year 1893.

Respectfully submitted,

JOSEPH RILEY, Water Register.

DEPARTMENT OF PUBLIC WORKS—BUREAU OF WATER REGISTER, }
NEW YORK, December 31, 1894. }

Hon. MICHAEL T. DALY, Commissioner of Public Works :

SIR—Mr. Hungerford has submitted a report, of which the following is a copy, showing the condition of the accounts for water supplied through meters.

"Mr. JOSEPH RILEY, Water Register :

SIR—I herewith respectfully submit my report as to the condition of the Water Meter Bureau. The revenue for the year ending December 31, 1894, is as follows :

Revenue for water per meter.....	\$1,662,917 05	
Amount returned	182,030 00	
Amount due for bills rendered and ready to be rendered.....	636,157 90	
		\$2,481,104 95
Revenue for meters and meter-settings.....	\$11,685 49	
Amount returned	7,136 30	
Amount due outstanding bills.....	6,318 89	
		25,140 68
Total revenue.....		\$2,506,245 63

As to the condition of the new books they are finished as follows :

Wards 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13 and 14 completed ; Wards 12 and 15 partly completed ; Section 3, comprising Wards 16, 18, 20 and 21, also completed.

The work of transferring the accounts from the old ledgers to the new is necessarily slow on account of the great amount of detail connected with the same. The work is also performed under a great disadvantage, on account of the small amount of room that is assigned to this Bureau, as part of the clerks are obliged to work on one floor and part on another, which necessitates the continual carrying of books up and down. It is impossible to state when the balance of the new books will be completed with the facilities furnished for doing the work. At the same time it is being pushed forward as fast as possible."

The work of transferring the accounts has been still further complicated and retarded by the introduction of the Block Tax Assessment System, chapter 542, Laws of 1892.

The accounts of Wards 16, 18, 20 and 21 are included in what is now known as Section 3.

Yours, respectfully,

JOSEPH RILEY, Water Register.

Document "O."

REPORT OF THE ENGINEER IN CHARGE OF STREET OPENINGS.

DEPARTMENT OF PUBLIC WORKS,
OFFICE OF THE ENGINEER IN CHARGE OF STREET OPENINGS, }
No. 31 CHAMBERS STREET, }
NEW YORK, December 31, 1894. }

Hon. MICHAEL T. DALY, Commissioner of Public Works :

SIR—In accordance with your instructions I herewith present a statement in detail of the work of the Department upon "Surveys, Maps, etc., for Street Opening and New Streets," for the legal opening of streets, roads and avenues for that part of the City of New York south of the Harlem river, and also of the detailed work sent to this office for the year ending December 31, 1894.

The existing laws compel the following maps, abstracts, etc., to be furnished to the Counsel to the Corporation and the Commissioners appointed by the Supreme Court to take title to the land within the lines of the streets, etc., viz. : Rule map in triplicate with technical descriptions, draft, damage and benefit maps, damage and benefit maps with abstract for the estimated cost, and final damage and benefit maps and abstract for the collection of the assessments laid upon the property deemed to be benefited.

In the changing of the Block System of the taxable property, from the old to the new numbering has caused much additional work, and in many cases my personal attendance before the Commissioners of Estimate and Assessment, occupying much of the time that could have been devoted to the usual office duties.

The following is a List in Detail of the Work for the Past Year :

Maps, etc., for laying out and placing new streets, avenues, etc., with their grades fixed and established, upon the Commissioner's Map of the City :

One Hundred and Thirty-fifth street, from Boulevard to Amsterdam avenue.
One Hundred and Thirty-sixth street, from Boulevard to Amsterdam avenue.
One Hundred and Thirtieth street, widening, from Park to Lexington avenue.
St. Nicholas terrace, from One Hundred and Twenty-seventh to One Hundred and Thirtieth street.

Convent avenue, from One Hundred and Fiftieth to One Hundred and Fifty-second street.
Total length, 3,074 feet.

Rule maps in triplicate, with technical description, for the use of the Counsel to the Corporation for the appointment by the Supreme Court of Commissioners of Estimate and Assessment :

Ninety-fourth street, from First avenue to bulkhead-line, Harlem river.
One Hundred and Thirty-fourth street, from Amsterdam avenue to Boulevard.
One Hundred and Seventy-first street, from Amsterdam avenue to Kingsbridge road.
One Hundred and Seventy-ninth street, from Amsterdam avenue to Kingsbridge road.
Two Hundred and Eleventh street, from Kingsbridge road to Harlem river.
Two Hundred and Twelfth street, from Kingsbridge road to Harlem river.
Two Hundred and Thirteenth street, from Kingsbridge road to Harlem river.
Two Hundred and Fourteenth street, from Kingsbridge road to Harlem river.
Two Hundred and Fifteenth street, from Kingsbridge road to Harlem river.
Two Hundred and Sixteenth street, from Kingsbridge road to Harlem river.
Tenth avenue, from Academy street to Kingsbridge road.
Post avenue, from Dyckman street to Tenth avenue.
Edgcombe road, from One Hundred and Fifty-fifth to One Hundred and Seventy-fifth street.
Total length, 24,502 feet.

Closing, discontinuing streets and avenues :

One Hundred and Thirty-fifth street, from Boulevard to Amsterdam avenue.
Old Kingsbridge road, from One Hundred and Thirty-seventh to One Hundred and Forty-ninth street.
St. Nicholas terrace, from One Hundred and Twenty-eighth to One Hundred and Thirtieth street.

One Hundred and Twenty-eighth street, from Academy place to Avenue St. Nicholas.
Academy place, from One Hundred and Twenty-eighth to One Hundred and Thirtieth street.
Total length, 5,125 feet.

Maps of streets and their technical descriptions, for the ceding of the title of the land by the owners within their lines, to the City of New York :

One Hundred and Sixteenth street, from Amsterdam avenue to Boulevard.
One Hundred and Twentieth street, southerly part, from Amsterdam avenue to Boulevard.
Kingsbridge avenue, from Terrace View avenue to the War Department line, Harlem river.
Jansen place, from Terrace View avenue on the north to Terrace View avenue on the south.
Wicker place, from Jansen place to Kingsbridge avenue.
Jacobus place, from Terrace View avenue to Van Corlears place.
Leyden street, from Terrace View avenue to Teunissen place.
Terrace View avenue, from Kingsbridge avenue to Kingsbridge avenue.
Teunissen place, from Terrace View avenue to United States channel-line, Harlem river.
Van Corlear place, from Wicker place to Kingsbridge avenue.
Ashley street, from Kingsbridge road to United States channel-line, Harlem river.
Hyatt street, from Kingsbridge road to United States channel-line, Harlem river.
Muscoota street, from Kingsbridge road to United States channel-line, Harlem river.
Total length, 10,936 feet.

Draft, damage and benefit maps, and estimate copies of cost with abstracts for filing, of openings now pending :

Exterior street, from Sixty-fourth street to Eighty-first street, East river.
Wadsworth avenue, from Eleventh avenue to Kingsbridge road.
Ninth avenue, from Two Hundred and First street to Kingsbridge road.
One Hundred and Thirty-fifth street, from Amsterdam avenue to Boulevard.
Edgcombe road, from One Hundred and Fifty-fifth street to One Hundred and Seventy-fifth street.

One Hundred and Seventy-ninth street, from Kingsbridge road to Tenth avenue.
One Hundred and Eightieth street, from Kingsbridge road to Tenth avenue.
One Hundred and Eighty-second street, from Kingsbridge road to Tenth avenue.
One Hundred and Eighty-eighth street, from Wadsworth avenue to Tenth avenue.
Extension of One Hundred and Fifty-ninth street, from end of present street to Edgcombe road.
Extension of One Hundred and Sixtieth street, from end of present street to Edgcombe road.
Extension of One Hundred and Sixty-second street, from end of present street to Edgcombe road.
Extension of One Hundred and Sixty-third street, from end of present street to Edgcombe road.
Extension of One Hundred and Sixty-fourth street, from end of present street to Edgcombe road.
Extension of One Hundred and Sixty-fifth street, from end of present street to Edgcombe road.
Extension of One Hundred and Sixty-sixth street, from end of present street to Edgcombe road.
Extension of One Hundred and Sixty-seventh street, from end of present street to Edgcombe road.
Extension of Jumel place, from end of present street to Edgcombe road.
Isham street, from Kingsbridge road to Tenth avenue.
Total length, 26,841 feet.

Damage and benefit maps, abstracts and finals for the collection of assessments, laid upon property deemed to be benefited :

Convent avenue, from One Hundred and Fiftieth to One Hundred and Fifty-second street.
Cooper street, from Academy to Isham street.
Emerson street, from Seaman to Tenth avenue.
Hawthorn street, from Seaman to Tenth avenue.
Public place at One Hundred and Sixth street.
Naegle avenue, from Tenth avenue to Kingsbridge road.
Seaman avenue, from Tenth avenue to Kingsbridge road.
Fifty-fourth street, from Tenth avenue to bulkhead-line, Hudson river.
One Hundred and Twelfth street, from Riverside avenue to Boulevard.
One Hundred and Twenty-eighth street, from Amsterdam to Convent avenue.
One Hundred and Thirty-eighth street, from Amsterdam to Convent avenue.
One Hundred and Thirty-ninth street, from Eighth avenue to bulkhead-line, Harlem river.
One Hundred and Fortieth street, from Seventh avenue to bulkhead-line, Harlem river.
One Hundred and Forty-sixth street, from Bradhurst avenue to Eighth avenue.
One Hundred and Forty-ninth street, from Seventh avenue to bulkhead-line, Harlem river.
One Hundred and Fifty-first street, from Bradhurst avenue to bulkhead-line, Harlem river.
One Hundred and Fifty-second street, from Bradhurst avenue to bulkhead-line, Harlem river.
One Hundred and Fifty-fourth street, from Bradhurst avenue to Macomb's Dam road.
One Hundred and Sixty-fourth street, from Amsterdam avenue to Edgcombe road.
One Hundred and Eighty-first street, from Eleventh avenue to Western Boulevard.
One Hundred and Eighty-sixth street, from Wadsworth avenue to Amsterdam avenue.
Two Hundred and First street, from Academy street to bulkhead-line, Harlem river.
Two Hundred and Second street, from Tenth avenue to bulkhead-line, Harlem river.
Two Hundred and Third street, from Tenth avenue to bulkhead-line, Harlem river.
Two Hundred and Seventh street, from Tenth avenue to bulkhead-line, Harlem river.
Two Hundred and Eighth street, from Tenth avenue to bulkhead-line, Harlem river.
Two Hundred and Ninth street, from Tenth avenue to bulkhead-line, Harlem river.
Two Hundred and Tenth street, from Tenth avenue to bulkhead-line, Harlem river.
Total length, 34,601 feet.

Plans, profiles and technical descriptions and duplicate copies for the change and establishing of grades of the streets and avenues for that part of the city which by law the Department of Public Works has jurisdiction :

One Hundred and Thirty-first street, from Twelfth avenue to bulkhead-line, Hudson river.
One Hundred and Thirty-second street, from Twelfth avenue to bulkhead-line, Hudson river.
One Hundred and Thirty-third street, from Twelfth avenue to bulkhead-line, Hudson river.
One Hundred and Twenty-seventh street, from Convent avenue to St. Nicholas terrace.
One Hundred and Thirty-fourth street, from Boulevard to Amsterdam avenue.
One Hundred and Twenty-eighth street, from Convent avenue to St. Nicholas terrace.
One Hundred and Twenty-ninth street, from Convent avenue to St. Nicholas terrace.
One Hundred and Thirtieth street, from Convent avenue to St. Nicholas terrace.
Ninety-eighth street, from Third to Fourth avenue.

Under authority of chapter 347, Laws 1889, the Board of Street Opening and Improvement has power to grant permits for the construction of bridges across the streets and avenues of the city. By resolution of the Board they are placed in this Department during their construction.

Surveys, plans and specifications are now being prepared for an iron covered bridge for pedestrians only over and across West street, at Barclay street, about 210 feet long.

Surveys, etc., for armory site—Rule maps and technical description for site for the Ninth Regiment, N. G., State of New York, sent to Armory Board.

RECAPITULATION.

New streets, plans, etc., total length.....	3,074 feet.
Rule maps, total length.....	24,502 "
Maps for closing streets, total length.....	5,125 "
Cession maps and descriptions.....	10,936 "
Damage and benefit maps of streets now pending.....	26,841 "
Damage and benefit maps, abstracts, finals, etc.....	34,601 "
Total.....	105,079 feet.

Or, 19 $\frac{3}{8}$ miles.

Respectfully submitted,

JOS. O. B. WEBSTER, Assistant Engineer.

BOARD OF STREET OPENING AND IMPROVEMENT.

The Board of Street Opening and Improvement met at the Mayor's office on Friday, March 1, 1895, at 11 o'clock A. M., pursuant to notice.

The roll was called, and all the members were present and answered to their names.

The minutes of the meeting of February 15, 1895, were read and approved.

The following communication from the Counsel to the Corporation, advising the Board of the appointment of Commissioners of Estimate and Assessment for the opening of East One Hundred and Seventy-second street, was presented:

LAW DEPARTMENT,
OFFICE OF THE COUNSEL TO THE CORPORATION,
NEW YORK, February 25, 1895.

In the Matter

of
Opening One Hundred and Seventy-second street, from
the Southern Boulevard to Bronx river, in the
Twenty-fourth Ward.

V. B. LIVINGSTON, Esq., *Secretary of the Board of Street Opening and Improvement*:

SIR—Commissioners of Estimate and Assessment were appointed in the above-entitled matter by an order of the Supreme Court entered on the 16th day of February, 1895. They have duly qualified, and their oaths were filed with the Clerk of the City and County of New York on the 23d day of February, 1895.

As there are buildings upon the land to be taken for the opening of the said street, a resolution should now be adopted by your Board, directing that the title to each and every piece or parcel of land lying within the lines of One Hundred and Seventy-second street, from the Southern Boulevard to Bronx river, shall vest in the Mayor, Aldermen and Commonalty of the City of New York, upon a date to be fixed by your Board, not less than six months from the said 23d day of February, 1895.

I inclose herewith technical description of the land to be taken.

Respectfully, yours,

FRANCIS M. SCOTT, Counsel to the Corporation.

Whereupon the Commissioners of Street Improvements of the Twenty-third and Twenty-fourth Wards offered the following preamble and resolution:

Whereas, The Board of Street Opening and Improvement, on the 14th day of September, 1894, adopted a resolution directing that, upon a date to be thereafter more fully specified, not less than six months after the filing of the oaths of the Commissioners of Estimate and Assessment who might be appointed by the Supreme Court, in proceedings for the acquisition of title to East One Hundred and Seventy-second street, from the Southern Boulevard to the Bronx river, the title to any piece or parcel of land lying within the lines of such East One Hundred and Seventy-second street, from the Southern Boulevard to the Bronx river, so required, should be vested in the Mayor, Aldermen and Commonalty of the City of New York; and

Whereas, The said Board has received written notice from the Counsel to the Corporation that Commissioners of Estimate and Assessment have been appointed by the Supreme Court, in proceedings to acquire title to said East One Hundred and Seventy-second street, from the Southern Boulevard to the Bronx river, and that the oaths of said Commissioners of Estimate and Assessment were duly filed, as required by law, on the 23d day of February, 1895; therefore be it

Resolved, That the Board of Street Opening and Improvement directs that, upon the 30th day of August, 1895, the title to each and every piece or parcel of land lying within the lines of said East One Hundred and Seventy-second street, from the Southern Boulevard to the Bronx river, so required, viz.:

Beginning at a point in the eastern line of the Southern Boulevard distant 1,286.93 feet southerly from the intersection of the eastern line of the Southern Boulevard with the southern line of the Boston road.

1st. Thence southwesterly along the eastern line of the Southern Boulevard for 60 feet.

2d. Thence southeasterly deflecting 90 degrees to the left for 1,809 feet.

3d. Thence northerly deflecting 105 degrees 49 minutes 9 seconds to the left for 62.36 feet.

4th. Thence northwesterly for 1,792 feet to the point of beginning.

East One Hundred and Seventy-second street, from the Southern Boulevard to the Bronx river, is designated as a street of the first class, and is sixty feet wide.

—shall be vested in the Mayor, Aldermen and Commonalty of the City of New York.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the Commissioner of Public Works, the President of the Department of Public Parks, the President of the Board of Aldermen and the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards—6.

The following communication from the Counsel to the Corporation, advising the Board of the appointment of Commissioners of Estimate and Assessment for the opening of East One Hundred and Seventy-third street, was presented:

LAW DEPARTMENT,
OFFICE OF THE COUNSEL TO THE CORPORATION,
NEW YORK, February 25, 1895.

In the Matter

of
Opening One Hundred and Seventy-third street, from
the Southern Boulevard to West Farms road.

V. B. LIVINGSTON, Esq., *Secretary of the Board of Street Opening and Improvement*:

SIR—Commissioners of Estimate and Assessment were appointed in the above-entitled proceeding by an order of the Supreme Court entered on the 16th day of February, 1895. They have duly qualified, and their oaths were filed with the Clerk of the City and County of New York on the 20th day of February, 1895.

As there are buildings on the land to be taken for the opening of the said street, a resolution should now be adopted by your Board, directing that the title to each and every piece or parcel of land lying within the lines of One Hundred and Seventy-third street, from the Southern Boulevard to West Farms road, shall vest in the Mayor, Aldermen and Commonalty of the City of New York, upon a date to be fixed by your Board, not less than six months from the said 20th day of February, 1895.

I inclose herewith technical description of the land to be taken.

Respectfully, yours,

FRANCIS M. SCOTT, Counsel to the Corporation.

Whereupon the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards offered the following preamble and resolution:

Whereas, The Board of Street Opening and Improvement, on the 14th day of September, 1894, adopted a resolution directing that, upon a date to be thereafter more fully specified, not less than six months after the filing of the oaths of the Commissioners of Estimate and Assessment who might be appointed by the Supreme Court, in proceedings for the acquisition of title to East One Hundred and Seventy-third street, from the Southern Boulevard to West Farms road, the title to any piece or parcel of land lying within the lines of such East One Hundred and Seventy-third street, from the Southern Boulevard to West Farms road, so required, should be vested in the Mayor, Aldermen and Commonalty of the City of New York; and

Whereas, The said Board has received written notice from the Counsel to the Corporation that Commissioners of Estimate and Assessment have been appointed by the Supreme Court, in proceedings to acquire title to said East One Hundred and Seventy-third street, from the Southern Boulevard to West Farms road, and that the oaths of said Commissioners of Estimate and Assessment were duly filed, as required by law, on the 20th day of February, 1895; therefore be it

Resolved, That the Board of Street Opening and Improvement directs that, upon the 27th day of August, 1895, the title to each and every piece or parcel of land lying within the lines of said East One Hundred and Seventy-third street, from the Southern Boulevard to West Farms road, so required, viz.:

Beginning at a point in the eastern line of the Southern Boulevard distant 626.93 feet southerly from the intersection of the eastern line of Southern Boulevard with the southern line of Boston Road.

1st. Thence southwesterly along the eastern line of Southern Boulevard for 60 feet.

2d. Thence southeasterly deflecting 90 degrees to the left for 1,502.15 feet.

3d. Thence northerly curving to the right on the arc of a circle whose radius drawn eastwardly from the eastern extremity of the preceding course deflects 7 degrees 23 minutes 40 seconds to the left from the same, and is 968.70 for 60.30 feet.

4th. Thence northwesterly for 1,496.25 feet to the point of beginning.

East One Hundred and Seventy-third street, from Southern Boulevard to West Farms road, is designated as a street of the first class, and is sixty feet wide.

—shall be vested in the Mayor, Aldermen and Commonalty of the City of New York.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the Commissioner of Public Works, the President of the Department of Public Parks, the President of the Board of Aldermen and the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards—6.

