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DEPARTMENT OF DOCKS.

Ninth Annual Report, for the Year ending April 30, 1879.

DEPARTMENT OF DOCKS, Nos. 117 AND 119 DUANE STREET, NEW YORK, August 6, 1879.

To the Honorable Edward Cooper, Mayor of the City of New York:

SIR—Pursuant to the provisions of sub-division 9 of section 6 of chapter 574, Laws of 1871, the Board of Commissioners governing the Department of Docks submits this report of its transactions from the 1st day of May, 1878, to the 30th day of April, 1879, being its Ninth Annual

The following named Commissioners compose the present Board:
Henry F. Dimock and Jacob Vanderpoel.
The vacancy caused by the death of Hon. Jacob A. Westervelt, on February [21, 1879, has

not yet been filled.

The law provides that the report shall contain:

First-The name, occupation, and compensation of all persons appointed and employed by said Board. Second-A statement of the action of the Board for the past year, classified with reference to

Third—A list of the action of the Board for the past year, classified with reference to the various subjects and duties which have engaged the attention of the Board.

Third—A list of the orders and rules made by said Board, and a description of the contracts made by said Board; the payments made by said Board, and the purposes and amounts thereof; and the leases made by said Board, for what term, at what rent, to whom, and for what property.

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

Name.	OCCUPATION.	COMPENSATION.		
Eugene T. Lynch. William M. Whitney. John M. Smith. James Fitzpatrick William McConkey. John Butler. George T. May. Edward Dickel. John K. Murphy. Amzi Cook. Thomas Early. George S. Hunt. Eugene Conkling. James W. Marshall.	Secretary. Chief Clerk. Superintendent of Docks " Temporary Clerk. Copyist Inspector Messenger. Office Messenger Night Watchman Sunday Watchman	Per annum, "" "Per month, "" Per day, "Per annum, Per week, "Per day,	\$3,500 oc 3,000 oc 1,500 oc 1,500 oc 1,500 oc 1,500 oc 1,500 oc 1,500 oc 1,000 oc 1,000 oc 1,000 oc 1,000 oc 2 oc 2 oc 2 oc 2 oc	

OFFICE OF ENGINEER-IN-CHIEF.

George S. Greene, Jr	Engineer-in-Chief	Per annum,	\$6,000 00
Willard A. Nichols	First Assistant Engineer	"	3,600 00
William W. Maclay	Assistant Engineer	**	2,500 00
Charlton B. Kid	"	**	2,500 00
Thomas Murphy	Superintendent of Masonry Construction	"	2,250 00
James Guthrie	Superintendent of Construction	**	
Patrick White	Foreman Dockbuilder	"	2,500 00
		"	1,500 00
David T. Keiller	Draughtsman		1,800 00
Thomas J. Long			100 00
Moses S. Barrett	Surveyor	Per annum,	1,500 00
John H. Staats	Transitman	"	1,000 00
Charles W. Raymond	Leveler	Per month.	75 00
Robert M. Kid	Assistant Draughtsman	Per week.	21 00
William Livingstone	"	"	18 00
Matthew J. Brennan	"	"	
	Copyist	"	15 00
			12 00
Frederick Lange			12 00
James O'Brien	Roundsman	Per month,	100 00
	Annual State of the Control of the C		

During the year the following mentioned resignation and new appointments have taken place: July 1, 1878.—Matthew J. Brennan was appointed Assistant Draughtsman, at the rate of

\$2.50 per day.

November 4, 1878.—George T. May was appointed Temporary Clerk, at the rate of \$125 per

November 18, 1878.—James W. Marshall was appointed Night Watchman at Commissioners' offices, at \$2.25 per day, vice Hugh Fitzpatrick, transferred to Floating Property.

November 27, 1878.—James Dana, Jr., was appointed Temporary Copyist, at the rate of \$12

February 26, 1879.—Thomas McCann was appointed Day Watchman at Commissioners' offices, for Sundays and holidays, at the rate of \$2.60 per day of thirteen hours.

March 5, 1879.—Thomas S. Larkin, Rodman on the Surveying Force, resigned.

The Board submits the following statement of the subjects and duties which have engaged its attention during the year ending April 30, 1879.

May 3, 1878.—In compliance with the by-laws, an annual election for officers of the Board to serve during the ensuing year was held, when President Westervelt was re-elected President for the year, and Commissioner Vanderpoel was re-elected Treasurer for the year.

The following Standing Committees were then appointed by the President, for the year:

Executive Committee.—Commissioners Dimock and Vanderpoel.

Auditing Committee.—Commissioners Vanderpoel and Dimock.

September 12, 1878.—At a meeting of the full Board, either member, in the absence of the President from any cause, authorized and empowered to execute the certificate of necessity required under section 92, chapter 335, of the Laws of 1873.

February 21, 1879.—At a meeting of the Board, the death of President Westervelt, at 5 A. M., of this day, announced by Commissioner Dimock, and the following minute was directed to be entered upon the records of the Department:

upon the records of the Department:

"This Board has learned of the death this day of its late President, Hon. Jacob A. Westervelt, with feelings of profound sorrow. A long and most honorable career has closed. He led a business life of upwards of half a century of unceasing and useful activity. He served his city in many subordinate capacities and as its chief magistrate, and always with honorable distinction. In all relations, public and private, his great distinguishing trait was his unbending integrity.

"No man who knew Mr. Westervelt ever doubted that in every act of his life he did exactly what he believed to be right. This purpose was the great central fact of his character.

"In addition to this appreciation of what was the dominating force of his life, it is permitted to his colleagues and associates in this Department to indulge in many tender recollections of his unvarying courtesy and kindness in all our relations.

"We feel a sense of personal bereavement, and ask to be permitted to mourn with his family the loss of one who had become dear to our hearts. We would remind them that in time sweet consolation will come to them in the recollection that this life of his was one of usefulness and honorable service, and that he died when full of years and honors, leaving behind to them and to us all the legacy most valuable and enduring—the record of a life worthily and usefully spent.

"Resolved, That as a token of respect for the memory of our deceased President, the offices of the Department be closed until after the funeral services, and that all work be suspended on the day of the funeral, that the officers and employees may have an opportunity to attend the services."

II.—GENERAL DUTIES.

II.—GENERAL DUTIES.

The general business occupying the attention of this Department is constantly increasing. This is especially true in a time like this, of returning prosperity and commercial activity. As was stated in the last report, its duties in general, among others, comprise the following: The management, as property, of the many miles of water-front and piers owned by the city, an estate worth many millions of dollars.

The general supervision over all the water-front and piers not owned by the city, being more than half of the whole water-front.

The duty of seeing that the whole water property, both public and private, is properly dredged and kept in suitable condition and repair for general use.

The making of rules and regulations as to the use of all the water-front, and the setting of it aside for special uses.

The duty of passing upon all erections, structures, and superstructures, and upon all proposed modifications or increase of every kind of terminal facility.

The duty of carrying out the rebuilding on the new plan of the whole water-front property. Many of these duties are purely legislative, and were retained by the State Legislature until devolved upon this Board as a legislative body.

III.—OPERATIONS ON THE WATER-FRONT.

For a detailed account of the works of construction, repair, dredging, surveying, etc., we refer to the report of the Engineer-in-Chief, hereto annexed.

The bulkhead wall which is being constructed continues to meet the expectations of the Department, both as to character and expense.

ment, both as to character and expense.

The section of the city between Canal and West Eleventh streets is substantially completed, with the exception of Pier (old number) No. 44, and bulkhead adjacent.

Tracks are being laid to the piers in this section, and most of our foreign steamship commerce will thus be brought into immediate connection with rail transportation.

When it is considered how large a percentage of the transfer of freight from rail to steamers in this port takes place in the trade accommodated in this section, it will be seen how important to com-

this improvement has been.

Proceedings are now being had to acquire, by process of law, Pier (old number) No. 44, for the city. At an early day we anticipate that this property will be in possession of the city. We shall then proceed at once to improve it on the new plan, and the whole section between Canal and West Eleventh streets will be completed.

The completion of Pier (new number) No. 40, during the year, has afforded the opportunity for the construction of the first of the contemplated new sewers for carrying the sewage nearly to the end of the piers, where the current is swift enough to carry away the deposit.

At present the sewage is discharged throughout the city into the bulkhead, where much of remains and fills up the slips, to the great injury of the public health, and to the detriment of commerce.

merce.

While it cannot be doubted that the new system is a great improvement, we are confident that the proper authorities should devise some better method of disposing of the sewage of a great commercial city than by pouring it into its harbor.

As a question of public health, too, the matter would seem to demand immediate attention.

While the subject is one over which this Department has no control, yet the interests of commerce, in some measure entrusted to our care, justify a protest against the present system.

IV.—REVENUES, EXPENSES, ETC.

The expenses of the Department during the past year are, for construction, \$339,544.89, and for general expenses, \$33,880.79, making a total of \$373,425.68.

The construction expenses include the building of the new piers and bulkhead wall; the maintenance and repair of the old piers and bulkheads; dredging, and the salaries of the Commissioners

The revenues of the Department, which have accrued entirely during the year, have amounted

to \$751,949.46.

This is an increase of accrued revenue, over that of the preceding year, of \$41,269.40.

The revenues have exceeded the entire expenditures for every purpose, during the year, by

\$378,523.78.

The money actually deposited by this Department with the City Chamberlain for the redemption of the city debt during the past year amounts to \$823,394.14.

The actual reduction made in the city debt during the past year, resulting from this Department,

The actual reduction made in the city debt during the past year, resulting from this Department, is \$449,968.46.

The revenues of the Department will increase rapidly in the future, as the expenditures of each year add largely to the revenues of the next. The water-front property of the city will thus develop itself from its own earnings, meeting the demands of commerce for increased facilities, and, in addition, yield a very considerable sum to be applied to the reduction of the city debt, to which all this revenue is pledged.

A very full statement of revenues and disbursements accompanies this report. From the fact that our year ends April 30, and the quarter day for payment of rent is May 1, the report must always show one quarter's rent uncollected, under leases not payable in advance.

V.-POLICY OF THE DEPARTMENT.

As has been stated, the Department contemplates the entire completion of the development of the section between Canal and West Eleventh streets as soon as the city shall have acquired title to Pier (old number) No. 44.

The Department is developing all that section between Warren and Canal streets as fast as can

be done, without too great damage to the large business now being carried on there.

In addition to the agreements entered into with lessees for the improvement of this section, de-

tailed in the last annual report, the Department has during the year made agreements to rebuild on the new plan four piers, and has agreed to lease the same for long terms at \$30,000 per year, annual rent for each pier.

The balance of the city property situated in this section will soon be under similar agreements to

improve, in all probability.

The development in this way of this section will add very much to our commercial facilities, and

will largely increase the city's revenues.

Up-town Improvements.—At the time of making our last report, considerable complaint had been made by some parties that the rents paid to the city were so large as seriously to retard the development of our commerce, and it was thought by many that other cities, by greater liberality, were attracting commerce from us to themselves.

If this were indeed the truth, while it might be a very serious matter, it would not be easy to suggest any remedy, except the one which we shall presently allude to, for two reasons.

1. The larger part of the wharf property in this city belongs to private owners, and it is not in the power of the city to regulate the price which parties shall pay for or receive from the rent of this portion of the water-front. Its price will be regulated by what people consent to pay for it.

2. As to the portion of the water-front owned by the city, all its revenues are pledged to the Sinking Fund for the redemption of the city debt, and this constitutes a contract (as the Courts have

decided) with every bondholder, that all those revenues shall be applied to such purpose. Such revenues, too, must be what the property is fairly worth, measured by what people are willing to give, and cannot be reduced for the purpose even of conferring a public benefit, by fostering and encouraging commerce. If it were once granted that, for the public good even, these revenues could be arbitrarily diminished, a principle would be admitted which might destroy the security afforded by the pledge.

It is beyond the power even of the Legislature to relieve us from the operation of these principles, without impairing the obligation of contracts, and this is prohibited directly by the Constitution of the United States.

It is not doubted but that the Legislature can fix the rates of wharfage, which owners or lessees of this property (whether private parties or the city) can charge vessels; but, as a matter of fact, the rental value of these piers sustains very little relation to any such rates.

But as to the complaint, there is very little foundation for it, in as far as it charges that rents are materially higher here than in other cities, under anything like the same circumstances.

We took occasion to make the following observations, as to this subject, in our last report:

"The facts, however, are that the only places in this city where rents are high are in a comparatively small portion of it, so desirable by reason of proximity to the great business centres that the competition to secure the locality is very great.

"The places where the cheap rents in the other cities are to be found are comparatively remote from their business centres. The reason why steamships in those cities are willing to go to places so

from their business centres. The reason why steamships in those cities are willing to go to places so remote from the business centres is, that in those cities almost the whole business of the lines is a through business. The purely local business is so inconsiderable a portion of the whole, that the only need is to locate at a railroad terminus, even where, as in some cases, this is wholly outside of the city.

"Of course, in such places rents will be cheap. In this city, however, the local business is so valuable that each line insists on being convenient to it, and thus the prices in such localities are

raised. Rents in this city are very cheap in places not as near the great centres. It is safe to say they are as cheap here as anywhere, provided people are willing to go as far away from the centres here as they do in the other cities where cheap rents are found."

These observations are as true now as when they were originally made.

Since then it has appeared, in the Legislative investigation, that the New York Central and Hudson River Railroad Company has made many efforts to induce the foreign steamship lines to come to its piers, on terms as favorable as the railroads of other cities offer to the steamship lines running to such cities but without success. And yet the New York Central piers are much never the huspess. such cities, but without success. And yet the New York Central piers are much nearer the business centres of this city than the railroad piers of the other cities are to such cities' business centres.

The real difficulty is that the lines are not yet willing to go above the places where they are now located, and, for the present, elect to crowd each other in the district between the Battery and West Eleventh street, on the North river.

As long as they do this, prices will, of course, advance in this district.

Whenever business is willing to go about half a mile farther up-town, the city can furnish plenty of room, and rests will be lowered.

of room, and rents will be lowered

It is precisely the same as if all business houses should insist on locating in, say, two or three miles along Broadway, and then complain that rents were ruinously high in such sections.

The remedy which has been applied on land will soon be applied to the water-front, and with the same results.

the same results.

In fact, it would have been applied long since, and rents would have been lower in the section alluded to, had it not been for the following condition of things:

From West Eleventh street northwardly, for a distance of nearly half a mile, the Legislature, many years since, made the great mistake of permitting the river to be so much filled in as to narrow the channel to a degree which made it necessary, subsequently, to provide that no piers should be built in such section. Thus it has happened that, whenever a business interest has contemplated moving up town, it has been obliged to consent to move half a mile. If a regular growth, continuously, by pier after pier, could have taken place, the growth would have been so gradual that no one would have hesitated; the water-front would have been developed much farther up town, and rents would have been much lower. would have been much lower.

Even now, whenever a beginning is made, and a few people can be induced to make a jump of only about half a mile, the business interests will find a relief, which will correct the evils of the

We fully believe that this condition of things will soon be brought about, and we are doing

everything in our power to hasten it.

Wenever we can induce people to submit to the inevitable, we shall be prepared to furnish all the accommodation needed at reasonable prices—provided only we can get laws which can be practically worked under.

District between West Eleventh and Twentieth Streets.—In this district, filled in, as above described, to the point of such an abridgement of our commercial facilities that no piers can now be built there, a much needed improvement should be made.

It is now evident to any one familiar with the subject, that the water would have been much more valuable to our commerce than the land which was made can possibly become. It is also true that slips could now be excavated there, making a series of wet basins, for very much less money than is commonly supposed. If this should be done, this district would become for many classes of commerce, probably, one of the most valuable in the city—instead of being, as now, consigned to comparative uselessness forever.

Of course, it is greatly to be regretted that this filling in was ever pemitted, and that the city sold the most of its land thus made; but it could now be acquired better than at any other time, or, if not acquired, possibly some plan for its development by some system of co-operation with its

owners might be devised.

It would certainly be greatly to the commercial interests of this city, that this section should be reclaimed to commerce.

It will soon be in the very heart of the water-front, and we cannot afford to throw it away

There is no law now in existence under which anything of the kind suggested could be under taken, but we mention it as a subject demanding early attention from those in any way charged with providing for our city's commercial interests.

In 1857, before the filling in was fully completed, the Harbor Commissioners recommended that the filling should stop, and that the wet basins should be made; but the influences opposed were strong enough, apparently, to prevent their recommendation from being acted upon. The consequences of this most mistaken policy have been, as above shown, of the most serious character.

Conditions pre-requisite to future work.—The ownership of the city in the water-front, except in two sections, is not continuous enough to justify any work on the new plan, unless there should be some certainty that either by purchase, or by some plan of co-operation not involving the necessity of purchase, more territory could be secured for continuous and systematic development. This is true as to both the North and East rivers. It is manifestly absurd to try to carry out the plan in little shreds and patches. A reference to the map of the city property is sufficient to convince any one of the truth of these statements.

One of the two sections in which the city owns any considerable amount of continuous property

One of the two sections in which the city owns any considerable amount of continuous property is already substantially finished on the new plan; the other will be completed as soon as due regard to the business established there will permit.

Looking to the future, then, we might as well recognize the fact that, if our improvements are to continue, and if we are to get ready to do the business of the future, we must do one of two things. And there is substantially but little to be done, until it is decided which of the two courses is to be

pursued.

1. One alternative is to systematically enter upon the purchase of property which will cost many millions of dollars, with the view of acquiring for the city the ownership of all the water-front.

The corporation would thus become a landlord of most gigantic proportion.

Provided the property should be wisely administered, with something like the business prudence that successful men bestow on their own property, the investment of the millions required for the purchase would probably prove a good one, pecuniarily. But this proviso must be granted, or else all calculations of possible profitable investment are valueless. As a practical question, the difficulty seems to be that our people are tending more and more to think that large property interests are not usually well managed by public officers, or, at best, that the result of such management cannot, as a rule, compare favorably with the result obtained by prudent men managing their own.

The consequence is that our community is much disinclined to furnish large sums of money to purchase large properties, to be turned over to our average public officials. It may be that past experiences furnish some ground which many would think reasonable for this feeling.

purchase large properties, to be turned over to our average public officials. It mexperiences furnish some ground which many would think reasonable for this feeling.

It is not our purpose at this time to argue the question, but merely to state it.

If this community is willing to furnish us the money to embark on these large purchases, for the se of enabling us to make these necessary improvements, it is to be hoped that it may be made manifest in some way.

2. But if this community is not willing to do this, it is very essential to our commercial prosperity that this fact should be known, and that the only other alternative should be adopted.

If we are not to purchase, some plan of co-operative improvement should be adopted, and the necessary legislation enacted. It is believed that a wise plan for co-operative improvement could be framed, which would enlist for its support the commercial community and the owners of water-front property, and that thus many obstacles and litigations might be removed, and all push forward

We urge this whole subject upon the community as the most important one at the present time connected with our future commercial development, and as the one at the very threshold of all future

Method of Raising Money.—There has always been so much public misapprehension connected with the manner by which the money for carrying on the operations of this Department is raised, that a very brief statement in regard to this subject seems proper.

Few people probably would object, in a time like this, when the rate of taxation is so high, to applying a portion of the revenues from the city's wharf property to the maintenance and development of the property.

In effect, this is precisely what is now done, and only this.

It cannot take this evident form exactly, because of legal objections.

When the bonds of the city were issued, the revenue from the city's wharf property was pledged, among other revenues, to the redemption of the bonds. Therefore no portion of this revenue can be used to maintain and develop this property; but it all is, and must be, paid into the Sinking Fund to redeem the debt. The money spent is derived from the issue of new bonds. But as long as the money spent is less than the revenue used to redeem bonds, it follows that we are, in effect, using but a portion of the revenue for maintenance and development, and applying the other, portion to an but a portion of the revenue for maintenance and development, and applying the other portion to an

but a portion of the revenue for maintenance and development, and applying the other portion to an actual reduction of the city debt.

During the last year the difference practically between bonds issued and bonds paid is, as before stated, \$449,968.46; and by this sum the debt of the city has been reduced by this Department. For the last three years this Department has practically paid an amount of bonds of the city exceeding, by the sum of \$893,420.65, the amount of bonds which have been issued for all its operations. And it should be remembered that the larger part of the money expended has been for permanent improvements, which increase the revenue largely.

This statement is made, not for the purpose of advocating any particular policy, but that the policy established at present may be fairly understood.

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

I.—Orders and Rules made by the Board.

August 29, 1878.—Regulation "I," of "Regulations for Piers, Bulkheads, and Slips," amended, to read thus:

1.—No goods, wares or merchandise shall be permitted to remain on any pier or bulkhead in the City of New York, after the Superintendent of Docks in the District shall have notified the owner or consignee of the goods to remove the same; but such notification shall not be made until such goods, etc., have been on the pier or bulkhead for forty-eight hours.

September 18, 1878.—The Dock Districts on the water-front on the North river, established to extend as follows:

extend as follows

District No. I-From Pier, new I, North river, to northerly side of West Eleventh street,

North river.

District No. 2—From the northerly side of West Eleventh street, North river, to Spuyten Duyvil Creek, subject to the requirements of resolution of June 16, 1875.

II.—Description of Contracts made by the Board.

July 3, 1878.—Contract with P. Sanford Ross, awarded this day, for removing part of Pier, old 48, North river, and building on the site thereof Pier, new 40, North river. Estimated expense of contract, \$28,921.89. Dated July 13, 1878. Expiration, December 24, 1878.

September 6, 1878.—Contract with P. Sanford Ross and Joseph B. Sanford, awarded this day, for removing part of Pier, old 30, etc., North river, and building on the site thereof Pier, new 20, North river. Estimated expense of contract, \$39,285.29. Dated September 16, 1878. Expiration,

August 26, 1879.

January 25, 1879.—Contract with Charles Guidet and I. Eugene White, awarded this day, for repairing Pier 7, East river. Estimated expense of contract, \$4,413.48. Dated February 3, 1879. Expiration, March 15, 1879.

III .- PAYMENTS MADE BY THE BOARD.

The Commissioners of Docks have made requisitions upon the Finance Department for payments in satisfaction of liabilities incurred from May 1, 1878, to April 30, 1879, amounting in all to the sum of \$373,425.68, and herewith submitted, in due form of exhibits; annexed to the Statement of the Revenues and Disbursements of the Department for the year, is a full showing of the payments so made by the Board, and of the purposes and amounts thereof.

IV .- LEASES MADE BY THE BOARD.

I.—All leases made during the year, at public sale and otherwise, of wharf property owned by I.—All leases made during the year, at public sale and otherwise, of wharf property owned by the Corporation, including land under water, and all permits issued by the Board during that period to occupy such property, are shown in the Rent-roll accompanying this report; which fully expresses for what term, at what rent, to whom, and for what property each of said leases was respectively made, and each of said permissions was respectively granted.

The Rent-roll herewith submitted is a complete showing, as required by law, of all leases made during the year. It moreover is a complete showing of all leases terminated during the year, and of all leases and permits in force on the first day of May, 1879; thus including all leases sold at public sales, within the year, to have inception in the ensuing year.

II.—Agreements for leases have been made by the Board with the undermentioned parties, for

Piers to be built under the new plan adopted for the permanent improvement of the water-front, to be occupied by them upon completion of the premises:

By resolution of August 14, 1878, with the Old Dominion Steamship Company, for a new pier to be built on or about the site of Pier, old 37, North river, for ten years from completion, at a rent of \$30,000 per annum, with privilege of renewal for a second term of ten years, at a rent of

By resolution of November 27, 1878, with A. L. Dennis, President of the Associates of the Jersey Company, and A. Van Santvoord and Harvey P. Farrington, for a new pier to be built on or about the site of Pier, old 39, North river, for a term of ten years from completion, at a rent of \$30,000 per annum, with a covenant of renewal for a further term of ten years, at a rent of \$30,500

By resolution of November 27, 1878, with Homer Ramsdell, for a new pier to be built on or about the site of Pier, old 35, North river, for a term of ten years from completion, at a rent of \$30,000 per annum, with a covenant of renewal for a further term of ten years, at a rent of \$30,500 per annum; provided, however, that should the new pier be built of a width of no more than sixty feet, then the rent for the premises to be at the rate, for the first ten years, of \$25,000 per annum,

and for the second ten years, of \$25,500 per annum.

By resolution of November 27, 1878, with Bogert & Morgan, Agents of Morgan's Louisiana and Texas Railroad and Steamship Company, for a new pier to be built on or about the site of Pier, old 36, North river, for a term of ten years from completion, at a rent of \$30,000 per annum, with a covenant of renewal for a further term of ten years at the rate of \$30,500 per annum.

III.—Consents of the Board have been given to assignment and transfer of leases of wharf prop-

May 29, 1878—To assignment by Thomas I. Madge to John E. Stow, of lease of bulkhead between Piers 18 and 19, East river.

July 17, 1878—To assignment by Thomas I. Madge to William D. Morgan, of lease of easterly side of Pier 18, East river, but without release of present lessee or his sureties from his or their liabilities

August 7, 1878—To assignment by the Morrisania Steamboat Company to Charles H. Long-street, of lease of bulkhead at Fifty-first street, East river, but without release of present lessees or their sureties from their liabilities under the lease.

September 6, 1878—To the transfer of all right, title, and interest by the Empire Transportation Company to the Erie and Western Transportation Company, in and to the lease of Pier, old 36, North

November 6, 1873-To assignment by William Loyd to David Whipple, of lease of lower half of

November 6, 1873—To assignment by William Loyd to David Whipple, of lease of lower half of Pier 12, East river, and bulkhead adjoining.

February 12, 1879—To substitution by William Loyd of the name of John H. Starin, in lease of easterly side of Pier 6, East river, upon the furnishing by the latter of proper sureties thereto.

April 25, 1879—To the subletting by the Philadelphia and New York Steam Navigation Company, lessees of east half of Pier 33, west half of Pier 34, and bulkhead between, East river, of a portion of said premises; but the obligations of the sureties of said lessees under their lease are not to be affected thereby.

April 30, 1879—To assignment by the Erie and Western Transportation Company, assignee, to Bogert & Morgan, Agents of Morgan's Louisiana and Texas Railroad and Steamship Company, of lease of Pier, old 36, North river; but without release of the present lessees or their sureties from any liability under the lease.

IV.—The following mentioned allowances or reductions from rent have been granted by the

September 12, 1878—To Joseph V. Brown, for one quarter's rent to August 31, 1878, of bulk-head south of Twenty-fourth street, East river, the Department being in possession, for the purpose of

repairing the premises, \$150.

November 6, 1878—To Joseph Gallagher, for seven months' rent overcharged to him on the the books, on land under water, for stone dump, at Forty-fifth street, East river, permit to him being terminated by resolution of the Board this day, \$58.33.

December 4, 1878—To James Gillies, for rent charged him under permit of the Board for platform to be erected at Fiftieth street, North river, the proposed platform not having been built,

\$175.

December 11, 1878—To Joseph V. Brown, for one quarter's rent to November 30, 1878, of bulkhead south of Twenty-fourth street, East river, less the amount of wharfage collected by him during the quarter, it being \$37.70, the Department being in possession of the premises for the

\$123,262 14

March 5, 1879—To the Associates of the Houston street ferry, for the amount paid by them to the Comptroller for the franchise of the ferry, this allowance being made in conformity with the terms of lease of the premises occupied as a ferry at Houston street, East river, \$4,718.97.

April 16, 1879—To Henry A. Peck & Co., for an amount of deduction from the total sum of their account as sanctioned by the Comptroller, for arrears of rent on Pier 61 and pier at Thirty-eighth street. Fast river, \$500.62. their account as sanctioned by the Comptroller, for arrears of rent on Pier of and pier at Inityeighth street, East river, \$590.63.

April 30, 1879—To David Tracy, for six months' rent, to November 1, 1875, under lease of pier
at One Hundred and Twenty-fifth street, Harlem river, allowed by resolution adopted December 22,
1875, consequent upon insufficient depth of water, omitted to be credited until this date, \$175.

April 30, 1879—To David Tracy, for one month's rent overcharged under lease of west half
Pier 12, East river, the Department having repossessed the premises on May 26, 1877, omitted to be
credited until this date, \$250. rier 12, East river, the Department having repossessed the premises on May 20, 1977, difficil to be credited until this date, \$350.

April 30, 1879—To Homer Ramsdell, for four years' rent of platform south of Pier, old 35, North river, erroneously charged, \$400.

April 30, 1879—To Charles H. Eldridge, for rent of pier at Fifty-third street, East river, allowed as a compromise settlement, the Department being unable to place him in full possession of the premises \$200. the premises, \$200. the premises, \$200.

April 30, 1879—To Charles E. Heuberer & Co., for an amount deducted in settlement of their arrears of rent for bulkhead between Twenty-third and Twenty-fourth streets, East river, as sanctioned by the Comptroller, \$62.50.

April 30, 1879—To New York Floating Dry Dock Company, for the amount of three months' rent overcharged to them on April 30, 1878, under lease for land under water, for extension to Pier 42, East river, the rent under said lease having been chargeable to them from August 1, 1873, and not from May 1, 1873, as had been erroneously understood, \$50.