The following communication from the Counsel to the Corporation, advising the Board of the appointment of Commissioners of Estimate and Assessment for the opening of East One Hundred and Sixty-third street, was presented:

LAW DEPARTMENT,
OFFICE OF THE COUNSEL TO THE CORPORATION,
NEW YORK, February 25, 1895.

In the Matter

of
Opening One Hundred and Sixty-third street, from
Brook avenue to Courtlandt avenue.

V. B. LIVINGSTON, Esq., *Secretary of the Board of Street Opening and Improvement*:

SIR—Commissioners of Estimate and Assessment were appointed in the above-entitled proceeding by an order of the Supreme Court entered on the 16th day of February, 1895. They have duly qualified, and their oaths were filed with the Clerk of the City and County of New York on the 20th day of February, 1895.

As there are buildings on the land to be taken for the opening of the said street, a resolution should now be adopted by your Board, directing that the title to each and every piece or parcel of land lying within the lines of One Hundred and Sixty-third street, from Brook avenue to Courtlandt avenue, shall vest in the Mayor, Aldermen and Commonalty of the City of New York, upon a date to be fixed by your Board, not less than six months from the said 20th day of February, 1895.

I inclose herewith technical description of the land to be taken.

Respectfully, yours,

FRANCIS M. SCOTT, Counsel to the Corporation.

Whereupon the Commissioner of Street Opening and Improvements of the Twenty-third and Twenty-fourth Wards offered the following preamble and resolution:

Whereas, The Board of Street Opening and Improvement, on the 15th day of December, 1893, adopted a resolution directing that, upon a date to be thereafter more fully specified, not less than six months after the filing of the oaths of the Commissioners of Estimate and Assessment who might be appointed by the Supreme Court, in proceedings for the acquisition of title to East One Hundred and Sixty-third street, from Brook avenue to Courtlandt avenue, the title to any piece or parcel of land lying within the lines of such East One Hundred and Sixty-third street, from Brook avenue to Courtlandt avenue, so required, should be vested in the Mayor, Aldermen and Commonalty of the City of New York; and

Whereas, The said Board has received written notice from the Counsel to the Corporation that Commissioners of Estimate and Assessment have been appointed by the Supreme Court, in proceedings to acquire title to said East One Hundred and Sixty-third street, from Brook avenue to Courtlandt avenue, and that the oaths of said Commissioners of Estimate and Assessment were duly filed, as required by law, on the 20th day of February, 1895; therefore be it

Resolved, That the Board of Street Opening and Improvement directs that, upon the 27th day of August, 1895, the title to each and every piece or parcel of land lying within the lines of said East One Hundred and Sixty-third street, from Brook avenue to Courtlandt avenue, so required, viz.:

Beginning at the intersection of the eastern and the northern lines of Courtlandt avenue (legally opened July 23, 1888).

1st. Thence southwesterly along the easterly line of Courtlandt avenue for 67.16 feet.

2d. Thence easterly deflecting 116 degrees 41 minutes 40 seconds to the left for 757.92 feet.

3d. Thence southerly deflecting 38 degrees 34 minutes 20 seconds to the right for 12.22 feet to the westerly line of Brook avenue.

4th. Thence northerly along the western line of Brook avenue for 171.35 feet.

5th. Thence westerly deflecting 90 degrees to the left for 116.33 feet.

6th. Thence westerly for 541.55 feet to the point of beginning.

East One Hundred and Sixty-third street, from Courtlandt avenue to Brook avenue, is designated as a street of the first class.

—shall be vested in the Mayor, Aldermen and Commonalty of the City of New York.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the Commissioner of Public Works, the President of the Department of Public Parks, the President of the Board of Aldermen and the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards—6.

The following communication from the Counsel to the Corporation, advising the Board of the appointment of Commissioners of Estimate and Assessment for the opening of Courtlandt avenue, was presented:

LAW DEPARTMENT,
OFFICE OF THE COUNSEL TO THE CORPORATION,
NEW YORK, February 28, 1895.

In the Matter

of
Opening Courtlandt avenue, at its junction with Third
avenue, in the Twenty-third Ward.

V. B. LIVINGSTON, Esq., *Secretary of the Board of Street Opening and Improvement*:

SIR—Commissioners of Estimate and Assessment were appointed in the above-entitled proceeding by an order of the Supreme Court entered on the 16th day of February, 1895. They have duly qualified, and their oaths were filed with the Clerk of the City and County of New York on the 26th day of February, 1895.

As there are buildings on the land to be taken for the opening of the said avenue, a resolution should now be adopted by your Board, directing that the title to each and every piece and parcel of land lying within the lines of Courtlandt avenue, at its junction with Third avenue, shall vest in the Mayor, Aldermen and Commonalty of the City of New York, upon a date to be fixed by your Board, not less than six months from the said 26th day of February, 1895.

I inclose herewith technical description of the land to be taken.

Respectfully, yours,

FRANCIS M. SCOTT, Counsel to the Corporation.

Whereupon the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards offered the following preamble and resolution:

Whereas, The Board of Street Opening and Improvement, on the sixth day of July, 1894, adopted a resolution directing that, upon a date to be thereafter more fully specified, not less than six months after the filing of the oaths of the Commissioners of Estimate and Assessment who might be appointed by the Supreme Court, in proceedings for the acquisition of title to Courtlandt avenue, at its junction with Third avenue, the title to any piece or parcel of land lying within the lines of such Courtlandt avenue, at its junction with Third avenue, so required, should be vested in the Mayor, Aldermen and Commonalty of the City of New York; and

Whereas, The said Board has received written notice from the Counsel to the Corporation that Commissioners of Estimate and Assessment have been appointed by the Supreme Court, in proceedings to acquire title to said Courtlandt avenue, at its junction with Third avenue, and that the oaths of said Commissioners of Estimate and Assessment were duly filed, as required by law, on the 26th day of February, 1895; therefore be it

Resolved, That the Board of Street Opening and Improvement directs that, upon the third day of September, 1895, the title to each and every piece or parcel of land lying within the lines of said Courtlandt avenue, at its junction with Third avenue, so required, viz.:

Beginning at a point in the western line of Courtlandt avenue distant 332.72 feet southerly from the intersection of the western line of Courtlandt avenue with the southern line of East One Hundred and Forty-eighth street.

1st. Thence southerly along the western line of Courtlandt avenue for 89.06 feet.

2d. Thence southwesterly deflecting 52 degrees 43 minutes 15 seconds to the right for 20.90 feet to the northern line of East One Hundred and Forty-sixth street.

3d. Thence northwesterly along the northern line of East One Hundred and Forty-sixth street for 23.19 feet.

4th. Thence northeasterly deflecting 90 degrees to the right for 10 feet.

5th. Thence northerly for 80.49 feet to the point of beginning.

Courtlandt avenue is designated as a street of the first class.

—shall be vested in the Mayor, Aldermen and Commonalty of the City of New York.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the Commissioner of Public Works, the President of the Department of Public Parks, the President of the Board of Aldermen and the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards—6.

In the matter of the petition to reduce the assessment on property-owners for the laying-out and opening the public place at One Hundred and Sixth street, West End avenue and the Boulevard, agreements signed by a majority of the property-owners affected thereby, in accordance with the resolution adopted by the Board on January 18, 1895, having been presented, the Mayor offered the following resolution:

Resolved, That the resolution adopted by this Board on January 18, 1895, relating to the assessment on property-owners for the laying-out and opening of a public place at One Hundred and Sixth street, West End avenue and the Boulevard, be amended by striking out the words "every property-owner" and substituting therefor the words "a majority of the property-owners."

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the Commissioner of Public Works and the President of the Department of Public Parks—4.

Negative—The President of the Board of Aldermen—1.

The Mayor then offered the following preamble and resolution:

Whereas, A written agreement or stipulation signed by a majority of property-owners affected by the assessment for the laying-out and opening of a public place, bounded by One Hundred and Sixth street, West End avenue and the Boulevard, that they will consent to the confirmation of a report fixing the amount of such assessment upon property benefited at one-half the entire cost and expense of said proceeding, and that they will not make application to the Legislature of the State of New York for any further relief from such assessment, has been filed with the Secretary of this Board; therefore

Resolved, That the resolution adopted by the Board of Street Opening and Improvement on June 23, 1893, in relation to acquiring title to the land required for the laying-out and opening of the public place bounded by One Hundred and Sixth street, West End avenue and the Boulevard, be amended by striking out the word "entire" therein and substituting the words "one-half" in lieu thereof, so that the proportion of the expense in said proceeding to be assessed upon the property deemed to be benefited thereby is hereby approved and determined at one-half the entire cost and expense of said proceeding. The resolution as so amended is in all respects confirmed.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the Commissioner of Public Works and the President of the Department of Public Parks—4.

Negative—The President of the Board of Aldermen—1.

The following report in relation to the proposed changing the lines of Edgecombe avenue was presented and read.

NEW YORK, February 27, 1895.

Hon. WILLIAM L. STRONG, Chairman, Board of Street Opening and Improvement:

SIR—The undersigned, to whom was referred, by the Board of Street Opening and Improvement at its meeting of January 18, 1895, the plan proposed by the Department of Public Parks for changing "the lines of Edgecombe avenue north of One Hundred and Fifty-fifth street, also proposed park between Edgecombe avenue and the Harlem River Driveway," respectfully report:

As Edgecombe avenue is laid down in the map presented by the Park Department, there seems to be no object gained by moving the lines 5.01 feet westward, except bringing the point of intersection of the avenue and Drive to the northerly side of One Hundred and Fifty-fifth street. In the opinion of the undersigned, the change would not give an advantage commensurate with the expense of making it.

If Edgecombe avenue be retained on the lines laid down on the map, the land near the point, included between it and the Driveway, could not be used advantageously for building purposes, and might with propriety be converted into a small park.

If a change is to be made in the lines of Edgecombe avenue, it may be done to better advantage by conforming to the original lines at One Hundred and Fifty-fifth street, as laid down on the maps of the Commissioners of Central Park of 1867, and as shown on a diagram herewith presented for consideration. This will admit of an easy grade, and throwing the two streets at their junction into one, for a distance of about eighty-two feet north of One Hundred and Fifty-fifth street, will give a grand entrance into both, and will not involve change in the Driveway construction.

The matter of drainage can be easily taken care of by basins, etc.

The adoption of the proposed lines will involve less cost for land for the opening of Edgecombe road than the present location, and it leaves about twenty-seven feet of frontage on One Hundred and Fifty-fifth street, not to be taken.

The lines of the Harlem Driveway will not be affected.

The diagram presented herewith shows that there will be no sharp point of intersection, and consequently no necessity for the small park proposed by the Park Department.

Respectfully submitted,

EUG. E. McLEAN, Engineer, Finance Department.

JOS. O. B. WEBSTER, Assistant Engineer Department of Public Works.

CHARLES H. GRAHAM, Engineer in Charge Harlem River Driveway.

After some discussion of the subject, and consideration of the plan submitted, the matter was referred to the President of the Department of Public Parks for his report thereon.

The Board then proceeded to the consideration of Sections 12 and 19 of the Final Maps and Plans of the Twenty-third and Twenty-fourth Wards, submitted by the Commissioner of Street Improvements of said Wards.

Several protests were entered by property-owners against the proposed widening of Grand avenue. After much discussion, the further consideration of the adoption of the maps submitted, was laid over to the next regular meeting of the Board, when a further public hearing will be given.

The following communication from the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards, submitting a map or plan of the lands of the University of the City of New York, was presented and read:

CITY OF NEW YORK—COMMISSIONER OF STREET IMPROVEMENTS,
TWENTY-THIRD AND TWENTY-FOURTH WARDS,
No. 2622 THIRD AVENUE, CORNER 141ST STREET,
COMMISSIONER'S OFFICE, February 28, 1895.

Board of Street Opening and Improvement:

GENTLEMEN—I submit herewith, for adoption by your Board, resolution for the approval of a map or plan showing street system on the lands of the University of the City of New York at Fordham Heights.

Map or plan submitted.

Respectfully,

LOUIS F. HAFFEN, Commissioner.

Whereupon the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards offered the following preamble and resolutions:

Whereas, The Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards of the City of New York has prepared, adopted, established and submitted to the Board of Street Opening and Improvement, for its concurrence and approval, a map or plan, showing the street system on the lands occupied by the University of the City of New York, at Fordham Heights, in the Twenty-fourth Ward of the City of New York, at Fordham Heights, in the Twenty-fourth Ward of the City of New York;

Resolved, That, in pursuance of chapter 545 of the Laws of 1890, this Board does hereby give its concurrence and approval to the map or plan showing the street system on the lands occupied by the University of the City of New York, as shown on map entitled "Map or plan showing the street system on the lands occupied by the University of the City of New York, at Fordham Heights, in the Twenty-fourth Ward of the City of New York, established by the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards under authority of chapter 545 of the Laws of 1890," dated New York, February 27, 1895, and signed Louis A. Risse, Chief Engineer, the same being deemed of the proper extent in order to show the change, alteration, amendment and modification of maps and plans heretofore adopted and filed by the Department of Public Parks;

Resolved, That the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards be and he is hereby designated and directed to cause three (3) similar maps or plans to be made, showing the street system on the lands occupied by the University of the City of New York, at Fordham Heights, to be certified by him, and to cause the same to be filed in the manner now prescribed by law, one (1) in the office of the Secretary of State of the State of New York, one (1) in the office of the Register of the City and County of New York, and one (1) in the office of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards of the City of New York.

Which were adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the Commissioner of Public Works, the President of the Department of Public Parks, the President of the Board of Aldermen and the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards—6.

The following communication from the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards, submitting map or plan of Washington avenue, from Third avenue at East One Hundred and Fifty-ninth street to Pelham avenue, was presented and read:

CITY OF NEW YORK—COMMISSIONER OF STREET IMPROVEMENTS,
TWENTY-THIRD AND TWENTY-FOURTH WARDS,
No. 2622 THIRD AVENUE, CORNER 141ST STREET,
COMMISSIONER'S OFFICE, February 28, 1895.

Board of Street Opening and Improvement:

GENTLEMEN—I submit herewith, for adoption by your Board, resolution for the approval of a map or plan showing Washington avenue, from Third avenue at East One Hundred and Fifty-ninth street to Pelham avenue.

Map or plan submitted.

Respectfully,

LOUIS F. HAFFEN, Commissioner.

On motion, the matter was laid over to the next regular meeting of the Board, and the Secretary was directed to furnish the Board with a statement of what previous action has been taken by the Board in connection with Washington avenue.

On motion, the Board then adjourned.

V. B. LIVINGSTON, Secretary.

METEOROLOGICAL OBSERVATORY

OF THE

DEPARTMENT OF PUBLIC PARKS

CENTRAL PARK, NEW YORK.

Latitude 40° 45' 58" N. Longitude 73° 57' 58" W. Height of Instruments above the ground, 53 feet; above the Sea, 97 feet.

ABSTRACT OF REGISTERS FROM SELF-RECORDING INSTRUMENTS

For the Week Ending February 23, 1895.

Barometer.

DATE.	7 A.M.	2 P.M.	9 P.M.	MEAN FOR THE DAY.	MAXIMUM.	MINIMUM.
FEBRUARY.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.
Sunday, 17	29.680	29.690	29.728	29.699	29.734	29.610
Monday, 18	29.776	29.722	29.700	29.733	29.800	29.696
Tuesday, 19	29.734	29.700	29.696	29.710	29.766	29.676
Wednesday, 20	29.700	29.690	29.700	29.697	29.736	29.630
Thursday, 21	29.460	29.338	29.460	29.419	29.630	29.330
Friday, 22	29.700	29.782	29.920	29.801	29.940	29.500
Saturday, 23	29.990	30.016	30.200	30.069	30.260	29.940

Mean for the week 29.732 inches.
Maximum " at 12 P.M., February 23d 30.260 "
Minimum " at 3 P.M., February 21st 29.330 "
Range "930 "

Thermometers.

DATE.	7 A.M.	2 P.M.	9 P.M.	MEAN.	MAXIMUM.	MINIMUM.	MAXIMUM.
FEBRUARY.	Dry Bulb.	Wet Bulb.	Dry Bulb.	Wet Bulb.	Dry Bulb.	Wet Bulb.	In Sun.
Sunday, 17	27	25	37	31	33	32.3	28.6
Monday, 18	28	27	42	37	36	33	35.3
Tuesday, 19	32	30	42	38	38	35	37.3
Wednesday, 20	25	24	32	30	30	29.0	28.0
Thursday, 21	32	31	39	37	35	33.6	43
Friday, 22	24	23	25	24	19	18	22.6
Saturday, 23	17	16	25	25	22	21.3	20.6

Mean for the week 30.4 degrees
Maximum for the week, at 4 P.M., 19th 43 "
Minimum " at 3 A.M., 23d 16 "
Range " 27 "

Wind.

DATE.	DIRECTION.	VELOCITY IN MILES.	FORCE IN POUNDS PER SQUARE FOOT.
FEBRUARY.	7 A.M.	2 P.M.	9 P.M.
Sunday, 17...	W	WNW	WNW
Monday, 18...	N	SE	S
Tuesday, 19...	WSW	SW	WSW
Wednesday, 20...	NNW	WNW	SW
Thursday, 21...	SSW	SW	W
Friday, 22...	WNW	WNW	NW
Saturday, 23...	W	WNW	WNW

Distance traveled during the week 1,448 miles.
Maximum force 8 1/2 pounds.

DATE.	FORCE OF VAPOR.	RELATIVE HUMIDITY.	CLEAR, OVERCAST, IO.	DEPTH OF RAIN AND SNOW IN INCHES.
FEBRUARY.	7 A.M.	2 P.M.	9 P.M.	Time of Beginning.
Sunday, 17	.112	.105	.132	.116
Monday, 18	.136	.155	.149	.146
Tuesday, 19	.144	.177	.165	.162
Wednesday, 20	.117	.144	.167	.142
Thursday, 21	.162	.194	.162	.172
Friday, 22	.112	.117	.087	.105
Saturday, 23	.078	.135	.101	.104

Total amount of water for the week 00 inches.
Duration for the week 00 hours 00 minutes.

DATE.	7 A.M.	2 P.M.
Sunday, Feb. 17	Mild, pleasant	Mild, pleasant.
Monday, " 18	Cool, hazy	Cool, hazy.
Tuesday, " 19	Mild, hazy	Mild, pleasant.
Wednesday, " 20	Cool, pleasant	Cool, pleasant.
Thursday, " 21	Raw, hazy	Cool, pleasant, snow flurries from 8 A.M. to 11 A.M.
Friday, " 22	Cold, windy	Cold, windy.
Saturday, " 23	Clear, cold	Clear, cold.

DANIEL DRAPER, PH. D., Director.

DEPARTMENT OF STREET IMPROVEMENTS,
TWENTY-THIRD AND TWENTY-FOURTH
WARDS.

CITY OF NEW YORK—COMMISSIONER OF STREET IMPROVEMENTS,
TWENTY-THIRD AND TWENTY-FOURTH WARDS,
No. 2622 THIRD AVENUE, CORNER 141ST STREET,
COMMISSIONER'S OFFICE, March 2, 1895.

To the Supervisor of the City Record:

SIR—In compliance with section 51 of chapter 410 of the Laws of 1882, the office of Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards makes the following report of its transactions for the week ending February 28, 1895:

Permits Issued.

For sewer connections	5
For sewer repairs	2
For Croton connections	8
For Croton repairs	7
For placing building material	9
For crossing sidewalk with team	7
For miscellaneous purposes	2
Total	40

Public Moneys Received.

For sewer connections	\$50 00
For restoring pavements	56 00
Total	\$106 00

Plans and Specifications Approved.

Constructing sewer in Tremont avenue, from Webster to Morris avenue.
Constructing sewer in Pelham avenue, from Webster avenue to Lorillard place.
Regulating and paving One Hundred and Seventy-sixth street, from Third to Webster avenue.
Regulating and paving Tinton avenue, from Westchester avenue to One Hundred and Sixty-ninth street.

Laboring Force Employed during the Week.

Foremen	5	Teams	2
Assistant Foreman	1	Carpenter	1
Engineer of Steam Roller	1	Machinist	1
Skilled Laborers	11	Cleaners	4
Sewer Laborers	9		
Laborers	78	Total	116
Carts	3		

Total amount of requisitions drawn upon the Comptroller during the week..... \$12,985 39

Respectfully,

LOUIS F. HAFEN, Commissioner.

BOARD OF CITY RECORD.

MAYOR'S OFFICE, CITY HALL,
NEW YORK, February 11, 1895.

The Hons. William L. Strong, Mayor; William H. Clark, Counsel to the Corporation, and Michael T. Daly, Commissioner of Public Works, the officers designated by section 66 of the New York City Consolidation Act, met this day.

The minutes of the meeting of January 30 were read and approved.

Requisitions were laid before the Board, and were acted on as follows:

No.	DATE.	APPLIED FOR.	ACTION OF BOARD.
		<i>By District Attorney.</i>	
Jan. 29, 1895		2,000 copies Police Court blanks, Item 12, 1895.....	Allowed.
		2,000 copies Police Court blanks, Item 13, 1895.....	"
		3,000 copies Police Court blanks, Item 30, 1895.....	"
		2,000 copies Police Court blanks, Item 32, 1895.....	"
		3,000 copies Police Court blanks, Item 34, 1895.....	"
		2,000 copies Police Court blanks, Item 35, 1895.....	"
		3,000 copies Police Court blanks, Item 36, 1895.....	"
		2,000 copies Police Court blanks, Item 37, 1895.....	"
		1,000 copies Police Court blanks, Item 38, 1895.....	"
		1,000 copies Police Court blanks, Item 39, 1895.....	"
		2,000 copies Police Court blanks, Item 40, 1895.....	"
		3,000 copies Police Court blanks, Item 41, 1895.....	"
		2,000 copies Police Court blanks, Item 43, 1895.....	"
		2,000 copies Police Court blanks, Item 44, 1895.....	"
		3,000 copies Police Court blanks, Item 45, 1895.....	"
		2,000 copies Police Court blanks, Item 46, 1895.....	"
		10,000 copies Police Court blanks, Item 47, 1895.....	"
		10,000 copies Police Court blanks, Item 48, 1895.....	"
		1,000 copies District Attorney's blanks, Item 43, 1895.....	"
		1,000 copies District Attorney's blanks, Item 44, 1895.....	"
		500 copies District Attorney's blanks, Item 54, 1895.....	"
		500 copies District Attorney's blanks, Item 55, 1895.....	"
		500 copies District Attorney's blanks, Item 56, 1895.....	"
		500 copies District Attorney's blanks, Item 57, 1895.....	"
		500 copies District Attorney's blanks, Item 58, 1895.....	"
		500 copies District Attorney's blanks, Item 59, 1895.....	"
		500 copies District Attorney's blanks, Item 60, 1895.....	"
		1,000 copies District Attorney's blanks, Item 61, 1895.....	"
		2,000 copies District Attorney's blanks, Item 62, 1895.....	"
		2,000 copies District Attorney's blanks, Item 68, 1895.....	"
		2,000 copies District Attorney's blanks, Item 69, 1895.....	"
		500 copies District Attorney's blanks, Item 70, 1895.....	"
		500 copies District Attorney's blanks, Item 71, 1895.....	"
		500 copies District Attorney's blanks, Item 72, 1895.....	"
		500 copies District Attorney's blanks, Item 73, 1895.....	"
		750 copies return to Secretary of State, 1895.....	"
		<i>By Department of Public Parks.</i>	
" 18, "		Print 75 copies, minutes of Board of Parks of 1894.....	"
		Print 50 copies, index to minutes of Board of Parks of 1894.	"
		Bind 50 volumes of minutes, with index, of year ending April 30, 1894.....	"
		Print 75 copies, minutes of 1895.....	"
		Print 50 copies, index to minutes of 1895.....	"
		Bind 50 volumes, minutes of year ending April 30, 1895.....	"
" 29, "		75 copies contract for filters for aquarium.....	"
Feb. 7, "		75 copies contract for Corlear's Hook Park.....	"
		50 copies estimate for Corlear's Hook Park.....	"
		<i>By Department of Public Works.</i>	
Jan. 17, "		50 copies contract for paving One Hundred and Twelfth street	"
		50 copies contract for paving Sixty-seventh street.....	"
		50 copies contract for paving One Hundred and Fifteenth street	"
		50 copies contract for paving Ninetieth street.....	"

No.	DATE.	APPLIED FOR.	ACTION OF BOARD.
Jan. 17, 1895		50 copies contract for paving One Hundred and Thirty-second street	Allowed.
		50 copies contract for paving Sixty-fifth street.....	"
		50 copies contract for paving One Hundred and Seventieth street	"
		50 copies contract for paving One Hundred and Sixtieth street.	"
		50 copies contract for paving One Hundred and Thirty-eighth street	"
		50 copies contract for paving One Hundred and Forty-seventh street	"
		50 copies contract for paving Kingsbridge road.....	"
		50 each 11 lots of estimates.....	"
		50 envelopes for each of 11 lots of estimates.....	"
Feb. 2, "		50 copies contract for sewer in Seventh avenue.....	"
		50 copies contract for sewer in Eighth avenue.....	"
		50 copies contract for sewer in Macomb's Dam road (1).....	"
		50 copies contract for sewer in Macomb's Dam road (2).....	"
		50 copies estimates for each of 4 lots.....	"
		50 envelopes for each of 4 lots of estimates.....	"
" 4, "		100 copies contract for taking up and relaying pavement (1) ..	"
		100 copies estimate for taking up and relaying pavement (1) ..	"
		100 envelopes for estimates (1).....	"
		100 copies contract for taking up and relaying pavement (2) ..	"
		100 copies estimate for taking up and relaying pavement (2) ..	"
		100 envelopes for taking up and relaying pavement (2).....	"
		<i>By Commissioner of Street Improvements.</i>	
Jan. 24, "		75 copies contracts for regulating, grading, etc., Welch street.	"
		75 copies contracts for regulating, grading, etc., Pelham avenue.....	"
		75 copies contracts for regulating, grading, etc., Featherbed lane	"
		75 copies each 3 lots of estimates.....	"
		50 envelopes each 3 lots.....	"
		25 posters each 3 lots.....	"
Feb. 2, "		50 copies contract regulating and grading, etc., Locust avenue.	"
		50 copies contract regulating and grading, etc., One Hundred and Sixty-second street.....	"
		50 copies each 2 lots of estimates	"
		50 envelopes for each of 2 lots of estimates	"
		25 posters for each of 2 lots.....	"
" 9, "		2 violet Caligraph ribbons	"
		3 violet Remington ribbons	"
		25 carbon sheets.....	"
		<i>By Register.</i>	
" 5, "		6 skins cowhide, 6 skins roan, 6 skins morocco, 8 bundles of boards, 2 fonts of type, 6 knives, 4 dozen wooden rods, 2 bottles varnish, 1 keg paste, 1 piece white muslin, 2 packages gold leaf, 1 glue brush, 2 mucilage brushes, 1 gallon mucilage, 1 pound of sponges, 4 hanks twine, 2 pounds sewing thread, 2 pounds beeswax, 6 papers needles, 2 pounds oxalic acid, 1 gallon alcohol, 6 sand-stones, rolls to be repaired, sharpening 2 machine knives, 20 pounds ground glue	"
		<i>By Sheriff.</i>	
Jan. 25, "		1,000 copies "Daily Returns".....	"
" 31, "		1 time stamp	Not allowed.
Feb. 5, "		1,000 notices to Attorney.....	Allowed.
		<i>By Civil Service Boards.</i>	
Dec. 12, 1894		1,000 copies Tenth Annual Report (overrun from the CITY RECORD).....	"
Jan. 31, 1895		100 copies blank (City information)	"
		100 copies blank (arithmetic questions)	"
		200 copies blank (summary).....	"
		<i>By Department of Buildings.</i>	
" 28, "		500 notices to creditors (on postal cards)	"
		1 rubber stamp ("Forwarded to Comptroller, etc.").....	"
		1 rubber stamp ("State if a water tank, etc.").....	"
		<i>By Finance Department.</i>	
Feb. 4, "		2,900 "A" warrants.....	"
		700 "B" warrants.....	"
		400 "C" warrants.....	"
		<i>By Department of Street Cleaning.</i>	
" 5, "		1 order book, orders numbered from 12001 to 13000.....	"
		<i>By Law Department.</i>	
" 6, "		50 copies report for quarter ending June 30, 1894	"
		<i>By Fire Department.</i>	
" 6, "		Bind 500 copies General Orders No. 1, Item 17, book contract	"
		<i>By Court of Common Pleas.</i>	
" 8, "		4 typewriter ribbons	"
		2 Caligraph ribbons.....	"
		200 sheets carbon paper	"

The Supervisor of the City Record reported that the District Attorney needed the blanks referred to in his requisition of January 29 because a rule had been made that original indictments and returns from police courts must be kept in the office of the Clerk of the Court of General Sessions, and only copies be given to the District Attorney. He also stated that the Fire Department, in its annual requisition, asked for only one copy of the book of "General Orders," although it needed five hundred copies. He recommended that the special requisition of February 6, 1895, be allowed, as he had made an agreement with the contractor for the one copy to supply five hundred copies for only the additional cost of binding.

By a concurrent vote of the three officers the following resolution was adopted:

Resolved, That the Supervisor of the City Record be and he is hereby instructed to procure by direct order, that is, without contract let after advertisement, the articles called for by the requisitions allowed, that course being deemed to be for the best interests of the City.

At his request, and by a concurrent vote of the three officers, the Supervisor was authorized also to procure by direct order mimeograph supplies for the immediate needs of the Fire Department.

Bills were approved as follows: Martin B. Brown, \$3,032.52 (Voucher 374); Richard Evans, \$290.50 (Voucher 393); "New York Law Journal," \$333.33 (Voucher 394); American District Telegraph Company, \$4.05 (Voucher 401); John F. Hahn, \$214.50 (Voucher 402); National Press Intelligence Company, \$5.90 (Voucher 403).

Pay-rolls were approved as follows: Robert McManus, W. H. Levett and Peter Leatham (bookbinders), \$21 each (Vouchers 374, 375 and 376); same, \$21 each (Vouchers 395, 396 and 397); same, \$21 each (Vouchers 398, 399 and 400).

Adjourned.

W. J. K. KENNY, Secretary.

MAYOR'S OFFICE, CITY HALL,
NEW YORK, February 19, 1895.

The Hons. William L. Strong, Mayor; and William Brookfield, Commissioner of Public Works, two of the officers designated by section 66 of the New York City Consolidation Act, met this day.

The reading of the minutes of the meeting of February 11 was postponed.

On motion of the Mayor, the following resolution was adopted:

Resolved, That pursuant to his requests of the 18th and 19th instants, the Comptroller is authorized to publish, in the "Journal of Commerce," "New York Herald," "New York Tribune," "Evening Post," "Mail and Express," and the "Press," "a brief abstract of the advertisement of the Finance Department, published in the CITY RECORD, inviting proposals for \$3,265,587.13, bonds and stock of the City of New York," as well as in the newspapers designated by a resolution adopted by this Board, pursuant to a provision of section 66 of the Consolidation Act, at a meeting held on January 30.

Adjourned.

W. J. K. KENNY, Secretary.

LAW DEPARTMENT.

The following schedules form a report of the transactions of the office of the Counsel to the Corporation for the week ending February 9, 1895:

The Mayor, Aldermen and Commonalty of the City of New York are defendants, unless otherwise mentioned.

SCHEDULE "A."

SUITS AND SPECIAL PROCEEDINGS INSTITUTED.

COURT.	REGIS- TER FOLIO.	WHEN COM- MENCED.	TITLE OF ACTION.	NATURE OF ACTION.
Com. Pleas.	47 226	1895. Feb. 4	Sumner Post No. 24, Department of New York, Grand Army of the Republic (ex rel.), vs. Commissioners of Charities and Correction.	Mandamus to compel the respondents to refund to the relator certain expenditures made in the relief of the wife and children of Hugh J. McGuire, between May 1 and November 1, 1894, \$65.
"	47 227	" 4	Raifowitz, Rachel.	Damages for personal injuries alleged to have been received on August 16, 1894, by walking in depression in the sidewalk on Orchard street, \$2,000.
Supreme....	47 228	" 4	Rogan, John H., as Receiver, etc. (Matter of).....	For portion of an award of \$1,601, made in the matter of opening Bronx Park, to Cornelius Stoken, now deceased.
"	47 229	" 5	McCaffrey, Thomas H., vs. James Fitzgerald.	Damages for alleged false imprisonment in the City Prison of New York, from November 28, 1894, to January 14, 1895; \$25,000.
City	47 230	" 5	Townley, John F., executor, etc., vs. Leopold Adler and another	To determine to whom poundage should be paid on executions settled before the present Sheriff's term of office began but returned since.
Supreme....	47 231	" 5	Barnes, Mary C. (ex rel.), vs. Ashbel P. Fitch, as Comptroller, etc., and Edward Gilon, as Collector of Assessments, etc.....	Mandamus to compel respondents to cancel assessment on premises of relator for regulating, etc., 10th avenue, from 155th to 194th streets.
"	47 232	" 5	Leavitt, Martha A. (ex rel.), vs. Ashbel P. Fitch, as Comptroller, etc., and Edward Gilon, as Collector of Assessments, etc.....	Mandamus to compel respondents to cancel assessment on premises of relator for regulating, etc., 10th avenue, from 155th to 194th streets.
"	47 233	" 5	Young, Henry L. (ex rel.), vs. Ashbel P. Fitch, as Comptroller, etc., and Edward Gilon, as Collector of Assessments, etc.....	Mandamus to compel respondents to cancel assessment on premises of relator for regulating, etc., 10th avenue, from 155th to 194th streets.
"	47 234	" 5	Birney, Josephine Y. (ex rel.), vs. Ashbel P. Fitch, as Comptroller, etc., and Edward Gilon, as Collector of Assessments, etc.....	Mandamus to compel respondents to cancel assessment on premises of relator for regulating, etc., 10th avenue, from 155th to 194th streets.
"	47 235	" 5	Eaton, Alice Y. (ex rel.), vs. Ashbel P. Fitch, as Comptroller, etc., and Edward Gilon, as Collector of Assessments, etc.....	Mandamus to compel respondents to cancel assessment on premises of relator for regulating, etc., 10th avenue, from 155th to 194th streets.
Superior ...	47 236	" 6	Golding, Neil.....	Damages caused by bursting of water-main September 7, 1893, and flooding of sewer trench excavated by plaintiff in 56th street, near 4th avenue, etc., \$2,000.
Surrogate's.	47 237	" 6	Schuyler, Walter G., and another, as executors of Garrett L. Schuyler, deceased (Matter of).....	Judicial settlement of the executors' accounts.
Supreme....	47 238	" 6	Lang, George (ex rel.), vs. The Board of Police Commissioners.....	Certiorari to review the dismissal of relator from the Police Force.
"	47 239	" 6	Lawson, William (ex rel.), vs. The Board of Police Commissioners.....	Certiorari to review the dismissal of relator, a Patrolman, from the Police Force.
Surrogate's.	47 240	" 6	Cumming, Anna Justina, as next of kin of Anna Justina Martuis, deceased (Matter of).....	For moneys deposited by the Public Administrator with the Comptroller.
Supreme....	47 241	" 6	Cava, Carmine, and Augustus Sbarboro (ex rel.), vs. Ashbel P. Fitch, as Comptroller, etc.....	Mandamus to compel the Comptroller to pay to the relators the amount awarded for Parcels Nos. 7 and 12, in the matter of Mulberry Bend Park, \$131,200.
Superior ...	47 242	" 7	Follett, David L., and Alton B. Parker (ex rel.), vs. Ashbel P. Fitch, as Comptroller, etc.....	Mandamus to compel the Comptroller to deliver to each of the relators a warrant for \$46.66 for expenses and disbursements from January 1 to 31, 1895.
Com. Pleas.	47 243	" 7	Watson, Emily C.....	To have assessments for regulating, etc., 1st avenue, between 92d and 100th streets, on Ward No. 48, Block 119, declared void and to recover amount paid, \$1,043.37.
Supreme....	47 244	" 7	Judge, James J.....	Balance claimed to be due for salary as Inspector of Buildings from April 1, 1893, to October 18, 1894, \$1,578.30.
Surrogate's.	47 245	" 7	Schell, Alice A., as sole executrix of the estate of Richard J. Clarke, deceased (Matter of).....	Judicial settlement of executor's accounts.
Supreme....	47 246	" 8	Brunckhorst, Peter.....	Damages for personal injuries alleged to have been received February 10, 1894, by being thrown from a wagon at No. 485 Third avenue, \$500.
2d Jud. Dist.	47 247	" 8	Decker, Paul G., and John W. Decker ads. The Mayor, etc., of the City of New York.....	For damages to water-main in Tinton avenue, between Home and 167th streets, while making house connections, \$66.14.
Supreme....	47 248	" 8	Horgan, William G.....	Balance claimed to be due under contract for cleaning and concreting lake in Central Park, near 99th street, and for extra work, etc., \$20,943.18.
Com. Pleas.	47 249	" 8	Thain, John (ex rel.), vs. Board of Park Commissioners	Certiorari to review the dismissal of relator, a Foreman in the Park Department, on January 23, 1895.
Supreme....	47 250	" 9	Brown, J. Roamine (ex rel.), vs. Ashbel P. Fitch, Comptroller, etc.....	Mandamus to compel the Comptroller to cancel the assessment on premises of relator for regulating, etc., 10th avenue, between 155th and 194th streets.
"	47 252	" 9	Jordan, Albert A. (ex rel.), vs. Board of Police Commissioners, etc.....	Certiorari to review the dismissal of relator from the force.

SCHEDULE "B."

JUDGMENTS, ORDERS AND DECREES ENTERED.

Martin Olsen—Order entered discontinuing the action without costs.
People ex rel. The Commercial Mutual Insurance Company vs. The Commissioners of Taxes and Assessments—Order entered on remittitur.
Elliott F. Driggs—Order entered denying the motion for a new trial on the minutes.
Rachel Raifowitz—Order entered discontinuing the action without costs.
People ex rel. Thomas F. Barron vs. The Board of Police Commissioners—Order entered dismissing the proceeding with costs.
William J. Sefton—Order entered granting the motion for preference and setting the cause down for trial for February 7, 1895.
Charles A. Doremus (Actions Nos. 1 and 2)—Orders entered discontinuing the actions without costs.
Leonard Nebel—Order entered discontinuing the action without costs.
Lawrence P. Farley—Order entered denying the motion for a new trial on the minutes.
In the matter of the Fire Department site on East One Hundred and Thirty-eighth street, between Cypress and St. Ann's avenues—Order entered appointing Joseph A. Carberry, Pierre Van Buren Hoes and David D. Stevens, Commissioners of Appraisal.
In the matter of the Fire Department site on Moshulu Parkway, between Briggs and Bainbridge avenues—Order entered appointing Charles C. Marrin, Alexander P. W. Kinnan and Pierre Van Buren Hoes, Commissioners of Appraisal.
In the matter of the Fire Department site on the northerly side of Forty-third street, between Fifth and Sixth avenues—Order entered appointing Adrian H. Larkin, William C. Hill and David D. Stevens, Commissioners of Appraisal.
In re John H. Ahrens (and twelve other proceedings to reduce assessments for Murray street paving)—Orders entered dismissing the petitions without costs.
Thomas J. Kelly—Order entered advancing the cause on the calendar and setting the same down for the day calendar February 9, 1895.
Annie J. Carolan—Judgment entered in favor of the plaintiff for \$500.
People ex rel. Henry C. Tinar vs. The Commissioners of Taxes and Assessments—Order entered discontinuing the proceeding without costs.
In the matter of the petition of David W. Bishop and another (Fourteenth street armory award) General Term—Order entered confirming the referee's report and directing payment of the award to petitioners.
People ex rel. David O'Callahan vs. The Board of Police Commissioners; Daniel F. O'Neil—Orders entered dismissing the appeals for non-service of printed papers with costs.
People ex rel. Carmine Cava and another vs. Ashbel P. Fitch, Comptroller—Order entered granting a peremptory writ of mandamus.
People ex rel. David L. Follett and another vs. Ashbel P. Fitch, Comptroller—Order entered granting peremptory writ of mandamus.
William S. Wynn and another; New York Roofing Company—Orders entered discontinuing actions without costs.
Andrew J. Lusk—Judgment entered in favor of the plaintiff for \$5,532.06.