All of which is respectfully submitted. H. F. DIMOCK, JACOB VANDERPOEL, Commissioners of Docks. EUGENE T. LYNCH, Secretary. STATEMENT OF REVENUES AND DISBURSEMENTS. Account with the Mayor, Aldermen and Commonalty, and Balance Sheet for April 30, 1879. STATEMENT OF THE REVENUES AND DISBURSEMENTS OF THE DEPARTMENT OF DOCKS FOR AND DURING THE YEAR ENDING APRIL 30, 1879. DOCK AND SLIP RENT. I.—REVENUE:
Amount of rents and dues remaining uncollected and undeposited on April 20, 1878,
as per report for the year ending on that date, to wit:

1. Due from lessees of Corporation wharf property.
2. Due from occupants of land under water, the property of the Corporation \$248,970 65 \$281,241 75 Amount of rents accrued prior to May 1, 1878, omitted to be charged at the close of the year ending April 30, 1878, to wit:

4. To lessees of Corporation wharf property.

5. To occupants of land under water, the property of the Corporation. \$6,972 91 Amount of rents and dues accrued and charged in and during the year ending April 30, 1879, including rents for the quarter beginning on February 1, and payable on May 1, 1879, to wit:

6. To lessees of Corporation wharf property.

7. To occupants of land under water, the property of the Corporation, covered by wharf improvements erected by permission of the Department.

8. Amount of wharfages accrued from unleased Corporation wharf property. \$9,972 91 \$689,064 14 43,162 50 19,922 82 752,149 46 762,122 37 \$1,043,364 12 II.-DISTRIBUTION: Amount of moneys deposited with the Chamberlain prior to May 1, 1878, being in payment, in advance, of rents accruing during the present year.

Amount of moneys deposited during the year with the Chamberlain to the credit of the Commissioners of the Sinking Fund, for the redemption of the City Debt. \$28,421 25 823,394 14 \$851,815 39 Deduct the amount, included in the said moneys, of proceeds of sales of old material in and during the year..... 669 25 Deduct also the amount, included in said moneys, of sums received in and during the year at public sales of leases of Corporation wharf property, being deposits made by purchasers as security for the execution on their part of thir leases respectively; which leases are to date from May 1, 1879, or thereafter, and which deposits are to be applied as rent first accruing under such leases as shall be duly completed, or, in default, to become forfeited to the City.....\$18,157 50 Also an amount, included in said moneys, paid in advance of rent unaccrued within the year..... 400 00 \$851,146 14 18,557 50 Leaving this amount, deposited as rents and dues from Corporation wharf property (except from that in use under ferry leases, not yet transferred from the Comptroller to this Department)..... \$832,588 64 Amount of rents and dues remitted in and during the year to lessees or occupants of Corporation wharf property, to wit:

To Joseph V. Brown, for rent remitted, consequent upon the Department being in possession for the purpose of repairing bulkhead south of Twenty-fourth street, E. R., leased to him.

To James Gilhes, for rent remitted, consequent upon an intended platform not having been built at Fiftieth street, N. R., under permit granted to him....

To Associates of the Houston Street Ferry, for the amount paid by them to the Comptroller, for franchise of the ferry at Houston street, E. R....

To Henry A. Peck & Co., consequent upon remission of arrears of rent of Pier 61 and pier at Thirty-eighth street, E. R., as sanctioned by the Comptroller...

To David Tracy, for one month's rent overcharged, under lease west half Pier 12, E. R... \$350; and for rent remitted, consequent upon insufficiency of water at pier at One Hundred and Twenty-fifth street, H. R., \$175. Allowances: \$262 30 4,718 97 rent remitted, consequent upon insuniciency of water at pier at One Hundred and Twenty-fifth street, H. R. \$175.

To Charies H. Eldridge, for rent remitted, consequent upon the Department being unable to give full possession of pier at Fifty-third street, E. R., under permit issued to him.

To Homer Ramsdell, for an erroneous charge of rent made to him, under permit for platform at Pier 35, N. R. 525 00 N. R...

To Joseph Gallagher, for rent erroneously charged to him, under permit for platform at Forty-fifth street, him, under permit for platform at Forty had been consequent upon remission of arrears of rent of bulkhead south of Twenty-fourth street, E. R., as sanctioned by the Composition 58 33 troller.

To N. Y. Floating Dry Dock Co., for an overcharge of rent on Pier 42, E. R., made to them on April 30, 1878. 62 50 50 00 7,042 73 Counsel to the Corporation: \$98,843 17 Less sundry balances erroneously treated as sound, May 1, 1877. 18,372 56 80,470 61 920,101 98 III.—BALANCE:

1. Amount of rents and dues charged to lessees of Corporation wharf property, and remaining uncollected on April 30, 1879.

2.—Amount of rents and dues charged to occupants of land under water, the property of the Corporation, and remaining uncollected an April 30, 1879.

3.—Amount of accrued wharfage remaining uncollected on April 30, 1879.

(NOTE.—Of this whole amount, \$91,885.73 was not payable until May 1, 1879.) \$112,532 50

Y RECORD.				35
DOC	K BONDS.			
 Amount of Dock Bonds directed to be issued by the of the Sinking Fund prior to May 1, 1878 Amount of Requisitions made by the Department 1878, upon which the Commissioners of the Sinki 	Commissioners of	\$6,050,000 00		
bonds to be issued during the following year		100,000 00	- \$6,150,000 00	
 Amount of Requisitions for Dock Bonds made in an ending April 30, 1879. Less the amount in requisitions last mentic the said Commissioners of the Sinking Fund gav 	oned, upon which e no direction for	\$500,000 00	\$0,150,000 00	
 Making the total amount of "Dock Bonds of the City directed by the Commissioners of the Sinking F for the uses and purposes of the Department of 	y of New York," und to be issued		350,000 00	
date of its organization in May, 1870, to April 30 sum of	o, 1879, to be the			\$6,500.000 00
I.—RECEIPTS:	K FUND.			
1. Amount of proceeds of Dock Bonds approximate hands of the Comptroller on May 1, 1878, purposes of this Department, as per Report	for the uses and			
April 30, 1878. Amount of proceeds of Dock Bonds directed by the form of the Sinking Fund to be issued by the Coduring the year ending April 30, 1879	e Commissioners mptroller, in and	\$12,030 55 450,000 00		
2. Amount of moneys received in and during the ye	ar, and deposited	45-10-0-0	\$462,030 55	
with the Chamberlain, for the uses and purpor ment: being reimbursement from owners, repairs to wharf property not owned by the C Deduct amount included in said moneys, being	for the cost of orporation, etc	\$2,919 28		
in the Annual Expense account, and which sui in said account in this Report	m is not included	41 67		
	_	-	\$464,908 16	
 Deduct amount of proceeds of Dock Bonds appro- ing been used and applied by the Comptroller 	during the year,		*1-1/2	
in payment of claims or bills audited by the I to May 1, 1878	Department prior		54,641 05	\$410,267 11
II.—EXPENDITURE: Amount of bills and claims audited in and during April 30, 1879, and transmitted to the Finar for payment, being for materials and supplie for services rendered to this Department, to w 1. For Construction:	s furnished, and			,,,,,,,,
As per annexed Schedule B: Advertising for proposals, etc	\$146 50			
Cement	5.260 50			
Coal, for Floating property, etc	ents 172 04			
General expenses, including plumbing and fitting on new piers, fire insurance on sheds,				
Granite, rip-rap, broken and cobble-stone, sand Iron, steel and nails	25,278 35			
Lumber and piles	28,776 76			
Maintenance of Floating property, Derri Tug, Dredges, Scows, and Pile-Driv and of Department Yards Stationery, printing and maps Supplies for Tug, Dredges, Pile-Drivers, e	9,707 90			
As per annexed Schedule C : Salaries of the Commissioners of Docks Salaries of the office of the Engineer-in-Chi	\$11,281 t8 ef. 22,199 88	\$127,120 53		
Salaries of Superintendents of Construction As per annexed Schedule D:	6,249 96	39,731 02		
Pay-rolls— Office of Engineer-in-Chief				
Surveying force	on 16,363 of			
Masons, dock-builders, laborers and watch Blacksmiths, stone-cutters, laborers and wa men in Department Yards	men 83,721 26			
men in Department Yards	11,353 49	121,947 83	\$288,799 38	
2. For General Repairs: As per annexed Schedule E:			\$200,799 30	
Dredging Lumber Miscellaneous expenses. Repairing piers by contract.	3,245 87 636 71 13,033 48			
Towing	272 00	\$31,261 24		
men		19,484 27	50,745 51	
As per annexed Schedule G: Advertising, public sales, etc Office rent and contingent expenses Stationery and printing, Commissioners' of	10,883 69			
As per annexed Schedule H: Salaries of officers and appointees		\$13,021 17		
	_		33,880 79	373,425 (
III.—BALANCE: Amount of proceeds of Dock Bonds approximated	as being in the			
hands of the Comptroller on April 30, 1879, a future uses and purposes of this Department claims and outstanding warrants being here u	(unpaid audited			\$36,841 43
New York, August 6, 1879. Respectfully submi			=	
Approved and adopted :		WM. M. WI	HITNEY, Chie	ef Clerk.
H. F. DIMOCK, JACOB VANDERPOEL, Commissione of Docks.	rs			
The Mayor, Aldermen, and Commonalty of the	City of New Y	Vorb in Acco	nest maith th	. Daniel of
the Department of Docks, for and of Dr.	during the year	ending April	7 30, 1879.	Cr.
To deposits of money made prior to May 1, 1878, being for payments in advance of	By balance, Apr	g at that date.	to wit:	
rents accruing after that date and credited in this account. \$28,421 25	Unpaid bala	fund	. \$365.058 21	
To deposits of money with the Chamberlain 826,313 42 To bills and claims audited for materials and supplies furnished, and for services ren-	By sundry balan	ces transferred	to the Coun-	\$478,988 86
dered, to wit: On Construction account \$288,799 38	By requisitions f	oration for col or Dock Bonds	llection	18,372 56
On Annual Expense account 33,880 79 373,425 68	By reimburseme	ent for repairs r	nade for own-	669 25 579 46
To proceeds of "Dock Bonds" approximated as having been used by the Comptroller during the year, in payment of claims or	ing private wh	rivers, etc., for narves, etc	use in repair-	2,298 15
bills audited by the Department prior to May 1, 1878 54,641 05	By Dock and Sl By Rent advance	ip rent	ck Fund	2,919 28 755,079 64
To balance carried forward				18,557 50
(Note.—Of the amount unpaid, the sum of \$91,885.73	By balance, Apr Unpaid bala	ril 30, 1879, to v	-	
vas not payable until May 1, 1879; and at the date of the publication of this Report, the whole of said amount, xcept \$183,559.73, with the Counsel to the Corporation, or collection, and \$4,4764.97 not yet paid, has been col-	Dock funds	fund	. \$306,821 87 . 186,841 43 . 1,000 00	640, 66
New York, August 6, 1879.	I was to the last			\$494,663 30
	H. F. DIMOCK, JACOB VANDE	PPOPT }	nmissioners con the Board of	
WM. M. WHITNEY, Chief Clerk.	, LOOD VANDE	the	Department of	Docks.

36			Titrett	THE	CITY	RECORD. JANUA	1RY 7,	1880.
Dr.		Balance Sheet,	April 30, 1879.	•	Cr.	Granite, Rip-Rap, Broken and Cobble Stone and Sand.		
Jacob Vanderpoel, T	Treasurer	\$1,000 00	The Mayor, Aldermen, and the City of New York	d Commonal	ty of	John M. C. Scully \$2 John A. Bouker	200 00	
Accrued wharfage u dule I)	uncollected (as	s per Sche-	the City of New York		\$494,663 30	John Hogan Michael Ryan	1.761 60	
Counsel to the Corpo	oration	183,559 73 36,841 43 d 150,000 00						\$25,278 35
commissioners of the	e Sinking Fund	\$494,663 30			\$494,663 30	Wetmore & Co	\$546 88	
New York, Aug	igust 6, 1879.	, 19th 200 30 I	WM. M.	WHITNEY,		Thos. C. Townsend. J. L. Mott Iron Works.	2,534 45 343 50	
		- 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	-			Peter Timmes' Son. J. B. & J. M. Cornell.	62 40 31 50	
b. 4		SCHEDI				Lumber and Piles.		3,518 73
		LEDGER BALANCES (Trial Ba				John J. Lawrence	2,566 69	
	1	(17tat Bi					8,060 50	
Dr.	Folio.	6.16.11			CR.	P. C. Coffin, Agent. Wm. B. Ferguson.	142 00	
\$826,313 42 165 23	48 53 59	J. Nelson Tappan, Cha	mberlainerintendent			Thomas I. Crombie	1,110 33	
288,799 38	59 64 65 67	Construction				Bell Brothers. J. C. Moore.	651 64 361 28	
50,745 51 33,880 79 136 86 215 09	77 78 82	John Butler, Superinter John M. Smith, Superin	ndent			Decker, Rapp & Co. E. W. McClave & Co. John Bryant	7,992 80	
1,000 00	82 84 86	Rent advances	sperintendentasurer		18,557 50		67 20 40 60 91 64	
150,000 00 183,559 73	88 90	Commissioners of the S Counsel to the Corpora	inking Fund			City of Hoboken	8 56	0
33,922 15	92 94 96	Leased wharves			689,677 65			28,776 76
	98	The Mayor, Aldermen	and Commonalty		45,479 17 19,922 82 914,299 12 2,877 61	Machine, and of Department Yards.	d Boring	
122,632 50	280 to 449	Sundry Lessees .				Thos. C. Townsend	2,749 97 1,766 75	
122,032 50	20010 449	charged to 55 te payable until M	g wholly composed of ac mants, of which amount \$91, ay 1, 1879)	885.73 is not		Hodgman & Co	239 64 121 58	
\$ 1,691,483 12					\$1,691,483 12	Petrie & Townsend. John F. Walsh.	304 67 1,108 28	
						Clinton Fire Ins. Co. Citizens' Ins. Co.	30 00 30 00	
		SCHEDI	HE B			Guardian Fire Ins. Co. Lenox Fire Ins. Co.	30 00 30 00	
	BILLS AND		OLE B. ON CONSTRUCTION ACC	COUNT.		Lorillard Ins. Co	60 co 30 co	
The Would		Adver	tising.	ėss o		American Fire Ins. Co. Continental Ins. Co.	30 00 30 00	
New York Tribu	ine			. 40 80	0	Manufacturers' and Builders' Fire Ins. Co	30 00 30 00	
Sunday Times and	d Weekly M	lessenger		. 300	0	Mechanics' and Traders' Fire Ins. Co	30 00 30 00	
New York Levella	Publishing C	So	***************	45 30	0	Pacific Fire Ins. Co	30 00	
		Cem			- \$140 50	New York Balance Dry Dock Co C. & R. Poillon	1,050 40 1,647 80	
Johnson & Wilson S. L. Merchant &	Co	 		. \$3,755 oc . 1,514 59)	Essex Street Iron Works E. Imhauser	195 oo 3 50	
		Coal for Tug, Pi	ile Drivers, etc.		5,269 59	Theo. Smith & Brother.	70 31	9,707 90
						Stationery, Printing and Maps.	*0	
Thomas Davies Castle Point Coal	Co			52 50 216 00		A. S. Barnes & Co. William C. Bryant & Co.	\$948 OI 254 OO	
		Contracts for b			3,897 40	Levien & Childs	100 00	1,302 01
P. Sanford Ross.				\$28,921 80	9	Supplies for Tug, Dredges, Pile Drivers, etc.	4 -0	
					31,200 89	Patterson Brothers	\$180 75	
	o		Surveying Instruments.	\$130 54		Wm. B. Ferguson Handren & Ripley.	7 80 55 73	
Keuffel & Esser	ner			30 00)	John A. Roebling's Son Company John Moore's Son.	445 42 75 40	
		Dreds	ring.		172 04	C. E. Jennings & Co.	24 30	906 40
			·		13,515 82			\$127,120 53
		on Sheds, etc.	Fitting on New Piers		•	SCHEDULE C.		
Thos. C. Townsen	nd		· · · · · · · · · · · · · · · · · · ·	1.206 00		SALARIES AUDITED ON CONSTRUCTION ACCOUNT.		
Hodgman & Co				83 23		Commissioners of Docks.	0 0	
Knickerbocker Ice Bradley, Kurtz &	e Co			33 52 87 75		Jacob A. Westervelt, President \$ Henry F. Dimock	3,000 00	
Handren & Ripley	y		·····	9 00		Jacob Vanderpoel	3,000 00	\$11,281 18
Stevens Institute of	f Technolog	y	· · · · · · · · · · · · · · · · · · ·	40 68		Office of Engineer-in-Chief.	6,000,00	
Nm. Williamson. N. Y. Belting and	Packing Co	 		80 75			3,600 00	
. S. Peck & Son.				131 02 1 50		Charlton B. Kid, " 2	2,499 96 2,499 96	
Etna Ins. Co			· · · · · · · · · · · · · · · · · · ·	26 56	i .	Thos. J. Long, "	1,800 00	
Broadway Ins. Co				53 12		Charles W. Raymond, Leveler	900 00	
linton Fire Ins. C	Co	• • • • • • • • • • • • • • • • • • •	· · · · · · · · · · · · · · · · · · ·	26 56		John H. Staats, Transitman James O'Brien, Roundsman	999 96 1,200 00	22 10- 90
Citizens' Ins. Co. Guardian Fire Ins.	. Co		• • • • • • • • • • • • • • • • • • • •	26 56		Superintendents of Construction.		22,199 88
reenwich Ins. Co Ioffman Fire Ins.	Co			26 56 26 56		Thos. Murphy, Superintendent Masonry Construction \$2 James Guthrie, Superintendent Construction 2	2,499 96	
enox Fire Ins. Co.	0			26 56 106 24		Patrick White, Foreman Dockbuilder.	1,500 00	6,249 96
Ianhattan Fire In Iew York City Ins	ns. Co is. Co			53 12			-	\$30.721 02
lew York Produce elief Fire Ins. Co	e Exchange	Ins. Co		26 56		self-fit.	=	-3713. 02
Vestchester Fire In G. Tillotson &	ns. Co			26 56		COMPAND D		
Villiam Rainer		•••••••	• • • • • • • • • • • • • • • • • • •	7 00		SCHEDULE D. PAY-ROLLS AUDITED ON CONSTRUCTION ACCOUNT.		
unes Outilite	g Company.		· · · · · · · · · · · · · · · · · · ·	65 08		Office of Engineer-in-Chief.		
ew York Roofing				6 87			\$987 00	
ew York Roofing Berendsohn dward A. Boyd.			*********			Matthew J. Brennan, "	615 50	
ew York Roofing Berendsohn dward A. Boyd. siah Partridge & loward & Morse.	Co							
ew York Roofing Berendsohn dward A. Boyd siah Partridge & loward & Morse lenry Pym Villiams & Guion	Co			8 00 178 31		Frederick Lange, Messenger. John K. Murphy, Copyist.	624 00	
ew York Roofing Berendsohn dward A. Boyd siah Partridge & loward & Morse lenry Pym dilliams & Guion rown & Fordyce & & J. Sloane & Sloane	Со			8 00 178 31 8 00 44 82		Frederick Lange, Messenger	624 00	
we York Roofing Berendsohn dward A. Boyd biah Partridge & loward & Morse lenry Pym liliams & Guion rown & Fordyce V. & J. Sloane G. Goldberg & So A. Rodgers	Co			8 00 178 31 8 00 44 82 4 50		Frederick Lange, Messenger. John K. Murphy, Copyist. James Dana, Jr., Thomas L. Beebe, Acting Copyist Surveying Force.	624 00 100 00 252 00 97 80	\$3,576 30
Wew York Roofing Berendsohn dward A. Boyd osiah Partridge & Ioward & Morse lenry Pym Williams & Guion rown & Fordyce W. & J. Sloane L. Goldberg & Soil L. A. Rodgers Leroy & Marriner W. J. Stevens	Co			8 00 178 31 8 00 44 82 4 50 3 30 6 70 2 65		Frederick Lange, Messenger. John K. Murphy, Copyist. James Dana, Jr., " Thomas L. Beebe, Acting Copyist Surveying Force. Six two-weeks' rolls, to July 20, 1878 Seven " October 26, 1878 2	624 00 100 00 252 00 97 80 3,023 50	\$3,576 30
ew York Roofing Berendsohn dward A. Boyd siah Partridge & loward & Morse lenry Pym 'illiams & Guion rown & Fordyce '. & J. Sloane . Goldberg & Son A. Rodgers . Leroy & Marriner '. J. Stevens . Olgate & Co	Co			8 00 178 31 8 00 44 82 4 50 3 30 6 70 2 65 5 85		Frederick Lange, Messenger. John K. Murphy, Copyist. James Dana, Jr., Thomas L. Beebe, Acting Copyist Surveying Force. Six two-weeks' rolls, to July 20, 1878 \$2	624 00 100 00 252 00 97 80 3,023 50 1,175 74 428 68	\$3,576 30

JANUARI /, 1000.	11111	OII.		JOURE.			37
Captains, Engineers, Crews, and Watchmen on Floating	Property.			lsohn		8 ∞	
Three monthly rolls, to July 31, 1878	\$1,152 48			Hart		5 00 4 00	
" October 31, 1878	1,160 55			Barazzi		2 00	
" " January 31, 1879	1,165 39					\$1	10,883
ix two-weeks' rolls, to July 20, 1878	2,635 50			Stationery and Printing.			
even " October 26, 1878	3,190 84		A S Bay	rnes & Co	\$65	0 90	
ix " " January 18, 1879	2,850 54		Martin B	Brown		0 50	
April 20, 10/9	3,040 07	\$16,363 06	William (C. Bryant & Co	56	3 60	
Masons, Dockbuilders, Laborers, and Watchmen.		W,3-3	John S. I	Hulin	46	5 43	T 700 4
ix two-weeks' rolls, to July 20, 1878	\$25 SAF SA					-	1,790 4
even " October 26, 1878	28,578 30					\$1	3,021 1
ix " January 18, 1879	12,895 51						
even " April 26, 1879	16,401 61	0					
		83,721 26		SCHEDULE H.			
Blacksmiths, Stone-cutters, Laborers, and Watchmen in Department	Yards.			SCHEDULE II.			
x two-weeks' rolls, to July 20, 1878	\$2,258 02			SALARIES AUDITED ON ANNUAL EXPENSE A	ACCOUNT.		
ven " October 26, 1878				0 ff J 144 - inter			
x " " January 18, 1879				Officers and Appointees.			
Wen 20, 10/9		11,353 49		C. Lynch, Secretary			
	Terrier.		Wm. M.	Burnham, Bookkeeper	3,36	6 64	
		\$121,947 83	John M.	Smith, Superintendent	I,50	00 00	
			James Fi	tzpatrick, "	1,50	00 00	
			Wm. Mc			00 00	
SCHEDULE E.			Joseph T	. Kelly, Assistant Bookkeeper	I,20	00 00	
Pure AND Crance Amount on Comman Description	CCOUNT		George T	May Temporary Clerk		37 50	
BILLS AND CLAIMS AUDITED ON GENERAL REPAIRS A	ECOUNT.		Lohn K	Dickel, " Murphy, Copyist	1,50	00 00	
Dredging.		4-	Thomas	Early, Messenger		99 96	
ion Dredging Co		\$14,073 18	Eugene C	Conkling, Office Messenger	78	32 50	
Lumber.			George S	. Hunt, Messenger	52	1 65	
nn J. Lawrence				ok, Inspectortzpatrick, Night Watchman		39 00 32 2 5	
m. B. Ferguson			James W	. Marshall, "	36	9 00	
ew & Buckiomas J. Crombie			Thomas :	MeCann, Sunday Watchman	3	1 20	
ll Bros						\$2	0,859
ven Deighen	49 00	0					
The state of the s		3,245 87					
Miscellaneous Expenses, including Plumbing, Paving,				SCHEDULE I.			
omas C. Townsend	\$84 41			SCHEDULE 1.			
cidentals				Wharfage from Unleased Wharves for the Year endu	ing April 30,	1879.	
m. C. Bryant & Co							
tterson Brothers						Thurs	1
		636 71	DISTRICT.		ACCRUED.	UNCOL- LECTED.	
Repairing Piers by Contract.							
ses Engle	\$8,690 00		No. 1	Pier, new 1, North river	\$3,603 02	\$114 45	
arles Guidet & I. Eugene White	4,343 48	13,033 48	140. 1	" 38, "	73 33		
Towing.		13,033 40		" 43, " ···································	4,060 19 80 86	54 58	
& A. Downer		272 00		Bulkhead at Hoboken street, North river			
& A. Downer				" " 39 and 40, "	12 77	4 12	-
		\$31,261 24		" " 40 and 41, "		1 00	
				" " 42 and 43, "	362 11	1 54 8 25	
				Pier at West Eleventh street, North river	4,984 46	31 15	
SCHEDULE F.				" " Thirteenth " " " Sixteenth " "	61 56		
Description of Course of Bostons Agent				V W II ON TO THE OWNER OF THE OWNER OWNER OF THE OWNER			
PAY-ROLLS AUDITED ON GENERAL REPAIRS ACCOU	JNT.			As per account with John M. Smith, Superintendent	TE JE		\$215
Dockbuilders, Laborers, and Watchmen.			No -	Pier at West Twenty-sixth street, North river		41.1	
two-weeks' rolls, to July 20, 1878	\$6,674 04		No. 2	" " Thirtieth " "	88 3r		
ren " October 26, 1878	5,124 74			" " Thirty-fourth " "	122 69	\$104 F2	
" " January 18, 1879				Bulkhead at West Thirty-sixth street, North river	92 24	\$104 73 60 50	
ren " April 26, 1879	4,040 18	\$10.484 27		Pier at West Fortieth street, North river	181 50		
			1	Bulkhead at West Fifty-second street, North river Pier at West Fifty-seventh street, North river	75		
-				" One Hundred and Thirty-first street, North river	9 15		
SCHEDULE C				As per account with James Fitzpatrick, Superintendent			260
SCHEDULE G.				, , , , , , , , , , , , , , , , , , , ,			165
BILLS AND CLAIMS AUDITED ON ANNUAL EXPENSE AC	CCOUNT.		No. 1		184 55		
Advertising.				" 51, "	297 75	\$10 50	
: World				" 52, "	637 99	101 96	1 44
rnal of Commerce				33,			
v York Tribunev York Staats-Zeitung			14-1-11	As per account with Wm. McConkey, Superintendent	1		112
w York Evening Express	18 00		NT.	Dies as Freet sines			
	86 40		No. 2	" 60. "	56 25	\$39 50	
v York Herald		\$347 05	-	" 62 (north half), East river. " at East Third street, East river.	4 90		
v York Herald	28 80	#34/ 05		" Twentieth street. East river	44 75	44 00	1
v York Heraldv York Star			Part Land	" Twenty-eighth street, East river	432 35	2 25	
w York Herald		بالأب		Dr. D. Wille attid " "			
w York Herald w York Star Office Rent and Contingent Expenses. omas C. Townsend	\$131 10			Pier at East Thirty-third " "			1
w York Herald W York Star Office Rent and Contingent Expenses. omas C. Townsend terson Brothers	\$131 10 8 30			" " Fifty-third " " " " " " " " " " " " " " " " " " "	182 79	13 75	
w York Herald	\$131 to 8 30 45 99 1,153 15			" "Fifty-third " " " Fifty-fourth " "	182 79 145 39	13 75 21 50	
w York Herald w York Star Office Rent and Contingent Expenses. omas C. Townsend tterson Brothers ickerbocker Ice Co icidentals: Cleaning, etc inhattan Real Estate Association	\$131 10 8 30 45 99 1,153 15 8,900 00			" "Fifty-third " " " "Fifty-fourth " " " Eighty-sixth " " One Hundred and Sixth street, Harlem river	4 00 182 79 145 39 12 39 72 63		
ow York Herald office Rent and Contingent Expenses. omas C. Townsend tterson Brothers ickerbocker Ice Co sidentals: Cleaning, etc inhattan Real Estate Association nes Watson	\$131 10 8 30 45 99 1,153 15 8,900 00			" "Fifty-third " " " "Fifty-fourth " " " Eighty-sixth " " " One Hundred and Sixth street, Harlem river. " One Hundred and Seventeenth street, " " One Hundred and Twenty-fifth street, Harlem river	182 79 145 39 12 39 72 63 1 64	21 50 4 36	
ow York Herald Office Rent and Contingent Expenses. Tomas C. Townsend Itterson Brothers Tickerbocker Ice Co Tidentals: Cleaning, etc Tinhattan Real Estate Association The Watson The Watson The Brothers	\$131 10 8 30 45 99 1,153 15 8,900 00 49 50 61 30			" "Fifty-third " " " "Fifty-fourth " " " Eighty-sixth " " One Hundred and Sixth street, Harlem river	182 79 145 39 12 39 72 63 1 64	21 50 4 36	136
ow York Herald W York Star. Office Rent and Contingent Expenses. Townsend Iterson Brothers Iterso	\$131 10 8 30 45 99 1,153 15 8,900 00 49 50 61 30 31 55 195 40			" "Fifty-third " " " "Fifty-fourth " " " Eighty-sixth " " " One Hundred and Sixth street, Harlem river	4 00 182 79 145 39 12 39 72 63 1 64	21 50 4 36	136
ew York Herald ew York Star. Office Rent and Contingent Expenses. homas C. Townsend atterson Brothers nickerbocker Ice Co.	\$131 to 8 30 45 99			" "Fifty-third " " " Fifty-fourth " "	182 79 145 39	21 50	
w York Herald w York Star. Office Rent and Contingent Expenses. omas C. Townsend. tterson Brothers ickerbocker Ice Co. identals: Cleaning, etc inhattan Real Estate Association nes Watson. derick C. Bush. in J. McCarthy.	\$131 10 8 30 45 99 1,153 15 8,900 00 49 50 61 30 31 55			" "Fifty-third " " " "Fifty-fourth " " " Eighty-sixth " " " One Hundred and Sixth street, Harlem river. " One Hundred and Seventeenth street, " " One Hundred and Twenty-fifth street, Harlem river	182 79 145 39 12 39 72 63 1 64	21 50 4 36	136
W York Herald W York Star Office Rent and Contingent Expenses. omas C. Townsend terson Brothers ickerbocker Ice Co identals: Cleaning, etc inhattan Real Estate Association terson Watson derick C. Bush n J. McCarthy	\$131 10 8 30 45 99 1,153 15 8,900 00 49 50 61 30 31 55 195 40			" "Fifty-third " " " "Fifty-fourth " " " Eighty-sixth " " " One Hundred and Sixth street, Harlem river. " One Hundred and Seventeenth street, " " One Hundred and Twenty-fifth street, Harlem river	4 00 182 79 145 39 12 39 72 63 1 64	21 50 4 36	136

RENT ROLL, showing the occupancy, on May 1, 1879, of all Corporation Wharf Property under Leases and Permits of the Department of Docks, inclusive of all Leases Sold within the Year by Public Sale, and of all Leases and Permits terminated during the Year then ended.