SCHEDULE "C."

SUITS AND SPECIAL PROCEEDINGS TRIED OR ARGUED.

In the matter of the Ridge street police site—Motion to confirm the report of the Commissioners made before Ingraham, J.; decision reserved; C. D. Olendorf for the City.
Edward N. Lynch—Tried before Gildersleeve, J., and jury; verdict for the plaintiff for \$3,028.48; exceptions to be heard in the first instance at General Term; E. H. Hawke, Jr., for the City.
William J. Sefton—Motion for preference made before Daly, C. J.; motion granted; A. T. Campbell, Jr., for the City.
People ex rel. Thomas J. Kelly vs. The Examining Board of Plumbers—Motion to dismiss the writ of certiorari argued at General Term; decision reserved; T. Farley for the City.
Louis D. Stein vs. The Board of Police Commissioners—Motion for an injunction argued before Freedman, J.; motion denied; T. Farley for the City.
People ex rel. The American Flag Company vs. The Commissioners of Taxes and Assessments—Motion for preference made before Barrett, J.; motion granted; A. T. Campbell, Jr., for the City.
David F. O'Neil; People ex rel. David O'Callahan vs. The Board of Police Commissioners—Motions to dismiss appeals made at General Term; decision reserved; G. O'Reilly for the City.
In the matter of public school site at Henry, Oliver and Catherine streets—Hearing before the Commissioners proceeded and adjourned to February 11, 1895; C. D. Olendorf and G. Landon for the City.
John J. McNamara—Submitted at General Term; decision reserved; J. T. Malone for the City.
In the matter of Fort Washington Park—Hearing proceeded and adjourned to February 11, 1895; C. D. Olendorf and G. Landon for the City.
In the matter of the Fire Department site on Tremont avenue—Hearing proceeded and adjourned to February 12, 1895; C. D. Olendorf and G. Landon for the City.
In the matter of the Second Street public school site—Hearing before the Commissioners proceeded and adjourned to February 13, 1895; C. D. Olendorf and G. Landon for the City.
In the matter of William J. Gessner (Boscobel avenue opening award)—Motion that the Comptroller retain the award and for reference made before Ingraham, J.; motion granted; C. A. O'Neil for the City.
In the matter of the Fire Department site at Prospect avenue and Kelly street—Hearing before the Commissioners proceeded and adjourned to February 14, 1895; C. D. Olendorf and G. Landon for the City.
Eben Peek; Eben Peek; Eben Peek; Ursula McKee—Reference proceeded and closed; J. L. O'Brien for the City.
Charles Gruebler—Tried before Giegerich, J., and jury; verdict for the plaintiff for \$1,200; J. J. Delany for the City.
People ex rel. David L. Follett and Alton B. Parker vs. Ashbel P. Fitch, Comptroller—Motion for a writ of peremptory mandamus made before Freedman, J.; motion granted.
In the matter of the public school site in Thirteenth street, between Seventh and Greenwich avenues—Hearing before the Commissioners proceeded and adjourned to February 16, 1895; C. D. Olendorf and G. Landon for the City.
In the matter of the Fort Washington Ridge road—Hearing before the Commissioners appointed by the Court proceeded and adjourned to February 15, 1895; J. T. Malone for the City.
In the matter of St. Nicholas Park—Hearing before the Commissioners proceeded on February 4 and 7 and adjourned without date; C. D. Olendorf for the City.

WM. H. CLARK, Counsel to the Corporation.

SPECIAL NOTICE.

The Committee on Law Department will hold a public hearing on Wednesday, March 6, at 1:30 o'clock P. M., in Council Chamber, Room 16, City Hall, to consider petition of storekeepers to remove hack-stand in One Hundred and Twenty-fifth street and Eighth avenue.

WM. H. TEN EYCK,
Clerk Common Council.

OFFICIAL DIRECTORY.

STATEMENT OF THE HOURS DURING which the Public Offices in the City are open for business, and at which the Courts regularly open and adjourn, as well as of the places where such offices are kept and such Courts are held; together with the heads of Departments and Courts:

EXECUTIVE DEPARTMENT

Mayor's Office
No. 6 City Hall, 9 A. M. to 5 P. M.; Saturdays, 9 A. M. to 12 M.
WILLIAM L. STRONG, Mayor. JOB E. HEDGES, Secretary and Chief Clerk.

Mayor's Marshal's Office.

No. 1 City Hall, 9 A. M. to 4 P. M.
EDWARD H. HEALY, First Marshal.
JOHN J. BRENNAN, Second Marshal.

COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115, Stewart Building, 9 A. M. to 4 P. M.
JAMES S. LEHMAIER and SETH S. TERRY.

AQUEDUCT COMMISSIONERS.

Room 209, Stewart Building, 5th floor, 9 A. M. to 4 P. M.
JAMES C. DUANE, President; JOHN J. TUCKER; H. W. CANNON, GEORGE WALTON GREEN, and THE MAYOR, COMPTROLLER and COMMISSIONER OF PUBLIC WORKS, ex officio, Commissioners; EDWARD L. ALLEN, Secretary, A. FTELEY, Chief Engineer.

BOARD OF ARMORY COMMISSIONERS.

THE MAYOR, Chairman; PRESIDENT OF DEPARTMENT OF TAXES AND ASSESSMENTS, Secretary.
Address EDWARD P. BARKER, Stewart Building. 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 JEROLMAN, President Board of Aldermen.
WILLIAM H. TEN EYCK, Clerk Common Council.

DEPARTMENT OF PUBLIC WORKS.

No. 31 Chambers street, 9 A. M. to 4 P. M.
WILLIAM BROOKFIELD, Commissioner; CHARLES H. T. COLLIS, Deputy Commissioner (Room A).
ROBERT H. CLIFFORD, Chief Clerk (Room 6).
GEORGE W. BIRDSALL, Chief Engineer (Room 9); COLUMBUS O. JOHNSON, Water Register (Rooms 2, 3 and 4); WM. M. DEAN, Superintendent of Street Improvements (Room 5); HORACE LOOMIS, Engineer in Charge of Sewers (Room 9); JOHN C. GRAHAM, Superintendent of Repairs and Supplies (Room 15); MAURICE FEATHERSON, Water Purveyor (Room 12); STEPHEN MCCORMICK, Superintendent of Lamps and Gas (Room 11); JOHN L. FLORENCE, Superintendent of Streets and Roads (Room 12); WILLIAM HENKEL, Superintendent of Incumbrances (Room 16); NICHOLAS R. O'CONNOR, Superintendent of Street Openings (Room 14).

DEPARTMENT OF STREET IMPROVEMENTS
 TWENTY-THIRD AND TWENTY-FOURTH WARDS.
 No. 2622 Third avenue, northeast corner of One Hundred and Forty-first street. Office hours, 9 A. M. to 4 P. M.; Saturdays, 12 M.
 LOUIS F. HAFEN, Commissioner; JACOB SEABOLD, Deputy Commissioner; JOSEPH P. HENNESSY, Secretary.

DEPARTMENT OF BUILDINGS.
 No. 220 Fourth avenue, corner of Eighteenth street, 9 A. M. to 4 P. M.
 THOMAS J. BEADY, Superintendent.

FINANCE DEPARTMENT.
Comptroller's Office.
 No. 15 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
 ASHBEI P. FITCH, Comptroller; RICHARD A. STORRS, Deputy Comptroller; EDGAR J. LEVEY, Assistant Deputy Comptroller.

Auditing Bureau.
 Nos. 19, 21 and 23 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
 WILLIAM J. LYON, First Auditor.
 JOHN F. GOULDSBURY, Second Auditor.

Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents.
 Nos. 31, 33, 35, 37 and 39 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
 EDWARD GILON, 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.
 DAVID O'BRIEN, 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.
 DAVID E. AUSTEN, Receiver of Taxes; JOHN J. McDONOUGH, Deputy Receiver of Taxes.
 No money received after 2 P. M.

Bureau of the City Chamberlain.
 Nos. 25 and 27 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
 JOSEPH J. O'DONOHUE, 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.
 FRANCIS M. SCOTT, 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.
 WILLIAM M. HOES, Public Administrator.

Office of the Corporation Attorney.
 No. 49 Beekman street, 9 A. M. to 4 P. M.
 GEORGE W. LYON, Corporation Attorney.

Office of Attorney for Collection of Arrears of Personal Taxes.
 Stewart Building, Broadway and Chambers street, 9 A. M. to 4 P. M.
 JOHN G. H. MEYERS, Attorney.
 MICHAEL J. DOUGHERTY, Clerk.

Bureau of Street Openings.
 Staats Zeitung Building, No. 2 Tryon Row.
 JOHN P. DUNN, Assistant to the Counsel to the Corporation, in charge.

POLICE DEPARTMENT.
Central Office.
 No. 300 Mulberry street, 9 A. M. to 4 P. M.
 JAMES J. MARTIN, President; CHARLES H. MURRAY, AVERY D. ANDREWS and MICHAEL KERWIN, Commissioners; WILLIAM H. KIPP, Chief Clerk; T. F. RODENBOUGH, Chief of Bureau of Elections.

BOARD OF EDUCATION.
 No. 146 Grand street, corner of Elm street.
 CHARLES H. KNOX, President; ARTHUR McMULLIN, Clerk.

DEPARTMENT OF CHARITIES AND CORRECTION.
Central Office.
 No. 66 Third avenue, corner Eleventh street, 9 A. M. to 4 P. M.
 HENRY H. PORTER, President; CHAS. E. SIMMONS, M. D., and EDWARD C. SHEEHY, Commissioners; GEORGE F. BRITTON, Secretary.
 Purchasing Agent, FREDERICK A. CUSHMAN. Office hours, 9 A. M. to 4 P. M.; Saturdays, 12 M.
 Plans and Specifications, Contracts, Proposals and Estimates for Work and Materials for Building, Repairs and Supplies, Bills and Accounts, 9 A. M. to 4 P. M. Saturdays, 12 M. CHARLES BENN General Bookkeeper and Auditor.
 Out-Door Poor Department. Office hours, 8.30 A. M. to 4.30 P. M. WILLIAM BLAKE, Superintendent. Entrance on Eleventh street.

FIRE DEPARTMENT
 Office hours for all, except where otherwise noted, from 9 A. M. to 4 P. M.; Saturdays, 12 M.
Headquarters.
 Nos. 157 and 159 East Sixty-seventh street.
 ANTHONY EICKHOFF, S. HOWLAND ROBBINS and O. H. LA GRANGE, Commissioners; CARL JUSSSEN, Secretary.
 HUGH BONNER, Chief of Department; PETER SEERY, Inspector of Combustibles; JAMES MITCHEL, Fire Marshal; WM. L. FINDLEY, Attorney to Department; J. ELLIOT SMITH, Superintendent of Fire Alarm Telegraph. Central Office open at all hours.

HEALTH DEPARTMENT.
 New Criminal Court Building, Centre street, 9 A. M. to 4 P. M.
 CHARLES G. WILSON, President, and CYRUS EDSON, M. D., the President of the Police Board, *ex officio*, and the HEALTH OFFICER OF THE PORT, *ex officio*, Commissioners; EMMONS CLARK, Secretary.

DEPARTMENT OF PUBLIC PARKS.
 Emigrant Industrial Savings Bank Building, Nos. 49 and 51 Chambers street, 9 A. M. to 4 P. M.; Saturdays, 12 M.
 DAVID H. KING, Jr., President; JAMES A. ROOSEVELT, AUGUSTUS D. JULLIARD and GEORGE G. HAVEN, Commissioners; CHARLES DE F. BURNS, Secretary.

DEPARTMENT OF DOCKS
 Battery, Pier A, North river.
 J. SERGEANT CRAM, President; JAMES J. PHELAN and ANDREW J. WHITE, Commissioners; AUGUSTUS T. DOCHARTY, Secretary.
 Office hours, 9 A. M. to 4 P. M.

DEPARTMENT OF TAXES AND ASSESSMENTS.
 Stewart Building, 9 A. M. to 4 P. M.; Saturdays, 12 M.
 EDWARD P. BARKER, President; JOHN WHALEN and JOSEPH BLUMENTHAL, Commissioners; FLOYD T. SMITH, Secretary.

BOARD OF ELECTRICAL CONTROL.
 No. 1262 Broadway.
 HENRY S. KEARNEY, JACOB HESS, and AMOS J. CUMMINGS, Commissioners.

DEPARTMENT OF STREET CLEANING.
 Criminal Court Building, Centre street, from Franklin to White street. Office hours, 9 A. M. to 4 P. M.
 GEORGE E. WARING, Jr., Commissioner; CHARLES K. MOORE, Deputy Commissioner.

CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS.
 Criminal Court Building, Centre street, between Franklin and White streets, 9 A. M. to 4 P. M.
 EVERETT P. WHEELER, EDWIN L. GODKIN, E. RANDOLPH ROBINSON and C. W. WATSON, Members of the Supervisory Board; LEE PHILLIPS, Secretary and Executive Officer; JOHN FORD, Examiner.

BOARD OF ESTIMATE AND APPORTIONMENT.
 The Mayor, Chairman; E. P. BARKER (President, Department of Taxes and Assessments), Secretary; the COMPTROLLER, PRESIDENT OF THE BOARD OF ALDERMEN, and the COUNSEL TO THE CORPORATION, Members; CHARLES V. ADEE, Clerk.
 Office of Clerk, Department of Taxes and Assessments, Stewart Building.

BOARD OF ASSESSORS.
 Office, 27 Chambers street, 9 A. M. to 4 P. M.
 CHARLES E. WENDT, Chairman; EDWARD CAHILL, PATRICK M. HAVERTY and HENRY A. GUMBLETON, Assessors; WM. H. JASPER, Secretary.

BOARD OF EXCISE.
 Criminal Court Building, Centre street, between Franklin and White streets, 9 A. M. to 4 P. M.
 JOSEPH MURRAY, President; CHARLES H. WOODMAN and JULIUS HARBURGER, Commissioners; JAMES F. BISHOP, Secretary.

SHERIFF'S OFFICE
 Nos. 6 and 7 New County Court-house, 9 A. M. to 4 P. M.
 EDWARD J. H. TAMSEN, Sheriff; HENRY H. SHERMAN, Under Sheriff.

REGISTER'S OFFICE.
 East side City Hall Park, 9 A. M. to 4 P. M.
 FERDINAND LEVY, Register; JOHN VON GLAHN, Deputy Register.

COMMISSIONER OF JURORS.
 Room 127, Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
 WILLIAM PLIMLEY, Commissioner; JAMES E. CONNER, Deputy Commissioner.

COUNTY CLERK'S OFFICE.
 Nos. 7 and 8 New County Court-house, 9 A. M. to 4 P. M.
 HENRY D. PURROY, County Clerk; P. J. SCULLY, Deputy County Clerk.

DISTRICT ATTORNEY'S OFFICE.
 New Criminal Court Building, Centre Street, 9 A. M. to 4 P. M.
 JOHN R. FELLOWS, District Attorney; HENRY W. UNGER, 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; EDWARD H. HAYES, Assistant Supervisor; JOHN J. MCGRATH, Examiner.

CORONERS' OFFICE.
 New Criminal Court Building, Centre street, 8 A. M. to 5 P. M. Sundays and holidays, 8 A. M. to 12.30 P. M.
 EDWARD T. FITZPATRICK, WILLIAM H. DOBBS, EMIL W. HOBBER and WILLIAM O'MEAGHER, Coroners. EDWARD F. REYNOLDS, Clerk of the Board of Coroners.

SURROGATE'S COURT.
 New County Court-house. Court opens at 10.30 A. M. adjourns 4 P. M.
 FRANK T. FITZGERALD and JOHN H. V. ARNOLD, Surrogates; WILLIAM V. LEARY, Chief Clerk.

SUPREME COURT.
 Second floor, New County Court-house, opens 9.30 A. M.; adjourns 4 P. M.
 CHARLES H. VAN BRUNT, Presiding Justice; GEORGE L. INGRAHAM, ABRAHAM R. LAWRENCE, GEORGE C. BARRETT, GEORGE P. ANDREWS, EDWARD PATTERSON and MORGAN J. O'BRIEN, Justices; HENRY D. PURROY, Clerk.
 General Term, Room No. 9, WILLIAM LAMB, Jr., Clerk.
 Special Term, Part I., Room No. 10, JAMES B. F. SMITH, Clerk.
 Special Term, Part II., Room No. 18, WILLIAM J. HILL, Clerk.
 Chambers, Room No. 11, AMBROSE A. MCCALL, Clerk.
 Circuit, Part I., Room No. 12, WALTER A. BRADY, Clerk.
 Circuit, Part II., Room No. 14, JOHN LERSCHER, Clerk.
 Circuit, Part III., Room No. 13, GEORGE F. LYON, Clerk.
 Circuit, Part IV., Room No. 15, J. LEWIS LYON, Clerk.

SUPERIOR COURT.
 Third floor, New County Court-house, opens 11 A. M. adjourns 4 P. M.
 General Term, Room No. 35.
 Special Term, Room No. 33.
 Equity Term, Room No. 36.
 Chambers, Room No. 33.
 Part I., Room No. 34.
 Part II., Room No. 35.
 Part III., Room No. 36.
 Naturalization Bureau, Room No. 31.
 Clerk's Office, Room No. 31, 9 A. M. to 4 P. M.
 JOHN SEDGWICK, Chief Judge; JOHN J. FREEDMAN, P. HENRY DUGRO, DAVID MCADAM, HENRY A. GILDER-SLEEVE and HENRY R. BEEKMAN, Judges; THOMAS BOESE, Chief Clerk.

COURT OF GENERAL SESSIONS.
 New Criminal Court Building, Centre street. Court opens at 11 o'clock A. M.; adjourns 4 P. M.
 JOHN W. GOFF, Recorder; RANDOLPH B. MARTINE, JAMES FITZGERALD and RUFUS B. COWING, Judges.
 JOHN F. CARROLL, Clerk's Office, 10 A. M. till 4 P. M.

COURT OF SPECIAL SESSIONS.
 New Criminal Court Building, Centre street, between Franklin and White streets, daily at 10.30 A. M., excepting Saturday.
 JAMES P. KEATING, 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 Judge; MILES BEACH, HENRY BOOKSTAVEN, HENRY BISCHOFF, JR., ROGER A. FRYOR and LEONARD A. GIEGERICH, Judges; ALFRED WAGSTAFF, Chief Clerk.

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 will be held in Room No. 19, 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; ROBERT A. VAN WYCK, JAMES M. FITZSIMONS, JOSEPH E. NEWBURGER, JOHN H. MCCARTHY and LEWIS J. CONLAN, Justices; JOHN B. MCGOLDRICK, Clerk.

OVER AND TERMINER COURT.
 New Criminal Court Building, Centre street. Court opens at 10.30 o'clock A. M.
 JOHN F. CARROLL, Clerk; 10 A. M. till 4 P. M.

FIRST JUDICIAL DISTRICT COURT.
DISTRICT COURT OF THE CITY OF NEW YORK FOR THE FIRST JUDICIAL DISTRICT.

In the matter of the application of George E. Waring, Jr., Commissioner of Street Cleaning of the City of New York, for the sale of carts, trucks and other property removed from the public streets.

PUBLIC NOTICE IS HEREBY GIVEN THAT
 George E. Waring, Jr., Commissioner of Street Cleaning in the City of New York, pursuant to a final order made and issued by Hon. Wauhope Lynn, Justice of the District Court for the First Judicial District of the City of New York, will sell at public auction, on the 12th day of March, 1895, at 1 o'clock in the afternoon of said day, at the Corporation Yard, situated at West Fifty-sixth street, between Eleventh avenue and the North river, all the trucks, carts, wagons, sleighs and gigs seized and removed from the public streets in the City of New York, as provided for by chapter 697 of the Laws of 1894.
 Dated New York, March 4, 1895.
 GEORGE E. WARING, JR.,
 Commissioner of Street Cleaning.

DEPARTMENT OF TAXES AND ASSESSMENTS.

DEPARTMENT OF TAXES AND ASSESSMENTS, STEWART BUILDING, NEW YORK, January 14, 1895.

IN COMPLIANCE WITH SECTION 817 OF THE
 New York City Consolidation Act of 1882, it is hereby advertised that the books of "The Annual Record of the Assessed Valuations of Real and Personal Estate" of the City and County of New York, for the year 1895, are open and will remain open for examination and correction until the thirtieth day of April, 1895.

All persons believing themselves aggrieved must make application to the Commissioners of Taxes and Assessments, at this office, during the period said books are open, in order to obtain the relief provided by law.

Applications for correction of assessed valuations on personal estate must be made by the person assessed to the said Commissioners, between the hours of 10 A. M. and 2 P. M., except on Saturdays, when between 10 A. M. and 12 M., at this office, during the same period.

EDWARD P. BARKER,
 JOHN WHALEN,
 JOSEPH BLUMENTHAL,
 Commissioners of Taxes and Assessments.

DEPARTMENT OF PUBLIC WORKS

DEPARTMENT OF PUBLIC WORKS, COMMISSIONER'S OFFICE, ROOM 6, NO. 31 CHAMBERS STREET, NEW YORK, March 2, 1895.

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 Thursday, March 14, 1895, at which place and hour they will be publicly opened by the head of the Department:

No. 1. FOR ALTERATION AND IMPROVEMENT TO SEWER IN SIXTH STREET, between East river and Avenue D.

No. 2. FOR ALTERATION AND IMPROVEMENT TO SEWER IN ELM STREET, between Catharine lane and Leonard street, and in LEONARD STREET, between Elm street and Broadway.

No. 3. FOR ALTERATION AND IMPROVEMENT TO SEWERS IN COLUMBUS AVENUE, at Seventy-fifth street.

No. 4. FOR ALTERATION AND IMPROVEMENT TO SEWER IN EIGHTY-SIXTH STREET, between East river and East End avenue, WITH OUTLET UNDER PIER.

No. 5. FOR SEWER IN NINETY-EIGHTH STREET, between Riverside and West End avenues.

No. 6. FOR SEWER IN NINETY-NINTH STREET, between Riverside and West End avenues.

No. 7. FOR SEWER IN ONE HUNDRED AND FIFTH STREET, between Riverside and West End avenues.

No. 8. FOR SEWER IN ONE HUNDRED AND NINETEENTH STREET, between Amsterdam avenue and Morningside avenue, West.

No. 9. FOR SEWER IN ONE HUNDRED AND THIRTIETH STREET, between Convent avenue and St. Nicholas Terrace.

No. 10. FOR SEWER IN AVENUE ST. NICHOLAS west side, between One Hundred and Nineteenth and One Hundred and Twentieth streets.

No. 11. FOR SEWERS IN CATHEDRAL PARKWAY, between Eighth and Manhattan avenues.

No. 12. FOR SEWER IN CATHEDRAL PARKWAY, between Columbus and Amsterdam avenues.

No. 13. FOR FURNISHING 200 BOULEVARD LAMPS AND 1,500 ADDITIONAL GLOBES.

No. 14. FOR FURNISHING 600 CAST-IRON LAMP-POSTS.

No. 15. FOR FURNISHING 1,500 STREET-LAMPS.

No. 16. FOR FURNISHING 6,500 GLASS STREET-SIGNS.

No. 17. FOR FURNISHING THE DEPARTMENT OF PUBLIC WORKS WITH 2,000 TONS OF WASHED GRAVEL.

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 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 and retained by the City of New York, as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of the deposit will be returned to him.

THE COMMISSIONER OF PUBLIC WORKS RESERVES THE RIGHT TO REJECT ALL BIDS RECEIVED FOR ANY PARTICULAR WORK IF HE DEEMS IT FOR THE BEST INTERESTS OF THE CITY.

Blank forms of bid or estimate, the proper envelopes in which to inclose the same, the specifications and agreements, and any further information desired, can be obtained at Rooms 1, 9 and 11, No. 31 Chambers street.

CHARLES H. T. COLLIS,
 Deputy Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS, COMMISSIONER'S OFFICE, ROOM 6, NO. 31 CHAMBERS STREET, NEW YORK, March 1, 1895.

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 Wednesday, March 13, 1895, at which place and hour they will be publicly opened by the head of the Department:

No. 1. FOR FURNISHING THE DEPARTMENT OF PUBLIC WORKS WITH FOUR THOUSAND NINE HUNDRED AND NINETY (4,990) GROSS TONS, 2,240 pounds to a ton, OF BEST WHITE ASH LEHIGH AND WILKESBARRE COAL, as per specifications annexed, and TEN (10) TONS OF INCE HALL CANNEL COAL.

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 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 and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of the deposit will be returned to him.

THE COMMISSIONER OF PUBLIC WORKS RESERVES THE RIGHT TO REJECT ALL BIDS RECEIVED FOR ANY PARTICULAR WORK IF HE DEEMS IT FOR THE BEST INTERESTS OF THE CITY.

Blank forms of bid or estimate, the proper envelopes in which to inclose the same, the specifications and agreements, and any further information desired, can be obtained at Room 15, No. 31 Chambers street.

WM. BROOKFIELD,
Commissioner of Public Works.

POLICE DEPARTMENT.

POLICE DEPARTMENT—CITY OF NEW YORK,
OFFICE OF THE PROPERTY CLERK (Room No. 9),
No. 300 MULBERRY STREET,
NEW YORK, 1895.

OWNERS WANTED BY THE PROPERTY
Clerk of the Police Department of the City of New York, No. 300 Mulberry street, Room No. 9, for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc., also small amount money taken from prisoners and found by patrolmen of this Department.
JOHN F. HARRIOT,
Property Clerk

FINANCE DEPARTMENT.

**NOTICE OF ASSESSMENT FOR OPENING
STREETS AND AVENUES.**

IN PURSUANCE OF SECTION 916 OF THE
"New York City Consolidation Act of 1882," as amended, the Comptroller of the City of New York hereby gives public notice of the confirmation by the Supreme Court of the assessment for opening and acquiring title to the following street in the

TWENTY-FOURTH WARD.

KAPPOCK STREET, from Spuyten Duyvil Parkway to Johnson avenue; confirmed January 28, 1895; entered February 11, 1895. Area of assessment: All the houses and lots of ground, pieces and parcels of land and vacant lots, lying within the following boundary, viz.: Beginning at a point on the north side of Sidney street one hundred (100) feet west of Spuyten Duyvil Parkway; running thence northeasterly, about three hundred and twenty-five (325) feet, on a line parallel with Spuyten Duyvil Parkway and one hundred (100) feet westerly therefrom; thence easterly, on a line parallel with Sidney street, about one thousand (1,000) feet, to a point about one hundred (100) feet east of old Troy street; thence in a southerly direction, on a line parallel with old Troy street, to the northerly side of Sidney street; thence along the northerly side of Sidney street to a point about one hundred and eighty (180) feet east of the northeasterly corner of Sidney street and old Berrian street; thence southwesterly about six hundred (600) feet, on a line parallel with old Berrian street and about one hundred and eighty (180) feet easterly therefrom; thence southerly about three hundred (300) feet; thence southwesterly about sixteen hundred (1,600) feet, on a curved line running parallel to Johnson avenue and distant one hundred feet southerly and westerly therefrom; thence northeasterly, on a straight line, to the northeast corner of Johnson avenue and old Westchester avenue; thence along the easterly side of old Westchester avenue, about three hundred and twenty-five (325) feet; thence diagonally across old Westchester avenue, to a point on the westerly side thereof, about sixty (60) feet south of the southwest corner of old Westchester avenue and Warren avenue; thence northerly to a point on the westerly side of Warren avenue about two hundred and seventy (270) feet north of Old Westchester avenue; thence westerly about five hundred (500) feet; thence on a straight line, in a northeasterly direction, about eight hundred and fifty (850) feet to the point or place of beginning.

The above-entitled assessment was entered on the date hereinabove given in the Record of Titles of Assessments confirmed kept in 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 April 12, 1895, will be exempt from interest as above provided, and after that date will be charged interest at the rate of seven per cent. per annum from the above date of entry of the assessment in the Record of Titles of Assessments in said Bureau to the date of payment.

Section 917 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 April 12, 1895, will be exempt from interest as above provided, and after that date will be charged interest at the rate of seven per cent. per annum from the above date of entry of the assessment in the Record of Titles of Assessments in said Bureau to the date of payment.

ASHBEL P. FITCH,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, February 26, 1895.

PETER F. MEYER, Auctioneer.

**SALE OF LEASE OF CITY PROPERTY
ON "OLD HARLEM MARKET
SQUARE," TWELFTH WARD, AT
PUBLIC AUCTION.**

THE COMPTROLLER OF THE CITY OF NEW
York will sell at public auction to the highest bidder of a yearly rental, at his office, in the Stewart Building, No. 280 Broadway, at noon on Friday, the 8th day of March, 1895, a lease of the premises belonging to the Corporation of the City of New York, on the Old Harlem Market Square, excepting the plot of land on the southeasterly corner of One Hundred and Twenty-first street and Sylvan place, known as Ward Nos. 41, 42, 43 and 44, which is reserved and set apart for the Police and Civil Courts in that district (the property to be leased being the same as that now leased by the City to Bryan G. Hughes), for the term of five years from May 1, 1895, upon the following terms and

CONDITIONS OF SALE.

The rent shall be paid monthly in advance, and the highest bidder will be required to pay the auctioneer's fee and two months' rent, or one-sixth of the amount of the bid made by him, at the time and place of the sale.

The amount so paid shall be forfeited if the successful bidder does not execute the lease and bond within fifteen (15) days after the sale, and the Comptroller is authorized, in his discretion, to re-sell the premises bid off by any person failing to comply with this condition of the sale, and the person so failing to comply shall be liable for any deficiency or loss that may result to the City from such re-sale.

No person will be received as lessee or surety who is delinquent on any former lease from the Corporation, and no bid will be accepted from any person who is in arrears to the Corporation upon debt or contract or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation, as provided by law.

The leases will contain the usual covenants and conditions and a provision for surrender of the premises if required for public purposes, on three months' notice.

All repairs shall be made at the expense of the lessee, and he shall pay Croton water rents.

The lessee will be required to give a bond for double the amount of the annual rent, with two sureties to be approved by the Comptroller, conditioned for the payment of the rent monthly, and the fulfillment of the covenants of the lease.

The Comptroller shall have the right to reject any bid.

By order of the Commissioners of the Sinking Fund.
ASHBEL P. FITCH,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, February 25, 1895.

COMMISSIONERS OF THE SINKING FUND.

TO CONTRACTORS.

PROPOSALS FOR FURNISHING MATERIALS AND PERFORMING WORK REQUIRED FOR PUTTING IN, AND MAINTAINING AN ELECTRICAL TIME SERVICE, CONSISTING OF A MASTER CLOCK, AND A SERIES OF SECONDARY CLOCKS, WITH BATTERY, AND NECESSARY WIRINGS AND CONNECTIONS, IN THE COURTS AND OFFICES IN THE NEW CRIMINAL COURT-HOUSE, ON THE BLOCK BOUNDED BY CENTRE, ELM, FRANKLIN AND WHITE STREETS, NEW YORK CITY, AS ADOPTED BY THE COMMISSIONERS OF THE SINKING FUND AT A MEETING HELD OCTOBER 24, 1894.

SEALED ESTIMATES FOR THE ABOVE WORK.
Indorsed with the above title, also with the name of the person or persons making the same, and the date of presentation, will be received at the office of the Comptroller, Rooms Nos. 14 and 15, Finance Department, Stewart Building, No. 280 Broadway, in the City of New York, until 12 o'clock, M., Wednesday, March 13, 1895, at which place and hour the bids will be publicly opened by, and in the presence of the Commissioners of the Sinking Fund and read, and the award of the contract, if awarded, will be made to the lowest bidder, with adequate security, as soon thereafter as practicable. The person or persons to whom the contract may be awarded will be required to attend at the office of the Department of Public Works, with the sureties offered by him or them, and execute the contract within five days from the date of the service of a notice to that effect, and in case of failure or neglect so to do, he or they will be considered as having abandoned it, and as in default to the Corporation; and thereupon the work shall be re-advertised and relet, and so on until the contract be accepted and executed. The work to commence at such time as the Commissioner of Public Works may designate.

N. B.—Permission will not be given for the withdrawal of any bid or estimate. No bid will be accepted from, or contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

Bidders are required to state in their estimates, under oath, their names and places of residence; the names of all persons interested with them therein; and if no other person be so interested, they shall distinctly state the fact; also that it is made without any connection with any other person making any bid or estimate for the same purpose, and that it is in all respects fair and without collusion or fraud; and also that no member of the Common Council, head of a department, chief of a bureau, deputy thereof or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof. Where more than one person is interested it is requisite that the verification be made and subscribed by all parties interested.

Each estimate shall be accompanied by the consent, in writing, of two householders or freeholders of the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, upon 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 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, 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 the contract, and stated in the proposals, over and above all his debts of every nature, and over and above his liabilities as bail, surety or otherwise; that he has offered himself as surety in good faith and with the intention to execute the bond required by law. The adequacy and sufficiency of the security offered is to be determined by the Comptroller after the award is made and prior to the signing of the contract.

For the nature and extent of the work to be done, bidders are referred to the plans and specifications. The plans may be seen at the office of the architects, Messrs. Thom, Wilson & Scharschmidt, No. 1267 Broadway.

The entire work to be completed within NINETY DAYS after the notice to commence work has been given by the Commissioner of Public Works.

The damages to be paid by the contractor or contractors for each day that the contract or contracts may be unfulfilled after the time specified for the completion thereof shall have expired, are, by a clause in the contract, fixed and liquidated at TEN DOLLARS per day.

Bidders will state in writing, and also in figures, a price for the whole work on which they may bid complete, which price is to cover the furnishing of all necessary materials and labor and the performance of all the work set forth in the plans and specifications and form of agreement.

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 security required for the faithful performance of the contract. 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 amount of security required is FIVE HUNDRED DOLLARS (\$500).

Blank forms of estimates and further information, if desired, can be obtained on application at the Comptroller's office, No. 280 Broadway.

The form of agreement, including the specifications for the work, can be obtained at the office of the Comptroller, No. 280 Broadway.

WILLIAM L. STRONG, Mayor;
JOHN W. GOFF, Recorder;
ASHBEL P. FITCH, Comptroller;
JOSEPH J. O'DONOHUE, Chamberlain;
WILLIAM M. K. OLCOTT,
Chairman Committee on Finance, Board of Aldermen;
Commissioners of the Sinking Fund.
NEW YORK, February 26, 1895.

TO CONTRACTORS.

PROPOSALS FOR FURNISHING MATERIALS AND PERFORMING WORK IN THE ERECTION OF A PUBLIC BUILDING IN CROTONA PARK, NEAR THIRD AVENUE, IN THE TWENTY-FOURTH WARD OF THE CITY OF NEW YORK, PURSUANT TO CHAPTER 248, LAWS OF 1894.

Bids for the entire work, only will be received. Each bid will give two prices for the entire work, viz.: One for the building with sheet metal main cornice, and one for the building with terra cotta main cornice, as described in the specifications.

SEALED ESTIMATES FOR THE ABOVE WORK.
Indorsed with the above title, also with the name of the person or persons making the same, and the date of presentation, will be received at the office of the Comptroller, Rooms Nos. 14 and 15, Finance Department, Stewart Building, No. 280 Broadway, in the City of New York, until 12 o'clock, M., Monday, March 11, 1895, at which place and hour the bids will be publicly opened by, and in presence of the Commissioners of the Sinking Fund and read, and the award of the contract, if awarded, will be made to the lowest bidder, with adequate security, as soon thereafter as practicable. The person or persons to whom the contract may be awarded will be required to attend at the office of the Department of Public Works, with the sureties offered by him or them, and execute the contract within five days from the date of the service of a notice to that effect, and in case of failure or neglect so to do, he or they will be considered as having abandoned it, and as in default to the Corporation; and thereupon the work shall be re-advertised and relet, and so on until the contract be accepted and executed. The work to commence at such time as the Commissioner of Public Works may designate.

N. B.—Permission will not be given for the withdrawal of any bid or estimate. No bid will be accepted from, or contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

Bidders are required to state in their estimates, under oath, their names and places of residence, the names of all persons interested with them therein, and if no other person be so interested, they shall distinctly state the fact; also that it is made without any connection with any other person making any bid or estimate for the same purpose, and that it is in all respects fair and without collusion or fraud; and also that no member of the Common Council, head of a department, chief of a bureau, deputy thereof or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof. Where more than one person is interested, it is requisite that the verification be made and subscribed by all the parties interested.

Each estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, upon 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 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 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 the contract and stated in the proposals 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 an intention to execute the bond required by law. The adequacy and sufficiency of the security offered is to be determined by the Comptroller after the award is made and prior to the signing of the contract.

For the nature and extent of the work to be done, bidders are referred to the plans and specifications. The plans may be seen at the office of the Architect, Mr. George B. Post, No. 33 East Seventeenth street, New York City.

The entire work to be completed within ONE HUNDRED AND FIFTY DAYS after the notice to commence work has been given by the Commissioner of Public Works.

The damages to be paid by the contractor or contractors for each day that the contract or contracts may be unfulfilled after the time specified for the completion thereof shall have expired, are, by a clause in the contract, fixed and liquidated at FIFTY DOLLARS per day.

Bidders will state in writing and also in figures, a price for the whole work complete, which price is to cover the furnishing of all necessary materials and labor and the performance of all the work set forth in the plans and specifications and form of agreement.

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 security required for the faithful performance of the contract. 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 amount of security required is FORTY-FIVE THOUSAND DOLLARS.

Blank forms of estimates, and further information, if desired, also the form of agreement, including the specifications for the work, can be obtained at the office of the Comptroller, No. 280 Broadway.

NEW YORK, February 25, 1895.
WILLIAM L. STRONG, Mayor;
JOHN W. GOFF, Recorder;
ASHBEL P. FITCH, Comptroller;
JOSEPH J. O'DONOHUE, Chamberlain;
WILLIAM M. K. OLCOTT,
Chairman Committee on Finance, Board of Aldermen;
Commissioners of the Sinking Fund.

BOARD OF EDUCATION.

SEALED PROPOSALS WILL BE RECEIVED BY
the Board of School Trustees for the Seventeenth Ward, at the Hall of the Board of Education, No. 146 Grand street, until 10 o'clock A. M., on Friday, March 15, 1895, for supplying Furniture for New School Building on northeast corner of First avenue and Ninth street.