			RE	ENT.			
PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	Leases, etc., Terminated.	Leases etc., in force on and after May 1, 1879.	RIGHT OF TENANCY.		
North River. erth at Pier New 1 xtension to bulkhead between Piers 3 and 6, and widening Piers 4 and 5. latforms at bulkheads between Piers 6 and 8. orth half Pier 12, Pier 13, and bulkhead between tension to Pier 13. retriand half bulkhead southerly buth half Pier 14 and bulkhead adjoining buth half Pier 14 and bulkhead adjoining buth half Pier 18 and part bulkhead adjoining afform between Piers 18 and 10, etc.	Union R. R. & Transportation Co. N. Y. & Baltimore Transportation Line. Russell Sturgis. Appleton Sturgis. Francis S. Lathrop Francis S. Lathrop Central R. R. Co. of New Jersey Associates of the Jersey Co. Delaware, Lackawanna & Western R. R. Co.	May 1, 1872, to May 1, 1883 At pleasure of the Board Aug. 1, 1869, to Aug. 1, 1879 Aug. 1, 1873, to Aug. 1, 1879 Aug. 1, 1879, to Aug. 1, 1884 Aug. 1, 1870, to Aug. 1, 1884 May 1, 1876, to May 1, 1881 May 1, 1876, to May 1, 1885 May 1, 1878, to 3 mos. notice		\$12,500 per ann. 300 " 14,750 " 750 " 3,000 " 15,000 " 10,010 " 7,510 "	By Resolution, April 24, 1878. By Resolution, April 30, 1873. By Resolution, January 2, 1878. By Commissioners of the Sinking Fund, May 31, 1869. By Resolution, June 12, 1873. By Publ c Sale, March 13, 1879. By Public Sale, March 7, 1876. By Public Sale, March 7, 1876. By Public Sale, March 7, 1876. By Resolution, March 6, 1878. By Resolutions, May 15, 1873, and December 15, 1875.		

			Rent.		
Property.	Lessee or Occupant.	TERM OF TENANCY.	Leases, etc., Terminated.	Leases, etc., in force on and after May 1, 1879.	RIGHT OF TENANCY.
North River.		V 200			
Pier 20 and bulkhead southerly	Francis MacDonald	June 15, 1874, to 3 mos. notice		2,500 " 2,000 "	By the Mayor, etc., lease dated December 6, 1867. By Resolition, March 11, 1874. By Commissioners of the Sinking Fund, lease dated December 17, 1869.
Pier 21. Extension to Pier 21. South half Pier 22 and bulkhead adjoining	Francis MacDonald	June 15, 1874, to Feb. 1, 1880			By Commissioners of the Sinking Fund, May 31, 1869. By Resolution, March 11, 1874. By Public Sale, June 10, 1875.
South half Pier 22 (sometimes named 23), and bulk- head adjoining South half Pier 29.	Stephens & Condit Transportation Co	June 1, 1878, to June 1, 1881 Feb. 1, 1870, to Feb. 1, 1880		2,910 per ann. 7,500 "	By Commissioners of the Sinking Fund, lease dated January
North half Pier 29				7,500 "	18, 1870. By Commissioners of the Sinking Fund, lease dated January 18, 1870. By resolution, February 9, 1871.
Pier 30 Pier 32 and one-half of bulkhead on each side thereof	Pavonia Ferry Co	At pleasure of the Board		15,000 "	(Holding over till completion of new work.)
Pier 31 and one-half of bulkhead on each side thereof Platforms on each side of Pier 32 at bulkhead South half Pier 33 and half bulkhead adjoining	Erie Railway Co. (Assignee)	At pleasure of the Board		1,500 "	By Resolution, September 1, 1873. By Resolution, April 6, 1876.
Platform north side Pier 33. North half Pier Old 34. Platform south side Pier Old 35. Pier Old 35	Providence & Stonington Steamship Co	At pleasure of the Board At pleasure of the Board		350 " 7,050 "	By Resolution, August 1, 1872. (Holding over under Lease, by Public Sale, March 14, 1878.) By Resolution, September 19, 1872.
Pier Old 35	Homer Ramsdell	May 1, 1869, to May 1, 1879 May 1, 1879, to removal for	9,000 "	15,000 per ann.	By the Mayor, etc., lease dated May 1, 1869. By Resolution, November 27, 1878. By Resolution, May 3, 1878.
Spur North side Pier Old 35. Platform south side Pier Old 36. Pier Old 36. Pier Old 36.	North River & N. Y. Steamboat Co. Bogert & Morgan, Agents Bogert & Morgan, Agents (Assignees). Bogert & Morgan, Agents (Assignees).	Terminated April 30, 1879 At pleasure of the Board Feb. 1, 1870, to Feb. 1, 1880 Feb. 1, 1880, to removal for	100 per ann.	250 per ann. 8,609.60 "	By Resolution, May 3, 1878. By Fesolution, August 8, 1877. By Commissioners of the Sunking Fund, May 31, 1869.
	Old Dominion Steamship Co			15,000 "	By Resolution, November 27, 1878. By Commissioners of the Sinking Fund, May 31, 1869.
Platform on each side of Pier Oid 37	Old Dominion Steamship Co Pennsylvania R. R. Co. (Assignee)	Terminated April 30, 1870.	2,500 per ann.	15,000 per ann. 18,000 per ann.	By Resolution, August 14, 1878. By Resolutions, February 20 and July 21, 1873. (Holding over under Lease, by Commissioness of the Sinking
Bulkhead south of Pier Old 39 Platform at bulkhead south of Pier Old 39 Pier Old 30	Harvey P. Farrington. Harvey P. Farrington. Henry Smith	Aug. 1, 1869, to May 1, 1879 May 1, 1873, to May 1, 1879 May 1, 1860 to May 1, 1870	300 per ann.		Fund, May 31, 1869.) By Commissioners of the Sinking Fund, May 31, 1869. By Resolution, October 10, 1872. By the Mayor, etc., Lease dated May 1, 1869.
Pier Old 39	Associates of the Jersey Co. and A. Van Santvoord and H. P. Farrington	May 1, 1879, to removal for	10,500 "	15,000 per ann.	By Resolution, November 27, 1878.
Pier Old 40 and bulkhead northerly	New Jersey R. R. & Transportation Co	May 1, 1873, to May 1, 1883 May 1, 1875, to May 1, 1883	4 STO DET AND	1,000 "	By Resolution, Movember 2, 1871. By Resolution, March 14, 1873. By Public Sale, April 21, 1876.
Pier New 34 and one-half bulkhead each side Pier New 35 and bulkhead northerly (formerly	Edgar W. Youmans	Sept. 1, 1874, to Sept. 1, 1884		4,500 per ann. 45,000 "	By Public Sale, March 13, 1879. By Resolution, July 23, 1874.
Old 43) Pier New 37 (formerly Old 45) Bulkhead between Piers New 37 and New 38	John G. Dale, Agent			22,500 " 8,500 " 1,000 "	By Resolution, April 24, 1873, By Commissioners of the Simking Fund, May 31, 1869. By Resolution, June 28, 1876. By Resolutions, April 26, 1876, and January 30, 1878.
South half of bulkhead and of slip, north side of Pier	Williams & Guion Francis W. J. Hurst (National S. S. Co., Limited) Cupard Steamship Co. (Limited)	May 1, 1879, to May 1, 1889		30,000 "	By Resolutions, April 26, 1876, and January 30 and July 17, 1878. By Resolutions, April 26, 1876, and April 29, 1878.
New 40		of pier			By Resolutions, May 22 and July 24, 1878.
Bulkhead and slip between Piers New 43 and	Central R. R. Co. of New Jersey Knickerbocker Ice Co. Compagnie Générale Transatlantique	Nov. 1, 1876, to Nov. 1, 1886		7,500 per ann. 8,000 " 30,000 "	By Resolution, April 26, 1876. By Commissioners of the Sinking Fund, May 31, 1869. By Resolution, February 18, 1875.
Piers New 44 and New 45 bulbhead between and	Hoboken Land & Improvement Co			15,000 "	By Resolution, February 2, 1874. By Resolution, December 4, 1873.
Pier New 45. Pier New 47 and bulkhead southerly. Bulkhead along easterly side of approach to Piers New 46 and New 47.	Oceanic Steam Navigation Co. Thomas Henderson. Alexander Mason. Alexander Mason.	1	- 1	20,000 " 4,500 "	By Resolutions, May 15 and 22, and July 10, 1878. By Public Sale, March 14, 1878.
Bulkhead south of Pier 54	Henry Miller, Jr.	May 1, 1878, to May 1, 1881 May 1, 1878, to May 1, 1881		1,000 " 6,000 " 3,000 "	By Public Sale, March 14, 1878. By Public Sale, March 14, 1878. By Public Sale, March 14, 1878.
line of West street. Bulkhead at Bank street.	Knickerbocker Ice Co			4,500 " 300 "	By Public Sale, March 13, 1879. By Public Sale, April 22, 1878.
Bath) Pier at Jane street Pier at Horatio street Pier at Gansevoort street	Decker & Rapp. William G. Schenck.	May 1, 1878, to May 1, 1881 May 1, 1878, to May 1, 1881 May 1, 1878, to May 1, 1881 Leb 1, 1874, to Feb. 1, 1879	3,250 per ann.	375 " 895 " 75° "	By Public Sale, March 14, 1878. By Public Sale, March 14, 1878. By Public Sale, March 14, 1878. By Resolution, February 12, 1874.
if required by new Public Market)	Daniel Shea	May 1 1820 to May 1 1880		1,500 per ann. 1,250 "	By Public Sale, April 28, 1879. By Public Sale, March 14, 1878.
	Drew & Bucki	May 1, 1878, to May 1, 1881		510 "	By Public Sale, March 14, 1878. By Public Sale, March 14, 1878.
North half Pier at 13th street	A. C. Cheney, President.	May 1, 1878, to May 1, 1881		750 " 500 " 500 "	By Public Sale, April 15, 1878. By Resolution, November 1, 1876. By Public Sale, March 14, 1878. By Public Sale, March 14, 1878.
Pier at 16th street	A. C. Cheney A. C. Cheney Monketten Gas light Co	May 1, 1878, to May 1, 1881		905 " 700 " 2,000 "	By Public Sale, March 14, 1878. By Public Sale, March 14, 1878. By Public Sale, March 14, 1878. By Public Sale, March 14, 1878.
Bulkhead at 19th street	Edgar W. Youmans. Knickerbocker Ice Co.	May 1, 1876, to May 1, 1881 May 1, 1876, to May 1, 1879 May 1, 1876, to May 1, 1886	255 per ann.	2,000 " 1,505 per ann. 1,410 "	By Public Sale, March 14, 1878. By Public Sale, April 21, 1876. By Public Sale, April 21, 1876. By Public Sale, April 21, 1876.
Bulkhead at 23d street	A. Van Santvoord	June 20, 1876, to May 1, 1886 Terminated April 30, 1879	50 per ann.	250 "	By Resolution, May to, 1876. (Holding over under lease by Commissioners of the Sinking Fund, expired May 1, 876.)
Bulkhead at 23d street, with land under water covered by ferry platform. Platform north of ferry at 23d street Pier at 24th street.	Twenty-third Street Railway Co	May 1, 1879, to May 1, 1881 At pleasure of the Board		500 per ann.	By Public Sale, April 28, 1879. By Resolutions, May 2 and 15, 1877, and October 23, 1878. By Public Sale, April 15, 1878.
Pier at 25th street	C. T. Van Santvoord, Agent	May 1, 1878, to May 1, 1881 May 1, 1878, to May 1, 1881 May 1, 1878, to May 1, 1881		4,000 " 1,500 " 750 "	By Public Sale, March 14, 1878. By Public Sale, April 22, 1878.
boat) Pier at 30th street Site for Pier at 33d street	Thomas Fitzpatrick	May 1, 1876, to May 1, 1879 May 1, 1878, to May 1, 1881 Nov. 1, 1873, to Nov. 1, 1883	390 per ann.	1,800 per ann. 5,000 "	By Public Sale, March 7, 1876. By Public Sale, April 22, 1878. By Resolution, September 13, 1873. By Public Sale, March 14, 1878.
Pier at 34th street. Pier at 35th street (borth for ice barge) Pier at 35th street (float south side) Pier at 35th street (except reservation for bath)	Scott & Co. A. V. Canfield Michael Mooney. Scott & Co.	May 1, 1873, to Nov. 1, 1883 May 1, 1878, to Nov. 1, 1881 Terminated Sept. 15, 1878 Terminated Oct. 22, 1878	75 per mo.	3,020 " 2,900 per ann.	By Resolution, May 8, 1878. By Resolution, May 15, 1878. By Public Sale, March 13, 1879.
Float at 36th street Pier at 37th street Pier at 40th street	Charles P. Martin Thomas Gaynor Jas. McClenahan	May 1, 1879, to May 1, 1880 Terminated April 30, 1879 May 1, 1876, to May 1, 1879 May 1, 1878, to May 1, 1881 At pleasure of the Board	50 per ann. 930 "	1,500 per ann.	By Resolution, May 23, 1877. By Public Sale, March 7, 1876. By Public Sale, April 15, 1878.
Extension to Pier at 43d street Pier at 46th street (berth for ice barge) Pier at 46th street.	Knickerbocker Ice Co Mutual Benefit Ice Co John H. Benner Thomas Fitzpatrick.	At pleasure of the Board Terminated Aug. 1, 1878 Aug. 1, 1878, to May 1, 1881 May 1, 1878, to May 1, 1881 Terminated Dec. 4, 1878	75 per mo.	1,610 per ann.	By Resolutions, September 25 and November 21, 1873. By Resolutions, May 3 and 29, 1878. By Public Sale, July 25, 1878.
Pier at 47th street (except reservation for dump) Pratform at 50th street Bulkhead at 52d street	James Gillies	May 1, 1070, to May 1, 1881		750 " 1,500 per ann. 365 "	By Public Sale, April 22, 1878. By Resolution, April 15, 1875. By Public Sale, April 15, 1876. By Public Sale, April 28, 1870.
Pier at 55th street. Pier at 55th street.	Western Union Telegraph Co	May 1, 1879, to May 1, 1882 May 1, 1876, to May 1, 1879 May 1, 1879, to May 1, 1880 May 1, 1878, to May 1, 1879	1.070 per ann.	600 per ann.	By Public Sale, April 15, 1878. By Public Sale, April 28, 1879. By Public Sale, April 28, 1879. By Public Sale, March 7, 1876. By Public Sale, March 13, 1879. By Public Sale, April 15, 1878. By Public Sale, March 13, 1879.
Pier at 57th street. Site for Pier at 59th street Land under water, between 60th and 65th streets (for erection of two piers)	Frederick Schecker N. Y. Central & Hudson R. R. R. Co. N. Y. Central & Hudson R. R. R. Co.	May 1, 1879, to May 1, 1880 Nov. 1, 1877, to Nov. 1, 1887		1,525 per ann. 1,000 " 5,000 "	By Public Sale, March 13, 1879. By Resolutions, August 16, 1876, and November 7, 1877. By Resolution, June 22, 1874.
Pier at 79th street (except reservation for city ma- terial)	James Slattery	May 1, 1876, to May 1, 1879	260 per ann.		By Public Sale, March 7, 1876.
Pier at 96th street Pier at 129th street (except reservation for dump). Bulkhead between southerly line of 130th street and	Thomas Fitzpatrick (2d)	May 1, 1879, to May 1, 1882 May 1, 1878, to May 1, 1881 May 1, 1878, to May 1, 1881		400 per ann. 115 " 250 "	By Public Sale, March 13, 1879. By Public Sale, April 15, 1878. By Public Sale, April 15, 1878.
Bulkhead between southerly line of 130th street and pier at 131st street		May 1, 1878, to May 1, 1881 June 1, 1875, to June 1, 1878	100 per ann.	250 "	By Public Sale, April 15, 1878. By Public Sale, June 10, 1875.
taining wall. Pier at 152d street.	Theodore F. Tone	June 1, 1878, to June 1, 1881 May 1, 1878, to May 1, 1881		750 per ann. 25 "	Py Public Sale, April 15, 1878. By Public Sale, March 14, 1878.
East River. Pier 1 and 81½ feet bulkhead easterly	John H. Starin (Assignee)	May 1, 1874, to May 1, 1884		10,000 "	By Resolution, January 19, 1874.
Bulkhead, etc., west of Pier I	N. Y. Central & Hudson R. R. R. Co	Nov. 1, 1877, to Nov. 1, 1882		4,200 " 6,010 "	By Public Sale, October 25, 1877. By Public Sale, March 7, 1876. By Resolutions, May 10 and 16, and June 28, 1876.
Platform at bulkhead, between Piers 4 and 5, etc	N. Y. Central & Hudson R. R. R. Co	May 1, 1876, to May 1, 1886	••••••	800 "	By Resolutions, May 10 and 16, and June 28, 1876.

			RENT.		Market 1
Property.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	Leases, etc., Terminated.	Lease etc., in force on and after May 1, 1879.	RIGHT OF TENANCY
East half Pier 5, west half pier 6, and bulkhead between East half Pier 6 and bulkheads adjoining. Pier 7. West half Pier 8 and bulkheads adjoining. West half Pier 12 and bulkhead adjoining. East half Pier 13, except outer end. East half Pier 18, except outer end. Bulkhead and platform between Piers 18 and 19. West half Pier 19. Bulkhead between Piers 20 and 21. Platform south of Pier 20. East half Pier 20. East half Pier 20. Bulkhead between Piers 20 and 21. West half Pier 21. One-half of east half Pier 22, one-half of west half Pier 23 and bulkhead between, with appurte-	N. Y. Central & Hudson R. R. R. Co. John H. Starin. N. Y., Lake Erie & Western R. R. Co. Erie Railway Co. (Assignee) David Whipple (Assignee). William D. Morgan (Assignee). William D. Morgan John E. Stow (Assignee). West India Fruit Dealers' Association. C. H. Mallory & Co. C. H. Mallory & Co. C. H. Mallory & Co. Henry H. Huelat. Thomas O'Rorke.	May 1, 1878, to May 1, 1886 May 1, 1878, to May 1, 1881 Feb. 1, 1876, to May 1, 1881 May 1, 1876, to May 1, 1881 May 1, 1876, to May 1, 1879 May 1, 1876, to May 1, 1879 May 1, 1878, to May 1, 1881 May 1, 1876, to May 1, 1879 At pleasure of the Board Aug. 15, 1873, to Aug. 15, 1878 Aug. 15, 1878, to Aug. 15, 1878 May 1, 1878, to May 1, 1882 May 1, 1878, to May 1, 1882	6,250 per ann. 8,000 per ann.	4,000 per ann. 250 " 4,500 " 200 per ann.	By Public Sale, March 7, 1876. By Public Sale, April 15, 1878, and Resolution, Feb. 12, 1879. By Public Sale, April 22, 1878. By Public Sale, April 27, 1876. By Public Sale, March 14, 1878. By Public Sale, March 13, 1876. By Public Sale, April 15, 1878. By Public Sale, April 15, 1878. By Public Sale, March 14, 1878, By Public Sale, March 14, 1878, By Public Sale, March 17, 1876. By Resolution, March 27, 1878. By Resolution, July 3, 1873. By Public Sale, March 14, 1878. By Public Sale, March 14, 1878. By Public Sale, March 13, 1879. By Public Sale, March 13, 1879. By Public Sale, March 14, 1878.
nances Outer half east side Pier 22 Outer half east side Pier 22 Outer end of west half Pier 23 Outer end of west half Pier 24 East half Pier 25 and half bulkhead adjoining. West half Pier 25 and half bulkhead adjoining. East half Pier 25, west half Pier 26 and bulkhead between. East half Pier 25, west half Pier 26 and bulkhead between	Fulton Market Fish-mongers' Association. Morrisania Steamboat Co. Morrisania Steamboat Co. John H. Lynch. John H. Lynch. John H. Lynch. Hartford and New York Steamboat Co. New Haven Steamboat Co. New Haven Steamboat Co. New Haven Steamboat Co.	. May 1, 1876, to May 1, 1879 May 1, 1879, to May 1, 1882 June 1, 1875, to June 1, 1879 June 1, 1878, to June 1, 1879 June 1, 1879, to June 1, 1882 May 1, 1876, to May 1, 1881 May 1, 1876, to May 1, 1881	2,750 per ann. 2,310 per ann. 4,250 per ann.	1,500 per ann. 2,020 for term. 2,125 per ann. 5,710 " 5,510 "	By Public Sale, March 18, 1879. By Public Sale, March 7, 1876. By Public Sale, March 13, 1879. By Public Sale, Murch 13, 1879. By Public Sale, March 14, 1878. By Public Sale, March 13, 1879. By Public Sale, March 13, 1879. By Public Sale, March 7, 1876. By Public Sale, March 7, 1876. By Commissioners of the Sinking Fund, May 31, 1869.
Bulkhead and slips east of wharf property of the Bridge Company at Roosevelt street. East half Pier 31, west half Pier 32 and hulkhead between. East half Pier 33, west half Pier 34 and bulkhead between. Platform between Piers 35 and 36. Widening east side and extension Pier 36. Pier 37 and part bulkhead on each side, except the dump. Pier 38 and half bulkhead westerly. Platform between Piers 38 and 39.	New York Ferry Co. East River Ferry Co. Philadelphia & N. Y. Steam Navigation Co S. F. Shortland & Brother. George H. Penniman	June 14, 1878, to Nov. 1, 1882 May 1, 1878, to May 1, 1883 May 1, 1876, to May 1, 1881 At pleasure of the Board Nov. 1, 1878, to May 1, 1880 May 1, 1875, to May 1, 1880		10,000 " 2,500 " 10,110 " 50 " 700 " 3,000 " 7,510 "	By Public Sale, March 13, 1879. By Public Sale, June 14, 1878. By Public Sale, April 19, 1878. By Public Sale, March 7, 1876. By Resolution, May 2, 1877. By Public Sale, December 16, 1878. By Resolution, October 1, 1874. By Public Sale, March 7, 1876.
Pier 40 and half bulkhead easterly. Platform east of Pier 40 Pier 41 and part bulkhead each side. Pier 41 and part bulkhead each side. One-ninth part Pier 42. One-ninth part Pier 42. Pier 43, except inner half west side. Pier 44 and bulkhead westerly. Pier 46. Pier 48. Platform between Piers 50 and 51. Fast half Pier 50, and 10 bulkhead.	Phelps Brothers & Co. N. Y. Alexandria & Washington Steamship Co. N. Y. Alexandria & Washington Steamship Co. William F. Buckley. William F. Buckley. Joseph Cooper. Alexander Mason. Joseph V. Brown. Thomas C. Burke. Harlem River & Port Chester R. R. Co.	May 1, 1877, to May 1, 1882 Feb. 1, 1879, to May 1, 1882 May 1, 1870, to May 1, 1879 May 1, 1876, to May 1, 1879 May 1, 1876, to May 1, 1879 May 1, 1876, to May 1, 1881 May 1, 1878, to May 1, 1881 May 1, 1878, to May 1, 1881 May 1, 1878, to May 1, 1881 May 1, 1876, to May 1, 1881 At pleasure of the Board	5,505 per ann. 251 per ann.	5,500 per ann.	By Resolution, June 16, 1875. By Rublic Sale, March 7, 1876. By Rublic Sale, March 12, 1877. By Public Sale, April 21, 1876. By Public Sale, April 21, 1876. By Public Sale, April 21, 1876. By Public Sale, March 13, 1879. By Public Sale, March 13, 1879. By Public Sale, April 15, 1878. By Public Sale, April 15, 1878. By Public Sale, April 15, 1878. By Public Sale, April 75, 1878. By Public Sale, March 7, 1876. By Resolution, May 7, 1874.
(except outer end of pier). South half Pier 55 (except outer end), and about 54 feet bulkhead adjoining. Outer end Pier 55. North half Pier 56, south half Pier 57, and bulkhead between. North half Pier 56, south half Pier 57, and bulkhead between.	James W. Boyle William H. Wood.	Nov. 1, 1874, to Nov. 1, 1879 Nov. 1, 1879, to Nov. 1, 1882 Terminated April 30, 1879 May 1, 1876, to May 1, 1879 May 1, 1879, to May 1, 1882	500 per ann. 2,255 "	1,500 per ann.	By Public Sale, March 13, 1879. By Public Sale, March 7, 1876. By Public Sale, April 28, 1879. By Resolution, November 4, 1874. By Public Sale, April 28, 1879. By Resolution, April 8, 1875. By Public Sale, March 7, 1876. By Public Sale, March 13, 1879.
South half Pier 59 and half bulkhead adjoining South half Pier 59 and half bulkhead adjoining Bulkhead (188 feet) on Tompkins street, north of Rivington street. Pier 60 and bulkhead westerly from north side to Tompkins street Pier 61 and 55 feet bulkhead northerly (except	James R. Klots. Joseph V. Brown Isaac Fowler Mutual Benefit Ice Co.	June 1, 1878, to June 1, 1878 June 1, 1875, to June 1, 1878 June 1, 1878, to June 1, 1881 May 1, 1877, to May 1, 1880 May 1, 1878, to May 1, 1881		1,000 per ann. 1,000 per ann. 400 " 1,850 " 1,250 " 600 " 2,000 per ann.	By Public Sale, June 10, 1875. By Public Sale, March 14, 1878. By Public Sale, June 10, 1875. By Public Sale, March 14, 1878. By Public Sale, March 12, 1877 By Public Sale, March 14, 1878. By Public Sale, March 14, 1878. By Public Sale, April 15, 1878. By Public Sale, April 15, 1878. By Resolutions, April 16 and December 12, 1874.
Site for Pier, 130 feet south of Houston street Berth north side, Pier at 3d street. Berth north side, Pier at 3d street. Pier at 5th street (except dump and berth for Bath). Pier at 5th street (except reservations for Bath and dump). Bulkhead at 14th street. Bulkhead at 15th street Bulkhead at 15th street Bulkhead at 15th street. Bulkhead at 25th street.	Nassau Ferry Co	May 1, 1879, to May 1, 1894 During summer season 1878. Terminated March 31, 1879. May 1, 1876, to May 1, 1879	500 for term 75 per mo. 405 per ann. 525 per ann.	(for first 5 years) 300 per ann. 800 per ann. 600 " 600 "	By Public Sale, December 16, 1878. By Resolution, January 8, 1879. By Resolution, April 24, 1878. By Resolutions, March 27 and August 14, 1878 By Public Sale, April 21, 1876. By Public Sale, March 13, 1879. By Public Sale, March 14, 1878. By Public Sale, March 14, 1878. By Public Sale, April 21, 1876. By Public Sale, March 13, 1879. By Public Sale, March 13, 1879. By Resolution, October 3, 1877.
berth for Schoolship) Pier at 23d street (except reservations outer end and berth for Schoolship) Outer end Pier at 23d street. Bulkhead north of 23d street. Bulkhead between 23d and 24th streets. Bulkhead south of 24th st., north of ferry premises. Pier at 25th street. Pier at 25th street. Pier at 28th street. Bulkhead at 32d street Bulkhead at 33d street. Outer end Pier at 33d street.	Joseph V. Brown. N. Y. and Manhattan Beach Railway Co. Morrisania Steamboat Co. Greenpoint Ferry Co. Chas. E. Heuberer & Co. Joseph V. Brown. Heinrich A. Tiedemann Edwin L. Carpenter. Thomas Fitzpatrick John W. Manning. Knickerbocker Ice Co L. I. North Shore Passenger and Freight Transportation Co.	May 1, 1879, to May 1, 1882 Terminated April 30, 1879 Aug. 1, 1877, to Aug. 1, 1882 June 1, 1875, to June 1, 1878 June 1, 1876, to May 1, 1881 May 1, 1876, to May 1, 1882 May 1, 1879, to May 1, 1882 May 1, 1877, to May 1, 1882 May 1, 1878, to May 1, 1881	1,020 per ann. 1,010 per ann.	2,850 per ann. 2,501 per ann. 600 per ann. 1,100 " 45 " 900 "	By Public Sale, April 21, 1876. By Public Sale, March 13, 1879. By Resolution, April 8, 1875. By Public Sale, October 11, 1877. By Public Sale, June 10, 1875. By Public Sale, April 15, 1878. By Public Sale, April 18, 1876. By Public Sale, April 28, 1879. By Public Sale, March 13, 1879. By Public Sale, March 12, 1877. By Public Sale, March 14, 1878.
Bulkhead at 35th street. Bulkhead at 36th street (except reservation for public bath). Pier at 37th street (except reservation for dump). Bulkhead at 36th street. Bulkhead at 39th street. Bulkhead at 43d street Bulkhead at 43d street Steefor dump, at 45th street (for stone dump).	East River Ferry Co. Garret L. Schuyler Popham & Co. John Nesbit. Isaac Fowler. Watrous & Willson Watrous & Willson John Ahsbahs Michael Kane. Joseph Gallagher	May 1, 1878, to May 1, 1881 Terminated April 30, 1879. May 1, 1879, to May 1, 1881 To terminate Sept. 1, 1879. Sept. 1, 1879, to Sept. 1, 1881 Terminated Nov. 30, 1878.	100 per ann.	2,000 per ann. 235 " 130 " 500 " 400 " 150 per ann. 100 " 200 "	By Commissioners, April 1, 1879. By Public Sale, September 6, 1877. By Public Sale, March 12, 1877. By Public Sale, March 12, 1877. By Public Sale, March 14, 1878. By Public Sale, April 15, 1878 By Resolution, November 7, 1877. By Public Sale, April 28, 1879. By Resolution, September 26, 1877. By Public Sale, April 28, 1879. By Resolution, June 15, 1877. By Public Sale, March 13, 1879.
Extension to bulkhead at 47th street Bulkhead at 48th street Bulkhead at 49th street (for stone dump) Bulkhead and stone dump at 49th street Bulkhead at 51st street Site for Pier at 51st street Pier at 53d street. Pier at 53d street. Site for bulkhead between 56th and 57th streets Site for bulkhead between 56th and 57th streets. Site for bulkhead between 56th and 57th streets.	Michael Kane Owens & Co. Thomas B. Tweddle. George W. Powe & Co. Charles H. Longstreet (Assignee) Morrisania Steamboat Co. C. H. Eldridge Chas. H. Eldridge and C. H. Warren Mutual Benefit Ice Co. Schmitt & Koehne abez A. Bostwick Ohn Fagan Chrentened Brothers	May 1, 1879, to May 1, 1882 Terminated April 30, 1879 Terminated April 30, 1879 May 1, 1878, to May 1, 1881 Terminated April 30, 1879 May 1, 1879, to May 1, 1881 July 1, 1879, to May 1, 1887 July 1, 1877, to July 1, 1887 Jan. 1, 1878, to July 1, 1887 May 1, 1878, to Dec. 1, 1878 Dec. 1, 1878, to May 1, 1882 May 1, 1879, to May 1, 1882 At pleasure of the Board. At pleasure of the Board. At pleasure of the Board.	400 per ann. 300 "" 300 per ann. 250 for term.	150 per ann. I 300 per ann. I 305 " 50 " I 600 per ann. I 500 " I	By Resolution, October 17, 1877. By Resolution, October 17, 1877. By Public Sale, March 14, 1878. By Public Sale, March 14, 1878. By Public Sale, April 28, 1879. By Public Sale, June 6, 1877. By Resolution, December 19, 1877. By Resolution, March 27, 1878. By Public Sale, July 25, 1878, and Resolution, April 2, 1879. By Public Sale, March 12, 1879. By Public Sale, March 12, 1879. By Resolution, April 27, 1877. By Resolution, March 27, 1877. By Resolution, March 27, 1877. By Resolution, March 28, 2877. By Resolution, March 29, 210 December 24, 1878.
Site for platform between 79th and 80th streets Melikhead at 86th street	ohn Fagan. Shrenreich Brothers Seidlinger, Schmidt & Co. Veidlinger, Schmidt & Co. I-lomas Patten. rank E. Wise. Murphy & Nesbit. L. J. Lusk.	May 1, 1878, to termination of occupancy of upland May 1, 1879, to May 1, 1880		50 " H 100 " H 350 " H 300 for term H	Resolution, September 15, 1875. By Resolution, April 24 and December 24, 1878. By Resolution, May 28, 1774. By Resolution, November 21, 1877. By Public Sale, April 22, 1878. By Public Sale, March 13, 1879. By Public Sale, July 12, 1878.
Pier at 117th street. Jr. Pier at 120th street. Hrein at 120th street. Hrein or platform at 120th street. Herth for float, north side, Pier at 125th street. Elight to moor floats at steps each end of Third	ames P. Minster larlem & N. Y. Navigation Co	At pleasure of the Board		25 per qr	By Public Sale, April 21, 1876. By Public Sale, March 13, 1879. By Public Sale, April 21, 1876. By Public Sale, March 13, 1879. By Public Sale, March 14, 1878. By Public Sale, March 14, 1878.