HIRAM MERRITT, Chairman,
HENRY H. HAIGHT, Secretary,
Board of School Trustees, Seventeenth Ward.
Dated New York, March 2, 1895.

Sealed proposals will also be received at the same place by the School Trustees of the Twelfth Ward, until 4 o'clock P. M., on Friday, March 15, 1895, for erecting a New School Building on the northeast corner of One Hundred and Nineteenth street and Madison avenue.

ROBERT E. STEEL, Chairman,
ANTONIO RASINES, Secretary,
Board of School Trustees, Twelfth Ward.
Dated New York, March 2, 1895.

Sealed proposals will also be received at the same place by the School Trustees of the Twelfth Ward, until 10 o'clock A. M., on Thursday, March 7, 1895, for supplying the Heating and Ventilating Apparatus for the New School Building on southwest corner of St. Nicholas avenue and One Hundred and Seventeenth street.

ROBERT E. STEEL, Chairman,
ANTONIO RASINES, Secretary,
Board of School Trustees, Twelfth Ward.
Dated New York, February 27, 1895.

Sealed proposals will also be received at the same place by the School Trustees of the Twenty-third Ward, until 4 o'clock P. M., on Thursday, March 7, 1895, for supplying the Furniture for the New School Building at Fox, Simpson and One Hundred and Sixty-seventh streets.

JAMES A. FERGUSON, Chairman,
J. C. JULIUS LANGBEIN, Secretary,
Board of School Trustees, Twenty-third Ward.
Dated New York, February 20, 1895.

No proposal will be considered from persons whose character and antecedent dealings with the Board of Education render their responsibility doubtful.

The party submitting a proposal must include in his proposal the names of all sub-contractors, and no change will be permitted to be made in the sub-contractors named without the consent of the School Trustees and Superintendent of School Buildings.

It is required as a condition precedent to the reception or consideration of any proposals, that a certified check upon, or a certificate of deposit of, one of the State or National banks or Trust Companies of the City of New York, drawn to the order of the President of this Board, shall accompany the proposal to an amount of not less than three per cent. of such proposal, when said proposal is for or exceeds ten thousand dollars, and to an amount not less than five per cent. of such proposal when said proposal is for an amount under ten thousand dollars; that, on demand, within one day after the awarding of the contract by the proper Board of Trustees, the President of the Board will return all the deposits of checks and certificates of deposit made, to the persons making the same, except that made by the person or persons whose bid has been so accepted; and that if the person or persons whose bid has been so accepted shall refuse or neglect, within five days after due notice has been given that the contract is ready for execution, to execute the same, the amount of the deposit or of the check or certificate of deposit made by him or them shall be forfeited and retained by this Board, not as a penalty, but as liquidated damages for such neglect or refusal, and shall be paid into the City Treasury to the credit of the Sinking Fund of the City of New York; but if the said person or persons whose bid has been so accepted shall execute the contract within the time aforesaid, the amount of his or their deposit of check or certificate of deposit shall be returned to him or them.

Plans and specifications may be seen, and blank proposals obtained, at the office of the Superintendent of School Buildings, No. 146 Grand street, third floor.

The Trustees reserve the right to reject any or all of the proposals submitted.

The party submitting a proposal, and the parties proposing to become sureties, must each write his name and place of residence on said proposal.

Two responsible and approved sureties, residents of this city, are required in all cases.

SEALED PROPOSALS WILL BE RECEIVED BY
the Executive Committee on Nautical School, at the Hall of the Board of Education, No. 146 Grand street, until 4 o'clock P. M., on Friday, March 8, 1895, for remodeling, topssides calked, and the furnishing of new bowsprit bits for the School Ship St. Mary's.

No proposal will be considered from persons whose character and antecedent dealings with the Board of Education render their responsibility doubtful.

The party submitting a proposal must include in his proposal the names of all sub-contractors, and no change will be permitted to be made in the sub-contractors named without the consent of the Executive Committee.

It is required as a condition precedent to the reception or consideration of any proposals that a certified check upon, or a certificate of deposit of one of the State or National banks or Trust Companies of the City of New York, drawn to the order of the President of this Board, shall accompany the proposal to an amount of not less than three per cent. of such proposal, when said proposal is for or exceeds ten thousand dollars, and to an amount not less than five per cent. of such proposal when said proposal is for an amount under ten thousand dollars; that, on demand, within one day after the awarding of the contract by the Executive Committee, the President of the Board will return all the deposits of checks and certificates of deposit made to the persons making the same, except that made by the person or persons whose bid has been so accepted; and that if the person or persons whose bid has been so accepted shall refuse or neglect, within five days after due notice has been given that the contract is ready for execution, to execute the same, the amount of the deposit or of the check or certificate of deposit made by him or them shall be forfeited and retained by this Board, not as a penalty, but as liquidated damages for such neglect or refusal, and shall be paid into the City Treasury to the credit of the Sinking Fund of the City of New York; but if the said person or persons whose bid has been so accepted shall execute the contract within the time aforesaid, the amount of his or their deposit of check or certificate of deposit shall be returned to him or them.

Specifications may be seen on board the School Ship foot of East Twenty-eighth street.

The Executive Committee reserves the right to reject any or all of the proposals submitted.

The party submitting a proposal, and the parties proposing to become sureties, must each write his name and place of residence on said proposal.

Two responsible and approved sureties, residents of this city, are required in all cases.

CHARLES BULKLEY HUBBELL,
ALBERT J. ELIAS,
HENRY A. ROGERS,
AUGUSTE P. MONTANT,
JAMES W. GERARD,
Executive Committee on Nautical School.
Dated New York, February 23, 1895.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE,
NEW YORK, February 23, 1895.

TO CONTRACTORS.
PROPOSALS FOR FLOUR.

SEALED BIDS OR ESTIMATES FOR FURNISHING and delivering, free of all expense, 5,000 barrels of best quality of Spring Patent Wheat Flour, equal to sample exhibited marked No. 1, to be delivered at Ward's Island, Hart's Island, and at Long Island Railroad, Long Island City, in accordance with specifications, as required during the year 1895. Flour to be delivered in barrels only.

—will be received at the office of the Department of Public Charities and Correction, No. 66 Third Avenue, until 10 o'clock A. M. Thursday, March 7, 1895.

Empty barrels to be returned, as per specification, and the price bid for the same by the contractor to be deducted from the price of the flour.

The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed, "Bid or Estimate for Flour," and with his or their name or names, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the President of said Department and read.

The contractor shall furnish a certificate of inspection by the Flour Inspector of the New York Produce Exchange, also an award from the Committee on Flour of the Exchange that the flour offered is equal to the standards of the Department, and which certificate shall accompany each delivery of flour, the expense of such inspection and award to be borne by the contractor, also certificate of weight and tare to be furnished with each delivery.

The flour delivered at Ward's Island and Hart's Island will be unloaded as rapidly as possible by the Department; but the contractor must be responsible for any charges for demurrage, as these will not be allowed.

The deliveries of the flour must be timed to accommodate the Department by arrangement and upon reasonable notice.

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, each 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; and the names of all persons interested with him or them therein; and if no other person be so interested, it shall distinctly state that fact; also that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud; and that no member of the Common Council, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate that the several matters stated therein are in all respects true. Where more than one person is interested, it is requisite that the verification be made and subscribed by all the parties interested.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for its faithful performance, and that if he shall omit or refuse to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled on its completion and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the supplies by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of this contract over and above all his debts of every nature, and over and above his liabilities as 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.

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 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 estimates 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.

HENRY H. PORTER, President,
CHARLES E. SIMMONS, M. D.,
EDWARD C. SHEEHY,
Commissioners, Department of Public Charities and Correction.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE,
NEW YORK, February 23, 1895.

TO CONTRACTORS.

PROPOSALS FOR PROVISIONS AND LUMBER.

SEALED BIDS OR ESTIMATES FOR FURNISHING Provisions and Lumber, in conformity with specifications, will be received at the office of the Department of Public Charities and Correction, No. 66 Third Avenue, in the City of New York, until 10 o'clock A. M. of Thursday, March 7, 1895.

PROVISIONS.

1,231 first quality Smoked Hams, to average about 12 pounds each, and only moderately fat
1,093 pieces first quality Smoked Bacon, to average about 4 pounds each.

LUMBER.

9,300 superficial feet extra clear Georgia Yellow Pine Flooring, well seasoned, free from sap, knots or shakes, 2" x 3", tongued and grooved and comb grained.
75 pieces first quality Spruce, 3" x 12" x 25'.

All lumber to be delivered at Blackwell's Island within 10 days from date of proposal.

No empty packages are to be returned to bidders or contractors except such as are designated in the specifications.

The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Provisions and 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 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, or, in the absence of samples, to the printed specifications. 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, and write out the amount of their estimate in addition to inserting the same in figures.

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, each 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; and 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 supplies by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of this contract over and above all his debts of every nature, and over and above his liabilities as 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 is to be approved by the Comptroller of the City of New York.

No bid or estimate will be considered unless accompanied by either a certified check upon one of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such check or money must not be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited 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 Corpora-

tion, and the contract will be readvertised and relet as provided by law.

Payment will be made by a requisition on the Comptroller, in accordance with the terms of the contract, or from time to time, as the Commissioners may determine.

The form of the contract, including specifications, and showing the manner of payment, can be obtained at the office of the Department, and bidders are cautioned to examine each and all of its provisions carefully, as the Board of Public Charities and Correction will insist upon its absolute enforcement in every particular.

HENRY H. PORTER, President,
CHARLES E. SIMMONS, M. D.,
EDWARD C. SHEEHY,
Commissioners, Department of Public Charities and Correction.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE,
NEW YORK, February 23, 1895.

TO CONTRACTORS.

PROPOSALS FOR FLOUR.

SEALED BIDS OR ESTIMATES FOR FURNISHING and delivering, free of all expense, 5,000 barrels of best quality of Winter Patent Wheat Flour equal to sample exhibited marked No. 2, to be delivered at Ward's Island, Hart's Island and at Long Island Railroad, Long Island City, in accordance with specifications, as required during the year 1895. Flour to be delivered in barrels only.

—will be received at the office of the Department of Public Charities and Correction, No. 66 Third Avenue, until Thursday, March 7, 1895, at 10 o'clock A. M.

Empty barrels to be returned, as per specifications and the price bid for the same by the contractor to be deducted from the price of the flour.

The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Flour," and with his or their name or names, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the President of said Department and read.

The contractor shall furnish a certificate of inspection by the Flour Inspector of the New York Produce Exchange, also an award from the Committee on Flour of the Exchange that the flour offered is equal to the standards of the Department, and which certificate shall accompany each delivery of flour, the expense of such inspection and award to be borne by the contractor, also certificate of weight and tare to be furnished with each delivery.

The flour delivered at Ward's Island and Hart's Island will be unloaded as rapidly as possible by the Department, but the contractor must be responsible for any charges for demurrage, as these will not be allowed. The deliveries of the flour must be timed to accommodate the Department, by arrangement and upon reasonable notice.

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, each 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; and the names of all persons interested with him or them therein; and if no other person be so interested, it shall distinctly state that fact; also that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud; and that no member of the Common Council, head of a department, chief of a bureau, deputy thereof or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate, that the several matters stated therein are in all respects true. Where more than one person is interested it is requisite that the verification be made and subscribed by all the parties interested.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for its faithful performance; and that if he shall omit or refuse to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled on its completion, and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the supplies by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of this contract over and above all his debts of every nature, and over and above his liabilities as 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 is to be approved by the Comptroller of the City of New York.

No bid or estimate will be considered unless accompanied by either a certified check upon one of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such check or money must not be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box; and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited 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.

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 estimates in addition to inserting the same in figures.

Payment will be made by a requisition on the Comptroller, in accordance with the terms of the contract, or from time to time, as the Commissioners may determine.

The form of the contract, including specifications, and showing the manner of payment, can be obtained at the office of the Department, and bidders are cautioned to examine each and all of its provisions carefully, as the Board of Public Charities and Correction will insist upon its absolute enforcement in every particular.

HENRY H. PORTER, President,
CHARLES E. SIMMONS, M. D.,
EDWARD C. SHEEHY,
Commissioners, Department of Public Charities and Correction.

CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS.

NEW YORK CITY CIVIL SERVICE BOARDS,
NEW CRIMINAL COURT BUILDING,
NEW YORK, February 27, 1895.

PUBLIC NOTICE IS HEREBY GIVEN THAT open competitive examinations for the positions below mentioned will be held at this office at 10 o'clock A. M. on the dates specified:

March 6. ASSISTANT RESIDENT PHYSICIAN, Riverside Hospital.
March 7. MEDICAL EXAMINER, Department of Street Cleaning.
March 11. VETERINARIAN.
LEE PHILLIPS,
Secretary and Executive Officer.

DEPARTMENT OF DOCKS.

DEPARTMENT OF DOCKS,
PIER "A," NORTH RIVER.

TO CONTRACTORS.

(No. 497.)

PROPOSALS FOR ESTIMATES FOR REPAIRING PIER, NEW 15, NORTH RIVER, NEAR THE FOOT OF VESSEY STREET.

ESTIMATES FOR REPAIRING PIER, NEW 15, North river, near the foot of Vessey street, will be received by the Board of Commissioners at the head of the Department of Docks, at the office of said Department, on Pier "A," foot of Battery place, North river, in the City of New York, until 11 o'clock A. M. of

THURSDAY, MARCH 14, 1895.

at which time and place the estimates will be publicly opened by the head of said Department. The award of the contract, if awarded, will be made as soon as practicable after the opening of the bids.

Any person making an estimate for the work shall furnish the same in a sealed envelope to said Board, at said office, on or before the day and hour above named, which envelope shall be indorsed with the name or names of the person or persons presenting the same, the date of its presentation, and a statement of the work to which it relates.

The bidder to whom the award is made shall give security for the faithful performance of the contract, in the manner prescribed and required by ordinance, in the sum of Seventeen Hundred Dollars.

The Engineer's estimate of the nature, quantities and extent of the work is as follows:

1. Labor and materials for taking up and removing about 8,806 square feet of 3" and about 20,732 square feet of 4" sheathing from the deck of the pier.
2. It is not expected that the yellow pine deck of the pier will require any repairs, but if upon the removal of the old sheathing repairs are shown to be necessary, they will be made by the contractor without extra charge, and the yellow pine timber for the same will be furnished by the Department of Docks to the contractor free of charge, in the water or on a pier or bulkhead at one or more points on the North river water-front south of West Seventy-fifth street, as hereafter specified, and the contractor is to raft it, care for it and transport it to the site of the pier at his own expense and risk.

Feet, B. M.,
measured in
the work.

3. Spruce Timber, 4" x 10", about 118,152
4. 8" Cut Spikes, about 9,000 pounds.
5. Painting Head of all Fenders, Fender-piles and Spring-piles.
6. Labor of Framing and Carpentry, including all moving of Timber, Joining, Planing, Bolting, Spiking, Painting, Oiling or Tarring, and furnishing the materials for Painting, Oiling or Tarring, and labor of every description.
7. Labor of removing so much old material from Pier, new 15, North river, near the foot of Vessey street, as is to be removed under this contract, and of removing all the old material from the premises.

N. B.—As the above-mentioned quantities, though stated with as much accuracy as is possible, in advance, are approximate only, bidders are required to submit their estimates upon the following express conditions, which shall apply to and become a part of every estimate received:

- 1st. Bidders must satisfy themselves, by personal examination of the location of the proposed work, and by such other means as they may prefer, as to the accuracy of the foregoing Engineer's estimate, and shall not at any time after the submission of an estimate dispute or complain of the above statement of quantities, nor assert that there was any misunderstanding in regard to the nature or amount of the work to be done.
- 2d. Bidders will be required to complete the entire work to the satisfaction of the Department of Docks and in substantial accordance with the specifications of the contract. No extra compensation, beyond the amount payable for the work before mentioned, which shall be actually performed at the price therefor, to be specified by the lowest bidder, shall be due or payable for the entire work.

The work to be done under the contract is to be commenced within five days after the date of the execution of the contract, and all the work to be done under this contract is to be fully completed on or before the 30th day of April, 1895, and the damages to be paid by the contractor for each day that the contract may be unfulfilled after the time fixed for the fulfillment thereof has expired, are, by a clause in the contract, fixed and liquidated at Fifty Dollars per day.

Bidders will state in their estimates a price for the whole of the work to be done, in conformity with the approved form of contract and the specifications therein set forth, by which price the bids will be tested. This price is to cover all expenses of every kind involved in or incidental to the fulfillment of the contract, including any claim that may arise through delay from any cause in the performing of the work thereunder.

Where the City of New York owns the wharf, pier or bulkhead at which materials under this contract are to be delivered, no charge will be made to the contractor for wharfage upon vessels conveying said materials.

List 4828, No. 3. Alteration and improvement to sewers in First avenue, between Seventy-seventh and Seventy-eighth streets; in Seventy-eighth street, between First and Third avenues, and to curves in First avenue, at Seventy-seventh street, and Seventy-eighth street at Second avenue.

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. Both sides of Vanderbilt avenue, East, from One Hundred and Seventy-third to One Hundred and Seventy-fifth street; both sides of Washington avenue, from One Hundred and Seventy-third to One Hundred and Seventy-fourth street; both sides of Bathgate avenue, from One Hundred and Seventy-third street to a point about 375 feet north of One Hundred and Seventy-fourth street; both sides of Third avenue, from One Hundred and Seventy-third to One Hundred and Seventy-fourth street, and both sides of One Hundred and Seventy-third and One Hundred and Seventy-fourth streets, from Vanderbilt avenue, East, to Third avenue.

No. 2. Both sides of Vanderbilt avenue, East, from One Hundred and Seventy-fifth street to Wendover avenue; both sides of Washington avenue, from Twenty-third and Twenty-fourth Wards line to One Hundred and Seventy-first street; both sides of Third avenue, from One Hundred and Seventy-first street to Wendover avenue; both sides of Crotona place, from Julia street to One Hundred and Seventy-first street; both sides of Fulton avenue, from Twenty-third and Twenty-fourth Wards line to Wendover avenue, and both sides of One Hundred and Seventy-first street, from Vanderbilt avenue, East, to Fulton avenue.

No. 3. Both sides of Seventy-seventh and Seventy-eighth streets, from Third to First avenue; both sides of First avenue, from Seventy-seventh to Seventy-ninth street; both sides of Second avenue, from Seventy-sixth to Seventy-ninth street, and east side of Third avenue, from a point about 100 feet south of Seventy-seventh street to Seventy-ninth street.

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 5th day of April, 1895.

CHARLES E. WENDT, Chairman,
PATRICK M. HAVERTY,
EDWARD CAHILL,
HENRY A. GUMBLETON,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 27 CHAMBERS STREET,
NEW YORK, March 5, 1895.

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 4813, No. 1. Flagging and reflagging, curbing and receding north side of One Hundred and Thirty-fourth street, between Lenox and Seventh avenues.

List 4815, No. 2. Flagging and curbing north side of Fifty-first street, between Tenth and Eleventh avenues.

List 4816, No. 3. Flagging and reflagging, curbing and receding east side of Madison avenue, commencing at Eighty-sixth street and extending south about 60 feet.

List 4819, No. 4. Fencing vacant lots south side of One Hundred and Forty-second street, between Eighth and Bradhurst avenues.

List 4820, No. 5. Fencing vacant lots on the north and south sides of One Hundred and Forty-third street, from Seventh to Eighth avenue.

List 4825, No. 6. Alteration and improvement to receiving-basins on the northeast and northwest corners of Fifty-second street and Second avenue.

List 4851, No. 7. Sewer and appurtenances in Trinity avenue, between Clifton and One Hundred and Sixty-third streets.

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. North side of One Hundred and Thirty-fourth street, between Lenox and Seventh avenues, on Block 721, Ward Numbers 14 and 15.