REPORT OF THE ENGINEER-IN-CHIEF.

DEPARTMENT OF DOCKS, 117 AND 119 DUANE STREET, OFFICE OF THE ENGINEER-IN-CHIEF, NEW YORK, May 1, 1879.

EUGENE T. LYNCH, Esq., Secretary of the Board of Docks:

SIR-I have the honor to submit, for the consideration of the Board of Commissioners governing this Department, the following report of the several works under my supervision during the year ending April 30, 1879:

BATTERY SECTION.

Embracing the Boat Landing, Pier, new I, North river, and about eighty feet north of Pier,

Pier, new I, North river. - Early in May last the Abbott Asphalt Paving Company commenced

Pier, new I, North river.—Early in May last the Abbott Asphalt Paving Company commenced to lay an asphalt pavement upon this pier.

The compound of asphalt, sand, etc., of which asphalt pavements are composed, being mixed in proportions and in manner which are not made public by the various companies which lay them, I did not deem it expedient to attempt detailed specifications as to proportions of ingredients, method of mixing and laying, etc., but made a general requirement that the pavement when completed should be equal in all respects to that laid in this city on Fifth avenue, near the Worth Monument. The pavement was laid by the company in their own way, and after some trials and changes by them, was finally opened to traffic June 8, 1878. It did not prove satisfactory during the hot days of summer, in that the wheels of heavily loaded wagons and carts sank into it, sometimes to the days of several inches. The holes thus made were required or filled up by the company from time depth of several inches. The holes thus made were repaired or filled up by the company from time to time, but the pavement has not yet been accepted as satisfactory or in accordance with the

The Department of Public Works placed twelve lamps on the pier in June last, being assisted by this Department in the fastening and protection of the posts. The pointing and finishing of all the arches on their under side has been completed.

Boat Landing.—Four large ornamental lamps, consisting of a granite pedestal surmounted by galvanized iron posts, have been placed around the boat landing, and a galvanized iron railing has been placed on the coping on each side of the steps of the landing. An asphalt walk, of the same material as that of the pavement of the pier, has been laid by the same company, opposite the steps and along the coping.

CHAMBERS STREET SECTION.

Extending from the north side of Pier 29, northwardly 560 feet.

The bulkhead or river wall on this section, for which a piling foundation was in progress at the date of my last Annual Report, has been completed, and the space in rear of the wall filled in for a distance of 167 feet.

a distance of 167 feet.

A platform for ferry purposes, 160 feet wide, measured on the line of the wall, has been built in front of this wall. The New York, Lake Erie & Western Railway Company have built ferry houses, offices and racks upon and in front of this platform, and have moved all of their passenger and ferry business from the old ferry on the northerly side of Pier, old 30, to this new location. The ferry boats commenced running to the new racks on February 13, 1879.

The old ferry racks and deck of Pier, old 30, were removed, and the material saved for repairs and other uses by the Department.

Ross and Sanford, contractors for removing Pier, old 30, and building Pier, new 20, have removed the piling, etc., of Pier, old 30, and the Union Dredging Company is now engaged in dredging for Pier, new 20, and the continuation of the wall to the northward.

CANAL STREET SECTION.

Extending from 2.14 feet north of the south side of Pier, new 35, southwardly to about the centre of the slip between Piers, old 41 and 42.

Length	of piling for the year	0.00	feet;	to date,	441.20	feet.
	base blocks for the year			66	383.94	
66	"E" course of granite for the year	21.34	66	"	334.95	"
66	wall completed for the year	10.35	**	66	312.83	4.6
Equival	lent length of completed wall for the year	3.16	"	**	373.89	44
Th	e wall at the northerly end of this section has been completed	fully	y to i	ts north	erly line	by

laying the necessary granite and coping The plank approach to Pier, new 34, has been twice relaid and repaired during the year.

SPRING STREET SECTION.

Extending from 2.14 feet north of the south side of Pier, new 35, northwardly to the centre of the slip between Piers, new 35 and 36.

Length o	f piling for the year	0.00	teet;	to date,	124.19	feet.	
"	base blocks for the year	0.00	6.6		121.22	66	
66	"E" course of granite for the year	4.94	"	66	84.94 59.86	"	
44	wall completed for the year5			46	59.86	"	
Equivaler	nt length of completed wall for the year	3.49	"	"	113.49	"	

The filling in the rear of the wall has been finished and the usual plankway to the pier built over it, for which 5,993 loads of earth filling were used.

Pier, new 35, has been connected at its shore end with the wall, and temporary approach to the pier taken up.

CHARLTON STREET SECTION.

Extending from 28.05 feet north of the north side of Pier, new 37, southwardly to about the centre of the slip between Piers, new 36 and 37.

moved to the shore end of the pier, filling was put in behind the wall, a plank road laid over the filling, and the temporary approach on the north side of the pier was taken up.

Bulkhead Wall.—Most of the piles for this section of the wall were driven at the date of my last

entirely completed, with the exception of a few pieces of coping, which will be set during the summer.

OLD KING STREET SECTION.

Extending from 28.05 feet north of the north side of Pier, new 37, to 7.04 feet south of the south

Side of Th	er, new 30, a distance of 140.41 feet.					
Length of	f piling for the year			to date,	148.41	feet
"	base blocks for the year	0.00	66	66	148.41	66
66	"E" course of granite for the year	2.11	66	66	148.41	66
66	wall completed for the year	0.00	66	44	140.48	66
The street of	t langth of completed wall for the year	0 00			- 0	

This section was built on the "Beton-en-masse" "in situ" system. The southerly end of the mass concrete was found by the divers to have fallen away. As soon as the concrete base blocks of the Charlton street section were set, the loose concrete, stones, etc., were cleaned away from the southerly end, the pile heads cut off, and the space from which the mass concrete had fallen filled in with blocks of granite resting on the piles, and with concrete in bags, to give as firm a support as possible to the overhanging masonry. A few pieces of granite were set, and the junction of this section with Charlton street section completed. section with Charlton street section completed.

NEW KING STREET SECTION.

Extending from 7.04 feet south of the south side of Pier, new 38, to 32.37 feet north of the north side of Pier, new 38, a length of 114.49 feet of wall built and completed.

The wall at this section was described in my report for 1877, and having been entirely completed in 1878, nothing has been done to it during the past year. Upon the filling in rear of the wall 789 loads of earth have been received and spread, and the plank approach over the filling to Pier, new 38, has been relaid and kept in order.

Pier, new 38.—This pier has been in use during the past year. The last of the mooring posts upon it were set in June, 1878. In October, 1878, a railway track was laid on this pier and connected with the New York Central and Hudson River Railroad Company's tracks in West street.

LOWER CLARKSON STREET SECTION.

Extending from 32.37 feet north of the north side of Pier, new 38, to 4.72 feet south of the south side of Pier, new 39, a length of 152.91 feet. Length of wall built and completed, 152.91 feet. No work has been done on this section during the year except receiving and spreading 75 loads of earth filling.

HOUSTON STREET SECTION.

Extending from 4.72 feet south of the south side of Pier, new 39, to 30.09 feet north of the north

side of Pier, new 39, a distance of 109.89 feet.

No work has been done on this section during the year, except receiving and distributing 979 loads of earth filling, and widening and maintaining the plank approach over the filling to Pier, new 39.

UPPER CLARKSON STREET SECTION.

Extending from 30.09 feet north of the north side of Pier, new 39, to 55.40 feet south of the south side of Pier, new 40, a distance of 102.51 feet.

exception of a small gap left for a temporary outlet of the Clarkson street sewer, and the coping.

The old wooden bulkhead on West street has been torn up, and filling behind the wall put in to the amount of 6,850 loads of ashes, etc., from the Bureau of Street Cleaning, and 3,609 loads of clean earth.

LEROY STREET SECTION.

Extending from 55.40 feet south of the south side of Pier, new 40, to 25.94 feet south of Pier, new 42, a distance of 561.46 feet.

Length of	piling for the year	124.00	feet;	to date,	561.46	feet.	
**	base blocks for the year	131.82	66	"	561.46		
**	"E" course of granite for the year	134.10	66	**	561 46	66	
	wall completed for the year	249.66	66	**	506.06	"	
Equivalent	length of completed wall for the year	30.60	"	"	560.00	"	

At the date of my last annual report the wall on this section was virtually completed to the northerly side of Pier, old 48, now replaced by Pier, new 40. Within the past year it has been built to join the northerly end of the wall of the Clarkson street section, a distance of about 132 feet, and will be entirely completed, with the exception of the coping, by about the first of July, 1879. The coping could also be set if it were on hand, but the default of the contractor for granite, rendering it necessary for the Board of Commissioners to readvertise and make a new contract for granite, will probably delay the completion of the coping and have a few contract for granite, will probably delay the completion of the coping until August or September, 1879. The filling has been put behind the part of the wall built this past year, to the extent of 4,974 loads of ashes, etc., from the Bureau of Street Cleaning, and 37,249 loads of earth filling. The plank roadways to Pier, new 41, and to the New Jersey Central Railroad Ferry-house were repaired and least in order. kept in order.

Pier, new 40.—Pier, old 48, has been entirely removed within the past year and Pier, new 40.—579 feet 6 inches long, by 75 feet wide—has been built by Mr. P. Sanford Ross, contractor. This new pier having been leased to the Cunard Steamship Company, they began to erect upon it a handsome and substantial shed, with steam engines and iron derricks for discharging cargo, on the 4th of February, 1879. This shed and the discharging apparutus were designed and built for the steamship company by Mr. T. F. Rowland, the plans being, as usual, approved by me before the erection of the building. The pier was entirely completed by setting in the mooring posts on the 16th of April, 1879, and the first vessel was berthed there on the 30th of April, 1879, though the shed will not be entirely completed before July.

The Bureau of Sewers of the Department of Public Works having planned an outlet for the marginal sewer to be built along West street, at the foot of Clarkson street, where Pier, new 40, is situated, a brick sewer was built through the masonry of the wall and as far in the rear of the masonry as the rip-rap embankment extends, and a wooden box built under the pier from the wall to within abot 60 feet of the end of the pier, to conduct the sewage to a current swifter than that of

masonry as the rip-rap embankment extends, and a wooden box built under the pier from the wall to within abot 60 feet of the end of the pier, to conduct the sewage to a current swifter than that of the bulkhead wall. This system or plan of intercepting the sewers from the various streets by a marginal sewer on the water-street, and giving the marginal sewers outlets through the piers to or near their ends will, doubtless, be beneficial both to the interests of commerce and to the public health, by causing less deposit to accumulate in the slips and under the piers.

The system of discharging the contents of the sewers of this and neighboring cities into the water of the harbor at all is, however, probably not beneficial either to commerce or to the public health, and should claim the attention of the proper authorities before the population increases greatly beyond its present size.

greatly beyond its present size.

MORTON STREET SECTION.

Extending from 25.94 feet south of the south side of Pier, new 42, to 50.39 feet north of the north side of Pier, new 42, a distance of 151.33 feet. Length of wall built and completed, 151.33 feet.

This section has been in use as it was last year. The plank roadway to Pier, new 42, has been repaired and relaid, and 1,025 loads of filling have been received and distributed.

CHRISTOPHER STREET SECTION.

Extending from 50.39 feet north of the north side of Pier, new 42, to about the north side of Pier, new 47.

 Length of piling to date...
 1,114.80 feet.

 " base blocks to date...
 1,114.80 "

 " "E" course of grante to date...
 1,095.22 "

 " wall completed to date...
 1,095.22 "

 Equivalent length of completed wall to date...
 1,111.51 "

Upon this section, which was finished in 1874 and has been in active use since, the work of the Department has consisted of sheathing the deck of Pier, new 46, for an area of 10,890 square feet in the middle of the pier, repairing and relaying the plank roadways to Piers, new 43, 44, 45, and 46, painting the roof of the shed on Pier, new 46, grading the filling, etc.

FLOATING PROPERTY.

The floating property of the Department consists of the following: 100-ton derrick "City of New York."

10-ton derrick.

Derrick scow "Joe." Tug "Manhattan."

2 dredges, Nos. 3 and 4.

12 dredging mud scows, Nos. 1 to 12 inclusive.

8 pile drivers, Nos. 1, 2, 3, 5, 6, 7, 8, and 9.

8 deck scows, B, C, D, E, and F, "May," "Jim," and "Willie."

Boring machine "Woodcock."

2 divers' scows, and

12 yawl boats.

100-ton Derrick "City of New York."—This floating derrick was built in 1871, and has been in the water constantly since that time, and, as stated in last Annual Report, it was deemed advisable to have it docked for examination, and for repairs if found necessary. This was done on January 10, 1879, by the New York Balance Dry Dock Company. The bottom and sides of the float were found in a condition very creditable to constructors and builders of the derrick. The sheathing was removed from the sides, and for two feet around the bottom only 255 square feet of decayed plank were found, and they were replaced with new, and the sides and two feet of the bottom recalked, graved, and covered with felt and 2-inch yellow pine, which was calked. The sheathing on the bottom was recalked, and the whole coal-tarred up to the water-line, and heavy cast-iron plates were put on the lower corners for protection where wear showed them to be necessary. The Department workmen calked the deck and sides from the water-line, painted the king-post, rods, and boom and sides of the scow, and tarred the deck. Holes have been bored for ventilation around the sides, and a new fall of 1½-inch iron wire rope was rove.

The derrick has set 39 concrete base blocks (see appendix), removed two centres from Pier, new I, North river, lifted out the spuds of the dredges, and lifted out of the water four pile drivers, two scows, and boring machine "Woodcock" for calking, pulled forty piles, righted eight over-turned scows for the Police Department, assisted in launching the torpedo boat "Destroyer," raised two sunken vessels at Seventeenth street, East river, and turned over three concrete platforms at Department yard, at Gansevoort street, North river. 12 yawl boats.

partment yard, at Gansevoort street, North river.

10-ton Derrick.—The 10-ton derrick was docked, calked, sheathed with 1-inch spruce, and coal-tarred to the water-line. Department workmen calked the sides from the water-line and the deck. The derrick has been painted and fitted with a new chimney, and has set all the granite used in the bulkhead wall.

Derrick Scow "Joe."—The derrick scow "Joe" is in good order, and has been most of the time laid up, having set only eight pieces of granite at the Battery boat landing.

Tug "Manhattan."—The tug "Manhattan" has been docked, bottom cleaned and painted with two coats of copper paint, and has performed all the towing required by the Department, excepting for seven days, when laid up for repairs, which consisted in grinding in steam and exhaust valves, renewing valves of the air-pump, and patching the boiler. To supply water to the pile drivers, the fresh water tank was connected with the force pump.

The cost of towing for the year, including wages, coal, supplies, and all repairs, has been \$6.07 per hour of actual service.

Dredges.—The dredges Nos. 3 and 4 have had the spuds removed to lighten them up, are now lying at the Gansevoort street yard, and can be made ready for work at a few days' notice.

Dredging Mud Scows.—The 12 dredging mud scows are in the possession of the Union Dredging Company, the last of them having been delivered May 16, 1878. Nos. 3 and 10, having been injured before delivery to the company, were docked and calked.

Pile Drivers.—Pile drivers Nos. 2, 5, 6, and 7 were lifted out of the water and calked. The boilers of Nos. 2, 3, and 8 have been fitted with new tubes, and the boiler of No. 8 was lengthened 12 inches. "Inspirators" were applied to Nos. 3 and 8. Small repairs have been made to each of the pile drivers, and they are in good order for work. No. 5, fitted as a pile cutter, has sawed off 1,095 piles, at depths of from three to twenty feet below the surface of the water, during the year.

Deck Scows.—The deck scows B, C, D, and E, "Willie," "May," and "Jim," were docked, calked, and coal-tarred to the water line, and the remainder of the sides and ends, and the decks, were calked and painted by Department workmen. The scow "Jim" has been fitted with a new deck of 4-inch yellow pine, and the F lifted out of the water by the derrick, and calked and painted.

Boring Machine "Woodcock" was lifted out of the water and calked and fitted with a new se of pipes, and is in good order.

Divers' Scows.—The larger of the divers' scows was lifted out of the water, calked and painted, and they are both in good condition.

SURVEYING PARTY.

In connection with construction, the "base lines" have been verified and the bulkhead line established for Chambers street, Spring street, Charlton street, and Leroy street sections of the wall; bench marks have been tested from time to time; soundings for estimates of dreiging, and over the foundation area, have been taken from time to time as required; lines and levels have been given at each stage in the construction of the wall at the above named sections. Frequent examinations, to detect settlement and outward movement of the wall when completed, have been made, and the same properly tabulated. All stone and sand used in the construction of the wall have been measured, and certificates of the same given to the contractors. Lines and levels necessary to the construction of Pier, new, 40, North river, have been given as required, and also those for the permanent sewer through the wall at foot of Clarkson street, North river.

Preliminary surveys and lines for the locations of the new piers at Houston street, East river, have also been given. A survey preliminary to construction, and a series of borings to rock bottom, have been made from Fifty-fifth to Fifty-eighth street, North river, and a map showing details of the work has been prepared.

Surveys, examinations, etc., on the North, East, and Harlem rivers, have been made at various points, covering an extent of 23,670 feet of water-front. From these maps have been prepared, showing existing structures, piers and bulkheads, and their positions relative to proposed bulkhead

Soundings have been taken in 153 slips on the North, East, and Harlem rivers, to the number of 15.103; of which 1,850 were for construction, and the remaining 13,253 for estimates of dredging and other purposes; 25 hand borings to rock or hard bottom have been taken at various places, and the same placed on record in this office.

Dredging at various places on the North, East, and Harlem rivers, under special orders and under contract, has received the constant supervision of the Surveyor.

An examination in detail was made, by the aid of a diver, of the crib under Pier, old 38, North river, with reference to verifying the report of a masonry foundation under the old "Red Fort," which existed at this place about the year 1815.

Base lines have been established on either shore of the Harlem river in the vicinity of One Hundred and Twenty-fifth street, preparatory to connecting the same by triangulation.

Experiments have been made resulting in the successful application of the telephone to submarine diving in connection with the construction of the bulkhead wall, and the same is now in successful use by the divers employed by this Department.

FIFTY-SEVENTH STREET, NORTH RIVER.

The embankment of earth and stone to inclose a space for the dumping of ashes and street cleaning dirt and other material, by the Police Department, from Fifty-sixth to Fifty-eighth street, North river, has been completed, and an extension of its westerly line has been carried to the solid filling north of Fifty-fifth street. The deposit of filling behind this embankment is still in progress, and to date there have been deposited by private parties a total of 21,149 single and 17,047 double loads of earth and stone. The Street Cleaning Bureau of the Police Department has deposited 61,463

The area of land reclaimed is about 125,000 square feet, equivalent to about 50 city lots, exclusive of the streets.

GANSEVOORT STREET YARD.

Five concrete base blocks for the river wall have been built at this yard during the past year. All the iron and blacksmith's work for the Department has been done there, and all the cement tests have been made there. The general store of the Department is kept there, from which small articles are issued as required.

EAST SEVENTEENTH STREET YARD.

This yard has been used for the receiving, storing, and issuing of granite, and some of the iron for piers. The derrick has been overhauled, fitted with new blocks, etc. Some few stones were cut there for bases for lamps at the boat landing.

there for bases for lamps at the boat landing.

A careful examination of the base of the bulkhead or river wall throughout its entire length has just been made. It was found to be in very good order and condition. The diver making the examination was in constant communication with the engineer in charge of the work, by means of the telephone, and the cost and time required were very much reduced by this appliance. In some places the rip-rap in front of the wall was found to be scant, and here more rip-rap will be put in at once and the mass brought to its full lines. At the north of the Spring street section the teredo navalis was found to have attacked some of the foundation piles, the water at this point being quite clear. These piles will immediately be inclosed with planking and filled in with gravel to kill the worms that may now be there, and exclude others, until by the acquisition of Pier, old 44, the Department is ready to proceed with the construction of the wall at this point; then the planking and gravel can easily be removed and the piles protected by building the wall as usual. A corner of the platform on top of the foundation piles at the south end of the Morton street section, which had been left uncovered in order to make connection with the Leroy street section of the wall, was also found to be attacked by the teredo. This will immediately be covered with stone and gravel. At the old King street and Canal street sections, which were built upon the "Béton-en-masse" "in situ" plan, but little if any change in the face of the mass concrete could be detected. The face of the concrete foundation, whether of blocks made in air and set by the Ioo-ton derick, or made of mass concrete, is nearly covered with oysters of two or three years' growth. When these are pulled from the mass concrete at the Canal street ser old King street sections, they generally bring a concrete stone or two with them, but this is not the case when they are broken from the concrete blocks.

Generally the mud has been deposited

Generally the mud has been deposited and lies to the depth of several feet over the top of the rip-rap stone, but in those cases where steamers lie at the piers with their sterns in shore and work their propellers while lying at the piers, the mud is washed off the top of the rip-rap stone, but fills the interstices, as was intended, preventing the passage to the pile foundations of the teredo or other worms or insects.

I submit herewith an appendix containing a summary of the journal of the work done at each section, a detailed description of repairs to the 100-ton derrick, a list of the items of general repairs, a statement in detail of dredging done, and a schedule of items of work, repairs, etc., done by permit from the Board of Docks, and under my general supervision. I beg leave to call attention to this last schedule, as forming a not unimportant part of the duties of my office. Many of the plans for new sheds and repairs are so imperfect that to examine and approve them, as is usually required by the terms of the permit, renders it necessary virtually to make new plans, and with the best ones much time is comsumed in examining, directing, and generally keeping the work in accordance with the terms of the permit.

Very respectfully,

Your obedient servant.

G. S. GREENE, Jr., Engineer-in-Chief.

APPENDIX.

Summary of Journal of the Work during the Year ending April 30, 1879.

BATTERY SECTION.

May I to 25, 1878. Laborers digging holes for gas connections to boat landing, and grading north of boat landing, preparatory to laying asphalt walks.

May 6. Finished removing wooden deck of pier, when the Abbott Asphalt Company commenced the work of putting on the first coat for an asphalt pavement.

May 15. Finished putting on second coat of asphalt over the entire surface of Pier, new I, and over sidewalks of the boat landing.

June 8. Finished putting on third coat of asphalt over the entire surface of pier.

June 13 to 20. Co-operated with Department of Public Works in putting up twelve lamp posts on pier, six on each side.

June 21. Masons finished pointing up soffit of arch No. 18, the centre having been previously

June 21. Masons finished pointing up soffit of arch No. 18, the centre having been previously removed by the derrick "City of New York."

June 21 to November 1. A force of about eight masons employed in repairing the cracks in the soffits of the arches of the pier. Sixteen arches were repaired in this time, which completed the work

as far as it was deemed expedient to carry it.

October 5. Granite bases for four iron lamp posts were received from East Seventeenth street yard, and placed in position on the boat landing by the ten-ton derrick.

January 1 to 15, 1879. One mason employed on boat landing for a few days, cutting out composition ring bolt.

January 25. Gang of men removed snow from pier, where it had been dumped the previous night

February I to 10. Mason engaged drilling holes in coping around boat landing for the Alstrom bolts of iron railing.

April 12 to 19. Put iron railing around boat landing.

CHAMBERS STREET SECTION.

Bulkhead Wall.

May 25, 1878. The vertical piling finished between Piers, old 29 and 30, making a length of 167

May 29. Last binding frame in position and fastened.
June 5. Completed driving of bracing piles.
June 6. Department sawing machine finished cutting off piling.
June 13. The 100-ton derrick completed setting of concrete base blocks (commenced May I),

having set fourteen blocks.

July 1. Longitudinal and transverse capping completed (commenced May 1), with the exception of 3-inch tree-nails, 526 lineal feet of longitudinal and 1,120 lineal feet of transverse capping being

July 17 to August 13. The 10-ton derrick set 178 pieces of granite, finishing the present length of wall (165 20-100 feet from the north side of Pier, old 29, measured on the base course), the same having been backed with concrete.

August 17. Finished 4-inch decking.

August 15 to 20. Laid a dry rubble wall at the south end of section to retain earth filling.

August 20. Temporary dumping platform constructed at the south end and earth filling com-

During the year 40,395 loads of filling were received, 8,785 loads of which came from the Police

August 23. Stone filling completed. During the year there were received 2,285 cubic yards of cobble and 4,317 cubic yards of rip-rap from Contractor Scully; 537 cubic yards of broken stone and 125½ cubic yards of sand were also used during the year.