No. 2. North side of Fifty-first street, between Tenth and Eleventh avenues, on Block 186, Ward Numbers 24 to 27, inclusive.

No. 3. East side of Madison avenue, extending about 100 feet south of Eighty-sixth street.

No. 4. South side of One Hundred and Forty-second street, between Eighth and Bradhurst avenues, on Block 953, Ward Numbers 39, 40, 44 and 45.

No. 5. Both sides of One Hundred and Forty-third street, between Seventh and Eighth avenues, on Block 843, Ward Numbers 36, 37 and 38, and Block 844, Ward Numbers 7, 8, 18, 19, 20, 26, 27, 28 and 29.

No. 6. Block bounded by Fifty-second and Fifty-third streets, First and Second avenues; also north side of Fifty-second street, from Second to Third avenue, and west side of Second avenue, from Fifty-second to Fifty-third street.

No. 7. Both sides of Trinity avenue, from Clifton street to One Hundred and Sixty-third street.

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 4th day of April, 1895.

CHARLES E. WENDT, Chairman,
PATRICK M. HAVERTY,
EDWARD CAHILL,
HENRY A. GUMBLETON,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 27 CHAMBERS STREET,
NEW YORK, March 4, 1895.

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 4825, No. 1. Sewer in Seventy-seventh street, between East river and Avenue A.

List 4829, No. 2. Alteration and improvement to sewer in Fifth avenue, west side, between Fifty-sixth and Fifty-seventh streets.

List 4831, No. 3. Alteration and improvement to receiving-basins on the northwest and southwest corners of Allen and Stanton streets.

List 4832, No. 4. Alteration and improvement to receiving-basins on the northwest and southwest corners of Orchard and Stanton streets.

List 4833, No. 5. Alteration and improvement to receiving-basin on the southeast corner of Twenty-first street and Avenue A.

List 4834, No. 6. Alteration and improvement to receiving-basin on the north side of Madison street, west of Market street.

List 4840, No. 7. Sewer and appurtenances in Robbins avenue, between One Hundred and Forty-ninth and Dater streets.

List 4841, No. 8. Sewer and appurtenances in Vanderbilt avenue, East, from a point 200 feet north of the north house-line of One Hundred and Seventy-fourth street to One Hundred and Seventy-fifth street.

List 4842, No. 9. Sewer and appurtenances in Franklin avenue, between One Hundred and Sixty-seventh and One Hundred and Sixty-eighth streets.

List 4843, No. 10. Sewer and appurtenances in Brown place, between Southern Boulevard and One Hundred and Thirty-fourth street.

List 4851, No. 11. Receiving-basin on the southeast corner of Fifty-seventh street and Sixth avenue.

List 4862, No. 12. Alteration and improvement to receiving-basins on the northwest and southwest corners of Twenty-third street and Tenth avenue.

List 4863, No. 13. Alteration and improvement to receiving-basins on the northwest and southwest corners of Fifteenth street and Avenue A.

List 4864, No. 14. Alteration and improvement to receiving-basin on the northeast corner of Broadway and Fifty-seventh street.

List 4865, No. 15. Alteration and improvement to receiving-basins on the northwest corners of Fifty-first and Fifty-fourth streets and Second avenue.

List 4866, No. 16. Alteration and improvement to receiving-basins on the northeast corners of Fifty-sixth, Fifty-seventh and Fifty-eighth streets and Second avenue.

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. Both sides of Seventy-seventh street, from Avenue A to the East river, and extending to half the block.

No. 2. West side of Fifth avenue, from Fifty-fourth to Fifty-seventh street, south side of Fifty-sixth street and both sides of Fifty-fifth street, from Fifth to Sixth avenue.

No. 3. Block bounded by Livingston and Stanton streets, Allen and Eldridge streets; also north side of Stanton street, from Eldridge to Allen street, and west side of Allen street, extending 200 feet north of Stanton street.

No. 4. Blocks bounded by Livingston and Houston streets, Orchard and Allen streets.

No. 5. Block bounded by Avenue A and Avenue B, Twentieth and Twenty-first streets.

No. 6. West side of Market street, from Madison to Henry street.

No. 7. Both sides of Robbins avenue, from Dater street to One Hundred and Forty-ninth street.

No. 8. Both sides of Vanderbilt avenue, East, from a point distant 200 feet north of One Hundred and Seventy-third street to One Hundred and Seventy-fifth street.

No. 9. Both sides of Franklin avenue, from One Hundred and Sixty-seventh to One Hundred and Sixty-eighth street.

No. 10. Both sides of Brown place, from Southern Boulevard to One Hundred and Thirty-fourth street.

No. 11. East side of Sixth avenue, from Fifty-sixth to Fifty-seventh street, and north side of Fifty-sixth street, from Fifth to Sixth avenue.

No. 12. West side of Tenth avenue, extending 100 feet north and south of Twenty-third street, and both sides of Twenty-third street, extending about 130 feet west of Tenth avenue.

No. 13. Both sides of Fifteenth street, from First avenue to Avenue A, and west side of Avenue A and east side of First avenue, from Fourteenth to Fifteenth street.

No. 14. North side of Fifty-seventh street, from Broadway to Tenth avenue, and east side of Broadway, from Fifty-seventh to Fifty-eighth street.

No. 15. Block bounded by Fifty-first and Fifty-second streets, Second and Third avenues, and west side of Second avenue, from Fifty-fourth to Fifty-fifth street.

No. 16. East side of Second avenue, from Fifty-sixth to Fifty-ninth street; also north side of Fifty-sixth street, from First to Second avenue; also both sides of Fifty-seventh street, extending about 300 feet east of Second avenue, and both sides of Fifty-eighth street, extending about 360 feet east of Second avenue.

All persons whose interests are affected by the above-named assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Chairman of the Board of Assessors, at their office, No. 27 Chambers street, within thirty days from the date of this notice.

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation, on the 29th day of March, 1895.

CHARLES E. WENDT, Chairman,
PATRICK M. HAVERTY,
EDWARD CAHILL,
HENRY A. GUMBLETON,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 27 CHAMBERS STREET,
NEW YORK, February 27, 1895.

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 4732, No. 1. Paving Ninety-ninth street, from Madison to Fifth avenue, with granite-blocks.

List 4733, No. 2. Paving One Hundred and Thirty-seventh street, from Lenox to Fifth avenue, with asphalt.

List 4767, No. 3. Paving One Hundred and Thirtieth street, from Boulevard to Twelfth avenue, with granite-blocks and laying crosswalks.

List 4798, No. 4. Paving Seventy-fourth street, from West End avenue to Riverside Drive with asphalt.

List 4821, No. 5. Sewer in Amsterdam avenue (west side), between Fifty-sixth and Eighty-eighth streets, connecting with present sewer in Eighty-sixth street, west of Amsterdam avenue.

List 4822, No. 6. Sewer in One Hundred and Ninth street, between Columbus and Amsterdam avenues.

List 4823, No. 7. Sewer in One Hundred and Fifteenth street, between Morningside avenue, West, and Amsterdam avenue.

List 4824, No. 8. Sewer in One Hundred and Thirty-third street, between Twelfth avenue and Boulevard.

List 4826, No. 9. Sewer in One Hundred and Eleventh street, between Fifth and Lenox avenues.

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. Both sides of Ninety-ninth street, from Madison to Fifth avenue, and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of One Hundred and Thirty-seventh street, from Lenox to Fifth avenue, and to the extent of half the block at the intersecting avenues.

No. 3. Both sides of One Hundred and Thirtieth street, from Boulevard to Twelfth avenue, and to the extent of half the block at the intersecting avenues.

No. 4. Both sides of Seventy-fourth street, from West End avenue to Riverside Drive, and to the extent of half the block at the intersecting avenues.

No. 5. West side of Amsterdam avenue, from Eighty-sixth to Eighty-eighth street.

No. 6. Both sides of One Hundred and Ninth street, from Columbus to Amsterdam avenue.

No. 7. Both sides of One Hundred and Fifteenth street, from Morningside avenue, West, to Amsterdam avenue.

No. 8. Both sides of One Hundred and Thirty-third street, from Boulevard to Twelfth avenue, and east side of Twelfth avenue, extending about 100 feet north of One Hundred and Thirty-third street.

No. 9. Both sides of One Hundred and Eleventh street, from Fifth to Lenox avenue.

All persons whose interests are affected by the above-named assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Chairman of the Board of Assessors, at their office, No. 27 Chambers street, within thirty days from the date of this notice.

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation on the 25th day of March, 1895.

CHARLES E. WENDT, Chairman,
PATRICK M. HAVERTY,
EDWARD CAHILL,
HENRY A. GUMBLETON,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 27 CHAMBERS STREET,
NEW YORK, February 23, 1895.

DEPARTMENT OF STREET CLEANING.

PUBLIC NOTICE.

RELATIVE TO THE GRANTING OF PERMITS FOR THE TEMPORARY OCCUPANCY OF PUBLIC STREETS BY LICENSED VEHICLES

NOTICE IS HEREBY GIVEN THAT CHAPTER 697, Laws of 1894, authorizes the Commissioner of Street Cleaning to grant permits for the temporary occupancy of portions of the streets and public places in the City of New York, from 4 P. M. until 8 A. M., and on Sundays and legal holidays only, by unlicensed licensed trucks or other unlicensed licensed vehicles owned by residents of the City of New York who have the consent of the owner or lessee of the abutting property upon the condition that the owners of trucks or vehicles for which such permits are issued shall keep the street clean under and around said trucks or vehicles, and subject to such other rules and conditions as the said Commissioner may from time to time prescribe, which permits the said Commissioner may at any time revoke.

Such permits will not be granted for either side of a street contiguous to a public building of the City and County of New York, or a church, school-house, hospital, asylum or other incorporated benevolent institution, or a licensed place of amusement, or for the following-named streets and public places:

Bowery, Broadway, Carmine street, Catharine street, Chambers street, Christopher street, College place, Cortlandt street, Desbrosses street, Essex street, Exchange place, Fulton street, Hester street, Hudson street, Liberty street, Nassau street, New street, Park Row, Varick street, Wall street, West Broadway.

Second avenue (East Houston street to Twenty-third street), Third avenue (Bowery to Harlem river, Harlem river to One Hundred and Sixty-fourth street), Fourth avenue (Sixth street to Forty-second street), Fifth avenue (Washington place to Fifty-ninth street), Sixth avenue (all), Seventh avenue (Forty-second street to Fifty-ninth street), Eighth avenue (Hudson street to Fifty-ninth street), Lexington avenue (all), Madison avenue (all), Fourteenth street (First avenue to Eighth avenue), Twenty-third street (all), Thirty-fourth street (East river to Tenth avenue), Forty-second street (Second avenue to Ninth avenue), Fifty-ninth street (First avenue to Tenth avenue), One Hundred and Twenty-fifth street (Third avenue to Ninth avenue).

Or for any streets under the control of the Department of Parks, Docks and Public Works, except upon the consent of the heads of those Departments.

All existing permits for the occupancy by unlicensed vehicles of any of the streets or portions of streets or places enumerated above are hereby revoked.

All unlicensed wagons, trucks or other vehicles standing in the streets or public places, other than those for which permits have been issued and which are in compliance with the conditions of the same will be seized and removed to the Corporation Yards of the Department of Street Cleaning, in pursuance of the provisions of the law.

Applications for permits as above must be made at the office of the Department of Street Cleaning, in the basement of the New Criminal Court-house, corner of Centre and Franklin streets. Entrance on Centre street.

GEORGE E. WARING, Jr.
Commissioner 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 Criminal Court Building.

GEORGE E. WARING, Jr.
Commissioner of Street Cleaning.

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 EAST ONE HUNDRED AND THIRTY-SIXTH STREET (although not yet named by proper authority), from Rider avenue to the Southern Boulevard, 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.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants, of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 2 Tryon Row, Room 1 (fourth floor), in said city, on or before the 25th day of March, 1895, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said 25th day of March, 1895, and for that purpose will be in attendance at our said office on each of said ten days at 11 o'clock A. M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited in the Bureau of Street Openings of the Law Department of the City of New York, at No. 2 Tryon Row in the said city, there to remain until the 5th day of April, 1895.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land situated, 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 blocks between East One Hundred and Thirty-sixth street and East One Hundred and Thirty-seventh street, from the easterly line of Rider avenue to the westerly line of the Southern Boulevard; easterly by the westerly line of the Southern Boulevard; southerly by the centre line of the blocks between East One Hundred and Thirty-fifth street and East One Hundred and Thirty-sixth street, from the westerly line of the Southern Boulevard to the easterly line of Rider avenue; and westerly by the easterly line of Rider 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 19th day of April, 1895, 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, March 5, 1895.
JAMES H. SOUTHWORTH, Chairman,
THEODORE E. SMITH,
THOMAS C. DUNHAM,
Commissioners.

JOHN P. DUNN, Clerk.

NOTICE OF APPLICATION FOR APPRAISAL.

PUBLIC NOTICE IS HEREBY GIVEN THAT it is the intention of the Council to the Corporation of the City of New York to make application to the Supreme Court for the appointment of Commissioners of Appraisal under chapter 189 of the Laws of 1893.

Such application will be made at a Special Term of said Court, to be held in the Second Judicial District, at the Court-house, in White Plains, Westchester County, on the 13th day of April, 1895, at 10 o'clock in the forenoon, or as soon thereafter as counsel can be heard. The object of such application is to obtain an order of the Court appointing three disinterested and competent freeholders, one of whom shall reside in the County of New York, and the other two of whom shall reside in the county in which the real estate hereinafter described is situated, or in an adjoining county, as Commissioners of Appraisal, to ascertain and appraise the compensation to be made to the owners of and all persons interested in the real estate hereinafter described as proposed to be taken or affected for the purpose of providing for the sanitary protection of the sources of the water supply of the City of New York.

The real estate sought to be acquired or affected by these proceedings is situated in the towns of Somers and Yorktown, Westchester County, New York, and is laid out and indicated on a certain map, dated December 18, 1894, signed and certified by Michael T. Daly, Commissioner of Public Works, and George W. Birdsall, Chief Engineer of the Croton Aqueduct, entitled "Department of Public Works, City of New York; map of lands in the towns of Somers and Yorktown, County of Westchester and State of New York, the use or condition of which does or may injuriously affect the sources of the water supply of New York City proposed to be taken or affected by the Mayor, Aldermen and Commonality of New York City in providing for the sanitary protection of the water supply of said city under the provisions of chapter 189 of the Laws of 1893," which said map was filed in the office of the Register of Westchester County on the 21st day of February, 1895, and a copy or duplicate thereof is now on file in the office of the Commissioner of Public Works of the City of New York, at No. 31 Chambers street in said city.

The following is a description of the real estate sought to be taken or in which an interest is sought to be acquired: All those certain lots, pieces or parcels of real estate in said towns which taken together constitute two tracts, of which the following are the external boundary lines:

All those several and various lots, pieces and parcels of land and real estate, as the term "real estate" is defined in said act, situate in the towns aforesaid, and which taken together form two tracts included within the following external boundary lines:

FIRST PIECE.
Beginning at a monument set in the ground marked D. P. W., at the southwesterly side of the property taken for Reservoir "A"; thence (1) south 51 degrees 45 minutes west 700.00 feet; thence (2) north 89 degrees 23 minutes west, crossing Tomahawk street, 1,450.00 feet; thence (3) north 8 degrees 25 minutes west 339.80 feet; thence (4) north 71 degrees 00 minutes east 228.00 feet; thence (5) north 12 degrees 31 minutes west 1,009.90 feet; thence (6) north 43 degrees 31 minutes west 471.95 feet; thence (7) north 54 degrees 06 minutes west 644.90 feet; thence (8) north 76 degrees 36 minutes west 590.26 feet to the easterly line of the right of way of the New York and Putnam Railroad; thence (9) north 57 degrees 12 minutes west, crossing said right of way 116.13 feet to the westerly line of said right of way; thence (10) still north 57 degrees 12 minutes west 211.21 feet; thence (11) north 3 degrees 57 minutes west 675.00 feet; thence (12) north 3 degrees 28 minutes east 1,180.00 feet; thence (13) north 29 degrees 22 minutes south 30 seconds west 960.00 feet; thence (14) north 39 degrees 39 minutes 30 seconds west 590.00 feet; thence (15) north 58 degrees 42 minutes 30 seconds west 475.70 feet to the easterly line of Mahopac avenue; thence (16) north 9 degrees 36 minutes west crossing said avenue 188.25 feet to the westerly line of said avenue; thence (17) north 00 degrees 19 minutes east along the westerly line of said avenue 447.50 feet; thence (18) south 88 degrees 23 minutes west 77.82 feet; thence (19) north 13 degrees 03 minutes west 1,006.60 feet; thence (20) north 41 degrees 30 minutes west crossing the road leading to Peekskill 950.23 feet; thence (21) north 6 degrees 33 minutes east 1,474.37 feet to the county line between Westchester and Putnam; thence along said county line (22) north 89 degrees 37 minutes west 311.95 feet to a point in the centre of the Muscoot river on said county line; thence still along said county line (23) north 89 degrees 37 minutes west 338.25 feet; thence (24) south 9 degrees 23 minutes east 675.00 feet; thence (25) south 4 degrees 53 minutes east, crossing the road leading to Peekskill, 809.16 feet; thence (26) south 36 degrees 17 minutes east 675.00 feet; thence (27) south 21 degrees 48 minutes east 934.26 feet; thence (28) south 7 degrees 18 minutes east 825.00 feet; thence (29) south 34 degrees 12 minutes east 981.78 feet; thence (30) south 87 degrees 21 minutes east, crossing Mahopac avenue, 337.38 feet; thence (31) south 31 degrees 32 minutes 30 seconds east 748.40 feet; thence (32) south 6 degrees 10 minutes west 925.00 feet; thence (33) south 4 degrees 41 minutes east 1,200.00 feet; thence (34) south 59 degrees 25 minutes east 750.00 feet; thence (35) south 77 degrees 11 minutes 30 seconds east 152.57 feet to the westerly line of the right of way of the New York and Putnam Railroad; thence (36) still south 77 degrees 11 minutes 30 seconds east 100.94 feet to the easterly line of said right of way; thence (37) still south 77 degrees 11 minutes 30 seconds east 310.13 feet; thence (38) south 42 degrees 36 minutes 30 seconds east 313.63 feet; thence (39) south 25 degrees 08 minutes 30 seconds east 750.00 feet; thence (40) south 00 degrees 23 minutes 30 seconds east 690.00 feet; thence (41) south 34 degrees 43 minutes 30 seconds east 523.00 feet; thence (42) south 68 degrees 44 minutes 30 seconds east 647.63 feet to the westerly line of the land taken for Reservoir "A"; thence along the land taken for Reservoir "A" the twelve following courses: (43) north 4 degrees 28 minutes east 151.15 feet; thence (44) north 66 degrees 34 minutes west 475.20 feet; thence (45) north 34 degrees 48 minutes west 407.72 feet; thence (46) north 12 degrees 39 minutes east 184.46 feet; thence (47) south 86 degrees 43 minutes east 49.80 feet to the centre of the Muscoot river; thence (48) still south 86 degrees 49 minutes east 30.23 feet; thence (49) south 14 degrees 25 minutes east 160.30 feet; thence (50) south 84 degrees 00 minutes east 989.52 feet; thence (51) north 78 degrees 13 minutes east, crossing Tomahawk street, 354.70 feet; thence (52) south 76 degrees 01 minutes east 434.65 feet; thence (53) north 52 degrees 30 minutes east 668.00 feet; thence (54) north 6 degrees 54 minutes east 249.60 feet to the place of beginning.

Containing one hundred and ninety-three and four hundred and ten one-thousandths (193.410) acres.

SECOND PIECE.