October 17. Finished pointing wall.

December 7. Removed old platform between Piers, old 29 and 30, North river.

April 14 to 25, 1879. Removed old platform adjoining Pier, old 31, North river, in line of proposed extension of wall.

April 25. The Union Dradging Company Comp

April 25. The Union Dredging Company commenced work for the extension of wall between New Ferry Platform and Pier, old 31, and to April 30 had removed 5,375 cubic yards of mud.

New Ferry Platform.

May 13 to 25, 1878. Removed portion of Pier, old 30, on the south side to permit of dredging

May 24. The Union Dredging Company finished work (commenced April 27), having removed 22,402 cubic yards of mud, and 263 cubic yards of cribwork, and obtained an average depth of 25 feet below mean low water over site of platform.

May 24 to September 16. Piling completed; the driving of piles was suspended from July 5 to August 20, to allow of the completion of the wall in rear of platform.

October 7. Superstructure finished.

November 8 to December 27. Laid plank approach and connecting platform at the south end,

and plank platform in front of new ferry.

November 12. New platform completed; braces all on.

December 11 to 23. Made connecting platform in line of north approach, between earth embankment and north end of platform.

February 10 to 15, 1879. Laid plank approach to north entrance.

Pier, New 20, North River.

February 13 to March 21, 1879. Department force removed old ferry racking and decking of old

ferry platform.

March 10 to April 12. Ross & Sanford, contractors, removed Pier, old 30, and old ferry platform,

on site of Pier, new 20, as per contract.

April 21. The Union Dredging Company commenced removal of mud from the slip to the north of New Pier, and to the 30th ultimo had removed 4,346 cubic yards.

Pier, Old 29, North River.

April 16 to 19, 1879. The Union Dredging Company removed 996 cubic yards of mud from the inner end of the south side of the slip.

CANAL STREET SECTION.

May 27 to June 3, 1878. Set thirteen pieces of granite a length of 21 34-100 feet on "E" course, making the total length on "E" course 337 45-100 feet.

June 21. Set one piece of coping, making total length of coping 220 20-100 feet.

June 26 to April 30. Received 2,512 loads of earth filling.

July 22 to 27. Relaid plankway between West street and Pier, new 34, North river.

August 10 to 15. Connected gutter on west side West street by a drain with the Spring street

April 22 to 25, 1879. Relaid plankway between West street and Pier, new 34, North river.

SPRING STREET SECTION.

May I to July 31, 1878. Put down in foundation 1,362 cubic yards cobbles, and in front and rear of wall 1,532 cubic yards of rip-rap.

May 15. Finished 347 feet longitudinal caps, and 36 transverse caps.

May 25 to June 10. Set 92 pieces of granite, a length on "E" course of 84 94-100 feet.

June 19 to 24. Laid deck on transverse caps.

June 28, 1878, to April 30, 1879. Received 5,993 loads of earth filling.

June 22 to July 10, 1878. Built connection between Pier, new 35, North river, and wall, 56 x 38

July 11 to August 22. Laid plankway between West street and Pier, new 35, North river. July 17 to 24. Relaid storage platform taken up to lay the wall. January 13 to 18, 1879. Removed approach to south side Pier, new 35, North river.

CHARLTON STREET SECTION.

May I to November 4, 1878. Put down in foundation 3,107 cubic yards of cobbles, and in front and rear of wall 4,577 cubic yards of rip-rap.

July I to August 31. Fitted 498 feet of longitudinal caps and 57 transverse caps.

Jnly II to 31. Set 14 concrete base blocks, making a length of 168 78-100 feet.

August 19, 1878, to January 25, 1879. Built shore connection to Pier, new 37, North river.

August 27 to September 30, 1878. Set 145 pieces of granite, a length of 140 82-100 feet on "E"

course.

August 28. Discontinued driving piles for wall; 480 driven since last report.

September 2 to October 19. Built temporary platform in rear of wall to support ways for moving shed of Pier, old 45, North river.

September 21. Commenced building temporary box sewer.

November 7, 1878, to April 30, 1879. Received 13,827 loads of earth filling, and, from the Police Department, 2,720 loads of ashes.

November 21, 1878, to January 22, 1879. Moved inshore end of shed of Pier, old 45, North river, to the west of the bulkhead wall.

December 5, 1878, to February 17, 1879. Took up inshore end of Pier, old 45, North river. December 9 to 11, 1878. Laid plankway making a straight roadway between West street and

Pier, new 37, North river.

December II to 27. Removed approach to north side Pier, new 37, North river.

February I to March 4, 1879. Widened plankway to Pier, new 37, North river.

April 30. Diver commenced examination of bulkhead wall.

OLD KING STREET SECTION.

May 17 to July 26, 1878. Cleared away loose stones and concrete from south end of wall, cut off the piles and squared up the end by filling the space between the wall and the first concrete base block of the Charlton street section, with granite and concrete in bags.

August 3 to 5. Drove 56 piles in a close row at south end of platform in rear of the wall.

August 28 to September 3. Set 4 pieces of granite at south end of section, making a length on "E" course of 148 41-100 feet.

November 4. Dut down in the wall 67 with the second of the second of the second of the wall of the wall 67 with the wall 67 with the second of the second of the wall 67 with the wall

November 4. Put down in the wall 67 cubic yards of rip-rap. April 30, 1879. Diver examined the face of the bulkhead wall.

NEW KING STREET SECTION.

May 1, 1878, to April 30, 1879. Received 789 loads of earth filling.

May 7 to 15, 1878. Laid plankway between West street and Pier, new 38, North river.

May 20 to June 13. Fitted and fastened 19 cast-iron mooring posts on Pier, new 38, North

river.

December 12 to 19. Raised and repaired plankway to Pier, new 38, North river.

April 30, 1879. Diver examined face of bulkhead wall.

LOWER CLARKSON STREET SECTION.

August 1, 1878 to April 30, 1879. Received 75 loads of earth filling. April 30, 1879. Diver examined the face of the bulkhead wall.

HOUSTON STREET SECTION.

May I, 1878, to April 30, 1879. Received 979 loads of earth filling. August 6 to 15, 1879. Widened and repaired plankway to Pier, new 39, North river. February 14 to 17, 1879. Repaired plankway to Pier, new 39, North river. April 30. Diver examined the face of the bulkhead wall.

UPPER CLARKSON STREET SECTION.

May 1, 1878, to April 30, 1879. Received 3,609 loads of earth filling, and 6,850 loads of ashes.

November 16 to 20, 1878. Drove 47 piles in a close row at north end of platform.

December 18 to 20. Put down under the concrete base blocks, 35 cubic yards of cobbles.

March 11 to April 30, 1879. Set 51 pieces of granite, making a length of 71 29-100 feet on "E"

There is a gap in this section for the temporary sewer opening, of 15 57-100 feet on base course and 31 22-100 feet on "E" course.

March 13 to 19. Removed the last of the old platform north of Houston street, and took up the

bulkhead to low water. April 30. Diver examined the face of the wall.

LEROY STREET SECTION.

May 1, 1878, to April 30, 1879. Received 37,249 loads of earth filling, and from the Police Department 4,974 loads of ashe

May 1 to 29. Cut through Pier, old 48, and removed sheathing and deck from pier and the south L, down to low water May 16 to 21. Laid plankway between West street and New Jersey Central Railroad Ferry plat-

May 17 to 23. Set 22 pieces of coping a length of 170 96-100 feet.

May 25 to June 5. Laid backing log between Pier, new 41, and north side New Jersey Central Railroad Ferry platform.

LEROY STREET SECTION.

June 15 to July 20, 1878. Dredged for about 131 feet of bulkhead wall foundation, and removed 11,482 cubic yards of mud, and 2,038 cubic yards of cribwork.

July 15 to 27. Contractor P. Sanford Ross removed shed on Pier, old 48, North river, and the pier from a line 46 feet west of the bulkhead line.

July 22, 1878, to January 29, 1879. Put 4,848 cubic yards of cobbles in the wall foundation, and 5,020 cubic yards of rip-rap in front and rear of foundation.

August 2 to November 14, 1878. Finished driving piles for that part of the wall foundation

August 2 to November 14, 1878. Finished driving piles for that part of the wall foundation between north side of Pier, new 40, and Upper Clarkson street section; 482 driven to date.

August 9. Fitted two lamp-posts to Pier, new 41, North river.

August 13 to 17. Cut away a portion of New Jersey Central Railroad Ferry platform to make way for Pier, new 40, North river.

August 16 to September 16. Finished taking up inshore end of Pier, old 48, North river.

September 5 to 9—Relaid plankway between West street and Pier, new 41.

September 6. Finished dredging on site of Pier, new 40, North river.

September 9, 1878, to January 6, 1879. Contractor Ross finished building Pier, new 40, North river, excepting about 100 feet of the inner end and the sewer.

September 25 to October 2, 1878. Spliced 133 piles for Pier, new 40, North river.

October 21 to November 15. Set 11 concrete base clocks, making a total length of 561 46-100 feet.

October 21 to December 24. Finished fltting longitudinal and transverse caps. October 29, 1878, to April 5, 1879. Driving and planking piles for permanent sewer foot of

December 17, 1878, to March 20, 1879. Set 135 pieces of granite, making a length of 561 46-100 feet on "E" course.

January 23, 1879. Commenced laying brickwork of permanent sewer, and laid stretch of 12 feet, when work was stopped by order of Engineer-in-Chief, January 30.

January 31 to February 4. Removed brickwork of permanent sewer.

February 6. Commenced rebuilding brickwork of permanent sewer, and to date 50 feet are finished.

February 14 to April 8. Contractor Ross finished inner 100 feet of Pier, new 40, North river. April 2 to 7. Repaired plankway to Pier, new 41, North river. April 4 to 20. Dredged to 25 feet on south side Pier, new 40, North river. April 8. Commenced laying plankway between West street and Pier, new 40, North river. April 16. Finished fitting mooring posts on Pier, new 40, North river. April 29 to 30. Diver examined the face of the wall.

MORTON STREET SECTION.

May I, 1878, to April 30, 1879. Received I, 025 loads of filling. May I6 to 18, 1878. Laid backing log between Piers, new 41 and 42. February 6 to 10, 1879. Repaired plankway to Pier, new 42, North river. April 29. Diver examined the face of the wall.

CHRISTOPHER STREET SECTION.

May 1, 1878, to April 30, 1879. Received 639 loads of filling.

May 22 to 30, 1878. Sheathed deck of Pier, new 46, North river, for an area of 10,890 square feet, with 3-inch plank taken from Pier, old 48, North river.

June 24 to 28. Raised and relaid plankway to Pier, new 45, North river.

August 2 to 5. Laid a drain from west side of West street to Barrow street sewer. August 8 to 13. Repaired plankway to Pier, new 44, North river. November 25 to December 20. Painted roof of shed of Pier, new 46, North river. March 3, 1879. Finished making and fitting new door to shed of Pier, new 43, North river. March 20 and 21. Repaired plankway to Pier, new 43, North river. March 24 to 26. Repaired plankways to Piers, new 44, 45, and 46, North river. April 24 to 29. Diver examined the face of the wall.

MISCELLANEOUS.

June 3 to 6, 1878. Placed five lamp-posts on pier at Thirty-fifth street, North river, and five on pier at Thirty-fourth street, North river.

June 6 to 10. Laid deck on and plankway to pier at Fifty-fourth street, East river.

December 9 to 13. Built platform 15 x 34 feet at Fifty-sixth street, North river, to carry the

dump over the sewer.

GANSEVOORT STREET YARD.

May 1, 1878, to April 30, 1879. Blacksmiths repairing iron work for Floating Property, Leroy Street Section, Charlton Street Section, Charles Street Section, Christopher Street Section, and general repairs.

September 2, 1878. Carpenters working for Chambers Street Section.

November 12 and 13. Masons cutting concrete specimens for crushing.

November 25 to December 14. Carpenters leveling up platform for making concrete blocks and repairing moulds. Larborers assisting carpenters, and also making five blocks = 166½ eubic yards of concrete blocks.

December 14, 1878, to April 30, 1879. Carpenters repairing moulds, making three sets of cores, leveling up platform, and engaged on work for Department office at Chamber Street Section and for Pier, new 1, North river. Laborers assisting carpenters, and making four blocks = 133 cubic yards of concrete blocks, and receiving 3,374 barrels cement.

EAST SEVENTEENTH STREET YARD.

May I to July 31, 1878. Contractor Hogan was delivering granite under his contract. The derrick at this yard has been fitted with new blocks and wire rope, and painted. Department stone-cutters cut the granite bases for lamp-posts intended for the Battery boat

Department stone terms.

July I to October 30. Three of the straining-posts of the yard derrick were carefully examined, the earth having been dug away down to the platform, after which all rotten places were removed and the whole thoroughly coated with tar to a point two feet above ground.

Contractor Hogan continued delivering granite under his contract.

October I. Department stone-cutters finished cutting granite bases for lamp-posts for Battery

GENERAL REPAIRS.

NORTH RIVER.

Pier at One Hundred and Thirty-first street.—Rebuilt crib work, put in three mooring-posts, and

fastened on 3 cleats. Finished 3d June.

Bulkhead at One Hundred and Thirtieth street.—Drove, chocked, and fastened 7 spring piles, 6 fender piles, put down 18 feet of backing log, and patched 40 square feet of deck. Finished

Pier at One Hundred and Thirtieth street.—Laid 2,024 square feet 3-inch yellow pine sheathing.

Finished July 22.
Pier at One Hundred and Twenty-ninth street.—Laid 2,231 square feet 3-inch yellow pine

First at One Hundred and I wenty-ninth street.—Laid 2,231 square feet 3-inch yellow pine sheathing. Finished July 25.

Pier at Seventy-ninth street.—Laid 7,353 square feet 3-inch yellow pine sheathing, 1,440 square feet 3-inch yellow pine deck, 173 square feet close fenders; patched deck with old plank, put on 16 half-round fenders, 152 feet of backing log, 15 chocks and 1 mooring-post. Finished Decembe r4.

Pier at Fifty-seventh street.—Laid 976 square feet of foot way. Finished June 14.

Timber basin at Fifty-seventh street.—Shifted rafts of piles and timber. Finished October 19.

Pier at Fifty-sixth street.—Raised and removed sunken wrecks to Sixty-sixth street, North river.

Finished July 12.
Pier at Fifty-first street.—Patched deck 168 square feet, laid 8,037 square feet of sheathing, and put in 2 spruce fenders. Finished June 6.
Pier at Fifty-first street.—Sheathed deck 4,482 square feet with 3-inch yellow pine. Finished

September 16.

Pier at Forty-seventh street.—Drove and chocked 5 mooring piles, patched 244 square feet of deck, and laid 2,176 square feet of sheathing of old plank. Finished July 26.

Pier at Forty-seventh street.—Sheathed 6,022 square feet of deck, and drove 4 spring piles.

Finished September 26.

Pier at Forty-sixth street.—Refastened loose sheathing. September 13.

Finished September 26.

Pier at Forty-sixth street.—Refastened loose sheathing. September 13.

Pier at Forty-sixth street.—Patched deck and laid 471 square feet of 3-inch yellow pine sheathing. Finished October 29.

Pier at Forty-first street.—Blocked up side and cross caps, laid 67 feet of backing log, put in 1 mooring post, 3 white oak fenders, refastened 7 spring piles, patched 100 square feet of deck with old plank, and 320 square feet of sheathing with 3-inch yellow pine. Finished July 19.

Pier at Fortieth street.—Fastened spring piles and patched sheathing. September 20.

Pier at Fortieth street.—Sheathed deck 8,674 square feet with 3-inch yellow pine, drove 3 mooring piles, laid 22 feet of backing log, and put on 4 half-round fenders. Finished November 20.

Pier at Thirty-seventh street.—Towed Pile Drivers Nos. 1 and 9 to Thirty-seventh street, North river, for purpose of raising sunken wreck, but the work was suspended January 2, on account of ice

Pier at Thirty-seventh street.—Towed the Divers Nos. I and 9 to Thirty-seventh street, North river, for purpose of raising sunken wreck, but the work was suspended January 2, on account of ice in slip, and the pile drivers returned to Gansevoort street yard.

Pier at Thirty-seventh street.—Broke up sunken wreck. Finished February 12.

Public Bath at Thirty-fifth street.—Moored 4 float stages to bath with chains. Finished June 11.

Public Bath at Thirty-fifth street.—Repaired float stages and stored them under Pier, new 43,

Public Bath at Thirty-fifth street.—Repaired float stages and stored them under Pier, new 43, North river. Finished October 19.

Pier at Thirty-fourth street.—Sheathed deck 4,207 square feet with 3-inch yellow pine, drove 4 spring piles and patched 50 square feet of deck. Finished September 13.

Pier at Thirtieth street.—Repaired deck. May 22.

Pier at Thirtieth street.—Patched deck and sheathing, and spiked down loose sheathing. Finished August 20.

Pier at Thirtieth street.—Spiked down loose plank. September 28.

Pier at Thirtieth street.—Put in 1 mooring post. Finished November 28.

Pier at Thirtieth street.—Put in and braced 1 mooring pile, and 4 mooring posts. Finished December 14.

December 14.

Pier at Twenty-eighth street.—Patched deck 542 square feet, and laid 1,141 square feet of old 4-inch spruce sheathing. Finished July 2.

Pier at Twenty-sixth street.—Drove, chocked and fastened 7 spring piles, and laid 218 square feet of old 4-inch spruce sheathing. Finished June 27.

Pier at Twenty-sixth street.—Drove and sprung under pier 13 piles, drove and fastened 4 spring piles, put in 1 mooring post, patched 36 square feet of deck with old plank, and fastened 2 corner bands. Finished April 2.

Pier at Twenty-fifth street.—Patched 240 square feet of deck, put on 4 half-round white oak fenders, and refastened loose fenders. Finished June 27.

Pier at Twenty-fourth street.—Patched 882 square feet of deck, laid 8,256 square feet of sheathing, drove 10 piles and put on 14 half-round white oak fenders. Finished June 26.

Bulkhead at Twenty-third street.—Built boat landing. Finished May 10.

Bulkhead at Twenty-third street.—Erected sign and repaired gang plank for boat landing. Finished October 31.

Finished October 31.

Bulkhead at Twenty-third street.—Repairing gang plank for boat landing. Finished Decem-

Bulkhead at Twenty-third street.—Secured float to boat landing with wire rope. January 25. Bulkhead at Twenty-third street.—Repaired float stage and gang plank for boat building. February 14.
Pier at Thirteenth street.—Drove, chocked and fastened 3 white oak spring piles, and put in 19

Pier at Thirteenin street.—Dive, cheeked and take to 3
feet of backing-log. Finished July 9.
Pier at Bethune street.—Laid 3,334 feet B. M. of 4-inch spruce sheathing. Finished May 11.
Public Bath at Bethune street.—Repaired float stages, and stored them under Pier, new 43.

Finished October 19.

Pier at Eleventh street.—Patched 18 square feet of deck. July 5.

Pier at Eleventh street.—Sheathed deck 4,423 square feet with 3-inch yellow pine. Finished

August 6. Pier at Eleventh street.—Reset and braced 6 mooring posts. Finished November 11.

Pier at Eleventh street.—Patched hole in deck with 3-inch yellow pine plank. December 14.

Pier, new 47.—Drove, chocked, and fastened with chains, 6 white oak spring piles. Finished

July 2.

Pier, new 47.—Put on 1 oak mooring cleat. Finished July 29.

Pier, new 47.—Fastened on 1 oak cleat. Finished August 23.

Bulkhead rear of Pier, new 47.—Put on 1 square 5-inch yellow pine fender; drove, chocked and fastened 2 fender piles and 1 pile for support of coal derrick. Finished July 5.

Pier 54.—Put on 26 half-round white oak fenders; 16 5-inch yellow pine half-round fenders; patched 3,407 square feet of deck, and relaid 9,058 square feet of old sheathing. Finished May 24.

Bulkhead and Platform south side Pier 54.—Laid 1,526 square feet of platform. Finished June 6.

Platform rear of Piers, new 46 and 47.—Patched 27 square feet of deck. November 21.

Platform rear of Piers, new 46 and 47.—Repaired deck. December 5.

Platform rear of Piers, new 45 and 46.—Sheathed platform, 9,748 square feet, with 3-inchyellow pine. Finished September 26.

Pier, new 43.—Put on 3 new oak fenders. Finished October 1.

pine. Finished September 26.

Pier, new 43.—Put on 3 new oak fenders. Finished October 1.

Bulkhead south side Pier, new 43.—Stored on bulkhead a lot of old oak piles. October 5.

Pier, old 34.—Patched deck and sheathing, 2,142 square feet; laid 2,618 square feet of sheathing, and rebuilt bulkhead. Finished May 23.

Pier, old 33.—Drove and cut under caps, 32 piles; drove 11 spring piles and 6 fender piles; set and choaked 1 mooring pile; laid 1,329 square feet of deck with 5-inch yellow pine plank; relaid 200 square feet of deck; laid 16 feet and relaid 24 feet of backing-log, and reset coal derrick. Finished April 17.

Pier, old 22.—Sheathed deck, 659 square feet, with 3-inch yellow pine plank. Finished December 6.

Pier, new 1.—Drove and fastened 5 spring piles. Finished September 18

Pier, new 1. - Drove and fastened 5 spring piles. Finished September 18.

JANUARY 7, 1880. The decks of the following piers were cleaned, the work being finished May 24: Pier at Fifty-seventh street. Pier at Fifty-first street. Pier at Sixteenth street. Pier at Fifteenth street Pier at Fortieth street. Pier at Thirty-fourth street. Pier at Little Twelfth street. Pier, new 47. Pier at Horatio street. Pier at Twenty-eighth street. Pier at Twenty-sixth street. Pier at Jane street. Pier at Bethune street. Pier at Twenty-fifth street. Pier at Twenty-second street. Pier at Eleventh street. Pier, old 54. The following piers were repaired under contract made with Moses Engle, March 9, 1878:
Pier at Fifty-seventh street.—Fastened fender piles; raised backing-log, and sheathed deck,
17,500 square feet. Finished May 9. Pier at Forty-sixth street.—Drove fender piles; put on half-round fenders; raised backing-log and sheathed deck, 25,644 square feet. Finished May 6.

Pier at Thirty-fifth street.—Sheathed deck, 22,650 square feet. Finished May 10. Pier 6.—Sheathed deck, 6,317 square feet, with 3-inch yellow pine, drove 4 spring piles, and put in 3 chocks. Finished August 9.

Pier 12.—Tore down and removed office. Finished October 15. Pier 12.—Tore down and removed office. Finished October 15.

Pier 19.—Laid 1,093 square feet of 3-inch yellow pine sheathing. Finished May 1.

Pier 20.—Patched 814 square feet of deck; laid 540 square feet of sheathing; drove 17 piles, and put in cross caps, rangers, and braces. Finished May 21.

Pier 21.—Put on 17 half-round white oak fenders; laid 1,910 square feet of 3-inch yellow pine sheathing; 2,170 square feet of old plank sheathing; patched deck, 336 square feet; drove, chocked and fastened 12 fender piles; sprung 3 piles under side cap, and reset backing log. Finished May 7.

Pier 23.—Put on 9 half-round white oak fenders. Finished June 19.

Pier 40.—Removed Belgian paving blocks and stored them at Gansevoort street yard. Finished March 10. Pier 43.—Patched fenders with 5-inch yellow pine plank. June 17.
Pier 46.—Put on 10 half-round white oak fenders; 2 corner bands; 127 square feet of 5-inch yellow pine close fenders, and laid 2,964 square feet of 3-inch yellow pine sheathing. Finished July 9.

Pier 51.—Sheathed deck, 3,723 square feet, with 3-inch yellow pine. Finished August 5.

Pier 51 (Bath).—Repaired float stages and stored them under Pier, new 43, North river. Finished October 22.

Diver 511/—Patched 100 square feet of deck. June 14. Pier 51½.—Patched 100 square feet of deck. June 14.

Pier 51½.—Patched 11 square feet of deck. July 9.

Pier 51½.—Laid 1,383 square feet 3-inch yellow pine sheathing. Finished July 22.

Bulkhead between Piers 51½ and 52.—Repaired backing-log. September 9.

Bulkhead between Piers 51½ and 52.—Built 132 square feet of platform on braces in rear of bulkhead. Finished February 17.

Piers 2. Sheathed decks 2.35 square feet with 2 inch cells we size. Finished February 17. Pier 52.—Sheathed deck, 3,435 square feet with 3-inch yellow pine. Finished August 5. Pier 55.—Drove, chocked and fastened 4 white oak spring piles, and fastened 2 fenders. Finished May I. ished May 1.

Pier 55.—Drove and fastened 25 cluster piles. Finished June 8.

Pier 55.—Fastened on 1 oak cleat. Finished July 15.

Pier 55.—Patched deck, 62 square feet, with old 5-inch plank. December 24.

Pier 58.—Put on 1 corner band; 7 half-round white oak fenders; 18 5-inch yellow pine fenders; 1 mooring cleat, and sheathed 310 square feet of deck. Finished May 17.

Pier 59.—Patched 320 square feet of deck; laid 2,059 square feet of 3-inch yellow pine sheathing; put on 1 corner band, 26 5-inch yellow pine fenders, and 45 feet of backing-log. Finished May 17. Finished May 17.

Pier 60, and bulkhead extension on Rivington street.—Drove I mooring pile, 6 spring piles and 2 fender piles, drove and sprung under caps 8 piles, put on II white oak fenders, I oak cleat, and 89 feet of backing log. Finished July 12.

Pier 60.—Patched deck, 87 square feet, with old 5-inch plank. Finished December 23.

Pier 61.—Drove, chocked and fastened 3 spring piles, sprung 2 piles under side caps, put on 10 half-round fenders, patched 1,181 square feet of deck with old plank, laid 1,308 square feet of old plank, and 2,563 square feet of new 3-inch yellow pine sheathing, and put in I mooring post. Finished July 12. Pinished July 13.

Pier 62.—Patched deck, 47 square feet, and laid 1,066 square feet sheathing, and put in one mooring pile. Finished May 14.

Pier at Third street.—Patched 104 square feet of deck with 5-inch yellow pine, and 10 square feet with old plank. Finished July 18.

Pier at Third street.—Drove and chocked 9 spring piles and 1 mooring pile. Finished Septem. 17.
Pier at Third street.—Patched 205 square feet of deck. Finished October 25.
Public bath at Fifth street.—Repaired float stages and stored them under Pier, new 43, North r. Finished October 22.
r. Finished October 22.
Finished May 18. Bulkhead at Fourteenth street.—Put on 12 white oak fenders. Finished May 18.

Dump at Seventeenth street.—Raised and removed 2 sunken canal boats. Finished October 31.

Bulkhead between Seventeenth and Eighteenth streets.—Broke up sunken sloop, and deposited portions on bulkhead. Finished November 7.

Dump at Twenty-second street.—Raised and removed sunken wreck. Finished October 8.

Pier at Twenty-third street.—Put on 24 5-inch yellow pine fenders, and refastened braces. Finished October 3. Pier at Twenty-third street.—Drove I spring pile; pulled and redrove another. October 16.
Bulkhead between Twenty-third and Twenty-fourth streets.—Rebuilt bulkhead. Finished September 6.

Bulkhead at Twenty-third street.—Built up bulkhead, drove I mooring pile and 9 fender piles, and laid 25 feet of backing-logs. Finished November 26.

Pier at Twenty-sixth street.—Sheathed deck I,810 square feet with 4-inch spruce, put on 12 5-inch yellow pine fenders, and drove, chocked and fastened 8 spring piles. Finished September 5.

Pier at Twenty-sixth street.—Drove 2 piles, refastened old backing-logs and put down 31 feet new backing-log, and fastened on 1 oak cleat. Finished December 7.

Bulkhead north side Twenty-sixth street.—Drove, chocked and fastened I mooring pile, 3 spring piles and 31 fender piles, drove and sprung 4 piles under caps, laid 172 feet backing-log, and put on 2 mooring cleats. Finished March 10.

Bulkhead in front of Bellevue Hospital.—Erected a coal derrick. Finished March 1.

Pier at Twenty-eighth street.—Patched deck 234 square feet, laid 1,393 square feet of sheathing, pulled 2 piles under side caps, put on 11 square fenders and 11 half-round fenders. Finished May 23. May 23.
Pier at Twenty-eighth street.—Sheathed deck 1,705 square feet with 3-inch yellow pine. Finished Pier at Twenty-eighth street.—Patched 104 square feet deck with old plank. Finished Bulkhead at Thirtieth street.—Rebuilt bulkhead, drove 4 piles, 9 fender piles and 2 mooring Bulkhead at Thirtieth street.—Rebuilt bulkhead, drove 4 piles, 9 tender piles and 2 moori piles, and put in braces and chocks. Finished November 19.

Pier at Thirth-third street.—Put on 3 half-round white oak fenders. Finished May 25.

Pier at Thirty-third street.—Drove and fastened 3 white oak spring piles. Finished June 11.

Pier at Thirty-third street.—Refastened spring piles. Finished August 1.

Pier at Thirty-third street.—Chocked and fastened spring piles. Finished September 30. Pier at Thirty-seventh-street.—Put on I half-round white oak fender and refastened old fenders. Finished May 27. Public Bath at Thirty-seventh street.—Moored 4 float stages to bath with chain. Finished June 5. Public Bath at Thirty-seventh street.—Repaired float stages and stored them under Pier, new 43, Finished October 22. North river. Finished October 22.

Pier at Thirty-eighth street.—Laid 1,323 square feet of old 4-inch sheathing, 92 feet of backinglog, put on I half-rond fender, and built up cribwork. Finished May 27.

Bulkhead at Thirty-ninth street.—Built fence across the street on bulkhead. Finished July 31.

Boat Landing at Fifty-second street.—Drove 5 piles, put on I cap and four braces. Finished December 6. Pier at Fifty-third street.—Put on I square fender and 4 half-round white oak fenders. Finished June 15.

Pier at Seventy-ninth street.—Laid 3,686 square feet of deck, 367 feet of cross caps, 705 feet of rangers, 178 feet of backing-log, put in 4 mooring posts, and fastened on 7 half-round white oak fenders. Finished June 25.

Pier at Eighty-sixth street.—Rebuilt end of pier, put in 12 fender piles, 1 mooring pile, 66 feet of close fenders, 150 feet of rangers, and laid 2,412 square feet of deck. Finished June 5.

Pier at Eighty-sixth street.—Relaid backing-log and filled hole with stone. Finished January 18.

Pier at Eighty-sixth street.—Put in 1 mooring pile, drove 4 spring piles, and laid 64 feet of backing log. Finished April 22.

HARLEM RIVER.

Pier at One Hundred and Sixth street.—Sheathed 308 square feet of deck with 4-inch spruce. Finished October 5.

Pier at One Hundred and Sixth street.—Drove and sprung 6 piles under pier, and tastened on 6 fender piles and 2 braces. Finished January 8.

Public Bath at One Hundred and Fourteenth street.—Moored 4 float stages to bath with chain.

Finished June 5.

Public Bath at One Hundred and Fourteenth street.-Repaired float stages and stored them Public Bath at One Hundred and Fourteenth street.—Repaired float stages and stored them under Pier, new 43, North river. Finished October 24.

Pier at One Hundred and Seventeenth Street.—Laid 35 square feet of 3-inch yellow pine sheathing, 17 square feet of old plank, 51 feet of backing log, and put on 1 oak cleat. Finished January 21.

Pier at One Hundred and Twentieth street.—Drove and pulled under side caps 3 piles, drove and chocked 4 spring piles, put on 1 square fender and 7 half-round fenders, laid 1,202 square feet of 3-inch pellow pine deck, 82 feet of backing log, and built platform and rail. Finished April 15.

Pier at One Hundred and Twenty-fifth street.—Tore up and rebuilt pier 131 feet. Finished Bulkhead at One Hundred and Twenty-ninth street.—Drove 6 piles and I mooring pile. Finished May 23.
Third avenue Sewer, Harlem Bridge.—Dredged in front of sewer underneath the bridge. Finished January 16.
Blackwell's Island (Store-house Dock).—Drove and fastened with chain 2 oak spring piles. Finished June 22.

Blackwell's Island.—Drove 7 spring piles, laid 150 sqnare feet of 3-inch yellow pine sheathing, and refastened corner bands. Finished November 27.

and refastened corner bands. Finished November 27.

Drove and chain-fastened 4 spring piles. Finished December 5. Blackwell's Island (Charity Hospital Dock).—Laid 226 square feet of 3-inch yellow pine sheathing, drove 10 spring piles and 3 fender piles, and put on 1 oak cleat and 1 chock. Finished December 7.
Ward's Island (Coal Dock).—Laid 29 square feet of deck, 1,089 square feet of sheathing and 15 feet of backing log. Finished June 13.

Ward's Island Pier.—Drove 5 spring piles, set 1 mooring post, and sheathed deck 589 square feet with 3-inch yellow pine plank.

Randall's Island (Coal Dock).—Drove, chocked and fastened 3 spring piles and put in a derrick. Finished June 25.

Randall's Island.—Repaired gangway to same. Finished January 17.

Randall's Island.—Repaired gangway to same. Finished January 17.

Hart's Island (Branch Workhouse Dock).—Fastened spring piles. Finished September 25.

Hart's Island.—Rebuilt pier, drove 37 piles under caps, laid 225 feet of cross caps, and 177 feet side caps, 431 feet rangers, 162 feet backing log, 2,430 square feet of 3-inch yellow pine sheathing, put in 2 chocks and fastened 4 spring piles. Finished January 6, 1879.

Hart's Island (Hospital Dock).—Patched deck and chocked and fastened spring piles. The following pier was repaired under contract made with Charles Guidet and I. Eugene White: Pier 7, East river.—Laid new 4-inch yellow pine deck, 696 x 40 feet, new backing logs and 52 half-round white oak fenders. Finished March 30. The decks of the following piers were cleaned, the work being finished May 24: " 53 43..... " ji......
Pier at Thirty-third street, East river.
" at Thirty-seventh street, East river. 62 at Thirty-eighth street, East river.
at Fifty-fourth street, East river.
at Eighty-sixth street, East river.
at One Hundred and Sixth street, Harlem river.
at One Hundred and Seventeenth street, Harlem river. Dredging by the Union Dredging Company.

	WHEN	NUMBER OF CUBIC		Сивіс	YARDS.
	DREDGED.	YARDS.	LANEOUS.	MUD.	CRIB- WORK
North River.					
Pier at One hundred and Thirty-first street	May	891 542			
Bulkhead between One hundred and Thirtieth and One hundred and Thirty-first streets	{May {June	200 2,430		1,433	
Pier at One Hundred and Thirtieth street Pier at One Hundred and Twenty-ninth street Pier at Ninety-sixth street	August June June			2,630 543 396	
Fifty-seventh to Fifty-eight street (Board of Health)	November December	1,583 319	DYA	740	
Fifty-sixth to Fifty-seventh street (Board of Health)	September	690 2,924		1,902	
Fifty-fifth to Fifty-sixth street (Board of Health)	{August September	521 1,940		3,614	
Pier at Fifty-first street	August {June {September	7,534 4,993		2,461 1,540	
Pier at Forty-sixth street	November September			12,527 5,939 2,116	
Pier at Fortieth street	July	7,699 1,593 2,069 2,595		493	
Pier at Thirty-seventh street	{December	396 1,587	ı Wreck.	13,956	
Pier at Thirty-fourth street	May			1,983 3,554	
Pier at Thirtieth street	June July April	397 7,112 1,584		5.551	
Pier at Twenty-sixth street	July	3,517 1,383		9,093	
ier at Twenty-fifth street	{July August	74° 6,107		4,900	
ier at Twenty-fourth street	June	1,183		6,847 1,843 397 146 9 ⁸ 7	
unklead north of Gallscroot Street	(September	199		1,581	
ier at Jane street	{May June	393 395		788	
ump at Twelfth street	May	199		388	
asin at rear of wall at Tenth street	{May June	2,970 2,477		393	
ier, new 47ulkhead, east side approaches to Piers, new 46 and 47.	December June June July	2,971 1,578 3,002	:::::::	5,447 4,345 195	
ier, new 40	August September April	3,002 15,174 3,018 9,886	& 3,216 Crib and remains of Crib.	35,629	
eroy street wall	June	4,490 6,992	& 2,038 Crib	11,482	2,038
ip between Piers, old 29 and 30	May			18,640	2,038
Total, North river			remains of	159,915	5,514

	WHEN DREDGED.		CUBIC YARD		
				MUD.	CRIB- WORK
EAST RIVER.					
Pier 12, south side	May (July (September	173 7,494		589	
Pier 44 Pier 46 Pier 60 Pier 62, north side Dump at Seventeenth street	MayJuneJuneJune	793	:::::::	7,667 442 331 665 157	
Bulkhead between Twenty-third and Twenty-fourth streets. Bulkhead at Thirtieth street. Bulkhead at Thirty-first street. Pier at Seventy-ni.th street.	June July May June July June July June June	586 482 173 283		1,379 1,388 398 198	
Total, East river				938	
HARIEM RIVER.					
Pier at One Hundred and Sixth street	December			862	

Summary of Dredging by Union Dredging Company for Year ending April 30, 1879.

	MISCEL- LANEOUS.	CUBIC YARDS.	
		MUD.	CRIB
Construction of bulkhead wall proper, North river. Construction of new piers, North river. General repairs, North river. East river. Police Department, North river East river. Board of Health, North river.	Remains of Crib	11,482 54,269 75,415 13,635 8,163 1,379 10,586	2,038 3,476
Total	r Wreck. Remains of Crib	174,929	5,514

FLOATING PROPERTY.

REPAIRS TO THE FLOATING DERRICK "CITY OF NEW YORK."

On the 10th January the derrick "City of New York" was taken on the Balance Dry Dock

The I-inch sheathing boards on the sides and the quarter-rounds on the corners were found broken off in places. The 2-inch sheathing on the bottom was sound, and free from worms, although it was covered with a thick growth of mussels.

Two of the sheathing plank (one fifteen feet and one twenty feet long), on the fore and after ends were removed to examine the state of the seams between the bottom planks; the hair felt was found to be hard, and the oakum as good as could be desired.

The bottom, and the sheathing on the bottom, being thus found in good order, it was necessary only to remove the side sheathing and about two feet in width all around the bottom, so as to expose the corner log, which was supposed to be the seat of the leakage.

expose the corner log, which was supposed to be the seat of the leakage.

The sheathing and felting were removed from the sides, and the bottom cleaned.

Several bad spots were found in the planking in front, just below the water line; and, on boring, the same trouble was met on the starboard side and after end—the outside of the plank being good, while the heart was soft and easily reduced to powder.

Plank taken out and replaced: Forward end...... 107 square feet. Starboard side. 59
After end 89

tures under water; to protect them from further injury, each corner was covered with a heavy cast-iron plate, made to a radius of three feet on each side, two inches thick at the corners, tapening

The derrick was lowered on the 17th, and towed to Gansevoort street, North river.

GANSEVOORT STREET YARD.

New York, April 30, 1879.

To amount of stock on hand, Purchased and Issued from Gansevoort Street Yard j 1878, to April 30, 1879.	from May 1,
Stock on hand May 1, 1878	\$20,399 97

Purchased from May 1, 1878, to April 30, 1879	\$20,399 97 13,136 71
Total to be accounted for	\$33,536 68
Issued to the following sections:	
Floating Property \$1,269 3	6
Christopher street section	3
Leroy street section 5,961 3	
Houston street section 5 o	
Spring street section	
Charlton street section 5,927 4	
King street section	
Clarkson street section	
Canal street section	8
Dump, Fifty-sixth to Fifty-eighth street, N. R	9
Chambers street section 4,711 I	2
Pier, new I, N. R	
East Seventeenth street yard	
General repairs	
Department office	
Gansevoort street yard 109 5	52 \$22,262 61

Total am	ount of pa	y-roll, from	May 1, 18;	8, to April	30, 1879	 	\$7,920
	as follows						

Balance on hand May 1, 1879..... \$11,274 07

S			
	GANSEVOORT STREET YARD.		
	Office, yards, etc. \$3,723 17 Repairing account. 384 50 Platform account. 225 90 Concrete block account. 808 10		
		\$5,141	
	Spring street section	45	10
	Chambers street section	380	30

Leroy street section

Charlton street section	\$140 70
Christopher street section	163 35
East Seventeenth street yard	89 50
Pier, new I, North river	39 30
King street section	
Morton street section	2 75
Dump, Fifty-sixth to Fifty-eighth street, North river	
Houston street section	4 95
Department office	4 95 134 85 36 85
Clarkson street section	36 85

\$7,920 62

EAST SEVENTEENTH STREET YARD.

Statement of Granite (Rough and Cut) on hand at this Yard on April 30, 1879.

KIND.	ON HAND MAY 1, 1878, CUBIC FEET.	RECEIVED DURING YEAR.	TRANSFER- RED DURING YEAR.	ON HAND MAY 1, 1879, CUBIC FEET.	RATE.	AMOUNT.
Headers and Stretchers, old lot (cut) Headers and Stretchers, old lot (rough) Coping (cut). Headers and Stretchers, new lot (Fillson). Headers and Stretchers, new lot (Fillson). Headers and Stretchers, new lot (Hogan). Headers and Stretchers, new lot (Hogan). Headers and Stretchers, new lot (Hogan). Voussoirs. Spandrel and End Stones. Corner. End and Key Stones. Headers and Stretchers (fine cut). Fine Cut, part rough. Rough	211.3	29.20 6,338.50 282.11 1,136.06 27.04	2,963.7 117.9 1,425.0 4,132.72 1,770.78 4,601.22 55.04 45.87 222.16 108.0 199.77	434-1 93-4 	\$0 30 39 62 40 63 45 50 30 30 30 30 60	\$70 23 36 43 36 43 36 42 25 37 68 545 102 18 545 102 18 133 39 351 68 \$3,396 25

List of Work done by Private Parties under Supervision of the Engineer-in-Chief, by Order of or Under Permit from the Board of Docks.

NORTH RIVER.

Bulkhead between Forty-fourth and Forty-sixth streets, -Filling in rear of new bulkhead.

Pier at Fifty-ninth street.—Erection of a shed 417 feet long, 58 feet wide, and 17 feet high.
Pier at Forty-sixth street.—Erection of an ice bridge, scales and weigh office by the Mutual
Benefit Ice Company. Finished June 6.

Forty-second street. - Moving ferry bridge out a distance of 45 feet, by T. B. Decker. March

Thirtieth street.—Rebuiling 104 feet of bulkhead south of Thirtieth street, from low water-mark up, by J. S. Peck & Son. August 6 to August 20.

Pier at Twenty-fourth street.—Erection of a shed 13 feet by 49 feet on inner end, by C. T. Van Santvoord. Finished June 7.

Published a state of Fifteenth 5.

Bulkhead north of Fifteenth street. - Erection of an ice bridge, by Tillery, Schuyler & Co. Finished June 1. Pier, new 45.—Driving eleven oak spring piles by Oceanic Steam Navigation Company.

August 14 to 15.

Christopher street.—Paving approaches to Hoboken Ferry, by Hoboken Land and Improvement Company, 31 feet wide on north side and 43 feet wide on south side. July 18 to August 30.

Piers, new 41 and 42.—Erection of a coal derrick on the bulkhead, by Richard Heather.

Pier, new 38.—Laying railway tracks on pier, by Williams & Guion. October 1 to 15. Pier, new 35.—Erection of a shed on outer end of pier, 156 x 59 feet, by Geo. Yonge,

29 to August 9. Pier 35.—Building a spur 21 feet x 38½ feet on north side, by the North River & New York Steamboat Company. Finished May 10.

Pier 35.—Extending the above spur to 95 feet in length, by same company. March 31 to April 8.

Pier 35.—Erection of a shed on enlarged spur by W. R. Renwick. April 8 to 29.
Pier 34.—Erection of a shed on north side, by Tremper & Coykendall. Finished May 13.
Pier 33.—Erection of a platform on piles along the south side of the pier, extending 45 feet westwardly from the line of the old platform, and about 17 feet wide, and the building of a freight shed on the same, by the New York, Lake Erie & Western Railroad Company. Finished about

July 31.

Pier 30.—Removal of shed and building of ferry racks and bridges, moving of large building from its former site to the new platform, and erection of new ferry buildings by the New York, Lake Erie & Western Railroad Company. Commenced about October 1, and completed at this date, with the exception of a restaurant on the centre pier.

Piers 6 and 7.—Erection of sheds by New York & Baltimore Transportation Company.

Finished June 22.

EAST RIVER.

Pier 17.—Erection of extension of 80 feet to westerly end of shed by Jas. E. Ward & Company. Commenced September 19. Finished October 11.

Piers 31 and 32.—Driving five piles under ferry house between these piers, by T. & A. Walsh.

Piers 31 and 32.—Driving live piles under lerry house between these piers, by 1. & A. Walsh. Finished May 23.

Pier 34.—Extension to the pier of about 75 feet by the Union Ferry Company. Commenced July 1. Finished September 10.

Pier 36.—Widening pier about 55 feet on easterly side, and lengthening it about 39 feet by owners. January 4 to April 7.

Pier 36.—Erection of shed 44 x 330 feet on new portion of pier by W. M. Bassett. March 5 to April 5.

April 5.
Piers 36 and 37.—Rebuilding bulkhead between these piers, from low water up, by W. M. Bassett, agent. July 18 to August 6.
Pier 40.—Erection of platform and shed by Phelps & Brother. December 9 to 24.
Pier 41.—Driving 8 piles at outer end of pier, by J. L. Roome, Jr. April 26.
Pier 49 (west side).—Driving 45 close piles, by New York Floating Dry Dock Company.

Bulkhead at Gouverneur street.—Insertion of water pipe in bulkhead by Charles Kunstler.

Pier 53.—Erection of ice bridge on westerly side of pier, by Thomas Eldridge. March 28 to

ction of a bulkhead 100 feet long by 30 feet wide: of two 225 feet long, and one 40 feet and the other from 53 to 24 feet wide; of two ferry racks and bridges, and of a ferry pier. Work in progress.

Bulkhead between Fourth and Fifth streets.—Repairs to the bulkhead, by Henken & Co.

July 24.

Pier at Seventh street.—Repairs to upper side of outer end of pier, by Knickerbocker Ice Company. October 31 to November 5.

Twenty-second and Twenty-third streets.—Rebuilding the bulkhead from low water up, by J.

L. Brown. October 1 to 28.

Direct Twenty third street.—Building shed on outer end, 30 x 40 feet, by the Manhattan Beach

Pier at Twenty-third street.—Building shed on outer end, 30 x 40 feet, by the Manhattan Beach Railroad Company. Finished June 25.

Pier at Twenty-fifth street.—Sheathing with 3-inch spruce, 21 x 200 feet, by C. W. Durant & Son. Finished August 10.

Bulkhead between Thirtieth and Thirty-first streets.—Rebuilding 66 feet of bulkhead, by H. D. Brookman. December 3 to January 18.

Thirty-second street.—Laying an 8-inch drain pipe through bulkhead, by T. C. Townsend.

Finished September 23.

Forty-first and Forty-second streets.—Rebuilding bulkhead from south side Forty-first street to south side Forty-second street, from low water up, by W. L. Cutting. August 5 to September 4.

Pier at Fifty-first street.—Construction of a pier 20 feet long and 60 feet wide, and the erection

of a shed 75 x 30 feet thereon.

Pier at Fifty-third street.—Ice bridge, by C. H. Eldridge.

Between Fifty-third and Fifty-fourth streets.—Construction of a bulkhead about 202 feet long and thirty feet wide, and of a platform about 57 x 25 feet.

Sixty-first and Sixty-second streets.—Platform between these streets repaired by S. B. Fish.

Finished July 13.

Bulkhead at one Hundred and Second street.—Construction of a crib-bulkhead, 60 feet long and 14 feet wide, with two wings 90 x 12 feet.

At a meeting of the Board of Docks, held December 17, 1879.

Present-Commissioners Dimock and Vanderpoel

On motion, Commissioner Dimock took the Chair. The minutes of the meetings held 10th, 12th, 13th, and 16th instant were read and approved. A communication was received from the Finance Department, stating that it does not appear from the records of that Department that Chandler H. Loomis is in default or arrears to the corporation; and, being read,

On motion, it was

Resolved, That the contract for dredging the slip between piers at Twenty-third and Twentyfourth streets, North river, be and is hereby awarded to Chandler H. Loomis, of 435 West Twentyfirst street, his bid for doing said work being the lowest under proposals publicly opened 16th December, 1879.

A report was received from the Engineer-in-Chief, approving plans submitted by the N. Y., Lake Erie & W. R. R. Co., for the erection of a shed on Pier, new 20, North river, leased by said Company; and, being read,

On motion, the application of said Company was taken from the table and placed on file, and the following resolution adopted:

Resolved, That permission be and is hereby granted to the New York, Lake Erie & Western R. R. Co., lessee of Pier, new 20, North river, to erect and maintain, during the pleasure of this Board, a shed to cover said pier, for the protection of property received and discharged thereat by steam transportation; said shed to be constructed subject to the regulations of the Superintendent of Buildings, as required by chapter 249, Laws of 1875, and in accordance with the plans submitted to and approved by the Engineer-in-Chief of this Department, and now on file in this office, and all the work to be done under the supervision of that officer.

A report was received from the Engineer-in-Chief, approving plans submitted by the Old Dominion Steamship Co. for the erection of a shed on Pier, new 26, North river, leased by said Company, and being read,

On motion, the application of said Company was taken from the table and placed on file, and

On motion, the application of said Company was taken from the table and placed on file, and the following resolution adopted:

Resolved, That permission be and is hereby granted to the Old Dominion Steamship Company, lessee of Pier, new 26, North river, to erect and maintain, during the pleasure of this Board, a shed to cover said pier, for the protection of property received and discharged thereat by steam transportation; said shed to be constructed subject to the regulations of the Superintendent of Buildings, as required by chapter 249, Laws of 1875, and in accordance with the plans submitted to and approved by the Engineer-in-Chief of this Department, and on file in this office, and the work to be done under the supervision of that officer.

The following communications were received, read, and, On motion, laid on the table to await action as stated, to wit:

On motion, laid on the table to await action as stated, to wit:

On motion, laid on the table to await action as stated, to wit:

From Engineer-in-Chief, the following reports—

1st. As to repairs needed to Pier, new 41, North river.

2d. As to dredging needed between Piers, new 41 and 42, North river. Louis de Bebian, Agent Compagnie Générale Transatlantique, lessee of Pier, new 42, North river, requested to call upon the Commissioners in reference to the dredging of said premises.

3d. Stating that there appeared to be no objection to the erection of a pier on Harlem river, at One Hundred and Fiftieth street, as applied for by H. L. Morris and E. A. Galindo.

4th. As to repairs needed to Pier 21, East river.

From Captain of the Port—In reference to class of vessels using Pier 49, East river.

Bassett, occupant of said pier, requested to be present at the next meeting of the Board.

Bassett, occupant of said pier, requested to be present at the next meeting of the Board.

The following communications were received, read, and,
On motion, placed on file, action being taken where necessary as stated, to wit:
From Old Dominion Steamship Co., lessee of Pier, new 26, North river—Requesting that mooring-posts be placed thereon, in positions as indicated on plans submitted. Engineer-in-Chief directed to have the mooring-posts placed in accordance with the request of said Company.

From Old Dominion Steamship Co.—To have some minor repairs made to the sheathing of Pier, old 37, North river. Engineer-in-Chief directed to make the repairs referred to at a cost of about \$25.

From F. Alexandre & Sons—In reference to the dredging ordered by this Department to be done by the owners of Pier 3, North river. Secretary directed to notify the applicants that the owners of said pier have stated that the dredging adjacent to Pier 3 has been ordered by them, and will be proceeded with as soon as possible.

From New York, New Haven & Hartford Railroad Co.—In reference to platform proposed to be erected in front of bulkhead south of Montgomery street, East river, in case said Company should acquire possession of the said bulkhead. Secretary directed to advise in reply that action cannot be had except on a formal application, and that it has been the custom of the Department, in granting such privileges, to charge rent for the land under water covered by said structure, and in the present instance, if no improper reason exists, their application will receive favorable consideration

From Davies, Work, McNamee & Hilton—Asking that the lease of the Staten Island Railway Company to premises at foot of Whitehall street be submitted to them as counsel for said Company. Request granted.
From John Quinn—Claim for \$100.20 against John M. C. Scully, contractor for furnishing

From R. Montgomery-Claim for \$156 against John M. C. Scully, contractor for furnishing stone

From R. Montgomery—Claim for \$156 against John M. C. Scully, contractor for furnishing stone

From Engineer-in-Chief, the following reports—

1st. Stating that there are several dangerous holes on the dock of pier at foot of Fifty-seventh street, North river. Frederick Schecker, lessee of said pier, directed to make the repairs referred to, in accordance with the terms and conditions of his lease.

2d. As to work performed during week ending December 13, 1879.

3d. Stating that to erect a bulkhead as proposed between Fifty-ninth and Sixty-first streets, East river, would involve an expenditure of about \$8,000.

Reports of Engineer-in-Chief, dated June 15, 1878, and on Secretary's order 1,370, and communication from George N. Williams in reference to erecting wharf accommodations in the vicinity of Sixtieth street, East river, taken from the table and placed on file, and the Engineer-in-Chief directed to prepare specifications and contract for proposals for building by contract a bulkhead of about 260 feet in length, between said Fifty-ninth and Sixty-first streets.

From J. L. Prosius, Harbor Master—Stating that he had assigned to the Knickerbocker Ice Company the exclusive use of the pier at Twentieth street, North river. Application of said Company to erect a platform at said pier, leased by them, taken from the table and placed on file, and the Secretary directed to notify them that this Department has no objection to their placing and retaining, under the supervision of the Engineer-in-Chief of this Department, on the south side of pier at foot of Twentieth street, North river, a platform to extend the entire length of said pier, for the landing and discharging ice, the consent of the Harbor Master having been filed in this office, but the Department reserves the right to cause its removal at any time it may so elect.

The Auditing Committee presented an audit of thirteen bills or claims, amounting in the aggregate to the sum of \$833-46, and being read, was

aggregate to the sum of \$833.46, and being read, was

On motion, accepted and adopted, and the Secretary directed to forward the said bills, together with proper requisitions for the amount, to the Finance Department for payment.

On motion, the following communications were taken from the table and placed on file:

at Sixty-fifth street, North river, to protect piers below.

From S. H. Mills—In reference to refuse, etc., thrown into slip at Pier 23, East river.

From Charles Dunlop and others—To have incumbrances on pier at Twenty-third street,

From New York Central and Hudson River Railroad Co.-For permission to drive piles

From Commissioners of the Sinking Fund-In relation to use of site of Dog Pound at East

Seventeenth street yard.

From John W. Jacobus—For permission to erect a derrick on bulkhead between Clarkson and Leroy streets, North river.

From W. A. Jenks—For permission to occupy dock foot of Twenty-second street, East

From Osborn & Robinson—For permission to erect shed on Pier 13, North river. From S. D. Coykendall and J. H. Tremper—To lease north side of Pier, old 34, North

From Mutual Benefit Ice Co.—To lease bulkhead at Fifty-second street, North river.
From Long Branch Ocean Pier Company—To lease south side of Pier, new 1, North

river. From Department of Public Works-As to the temporary sewer opening at Clarkson

street, North river. From Edward Minturn & Moses Taylor-In reference to lease of Pier to be built on site of Pier, old 35, North river.

From Department of Public Charities and Correction—In reference to having additional dock

accommodations for its use for transferring fire apparatus, etc., to the Island.

From Michael Kane—As to repairs needed to the Pier at Forty-sixth street, East river.

From Henderson Brothers, lessees of Pier, new 46, North river—To have dredging done.

From Eldridge & Warren—To erect platform, etc., at bulkhead at Fifty-third street, East

From Eldridge & Warren-As to dimensions of proposed platform at Fifty-third street, East

From G. H. Fletcher, Attorney for Eldridge & Warren-In reference to lease of Pier at

Fifty-third street, East river.

From New York, Lake Erie & Western Railroad Company—In reference to approach to ferry at Chambers street, North river.

From Police Department-To have dredging done at one of the dumping-boards at Pier at Thirty-seventh street, North river.

From E. S. Martin—In reference to lease of Pier, old 39, North river.

From Jacob Lorillard, trustee—In reference to obtaining a berth at Pier, new 1, North

river.

From Department of Public Works-As to use by tugboats of bulkhead at Twelfth street, North river From Consumers' Ice Company-To place an office on bulkhead at Horatio street, North

river From John G. Peene-In reference to condition of bulkhead south side of Pier 35, North

From S. R. Peene and others—To have dredging done at Piers, old 34 and 35, North river. From N. Y. City Ice Co.—To place weigh-office and tool-house on bulkhead north side of

Gansevoort street, North river. From Daniel Dailey-To erect dumping-board at Bethune street, North river. From P. F. Keenan-To erect dumping-board at bulkhead north of Bank street, North

river From Cobanks & Theall and others-Protesting against erection of dumping-board at Bank

street, North river.

From J. H. Vanderbilt and others—Protesting against erection of dumping-board at Bethune

From John D. Tracy-To erect a dumping-board on bulkhead north side of Bank street,

North river. From Alfred Wagstaff-In reference to having a derrick placed between Morton & Leroy

streets, North river.

From J. M. Goetchius—To drive piles and erect platform for ferry purposes between One Hundred and Thirtieth and One Hundred and Thirty-first streets, North river.

From W. B. Cragin-As to incumbrances on piers and bulkheads in vicinity of Bank street, North river.

From C. H. Longstreet, Superintendent—To make landings at Pier, new 1, North river.

From Samuel L. Hitchman—In reference to damage done to platform between Piers 17 and

North river.

From Harlem & New York Navigation Co .- To have lease of Pier at Fifty-third street, East river, executed direct to them.

From Old Dominion Steamship Co., lessee—7 > have Pier, new 26, North river, built.

From Pennsylvania Railroad Co.—To erec. platform, repair and extend Pier 16, North

From Charles Heckman-In reference to removal of dumping-board at Seventeenth street,

From Police Department—Requesting that piles be driven at Gravesend Bay.

From Thomas Rutter—For permission to build platform dock between Sixtieth and Sixtystreets, East river.