Beginning at a monument set in the ground marked D. P. W., on the southerly side of the property taken for Reservoir "A"; thence (1) south 1 degree 46 minutes east 444.64 feet; thence (2) south 75 degrees 01 minute 30 seconds west 1,039.60 feet; thence (3) north 84 degrees 35 minutes 30 seconds west 366.08 feet; thence (4) north 2 degrees 03 minutes 3

way of the New York and Putnam Railroad; thence (17) still south 86 degrees 47 minutes west 101.07 feet to the westerly line of said right of way; thence (18) still south 86 degrees 47 minutes west 330.84 feet to the westerly line of the road leading to West Somers; (the town line between Somers and Yorktown; thence along the westerly line of said road the five following courses: (19) south 00 degrees 37 minutes west 237.12 feet; thence (20) south 5 degrees 14 minutes east 129.45 feet; thence (21) south 2 degrees 36 minutes west 535.56 feet; thence (22) south 1 degree 06 minutes west 124.02 feet; thence (23) south 1 degree 10 minutes east 190.75 feet to the northwesterly line of the right of way of the New York and Putnam Railroad; thence (24) south 40 degrees 12 minutes west along the northwesterly line of said right of way 1,051.52 feet; thence (25) south 86 degrees 02 minutes east 123.77 feet to the southeasterly line of said right of way; thence (26) still south 86 degrees 02 minutes east 585.23 feet to the town-line between Somers and Yorktown; thence (27) north 55 degrees 59 minutes east 667.44 feet; thence (28) south 71 degrees 11 minutes east 691.78 feet to the easterly line of the road leading to Crotona Lake; thence (29) south 73 degrees 01 minute east 1,046.32 feet; thence (30) south 25 degrees 29 minutes west 431.10 feet; thence (31) north 82 degrees 16 minutes west 489.24 feet; thence (32) south 5 degrees 54 minutes west 230.05 feet; thence (33) north 80 degrees 32 minutes west 344.45 feet to the easterly line of the road leading to Crotona Lake; thence (34) south 1 degree 27 minutes 30 seconds west along the easterly line of said road 496.00 feet; thence (35) north 81 degrees 20 minutes east 1,031.52 feet; thence (36) north 50 degrees 35 minutes east 507.66 feet; thence (37) south 89 degrees 35 minutes east 556.38 feet; thence (38) south 62 degrees 42 minutes east 552.60 feet; thence (39) south 10 degrees 47 minutes east 546.67 feet; thence (40) south 14 degrees 28 minutes west 455.60 feet; thence (41) south 12 degrees 14 minutes east 1,875.05 feet; thence (42) south 48 degrees 01 minute east 712.60 feet; thence (43) south 37 degrees 24 minutes east 627.07 feet; thence (44) south 1 degree 41 minutes east 593.88 feet; thence (45) south 69 degrees 45 minutes east 291.44 feet to the westerly line of the road leading to Crotona Lake; thence (46) still south 69 degrees 45 minutes east, crossing said road, 558.16 feet; thence (47) north 26 degrees 27 minutes east 280.00 feet; thence (48) south 57 degrees 14 minutes east 787.00 feet; thence (49) south 59 degrees 15 minutes east 509.15 feet; thence (50) north 82 degrees 21 minutes east 707.85 feet; thence (51) north 82 degrees 09 minutes west 222.79 feet; thence (52) south 87 degrees 28 minutes 30 seconds west 34.54 feet; thence (53) south 77 degrees 25 minutes 30 seconds west 107.58 feet; thence (54) north 25 degrees 25 minutes west, crossing the Muscote river, 130.90 feet; thence (55) north 69 degrees 15 minutes east 43.87 feet; thence (56) north 8 degrees 28 minutes east 268.20 feet; thence (57) north 82 degrees 24 minutes west 547.54 feet; thence (58) north 56 degrees 01 minute west 1628.26 feet; thence (59) north 00 degrees 16 minutes west 771.04 feet; thence (60) north 28 degrees 01 minute west 237.41 feet to the easterly line of the road leading to Crotona Lake; thence (61) still north 28 degrees 01 minute west crossing said road 143.80 feet; thence (62) north 61 degrees 31 minutes west 943.17 feet; thence (63) north 14 degrees 47 minutes west 509.00 feet; thence (64) north 35 degrees 28 minutes east 413.20 feet; thence (65) north 9 degrees 56 minutes west 1,459.60 feet; thence (66) north 6 degrees 54 minutes east 145.23 feet to the westerly line of the road leading to Peekskill; thence along the westerly line of said road the five following courses: (67) north 12 degrees 31 minutes west 98.00 feet; thence (68) north 28 degrees 18 minutes west 266.60 feet; thence (69) north 20 degrees 23 minutes west 298.55 feet; thence (70) north 29 degrees 40 minutes 30 seconds west 40.31 feet; thence (71) north 18 degrees 57 minutes west 79.62 feet; thence (72) north 18 degrees 14 minutes west 314.86 feet; thence (73) north 1 degree 46 minutes west 240.12 feet; thence (74) south 88 degrees 14 minutes west 315.00 feet to the place of beginning.

Containing two hundred and seventy-six and five hundred and fifty-two one-thousandths (276.552) acres.

Intending to include all the real estate shown on said map, all of which is to be acquired in fee except those parcels designated as Nos. 7, 17, 37, inclosed within the green lines on said map, in which the interest or estate set forth in the statement attached to the map is to be acquired.

The following interest or estate will be acquired in the parcels shown on the map inclosed within the green lines, viz.:

Each and all of said parcels shall be subjected to and made to comply with the rules and regulations of the State Board of Health of the State of New York, as adopted March 15, 1889, and amended August 25, 1893, a copy of which said rules and regulations is attached to said map.

The compliance with such rules and regulations will be made a condition running with the title to the said property, and such rules and regulations shall be carried out and maintained under the direction, inspection and supervision, and to the satisfaction of the Commissioner of Public Works of the City of New York.

In all cases where streets or highways are acquired they will be left open for public travel forever, and no change be made in length, width or grade of same.

Reference is hereby made to the said map, filed as aforesaid, in the office of the Register of said County, for a more detailed description of the real estate to be taken or affected.

Dated February 26, 1895.
FRANCIS M. SCOTT,
Counsel to the Corporation,
Office and P. O. Address
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 acquiring title, wherever the same has not been heretofore acquired, to PROSPECT AVENUE (although not yet named by proper authority), from Crotona Park, South, to Boston road, 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.

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 Thursday, the 7th day of March, 1895, 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 certain street or avenue, known as Prospect avenue, from Crotona Park, South, to Boston road, in the Twenty-third Ward of the City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point in the northern line of Boston road, distant 428.69 feet easterly from the intersection of the northern line of Boston road with the eastern line of Crotona avenue (formerly Broadway).

1st. Thence easterly along the northern line of Boston road for 100 feet.

2d. Thence northerly, deflecting 90 degrees to the left, for 350 feet to the eastern line of Crotona Park.

3d. Thence southwesterly along the eastern line of Crotona Park for 33.65 feet.

4th. Thence southwesterly, deflecting 12 degrees 20 minutes 02 seconds to the left, for 67.87 feet.

5th. Thence southerly for 305.70 feet to the point of beginning.

Prospect avenue, from Crotona Park, South, to Boston road, is designated as a street of the first class and is one hundred feet wide, as shown on a map, entitled, "Map or Plan showing location, etc., of streets, etc.,

within the area bounded by Third avenue, East One Hundred and Seventieth street, etc., in the Twenty-third Ward of the City of New York," and filed in the office of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards on or about May 9, 1894, in the office of the Register of the City and County of New York on or about May 11, 1894, and in the office of the Secretary of State of the State of New York on or about May 16, 1894.

Dated New York, February 23, 1895.
FRANCIS M. SCOTT,
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 acquiring title, wherever the same has not been heretofore acquired, to EAST ONE HUNDRED AND SIXTY EIGHTH STREET (although not yet named by proper authority), from Franklin avenue to Boston road, 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.

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 Thursday, the 7th day of March, 1895, 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 widening of a certain street or avenue, known as East One Hundred and Sixty-eighth street, from Franklin avenue to Boston road, in the Twenty-third Ward of the City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at the intersection of the eastern line of Franklin avenue with the southern line of East One Hundred and Sixty-eighth street, as they were ceded by Gouverneur Morris, November 8, 1864.

1st. Thence southeasterly along the southern line of said East One Hundred and Sixty-eighth street for 353.31 feet to the western line of Boston road.

2d. Thence southwesterly along the westerly line of Boston road for 10 feet.

3d. Thence northwesterly, deflecting 89 degrees 49 minutes 17 seconds to the right, for 353.33 feet to the eastern line of said Franklin avenue.

4th. Thence northeasterly along the eastern line of said Franklin avenue for 10 feet to the point of beginning.

East One Hundred and Sixty-eighth street, from Franklin avenue to Boston road, is designated as a street of the first class, and is sixty feet wide, as shown on a map, entitled, "Map or Plan showing location, etc., of streets, etc., within the area bounded by Third avenue, East One Hundred and Seventieth street, etc., in the Twenty-third Ward of the City of New York," and filed in the office of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards of the City of New York on or about May 9, 1894, in the office of the Register of the City and County of New York on or about May 11, 1894, and in the office of the Secretary of State of the State of New York on or about May 16, 1894.

Dated New York, February 23, 1895.
FRANCIS M. SCOTT,
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 acquiring title, wherever the same has not been heretofore acquired, to ONE HUNDRED AND THIRTY-SIXTH STREET (although not yet named by proper authority), from Amsterdam avenue to the Boulevard, 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 Thursday, the 7th day of March, 1895, 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 and extending of a certain street known as One Hundred and Thirty-sixth street, from Amsterdam avenue to the Boulevard, 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 easterly line of the Boulevard, distant 759 feet 6 inches northerly from the northerly line of One Hundred and Thirty-third street; thence easterly and parallel with said street, distance 775 feet, to the westerly line of Amsterdam avenue; thence northerly along said line, distance 60 feet; thence westerly, distance 775 feet, to the easterly line of the Boulevard; thence southerly along said line, distance 60 feet, to the point or place of beginning.

Said One Hundred and Thirty-sixth street to be 60 feet wide between the lines of the Boulevard and Amsterdam avenue, as shown on a certain map, entitled, "Map or plan showing the new streets, to be known as One Hundred and Thirty-fifth street and One Hundred and Thirty-sixth street, from Amsterdam avenue to the Boulevard, in the Twelfth Ward of the City of New York," and filed in the office of the Department of Public Works of the City of New York on or about December 7, 1894, and in the office of the Counsel to the Corporation of the City of New York on or about December 28, 1894.

Dated New York, February 23, 1895.
FRANCIS M. SCOTT,
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 acquiring title, wherever the same has not been heretofore acquired, to ONE HUNDRED AND THIRTY-FIFTH STREET (although not yet named by proper authority), from Amsterdam avenue to the Boulevard, 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 Thursday, the 7th day of March, 1895, 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 and extending of a certain street known as One Hundred and Thirty-fifth street, from Amsterdam

avenue to the Boulevard, 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 easterly line of the Boulevard, distant 459 feet 8 inches northerly from the northerly line of One Hundred and Thirty-third street; thence easterly and parallel with said street, distance 775 feet, to the westerly line of Amsterdam avenue; thence northerly along said avenue, distance 100 feet; thence westerly, distance 775 feet, to the easterly line of the Boulevard; thence southerly along said line, distance 100 feet, to the point or place of beginning.

Said One Hundred and Thirty-fifth street to be 100 feet wide between the lines of the Boulevard and Amsterdam avenue, as shown on a certain map, entitled, "Map or plan showing the new streets to be known as One Hundred and Thirty-fifth street and One Hundred and Thirty-sixth street, from Amsterdam avenue to the Boulevard, in the Twelfth Ward of the City of New York," and filed in the office of the Department of Public Works of the City of New York on or about December 7, 1894, and in the office of the Counsel to the Corporation of the City of New York on or about December 28, 1894.

Dated New York, February 23, 1895.
FRANCIS M. SCOTT,
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 acquiring title, wherever the same has not been heretofore acquired, to EAST ONE HUNDRED AND THIRTY-SEVENTH STREET (although not yet named by proper authority), from the westerly line of Locust avenue to the easterly line of the Southern Boulevard, 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, in the City of New York, on the 8th day of March, 1895, 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 Clerk of the City and County of New York, there to remain for and during the space of ten days.

Dated New York, February 23, 1895.
JAMES L. WELLS,
JNO. H. SPELMAN,
PATRICK A. McMANUS,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title (wherever the same has not been heretofore acquired) to ONE HUNDRED AND EIGHTIETH STREET (although not yet named by proper authority), between Amsterdam avenue and the Kingsbridge road, in the Twelfth Ward of the City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants, of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 2 Tryon Row, Room 1 (fourth floor), in said city, on or before the 21st day of March, 1895, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said 21st day of March, 1895, and for that purpose will be in attendance at our said office on each of said ten days at 3.30 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 21st day of March, 1895.

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 have been together as bounded and described as follows, viz.: Northerly by the centre line of the block, between One Hundred and Eightieth street and One Hundred and Eighty-first street, from the easterly line of Kingsbridge road to the westerly line of Amsterdam avenue; easterly by the westerly line of Amsterdam avenue; southerly by the centre line of the blocks between One Hundred and Eightieth street and One Hundred and Seventy-ninth street, from the westerly line of Amsterdam avenue to the easterly line of Kingsbridge road; and westerly by the easterly line of Kingsbridge road; 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 5th day of April, 1895, at the opening of the court on that day, and that there and there, or as soon thereafter as counsel can be heard thereon, motion will be made that the said report be confirmed.

Dated, New York, February 9, 1895.
ROBERT L. LUCE, Chairman,
SAMUEL W. MILBANK,
H. W. GRAY,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to CROTONA PARK, SOUTH (although not yet named by proper authority), from Fulton avenue to Prospect 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.

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 Thursday, the 7th day of March, 1895, 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 certain street or avenue, known as Crotona Park, South, from Fulton avenue to Prospect avenue, in the Twenty-third Ward of the City of New York, being the following-described lots, pieces or parcels of land, viz.:

PARCEL "A."

Beginning at a point in the southern line of Crotona Park, where it is intersected by the western line of Franklin avenue, ceded by Gouverneur Morris, November 8, 1864.

1st. Thence westerly along the southern line of Crotona Park and its prolongation westward for 421.56 feet.

2d. Thence southerly, deflecting 81 degrees 7 minutes 34 seconds to the left, for 60.73 feet.

3d. Thence easterly, deflecting 98 degrees 52 minutes 26 seconds to the left, for 421.77 feet to the western line of Franklin avenue.

4th. Thence northerly along the western line of said Franklin avenue for 60.70 feet to the point of beginning.

PARCEL "B."

Beginning at a point in the southern line of Crotona Park, where it is intersected by the eastern line of Franklin avenue, ceded by Gouverneur Morris, November 8, 1864.

1st. Thence easterly along the southern line of Crotona Park for 366.68 feet to the western line of Broadway.

2d. Thence southerly along the western line of Broadway for 62.68 feet.

3d. Thence westerly, deflecting 106 degrees 48 minutes 59 seconds to the right, for 393.97 feet to the eastern line of Franklin avenue, ceded by Gouverneur Morris, November 8, 1864.

4th. Thence northerly along the eastern line of said Franklin avenue for 60.70 feet to the point of beginning.

PARCEL "C."

Beginning at a point in the southern line of Crotona Park, where the same is intersected by the eastern line of Crotona avenue (formerly Broadway).

1st. Thence southerly along the eastern line of Crotona avenue (formerly Broadway) for 62.68 feet.

2d. Thence easterly, deflecting 73 degrees 11 minutes 1 second to the left, for 236.84 feet.

3d. Thence northeasterly, deflecting 62 degrees 7 minutes 54 seconds to the left, for 67.87 feet to the southern line of Crotona Park.

4th. Thence westerly along the southern line of Crotona Park for 286.70 feet to the point of beginning.

Crotona Park, South, from Fulton avenue to Prospect avenue, is designated as a street of the first class, and is sixty feet wide, as shown on a map, entitled, "Map or Plan showing location, etc., of streets, etc., within the area bounded by Third avenue, East One Hundred and Seventieth street, etc., in the Twenty-third Ward of the City of New York," and filed in the office of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards of the City of New York, on or about May 9, 1894, in the office of the Register of the City and County of New York, on or about May 11, 1894, and in the office of the Secretary of State of the State of New York on or about May 16, 1894.

Dated New York, February 23, 1895.
FRANCIS M. SCOTT,
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, by and through the Counsel to the Corporation, to acquire title in fee to certain lands, tenements, hereditaments and premises, including upland and land under water or rights therein, fronting upon Riverside Park, in the City of New York, and for a part or extension of the Riverside Park, and for public docks, wharves or commercial purposes, under and pursuant to the provisions of chapter 152 of the Laws of 1894.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 7th day of July, 1894, and filed in the office of the Clerk of the City and County of New York, on the 27th day of November, 1894, Commissioners of Appraisal for the purpose of ascertaining and appraising the compensation to be made to the owners and all persons interested in the real estate hereinafter described and laid out, appropriated or designated by said chapter 152 of the Laws of 1894, as and for a part or extension of the Riverside Park and for public docks, wharves or commercial purposes, proposed to be taken or affected for the purposes named in said act, and to perform such other duties as are by said act prescribed.

The real estate so proposed to be taken or affected for said purposes comprises all the lands, tenements, hereditaments and premises, including upland and land under water, or rights therein not now owned or the title to which is not vested in the Mayor, Aldermen and Commonality of the City of New York, or the State of New York within the limits or boundaries of the parcels of land laid out, appropriated or designated by said act for the aforesaid purposes, namely:

All those pieces or parcels of land, including land under water and upland, fronting upon Riverside Park, in the City of New York, bounded southerly by the southerly side of Seventy-second street, if extended westerly; northerly by the southerly side of One Hundred and Twenty-ninth street, if extended westerly; easterly by the westerly line of the route or roadway of the Hudson River Railway Company as laid down on the map of said route or roadway, filed in the office of the Register of the City and County of New York, on or about the 2d day of September, 1847, and westerly by the bulkhead-line of the Hudson river, laid out by the Commissioners of Central Park, and established by chapter 288 of the Laws of 1868, including the lands under water or rights therein, if any exist, in any party or person, westerly of said bulkhead-line as the same may have been heretofore granted by the State or the Mayor, Aldermen and Commonality of the City of New York, between Seventy-second and One Hundred and Twenty-ninth streets.

All parties and persons, owners, lessees or other persons interested in the real estate above described and to be taken for the purpose of the extension of Riverside Park or for public docks, wharves or commercial purposes or any part thereof, or affected by the proceedings had under or authorized by said act, chapter 152 of the Laws of 1894, and having any claim or demand on account thereof, are required to present the same to us, duly verified, with such affidavits or other proof in support thereof as the said owner or claimant may desire, within sixty days after the date of this notice (January 9, 1895), at our office, No. 166 Broadway in the City of New York, which office is also the office of Edward V. Loew, one of said Commissioners.

And we, the said Commissioners, will be in attendance at our said office on the 15th day of March, 1895, at 11 o'clock in the forenoon of that day, to hear the said parties and persons in relation thereto; and in case any such person or claimant shall desire at such time and place to offer further and additional proofs or testimony, such person or claimant will be heard or said proofs or testimony will be received by us.

And at such time and place, or at such further or other time and place as we may appoint, we will hear the proofs and allegations of any owner, lessees or other person, in any way entitled to or interested in said real estate or any part or parcel thereof, and also such proofs and allegations as may be then offered on behalf of the Mayor, Aldermen and Commonality of the City of New York.

Dated New York, January 9, 1895.
CHARLES L. GUY,
EDWARD V. LOEW,
JOHN H. COSTER,
Commissioners.

JAMES R. TORRANCE, Clerk.

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