From A. Geoghegan.—To lease water front foot of Sixty-second street, East river. From John M. C. Scully.—To erect dumping-board for stone at One Hundred and Fiftyeighth street, North river.
From Dayton Brothers—To erect a dumping-board between Fifteenth and Sixteenth streets,

From John Macarthur—For permission to excavate, etc., in front of water front between Seventy-third and Seventy-fourth streets, East river.

From Henry F. Goodwin—To use portion of Pier 53, East river, as all landing for steam

launch. From Twenty-third Street Railway Co and others-To have filth removed from foot of

Twenty-third street, North river, From Jacob Sharp-In reference to filthy condition at the foot of Twenty-third street, North river

From Knickerbocker Ice Co.-For reduction of rent for extension to pier at Twentieth street,

From George N. Williams and others-For wharf accommodations between Fifty-ninth and Sixty-first streets, East river.

From Engineer-in-Chief, the following reports—

1st. In reference to the condition of bulkhead at Fifty-second street, North river.

2d. As to dredging required at Pier, new 46, North river.

3d. As to dredging needed at bulkhead, south side of Pier, old 35, North river.

4th. As to repairs necessary to pier at Forty-sixth street, East river.

5th. As to repairs required to pier at Seventy-ninth street, North river.

6th. As to dredging needed at ferry premises at Twenty-third street, North river.

7th. As to dock most suitable for Department of Public Charities and Correction to convey envises and firemen from the city to the islands under their control.

engines and firemen from the city to the islands under their control.

The Secretary submitted the Annual Report of the Department for the year ending 30th April, 1879, being its Ninth Annual Report, prepared in compliance with the requirements of sub-division 9 of section 6, chapter 574, Laws of 1871, and of sections 88 and 119 of chapter 335, Laws of 1873; and, being read, was,

On motion, approved and adopted, and the Secretary directed to transmit the said report to his Honor the Mayor.

On motion, the Secretary was authorized and directed to have 1,000 copies of the Annual Report of the Department for the year ending April 30, 1879, printed in proper form.

On motion, the resignation of Patrick Cane, Night Watchman, was accepted.

On motion, the Board adjourned.

EUGENE T. LYNCH, Secretary.

At a special meeting of the Board of Docks, held December 22, 1879. Present—Commissioners Dimock and Vanderpoel.

On motion, Commissioner Dimock took the Chair.

A communication was received from the Police Department, requesting that places be furnished on the North and East rivers from which ice and snow can be dumped, and being read, On motion, it was

On motion, it was
Resolved, That permission be and is hereby granted to dump clean snow and ice, during the present season, from the following named premises, to wit:

All dumping-boards on the water-front when not in use by the Police Department.
On East river—East half Pier 53, and west half Pier 54; pier at Third street, bulkheads at Sixteenth, Eighteenth, Twenty-ninth, and Forty-second streets.
On Harlem river—Piers at One Hundred and Sixth, One Hundred and Seventeenth, and One Hundred and Twenty-fifth streets.
On North river—Pier, new 41, foot of Leroy street.
—but the dumping of other material than clean snow and ice is strictly prohibited, and in all cases the dump must be made into the river, and not upon any of the premises named herein.

the dump must be made into the river, and not upon any of the premises named herein.

On motion, the Secretary was directed to address a communication to the Police Department, advising them that this Board protests against the dumping into the North and East rivers of the

material now on Broadway, under the authority granted by the foregoing resolution.

The following communications were received, read, and,
On motion, laid on the table to await action as stated, to wit:

From Department of Public Charities and Correction—In reference to having facilities provided by this Board for the transportation of fire engines, etc., to and from the several islands under charge of said Department, in case of fire. Secretary directed to request the Commissioners of said Department to call at this office in reference to their application. From Charles A. Coe-For permission to repair bulkhead, build pier, and erect shed thereon

in front of warehouses owned by him on Water street, between Corlears and East streets, East river. Applicant requested to call upon the Commissioners in reference to his application.

From Police Department—To have dredging done at the dumping-board at Thirty-seventh

street, North river. Engineer-in-Chief directed to examine and report the dredging required at said premises to accommodate the boats of the Bureau of Street Cleaning. The following communications were received, read, and,

On motion, placed on file, action being taken where necessary as stated, to wit:

From Old Dominion Steamship Co.—Asking that they be allowed the use of the inner end of Pier, old 37, North river, with the shed thereon, until the shed now building by them on the outer end of Pier, new 26, North river, shall be completed. Permission granted to said Company to use the premises referred to until the 20th day of February, 1880.

From Chandler H. Loomis—Accepting to contract for dredging slip between piers at Twenty-third and Twenty-fourth streets, North river, under award made on 17th instant.

From Frank Thomson, General Manager of the Pennsylvania Railroad Company—Stating his inability to be present at the meeting held this day, in reference to the improvements contemplated at Pier, old 38, North river. Secretary directed, in reply, to request that he inform this Board at what time near at hand he will be able to call on the Commissioners in reference to the improve-

ments contemplated to be made at the aforesaid premises, if he should desire to see them before the work is commenced

the work is commenced.

From Engineer-in-Chief—

1st. Stating that repairs are needed to Pier 46, East river, at a cost of about \$500, and to Pier 47, East river, at a cost of about \$200.

Joseph V. Brown, lessee of Pier 46, East river, directed to make the repairs as reported by the Engineer-in-Chief, in accordance with the terms and conditions of sale held April 15, 1878, under which the lease of said premises was purchased by him. Secretary directed to notify the owner of Pier 47, East river, to make the necessary repairs thereto in accordance with the report of the Engineer-in-Chief.

of the Engineer-in-Chief.

2d. As to repairs needed to be made to pier at Fifth street, East river. Application of Joseph V. Brown, lessee, under date of October 8, 1879, to have said pier repaired by this Department, and the report of the Engineer-in-Chief on Secretary's order 1,397, in relation thereto, taken from the table and placed on file, and said lessee directed to make the repairs to said pier as reported by the Engineer-in-Chief, in accordance with the terms and conditions of sale, held March 13, 1879, under which the lease of said premises was purchased by him.

From B. F. Cashman—Claim for \$144.59 against John M. C. Scully, contractor, for furnishing stone.

ing stone.

On motion, the application of Henry L. Morris and E. A. Galindo, to erect a dock on east side of Harlem river, adjacent to the northerly side of One Hundred and Fiftieth street, and the report of the Engineer-in-Chief on Secretary's order 1,459, in relation thereto, were taken from the table and placed on file, and the following resolution adopted.

Resolved, That permission be and is hereby granted to Henry Lewis Morris to construct, at his own cost and expense, upon lands under water owned by him on the easterly side of Harlem river, adjacent to the northerly line of One Hundred and Fiftieth street, a pile pier, about 150 feet in length and 40 feet in width, the outer end of said pier when constructed to be within the bulkhead line as established in 1868, and further that he be permitted to erect a platform on piles within the lines of One Hundred and Fiftieth street, about 150 feet long and 13 feet wide, as an approach to said pier, provided that whenever One Hundred and Fiftieth street shall be opened by law, the said approach shall revert to and become the property of the city without compensation or claim said approach shall revert to and become the property of the city without compensation or claim for damage of any kind whatsoever, the work to be done under the supervision of the Engineer-in-

Chief, and in accordance with the plans on file in this department.

On motion, the following preamble and resolution was unanimously adopted.

Whereas, J. P. Crawford and N. B. Abbott, known under the style of the "Abbott Pavement Co.," laid an asphalt pavement on Pier, new 1, North river, and on the walks at adjacent boat landing, pursuant to the orders of the Department issued under dates of April 16 and May 14,

1878; and
Whereas, The bills or claims of said Company for doing said work have not yet been audited and passed for payment, for the reason that said pavements have not thus far resulted wholly to the satisfaction of the Department; and
Whereas, The said Company now consents to a reduction of twenty-five per cent. from the claim for the pavement laid on the said pier, and will agree to place all of said pavements in good repair, should damage arise or grow out of their surface becoming or continuing in a softened condition during five years from January I, 1880, and will further agree that the cost and expense to the city for making said repairs shall not exceed the sum of Stop per annum during that period: the city for making said repairs shall not exceed the sum of \$100 per annum during that period; therefore

Resolved, That the officers of this Board be and are hereby authorized and empowered to sign a contract in triplicate, and affix the Department seal thereto, when approved as to form by the Counsel to the Corporation, stipulating with the said Company for its acceptance, in full settlement of all claims for the laying of the said pavements, of seventy-five per cent. of the bill or claim for that on the said pier, and the full amount of the bill or claim for that on the walks of the boat handless and for the consistency of the service of the consistency of th landing, and for the repairing of all damage arising from any softened condition of said pavements during five years from January 1, 1880, free of cost and expense to the city beyond the sum of \$100 per annum, in consideration of the said pavements being retained and accepted by the Department

in their present condition. The Auditing Committee presented an audit of one bill or claim, amounting in the aggregate

On motion, accepted and adopted, and the Secretary directed to forward the said bill, together with a proper requisition for the amount, to the Finance Department for payment.

On motion, the Secretary was directed to notify Henry Miller, Jr., lessee of Pier 54, North river, to repair the surface thereof, and replace six new mooring piles, in accordance with the terms and conditions of sale held March 14, 1878, under which the lease of said premises was purchased by him reported to be necessary by Superintendent Smith.

him, reported to be necessary by Superintendent Smith.

On motion, the Secretary was directed to notify Thomas O'Rorke, lessee of west side of Pier 21, East river, to call at once at this office and execute the lease of said premises, purchased by him at public sale held March 14, 1878, and should he fail to comply the Commissioners will take such action as may be necessary to annul said lease.

On motion, the Board adjourned.

EUGENE T. LYNCH, Secretary.

At a meeting of the Board of Docks, held December 24, 1879. Present Commissioners Dimock and Vanderpoel.

On motion, Commissioner Dimock took the Chair.

On motion, Commissioner Dimock took the Chair.

The minutes of the meeting held 17th instant, were read and approved.

On motion, the application of W. M. Bassett, Agent for Central Vermont R. R. and Steamer Line, for permission to erect a shed on Pier 49 East river, occupied by him, and the communication from the Captain of the Port in reference to vessels using said premises, were,

On motion, taken from the table and placed on file, and the following resolution adopted:
Resolved, That permission be and is hereby granted to the Central Vermont R. R. and Steamer Line, lessee of Pier 49, East river, to erect and maintain, during the pleasure of this Board, a shed to cover said Pier, for the protection of property received and discharged thereat by steam transportation; said shed to be constructed subject to the regulations of the Superintendent of Buildings, as required by chapter 249, Laws of 1875, and in accordance with plans to be first submitted to and approved by the Engineer-in-Chief of this Department, and all the work to be done under the supervision of that officer.

The following communications were received, read, and

The following communications were received, read, and

On motion, placed on file, action being taken where necessary as stated, to wit: From Engineer-in-Chief -

As to work performed during week ending December 20, 1879.

From John E. Walsh—Asking that plans and drawings submitted by him, with his proposition to build bulkhead walls by means of a coffer dam, be returned to him. Engineer-in-Chief directed to return to Mr. Walsh any plans or drawings in his possession relating to the subject.

From Terence O'Brien—Claim for \$36.25 against John M. C. Scully, contractor for furnishing stone.

ing stone.

From J. M. Goodwin-Claim for \$28 against John M. C. Scully, contractor for furnishing stone.

The Auditing Committee presented an audit of sixteen bills or claims, amounting in the aggre-

gate to the sum of \$6,245.02, and being read, was,
On motion, accepted and adopted, and the Secretary directed to forward the said bills, together
with proper requisitions for the amount, to the Finance Department for payment.
Charles A. Coe appeared in reference to his application to erect a pier in front of his warehouses on Water street, East river, between Corlears and East streets, and, being heard at length,

On motion, the Engineer-in-Chief was directed to examine and report as to the expediency of building a pier as petitioned for out to the established bulkhead and pier line.

The Engineer-in-Chief reporting that the New York Central & Hudson River Railroad Company were filling in the water front at the foot of Sixty-sixth street, North river,

On motion, the Secretary was directed to notify said Company to discontinue the filling in now being done on the water front between Sixty-fifth and Sixty-sixth streets, North river, until a

retaining structure along Sixty-sixth street, out to the existing bulkhead, shall have been constructed, in order to retain the material which may be deposited inside thereof, complaint having been made to this Department that the material deposited at the above point is washing out into the river. On motion, the Board adjourned.

EUGENE T. LYNCH, Secretary.

FIRE DEPARTMENT.

HEADQUARTERS FIRE DEPARTMENT, CITY OF NEW YORK, (January 3, 1880.

Present-President Vincent C. King, Commissioners John J. Gorman and Cornelius Van Cott.

Communications.

From-Chief of Department, recommending locations for alarm boxes. Referred to Superintendent of Telegraph for report.
Superintendent of Telegraph, requesting instructions relative to location of telegraph pole in ront of quarters of Engine Co. No. 34. Laid over.

Medical Officer, recommending leave of absence to Chief of Battalion Samuel Campbell.

Same, recommending leave of absence, disability not attributable to duty, to Foreman Alexander
McNeill, of Engine Co. No. 40, for ten days. Granted on half pay.

Foreman of Engine Co. No. 23, reporting death of Fireman Patrick Clark, on first instant.

Filed.

Foreman of Hook and Ladder Co. No. 10, reporting death of Fireman Patrick O'Callaghan, on first instant. Filed. Department of Public Charities and Correction-Relative to attendance of ambulances at fires.

Filed, with directions to reply.

B. T. Babbitt, requesting information relative to notice received from Bureau of Combustibles.

Compliance directed.

Supply Clerk—Requisition for forage, estimated cost \$620. Purchase ordered.

Same—Relative to supply of forage. Filed, and following resolution adopted:

Resolved, That an advertisement be inserted in the CITY RECORD, inviting proposals for furnishing to this Department 165,000 pounds hay, 37,000 pounds straw, 1,200 bags oats, and 800 bags fine

H. R. Le Roy, Chairman of Committee, requesting detail of fireman at Academy of Music Ball, on 5th instant. Referred to Chief of Department for compliance.

On motion, the Chairman of Committee on Repairs and Supplies was empowered and directed to have plans, specifications, etc., prepared at the usual rates, for rebuilding houses of Engine Co. No. 5, Hook and Ladder Co. No. 16, and Storehouse in Lawrence street (for quarters of Engine Co. No. 37), and for alterations and repairs required to houses of Engine Cos. Nos. 3, 13, 20, and 27.

Resolution.

Resolved, That James E. Serrell, City Surveyor, be requested to survey the lots occupied by the quarters of Engine Cos. Nos. 3, 5, 13, 20, and 27. Hook and Ladder Co. No. 16, and Storehouse on Lawrence street, at not exceeding \$15 for each, and to report with diagrams of the same. Adopted.

-audited and transmitted to Comptroller for payment :

For the Year 1879-Schedule No. 64.

Crimmins, Thomas E., apparatus, supplies, etc. Dunne, Thomas, apparatus, supplies, etc. Gregory, James, apparatus, supplies, etc. Hayman, C. & H., apparatus, supplies, etc. Kitchen, Geo. H. & Co., apparatus, supplies, etc. McCullough, John, apparatus, sup-	\$15 00 175 00 107 48 300 00 1 05	Shannon, Thos., W. P. & D. T., three new engine-houses. Union Fire Alarm Tel. Co., appara- tus, supplies, etc. Walter, Louisa, apparatus, supplies,	\$325 00 11 52 3,000 00 450 00 175 00
plies, etc	5 00		\$4,565 05

On motion, adjourned.

CARL JUSSEN, Secretary.

THE BROOKLYN BRIDGE.

MAYOR'S OFFICE, NEW YORK, January 3, 1880.

MAYOR'S OFFICE, New York, January 3, 1880.

At a meeting of the Mayor, and the President of the Board of Aldermen, the Comptroller being absent, held at the Mayor's Office on the 3d day of January, 1880, for the appointment of a "Trustee for the purpose of managing and constructing a bridge over the East river, between the cities of New York and Brooklyn," in compliance with chapter 300 of the Laws of 1875, in the place of James M. Motley, who was appointed such Trustee on the 2d day of June, 1879, and who has since died.

The President of the Board of Aldermen moved that Lawrence Turnure be appointed Trustee in place of James M. Motley, deceased.

The motion was carried by the following vote, viz.:

In the affirmative—The Mayor, and the President of the Board of Aldermen.

EDWARD COOPER,

Mayor of the City of New York

Mayor of the City of New York.

JORDAN L. MOTT,
President of the Board of Aldermen of the City of New York.

APPROVED PAPERS

Resolved, That the Board of Health be requested to compel the persons occupying the vacant lots Nos. 136 and 138 Mulberry street, used as a storage yard for building sand, to properly inclose and roof the same, to the end that the adjoining property may be relieved of an intolerable nuisance.

Adopted by the Board of Aldermen, December 16, 1879. Approved by the Mayor, December 29, 1879.

Resolved, That this Common Council, as provided in section 49, chapter 335, Laws of 1873, authorize and approve of the action taken by the Board of Police of the Police Department of the City of New York, in the location of a station-house for the police force of the Second Precinct at the High Bridge, on the easterly side of the Harlem river.

Adopted by the Board of Aldermen, December 23, 1879. Approved by the Mayor, December 29, 1879.

Resolved, That the Comptroller be and he is hereby authorized and directed to draw a warrant in favor of Michael Harrington, messenger of the Special Committee on apportioning the county into new assembly districts, for the sum of fourteen dollars and seventy cents, in full for bill annexed, and charge the amount to the appropriation for "City Contingencies."

Adopted by the Board of Aldermen, December 23, 1879. Approved by the Mayor, December 29, 1879.

Resolved, That two lamp-posts, with boulevard lamps thereon, be erected and lamps lighted on southerly side of Washington place, about sixty feet easterly of University place, in front of entrance to the Asbury M. E. Church, under the direction of the Commissioner of Public Works.

Adopted by the Board of Aldermen, December 23, 1879.

Approved by the Mayor, December 29, 1879.

Resolved, That permission be and the same is hereby given to C. A. Cole to place and keep two ornamental lamp-posts and lamps in front of his premises, No. 1323 Broadway, such posts not to exceed the dimensions prescribed by ordinance or resolution of the Common Council, the work to be done and gas supplied at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

Adopted by the Board of Aldermen, December 23, 1879. Approved by the Mayor, December 29, 1879.

Resolved, That permission be and the same is hereby given to Albert Crane to regulate, grade, set curb and gutter, and flag a space four feet wide through the centre of the sidewalks in One Hundredth street, from the Second avenue to the Harlem river, the work to be done at his own expense, under the direction and supervision of the Commissioner of Public Works.

Adopted by the Board of Aldermen, December 23, 1879. Approved by the Mayor, December 29, 1879.

Resolved, That two boulevard lamps be substituted for the two street-lamps now in front of the Third avenue entrance of the building now occupied by the Department of Public Charities and Correction, under the direction of the Commissioner of Public Works.

Adopted by the Board of Aldermen, December 23, 1879. Approved by the Mayor, December 29, 1879.

OFFICIAL DIRECTORY.

STATEMENT OF THE HOURS DURING WHICH all the Public Offices in the City are open for business, and at which each Court regularly opens and adjourns, as well as of the places where such offices are kept and such Courts are held; together with the heads of Departments and Courts.

EXECUTIVE DEPARTMENT.

Mayor's Office.

No. 6 City Hall, 10 A. M. to 3 P. M. EDWARD COOPER, Mayor; John Tracey, Chief Clerk.

Mayor's Marshal's Office. No. 7 City Hall, 10 A. M. to 3 P. M. JOHN TYLER KELLY, First Marshal.

Permit and License Bureau Office. No. 1 City Hall, 10 A. M. to 3 P. M. DANIEL S. HART, Registrar.

Scalers and Inspectors of Weights and Measures.

No. 7 City Hall, 10 A. n. to 3 p. Nr.
WILLIAM EYLERS, Sealer First District; ELIJAH W.
ROE, Sealer Second District; John Murray, Inspector
First District; Joseph Shannon, Inspector Second
District

LEGISLATIVE DEPARTMENT.

Office of Clerk of Common Council. No. 8 City Hall, 10 A. M. to 4 P. M. JOHN J. MORRIS, President Board of Aldermen, FRANCIS J. TWOMEY, Clerk Common Council.

DEPARTMENT OF PUBLIC WORKS

Commissioner's Office.

No. 19 City Hall, 9 A. M. to 4 P. M.

ALLAN CAMPBELL, Commissioner; FREDERICK H

HAMLIN, Deputy Commissioner.

Bureau of Water Register. No. 10 City Hall, 9 A. M. to 4 P M. John H. Chambers, Register.

Bureau of Incumbrances. No. 13 City Hall, 9 A. M. to 4 P. M. JOSEPH BLUMENTHAL, Superintendent.

Bureau of Sewers. No. 21 City Hall, 9 A. M. to 4 P. M. STEVENSON TOWLE, Engineer-in-Charge.

Bureau of Chief Engineer. No. 11½ City Hall, 9 A. M. to 4 P. M.

Bureau of Street Improvements. No. 11 City Hall, 9 A. M. to 4 P. M. GEORGE A JEREMIAH, Superintendent.

Bureau of Repairs and Supplies.
No. 18 City Hall, 9 A. M. to 4 P M THOMAS KEECH, Superintendent.

Bureau of Water Purveyor No. 4 City Hall, 9 A. M. to 4 P. M. DANIEL O'REILLY, Water Purveyor.

Keeper of Buildings in City Hall Park. JOHN F. SLOPER, City Hall.

Bureau of Lamps and Gas. No. 21 City Hall, 9 A. M. to 4 P. M. STEPHEN McCormick, Superintendent.

Bureau of Streets No. 19 City Hall, 9 A. M. to 4 P. M. James J. Mooney, Superintendent.

FINANCE DEPARTMENT.

Nos. 19 and 20 New County Court-house, 9 A. M. to 4 P. M. JOHN KELLY, Comptroller: RICHARD A. STORIS Deputy Comptroller.

Bureau for the Collection of Taxes. First floor Brown-stone Building, City Hall Park.
MARTIN T. McMahon, Receiver of Taxes; Alfred
VREDENBURG, Deputy Receiver of Taxes.

Bureau of the City Chamberlain. No. 18 New County Court-house, 9 A. M. to 4 P. M. J. Nelson Tappan, City Chamberlain.

Auditing Bureau. No. 19 New County Court-house, 9 A. M. to 4 P. M. DANIEL JACKSON, Auditor of Accounts.

Bureau of Arrears. No. 5 New County Court-house, 9 A. M. to 4 P. M. ARTEMAS CADY, Clerk of Arrears.

Bureau for the Collection of Assessments. No. 16 New County Court-house, 9 A. M. to 4 P. M. DWARD GILON, Collector.

Bureau of City Revenue. No 6 New County Court-house, 9 A. M. to 4 P. M. EDWARD F. FITZPATRICK, Collector of City Revenu

Bureau of Markets.

No. 6 New County Court-house, 9 A. M. to 4 P. M.

JOSHUA M. VARIAN, Superintendent of Markets.

LAW DEPARTMENT.

Office of the Counsel to the Corporation. Staats Zeitung Building, third floor, 9 A. M. to 4 P. M. WILLIAM C. WHITNEY, Counsel to the Corporation; NDREW T. CAMPBELL, Chief Clerk.

Office of the Public Administrator. No. 49 Beekman street, 9 A. M. to 4 P. M. ALGERNON S. SULLIVAN, Public Administrator. Office of the Corporation Attorney.

No. 49 Beekman street, 9 A. M. to 4 P. M. WILLIAM A. BOYD, Corporation Attorney. Attorney to Department of Buildings' Office. Corner Cortlandt and Church streets.
JOHN A. FOLEY, Attorney.

POLICE DEPARTMENT.

Central Office. No. 300 Mulberry street, 9 A. M. to 4 P. M.
, President: SETH C. HAWLEY,

DEPARTMENT OF CHARITIES AND CORRECTION.

Central Office. Third avenue, corner Eleventh street, 9 A. M. to 4 P. M. TOWNSEND COX, President; Joshua Phillips, Secre-

FIRE DEPARTMENT.

Headquarters.

Nos. 153, 155, and 157 Mercer street, 9 A. M. to 4 F. M.

VINCENT C. KING, President; CARL JUSSEN, Secretary.

HEALTH DEPARTMENT. No. 301 Mott street, 9 A. M. to 4 P. M. CHARLES F. CHANDLER, President; EMMONS CLARK

DEPARTMENT OF PUBLIC PARKS. No. 36 Union square, 9 A. M. to 4 P. M.

JAMES F. WENMAN, President; EDWARD P. BARKER,
Secretary.

Civil and Topographical Office.

Arsenal, 64th street a d 5th avenue, 9 A. M. to 5 P. M. Office of Superintendent of 23d and 24th Wards.
Fordham 9 A. M. to 5 P. M.

DEPARTMENT OF DOCKS. Nos. 117 and 119 Duane street, 9 A. M. to 4 P. M. EUGENE T. LYNCH, Secretary.

DEPARTMENT OF TAXES AND ASSESSMENTS Brown-stone Building, City Hall Park, 9 A. M. to 4 P. M. JOHN WHEELER, President; ALBERT STORER, Secretary.

BOARD OF ASSESSORS. Office, No. 114 White street, 9 A. M. to 4 P. M. THOMAS B. ASTEN, President; WM. H. JASPER,

DEPARTMENT OF BUILDINGS. No. 2 Fourth avenue, 8:30 A. M. to 4 P. M. HENRY J. DUDLEY, Superintendent.

BOARD OF EXCISE.

Corner Mulberty and Houston streets, 9 A. M. to 4 P. M. RICHARD J. MORRISSON, President; J. B. ADAMSON Chief Clerk.

SHERIFF'S OFFICE.

Nos. 3 and 4 New County Court-house, 9 A. M. to 4 P. M. PETER BOWE, Sheriff; JOEL O. STEVENS, Under Sheriff.

COMMISSION FOR THE COMPLETION OF THE NEW COUNTY COURT-HOUSE. No. 28 New County Court-house, 9 A. M. to 5 P. M. Wyllis Blackstone, President; Isaac Evans, Secre-

REGISTER'S OFFICE. East side City Hall Park, 9 A. M. to 4 P. M.
FREDERICK W. LOEW, Register; AUGUSTUS T.
DOCHARTY, Deputy Register.

COMMISSIONERS OF ACCOUNTS. No. 27 Chambers street, 9 A. M. to 4 P. M. WM. PITT SHEARMAN, JOHN W. BARROW,

COMMISSIONER OF JURORS. No. 17 New County Court-house, 9 A. M. to 4 P. M. THOMAS DUNLAP, Commissioner; ALFRED J. KEEGAN Deputy Commissioner.

COUNTY CLERK'S OFFICE. Nos. 7 and 8 New County Court-house, 9 A. M. to 4 P. M. WILLIAM A. BUTLER, County Clerk; Deputy County Clerk.

DISTRICT ATTORNEY'S OFFICE.
Second floor, Brown-stone Building, City Hall Park, BENJAMIN K. PHELPS, District Attorney; Moses P. CLARK, Chief Clerk.

THE CITY RECORD OFFICE,

And Bureau of Printing, Stationery, and Blank Books. No. 2 City Hall, 8 a. m. to 5 p. m. Thomas Costigan, Supervisor; R. P. H. Abell, Book-

CORONERS' OFFICE. No. 40 East Houston street.

MORITZ ELLINGER, GERSON N. HERMANN, THOMAS
C. KNOX, and JOHN H. BRADY, Coroners

RAPID TRANSIT COMMISSIONERS.

RICHARD M. HOE, 504 Grand street. JOHN J. CRANE. GUSTAV SCHWAB, 2 Bowling Green. CHARLES L. PERKINS, 23 NASSAU STREET. WILLIAM M. OLLIFFE, 6 BOWERY.

SUPREME COURT.

SUPREME COURT.

SUPREME COURT.

Second floor, New County Court-house, 10½ A. M. to 3 P. M. General Term, Room No. 10.

Special Term, Room No. 10.

Chambers, Room No. 11.

Circuit, Part II., Room No. 12.

Circuit, Part III., Room No. 13.

Circuit, Part III., Room No. 14.

Judges' Private Chambers, Room No. 15.

Noah Davis, Chief Justice; William A. Butler, Clerk.

SUPERIOR COURT.

SUPERIOR COURT.

Third floor, New County Court-house, 11 A. M.
General Term, Room No. 29.
Special Term, Room No. 33.
Chambers, Room No. 33.
Part I., Room No. 34.
Part II., Room No. 35.
Part III., Room No. 36.
Judges' Private Chambers, Room No. 30.
Naturalization Bureau, Room No. 32.
Clerk's Office, 9 A. M. to 4 P. M., Room No. 31.
WILLIAM E. CURTIS, Chief Judge; THOMAS BOESE
Chief Clerk.

COURT OF COMMON PLEAS.

Third floor, New County Court-house, 11 A. M. Clerk's Office, 9 A. M. to 4 P. M., Room No. 22.
General Term, Room No. 24.
Special Term, Room No. 21.
Chambers, Room No. 25.
Part II., Room No. 25.
Part III., Room No. 26.
Part III., Room No. 27.
Naturalization Bureau, Room No. 23.
CHARLES P. DALY, Chief Justice; NATHANIEL JARVIS Jr., Chief Clerk.

MARINE COURT.

General Term, Trial Term Part I., Room 15, City Hall, Trial Term Part II., Trial Term Part III., third floor. 27 Chambers street. Special Term, Chambers, second floor, 27 Chambers street, 10 A. M. to 3 P. M.
Clerk's Office, basement, Brown-stone building, City Hall Park, 9 A. M. to 4 P. M.
HENRY ALKER, Chief Justice; JOHN SAVAGE, Chief Clerk.

OVER AND TERMINER COURT.

General Term, New County Court-house, second southeast corner, Room 13, 10:30 A. M. Clerk's Office, Brown-stone Building, City #

COURT OF SPECIAL SESSIONS At Tombs, corner Franklin and Centre str days, Thursdays, and Saturdays, 10 A. M. Clerk's Office, Tombs.

DISTRICT CIVIL COURTS.

First District—First, Second, Third, and Fifth Wards, uthwest corner of Centre and Chambers streets, 10 A. M.

to 4 P. M.
JOHN CALLAHAN, Justice.
Second District—Fourth, Sixth, and Fourteenth Wards.
Nos. 112 and 114 White street, 9 A. M. to 4 P. M.
CHARLES M. CLANCY, Justice.

Third District—Eighth, Ninth, and Fifteenth Wards, Sixth avenue, corner West Tenth street.
GEORGE W. PARKER, Justice.
Fourth District—Tenth and Seventeenth Wards, Nos. 20 and 22 Second avenue, 9 A. M. to 4 P. M.
JOHN A. DINKEL, Justice.

Fifth District—Seventh, Eleventh, and Thirteenth Vards, No. 154 Clinton street.
TIMOTHY J. CAMPBELL, Justice.

Sixth District—Eighteenth and Twenty-first Wards Nos. 389 and 391 Fourth avenue. WILLIAM H. KELLY, Justice.

THE CITY RECORD

COPIES OF THE CITY RECORD CAN BE obtained at No. 2 City Hall (northwest corner basement). Price three cents each.

JURORS.

NOTICE RELATION TO JURORS STATE COURTS

STATE COURTS

Office of the Commissioner of Jurors, New County Court-House, New York, June 1, 1879.

A PPLICATIONS FOR EXEMPTIONS WILL BE heard here, from 9 to 4 daily, from all persons hitherto liable or recently serving who have become exempt, and all needed information will be given.

Those who have not answered as to their liability, o proved permanent exemption, will receive a "jury enrol ment notice," requiring them to appear before me this year. Whether liable or not, such notices must be answered (in person, if possible, and at this office only) under severe penalties. If exempt, the party must bring proof of exemption; if liable, he must also answer in person, giving full and correct name, residence, etc., etc. No attention paid to letters.

Persons "enrolled" as liable must serve when called or pay their fines. No mere excuse will be allowed or interference permitted. The fines, received from those who, for business or other reasons, are unable to serve at the time selected, pay the expenses of this office, and if unpaid will be entered as judgments upon the property of the delinquents.

All good citizens will aid the course of justice, and secure reliable and respectable juries, and equalize their duty by serving promptly when summoned, allowing their clerks or subordinates to serve, reporting to me any attempt at bribery or evasion, and suggesting names for enrollment, Persons between sixty and seventy years of age, summer absentees, persons temporarily ill, and United States and District Court jurors are not exempt

Every man must attend to his own notice. It is a misdemeanor to give any jury paper to another to answer. It is also punishable by fine or imprisonment to give or receive any present or bribe, directly or indirectly, in relation to a jury service, or to withhold any paper or make any false statement, and every case will be fully prosecuted.

THOMAS DUNLAP, Commissioner,

THOMAS DUNLAP, Commissioner, County Court-house (Chambers street entrance.

DEPARTMENT OF TAXES AND ASSESSMENTS.

DEPARTMENT OF TAXES AND ASSESSMENTS, No. 32 CHAMBERS STREET, New York, January 12, 1880.

New YORK, January 12, 1880.)

NOTICE IS HEREBY GIVEN THAT THE BOOKS of Annual Record of the assessed valuation of Real and Personal Estate of the City and County of New York for the year 1880, will be opened for inspection and revision, on and after Monday, January 12, 1880, and will remain open until the 30th day of April, 1880, inclusive, for the correction of errors and the equalization of the assessments of the aforesaid real and personal estate.

All persons believing themselves aggrieved must make application to the Commissioners during the period above mentioned, in order to obtain the relief provided by law. By order of the Board.

ALBERT STORER,

ALBERT STORER

DEPARTMENT OF BUILDINGS.

DEPARTMENT OF BUILDINGS,
OFFICE OF SUPERINTENDENT, No. 2 FOURTH AVENUE,
NEW YORK, December, 1879.

NOTICE TO PROPERTY OWNERS AND BUILDERS.

FOR THE PROTECTION OF THEIR INTERESTS, Property owners and builders are requested to refuse admission into their buildings to any officer of this Depart-ment who does not show his proper badge of office on demand.

All badges issued from this office are shield shaped, with the title of the officer, the name of this Department, and the title of the officer, the name of this Department, and the number engraved thereon, and are numbered from x to 50. The following badges are lost or stolen: Inspectors, badges Nos. 4, 8, 9, 11, 12, 21, 22, 23, 36, 38, 39, 42, 43, 45, 46, 48, 49, 49, and 50. Fire Escape Examiners, badges Nos. 3 and 8, and Messenger's badge No. 7. All parties protessing to be officers of this Department not provided with badges of the above description, or who attempt to use badges of the above named missing numbers, or an oval shaped badge, formerly used in the Department, are impostors, and the public are cautioned against recognizing such persons, and are requested to report the same to this office in any case that may come to their notice.

HENRY J. DUDLEY, Superintendent of Buildings.

DEPARTMENT OF PUBLIC CHAR-ITIES AND CORRECTION.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION, No. 66 THIRD AVENUE.

TO CONTRACTORS.

PROPOSALS FOR COMPLETING THE NEW WING TO INSANE ASYLUM, WARD'S ISLAND.

SEALED BIDS OR ESTIMATES FOR EACH OF the following named works, to wit:

the following named works, to wit:
 The mason work yet to be done (including the blue tone and granite work) required in building a west wing to the Insane Asylum on Ward's Island.
 Furnishing and setting the cut stone for such wing.
 The carpenter work required in building such wing.

4. The iron work required for such wing.

5. Doing the slating and tinning required for such wing.

—will be received at the office of the Department of Public Charities and Correction, in the City of New York, until 9 o'clock A. M., of Saturday, the 17th day of January, 1880, at which place and time the bids or estimates received will be publicly opened by the head of said Department and read, and the awards of the contracts will be made as soon thereafter as practicable.

The person or persons making any estimate shall furuish the same in a sealed envelope, to the head of said Department, on or before the day and hour above named. The envelope containing the estimate 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 Department of Public Charities and Correction reserves the right to decline any and all bids or estimate will be accepted from, or contract awarded to, any person who is in arrears to the Coiporation upon deb. or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

The above several works will be required to be completed as follows, viz.:

No. 1, in (6) six months after the date of the contract.

leted as follows, viz.;

No. 1, in (6) six months after the date of the contract.

"2, in (6) six """

"3, in (8) eight """

"4, in (ro) ten """

"5, in (ro) ten """

"6"

" 5, in (10) ten " " "

For the amount of work to be performed in each case reference must be made to the plans and specifications for the same, on file in the office of the Department.

Any bidder for a contract must be known to be engaged in and well prepared for the business, and must have satisfactory testimonials to that effect.

The person or persons to whom the several security for the faithful performance of the several contracts will be required, which security will be by the bond of the person or persons to whom the contract may be awarded, with two sufficient sureties in penal sums, as follows, viz.:

For No. 7, in the penal sum of ten thousand dollars.

For No. 1, in the penal sum of ten thousand dollars.

Each bid or estimate shall contain and state the name and place of residence of each of the persons making the same; the names of all persons interested with him or them therein; and if no other person be so interested, it shall distinctly state that fact; that it is made without any cennection with any other person be so interested, it shall distinctly state that fact; that it is made without any cennection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or iraud; 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 edimate 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 sub-cribed 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 may be obliged to pay to the person or persons 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 person or persons for whom the consents to become surety. The adequacy and sufficiency of the security differed himself as a surety in good

troller, issued as set forth in the respective forms of con-tract.

Bidders are informed that no deviation from the specifi-cations will be allowed, unless under the written instruc-tion of the Commissioners of Public Charities and Correc-tion.

The form of the agreement, including specifications, and showing the manner of payment for the work, will be furnished at the office of the Department.

Dated New York, January 5, 1886.

TOWNSEND COX,
THOMAS S. BRENNAN,
JACOB HESS,
Commissioners of the Department of
Public Charities and Correction. DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION, No. 66 THIRD AVENUE, New YORK, January 2, 1880.

PROPOSALS FOR 21,000 TONS WHITE-ASH COAL.

PROPOSALS, SEALED AND INDORSED AS above, will be received by the Commissioners of Public Charities and Correction, at their office, until 9 o'clock A. M., of Wednesday, January 14, 1880, at which time they will be publicly opened and read, by the head of said Department, for furnishing and delivering 21,000 tons of White Ash Coal, of the best quality; to be well screened and in good order. Each ton to consist of 2,240 pounds. None other will be accepted. All of said coal to be delivered as required, in about the following sizes and quantities, free of all expense, at the following places:

quantities, free of all expe
At Blackwell's Island—
6,000 tons Grate size.
300 tons Stove size.
At Ward's Island—
5,000 tons Grate size.
250 tons Grate size.
250 tons Grate size.
40 tons Egg size.
At Hart's Island—
1,200 tons Egg size.
At Randall's Island—
1,000 tons Grate size.

At Randall's Island—

1,000 tons Grate size.

1,000 tons Egg size.

700 tons Stove size.

At Steamboat Dock, foot of East Twenty-sixth street, for use of Steamboats, in cargoes of about 200 tons per month—

2,000 tons Grate size.

At Tombs, Centre Street—
375 tons Egg size.

At Jefferson Market, Second District Prison—
350 tons Grate size.

At Essex Street, Third District Prison—
100 tons Egg size.

At 57th Street, Fourth District Prison—
75 tons Egg size.

At 126th Street, Fifth District Prison—
5 tons Egg size.

At Fordham, Sixth District Prison—
10 tons Egg size.

At No. 66 Third Avenue—
10 tons Egg size.

At No. 66 Third Avenue—
10 tons Egg size.

At No. 66 at the particular description of coal to be delivered as known in the market, from what mine produced, and all particulars, to enable the Board to arrive at a proper decision.

delivered as known in the market, from what mine produced, and all particulars, to enable the Board to arrive at a proper decision.

The award of the contract will be made as soon as practicable after the opening of the bids.

No proposal will be considered unless accompanied by the consent, in writing, of two householders or free-holders of the City of New York, with their respective places of business or residence, to the effect that, if the contract be awarded under that proposal, they will, on its being so awarded, become bound as sureties in the estimated amount of fifty per cent. for its faithful performance, which consent must be verified by the justification of each of the persons signing the same for double the amount of surety required. The sufficiency of such security to be approved by the Compitroller.

The Department of Public Charities and Correction reserves the right to decline any and all proposals if deemed to be for the public interest, and to accept an offer for the whole bid or for any single article included in the proposal, and no proposal will be accepted from, or a 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.

Blank forms of proposals and specifications, which are to be strictly complied with, can be obtained on application at the office of the Department, and all information furnished,

TOWNSEND COX,

THOMAS S. BRENNAN,

TOWNSEND COX, THOMAS S. BRENNAN, JACOB HESS,

Commissioners

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION, No. 66 THIRD AVENUE,

PROPOSALS FOR GROCERIES, FEED, FISH, POTATOES, Etc.

TO CONTRACTORS.

SEALED BIDS OR ESTIMATES FOR FUR

GROCERIES. 100,000 pounds Brown Sugar.
15,000 "Coffee Sugar.
10,000 "Granulated Sugar.
5,000 "Crushed Sugar.
20,000 "Rice. Coffee.

Granulateo
Crushed Sugar.

Rice.

Rice.

Roasted Java Coffee.

Hard Soap.

Castile Soap.

Dairy Butter, sample of which will be on exhibition January 12 and 13.

Dried Apples.

Pearl Bariey.

Checory.

Cheese.

Cocoa.

Laundry Starch.

Mustard.

Coco "Chocolate.

Coco "Syrup.

Cask Prunes.

I cask Prunes.

I cask Prunes.

Green Tea.

Cound packages. 1,500

"Vinegar.
1 cask Prunes.
5 half chests Oolong Tea.
5 "Green Tea.
12 boxes Farina, 1 pound packages.
20 "Corn Starch, 1 pound packages.
25 boxes Raisins.
100 barrels Soda Crackers.
30 "Wheaten Grits, pounds to barrel.
50 "Hominy.
50 "Oatmeal.
20 "Pickles, 2,000 to barrel.
100 Smoked City Cured Hams, prime, not to exceed 15 pounds weight.

ceed 15 pounds weight.
50 Smoked City Cured Tongues, prime.
100 pieces Breakfast Bacon, prime.
50 dozen canned Tomatoes.

Corn. String Beans. Peas.
Pears.
Plums.
Peaches.
Lima Beans.

Gherkins. Lemon Extract. Vanilla Extract. Gelatine. 500 bushels Beans. Peas.

GRAIN, FEED, ETC.

2,000 bushels Oats, to be delivered at Blackwell's Island.
500 bushels Rye.
500 bales long, bright Rye Straw.
250 bags Bran, 40 pounds each,
300 "Fine Meal.
300 "Coarse Meal.
250 barrels Fine Flour.

FISH, SALT, ETC.

300 quintals best quality Grand Bank Codfish, to be delivered in boxes of 4 quintals each. 300 sacks Liverpool Salt, equal to Worthington's, sacks to be full and clean and to be delivered at storehouse Dock, Blackwell's Island.

50 kits new Mess Mackerel, not less than 20 pounds net weight.

POTATOES, ETC

2,000 barrels good and sound Irish Potatoes, to weigh
168 pounds net to the barrel, and to be delivered at Blackwell's Island.
27,000 Fresh Eggs, all to be candled.

MISCELLANEOUS.

gross Ewers.
"Basins.
"Chambers.
"Pitchers. 2 " Pitchers.
6 dozen Lanterns.
12 " Rim Closet Locks.
12 " Padlocks.
00 " Mops.
50 " Mop Sticks. 100 gross Cotton Shoe Laces. 100 bunches Leather Shoe Laces. 100 dozen Shoe Blacking.

or any part thereof, will be received at the office of the Department of Public Charities and Correction, in the City of New York, until 9 o'clock A. M. of Wednesday the 14th day of January, 1880. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Groceries, Feed, Fish, Potatoes, etc.," 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 12med, at which time and place the bids or estimates received will be publicly opened by the head of said Department and read.

THE CITY

The Department of Public Charities and Correction reserves the right to decline any and all bids or estimates it deemed to be for the public interests, and to accepted from, or a contract awarded to, any person who is un arrears to the Corporation upon debt or contract, or who is a defaulter, as survey 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, at such times and in such quantities as may be directed by the said Department, but the entire quantity will be required to be delivered on or before thirty (30) days after the date of the contract.

Any bidder for this contract must be known to be engaged in and well prepared for the business, and must have satisfactory testimonials to that effect; and the person or persons to whom the contract may be awarded will be required to give security for the performance of the contract, by his or their bond, with two sufficient sureties, in the penal amount of fifty (50) per cent. of the estimated amount of the contract.

Each bid or estimate shall contain and state the name and place of residence of each of the persons making the same; the names of all persons interested with him or them therein; and if no other person 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, Chef of a Rureau. 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 mast 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

vided by law.

The quality of the articles, supplies, goods, wares, and merchandise must conform in every respect to the samples of the same respectively 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 we estimates.

Bidders we stimates.

Bidders will state the price for each article by which the bids will be tested.

Bidders will write out the amount of their estimate in

the bids will be tested.

Bidders will write out the amount of their estimate in addition to inserting the same in figures.

Payment will be made by requisition on the Comptroller, issued on the completion of the contract, or from time to time, as the Commissioners may determine.

Bidders are informed that no deviation from the specifications will be allowed, unless under the written instruction of the Commissioners of Public Charities and Correction.

rection.

The Department of Public Charities and Correction reserves the right to decline any and all bids or estimates if deemed to be for the public interest, and to accept any bid or estimate as a whole, or for any one or more articles included therein. No bid or estimate will be accepted from, or a 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.

is a defaulter, as survey of other track, to the Corporation.

The form of the agreement, including specifications, and showing the manner of payment, can be obtained at the office of the Department.

Dated New York, January 2, 1880.

TOWNSEND COX.

TOWNSEND COX.
THOMAS S. BRENNAN,
JACOB HESS,
Commissioners of the Department of
Public Charities and Correction.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION, No. 66 THIRD AVENUE, New YORK, December 30, 1879.

IN ACCORDANCE WITH AN ORDINANCE OF the Common Council, "In relation to the burial of strangers or unknown persons who may die in any of the public institutions of the City of New York," the Commissioners of Public Charities and Correction report as follows:

At Penitentiary, Blackwell's Island—Joseph Thompson, alias Joseph Townsell (colored); age 22 years; 5 feet 113/4 inches high. Had on when admitted black mixed coat, black striped pants, blue vest, white shirt and undershirt, gaiters. Nothing known of his friends or relatives

At N. Y. City Asylum for Insane, Ward's Island—Clinton T. Gilroy; aged 69 years; gray hair; blue eyes. Nothing known of his friends or relatives.

By order,

IOSHUA PHILLIPS.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION, No. 66 THIRD AVENUE, New York, December 27, 1879.

IN ACCORDANCE WITH AN ORDINANCE OF the Common Council, "In relation to the burial of strangers or unknown persons who may die in any of the public institutions of the City of New York," the Com-missioners of Public Charities and Correction report as

At Morgue, Bellevue Hospital—From 202 Allen street, Unknown man; aged about 40 years; 5 feet 9 inches high; light brown hair; sandy moustache; blue eyes, Had on when brought to Morgue white knit undershirt

At Lunatic Asylum, Blackwell's Island — Mary Mc Mahon; aged 34 years; 4 feet 10 inches high; blue eyes brown hair. Had on when admitted striped shawl, calicodress, plaid petticoat. Nothing known of her friends or

At Homoeopathic Hospital, Ward's Island — James Hathaway; aged 60 years; 4 feet 8 inches high; gray eyes and hair. Had on when admitted dark pants, blue coat and vest. Nothing known of his friends or relatives. By order.

JOSHUA PHILLIPS,

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION, No. 66 THIRD AVENUE, New York, January 2, 1880.

IN ACCORDANCE WITH AN ORDINANCE OF the Common Council, "In relation to the burial of strangers or unknown persons who may die in any of the public institutions of the City of New York," the Com-missioners of Public Charities and Correction report as

follows:

At Work-house, Blackwell's Island—Christina Stack; aged 40 years. Committed December 25, 1879. Nothing known of her friends or relatives.

At Homeopathic Hospital, Ward's Island—Mary McCarthy; aged 40 years; 5 feet 2 inches high; gray eyes: brown hair. Had on when admitted light sacque and skirt, brown shawl, laced shoes. Nothing known of her friends or relatives.

friends or relatives.

At Hart's Island Hospital—Felix O'Neill; aged 44 years; 5 feet 8 inches high; one eye. Had on when admitted brown coat, light pants. Nothing known of his friends or relatives.

By Order,

JOSHUA PHILLIPS,

FIRE DEPARTMENT.

HEADQUARTERS
FIRE DEPARTMENT, CITY OF NEW YORK,
155 & 157 MERCER STREET,
NEW YORK, January 6, 1880.

SEALED PROPOSALS FOR FURNISHING THIS
Department with the following articles, to wit:

165,000 pounds Hay, of the quality and standard known
as Good Sweet Timothy.

37,000 pounds good clean Rye Straw.

1,200 bags ciran White Oats, 80 pounds to the bag.
800 bags Fine Feed, 60 pounds to the bag.
—will be received at these Headquarters until 9 o'clock
A.M., on Wednesday, the 21st instant, when they will be publicly opened and read.

No proposals will be received or considered after the hour named.

Proposals must include all of the items, specifying the price per cwt. for hay and straw, and per hag for oats and feed.

feed.
All of the articles are to be delivered at the various houses of the Department in such quantities and at such times as may be directed.
Two responsible sureties will be required upon each proposal, who must each justify thereon prior to its presentation in an amount not less than one-half of the amount thereof

thereof.

Blank forms of proposals, together with such further information as may be required, may be obtained upon application at these Headquarters, where the prescribed form of contract may also be seen.

Proposals must be indorsed upon the envelope "Proposal for Furnishing Forage," with the name of the bidder, and be addressed to the Board of Commissioners of this Department.

The Board of Commissioners reserves the right to reject any or all of the proposals received, if deemed to be for the interest of the city.

VINCENT C. KING.

VINCENT C. KING, JOHN J. GORMAN, CORNELIUS VAN COTT, Commissioners.

Headquarters
Fire Department, City of New York,
155 and 157 Mercer Street,
New York, January 6, 1880.

NOTICE IS HEREBY GIVEN THAT TWO (2) horses and one old covered buggy will be sold at public auction, to the highest bidder for cash, at Nos. 110 and 112 East Thirteenth street, on Friday, the 16th instant, at 12 o'clock M., by Van Tassell & Kearney, auctioneers. VINCENT C. KING, JOHN J. GORMAN, CORNELIUS VAN COTT, Commissioners. NOTICE IS HEREBY GIVEN THAT TWO

Headquarters
Fire Department, City of New York,
155 and 157 Mercer Street,
New York, November 7, 1878.

NOTICE IS HEREBY GIVEN THAT THE Board of Commissioners of this Department will meet daily at 10 o'clock A. M., for the transaction of

By order of the Board.

By order of the Board.

VINCENT C. KING, President,
JOHN J. GORMAN, Treasurer,
CORNELIUS VAN COTT,
Commissioners

CARL JUSSEN, Secretary

FINANCE DEPARTMENT.

REAL ESTATE RECORDS.

THE ATTENTION OF LAWYERS, REAL making loans upon real estate, and all who are interested in providing themselves with facilities for reducing the cost of examinations and searches, is invited to these Official Indices of Records, containing all recorded transfers of real estate in the City of New York from 1653 to 1857, prepared under the direction of the Commissioners of Records.

of Records.

Grantors, grantees, suits in equity, insolvents' and Sheriffs' sales, in 61 volumes, full bound, price. \$100 00

The same, in 25 volumes, half bound. 50 00

Complete sets, folded, ready for binding. 15 00

Records of Judgments, 25 volumes, bound. 10 00

Orders should be addressed to "Mr. Stephen Angell,

Comptroller's Office, New County Court-house,"

JOHN KELLY,

Comptroller.

DEPARTMENT OF FINANCE,
BUREAU FOR COLLECTION OF ASSESSMENTS,
TEST FLOOR (NEW WINC) NEW COURT BOTTO CITY HALL PARK, New York, Dec. 13, 1879.

NOTICE TO PROPERTY-HOLDERS.

PROPERTY-HOLDERS ARE HEREBY NOTIfied that the following assessment lists were received this day in this Bureau for collection:

CONFIRMED AND ENTERED DECEMBER 10 83d street sewer, between 10th avenue and Boulevard, 95th street sewer, between 3d and Lexington avenues, etc. 107th street sewer, between 4th and 5th avenues. Water street basin, southeast corner Jefferson street, 92d street basin, southwest corner 8th avenue. 99th street, regulating, grading, etc., from 1st to 3d

9th avenue, regulating, grading, etc., from 63d street to Boulevard, 74th street, paving from Avenue A to East river.
45th street, flagging south side, between 1st and 2d

4th avenue, flagging east side, between 65th and 66th

All payments made on the above assessments on or before February 11, 1880, will be exempt (according to aw) from interest. After that date interest will be charged at the rate of seven (7) per cent. from the date of entry. The Collector's office is open daily, from 9 A. M. to 2 P. M., for the collection of money, and until 4 P. M. for general information.

EDWARD GILON,

SUPREME COURT.

In the matter of the application of the Department of Public Parks, for and in behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to the opening of Eighty-eighth street, from Eighth avenue to the New Road or drive from Twelfth avenue to the Hudson river, in the City of New York.

NOTICE IS HEREBY GIVEN THAT THE BILL of the costs, charges, and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court, in the New Court-house at the City Hall, in the City of New York, on the twentieth day of January, 1880, at 10 o'clock in the forenoon.

THOMAS W. PITTMAN, A. M. SOTELDO, GEORGE F. MARTENS,

Dated New York, January 3, 1880.

In the matter of the application of the Department of Public Parks, for and in behalf of the Mayor, Aldermen, and Commonalty of the City of New York, relative to the opening of Eighty-ninth street, from Fighth avenue to the new road or drive, and from Twelfth avenue to the Hudson river, in the City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to the owner or owners, occupant or occupants of all houses and lots and improved or unimproved lands affected thereby, and to all others when it may concern to with

matter, hereby give notice to the owner or owners, occupant or occupants, of all houses and lots and improved or unimproved lands affected thereby, and to all others whom it may concern, to wit:

That we have completed our estimate and assessment, and that all persons interested in these proceedings, or in any of the lands affected thereby, and who may be opposed to the same, do present their objections, in writing, duly verified, to Charles H. Haswell, Esq., our Chairman, at the office of the Commissioners, No. 82 Nassau street (Room No. 22), in the said city, on or before the twenty-first day of January, 1880, and for that purpose will be in attendance, at our said office, on each of said ten days, at three o'clock P. M.

That the abstract of the said estimate and assessment, together with our maps, and also all the affidavits, estimates and other documents which were used by us in making our report, have been deposited in the office of the Department of Public Works in the City of New York, there to remain until the twenty-first day of January, 1880.

That the limits embraced by the assessment aforesaid are as follows, to wit: All those lots, pieces or parcels of land, lying and being in the City of New York, and bounded and described as follows:

Beginning at a point on the westerly line or side of Eighth avenue, distant one hundred feet and eight inches northerly from the northwesterly corner of Eighty-ninth street and Eighth avenue, and running thence westerly and parallel with Eighty-ninth street to the established bulkhead line two hundred and sixty-two feet and six and one-half inches; thence easterly and parallel with Eighty-ninth street to the established bulkhead line on the Hudson river; thence southerly along said bulkhead line two hundred and sixty-two feet and six and one-half inches; thence easterly and parallel with Eighty-ninth street to the westerly line or side of Eighth avenue, and thence northerly along the westerly line or side of Eighth avenue; and thence northerly along the westerly li

Dated New York, December 3, 1879. CHARLES H. HASWELL BERNARD SMYTH, RICHARD CROKER,

In the matter of the application of the Department of Public Works, for and on behalf of the Mayor, Alder-men, and Commonalty of the City of New York, relative to the opening of Eighty-second street, from First ave-nue to Avenue B, in the City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to the owner or owners, occu-pant or occupants of all houses and lots, and improved or unimproved lands affected thereby, and to all others whom it may concern, to wit:

whom it may concern, to wit:

First.—That we have completed our estimate and assessment, and that all persons interested in these proceedings, or in any of the lands affected thereby, and who may be opposed to the same, do present their objections in writing, duly verified, to Menzo Diefendorf, Esq., our Chairman, at the office of the Commissioners, No. 71 Broadway, Room 124, in the said city, on or before the 20th day of January, 1880; and that we, the said Commissioners, will hear parties so objecting within ten week days next after the said 20th day of January, 1880, and for that purpose will be in attendance at our said office on each of said ten days, at three o'clock in the atternoon.

Second.—That the abstract of the said estimate and

Second.—That the abstract of the said estimate and assessment, together with our maps, and also all the affidavits, estimates, and other documents which were used by us in making our report, have been deposited in the office of the Department of Public Works, in the City of New York, there to remain until the 20th day of January,

New York, there to remain until the 20th day of January, 1880.

Third.—That the limits embraced by the assessment aforesaid are as follows, to wit: All those lots, pieces or parcels of land situate, lying and being in the City of New York, and bounded and described as follows: Beginning at a point on the easterly side of First avenue distant one hundred and two feet two inches from the northerly side of Eighty-second street; thence easterly and parallel with Eighty-second street to a point distant one hundred feet easterly from the easterly side of Avenue B, and one hundred and two feet and two inches northerly from the northerly side of Eighty-second street; thence southerly and parallel with the easterly side of Avenue B to a point distant one hundred and two feet two inches southerly from the southerly side of Eighty-second street; thence westerly and parallel with Eighty-second street to a point on the easterly side of First avenue distant one hundred and two feet two inches southerly from the southerly side of Eighty-second street; and two feet two inches southerly from the southerly side of Eighty-second street; and thence northerly along the easterly side of First avenue to the point or place of beginning.

Fourth.—That our report herein will be presented to the

easterly side of First events to the personner.

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 in the New Court-house at the City Hall, in the City of New York, on the third day of February, 1880, at the opening of the court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, December 2d, 1879.

MENZO DIEFENDORF, GEURGE H. SWORDS, THOMAS L. FEITNER, Commissioners.

POLICE DEPARTMENT.

CENTRAL DEPARTMENT OF THE MUNICIPAL POLICE,
PROPERTY CLERK'S OFFICE,
No. 300 MULBERRY STREET, ROOM 39,
NEW YORK, January 2, 1880.

WNERS WANTED BY THE PROPERTY
Clerk of the Police Department of the City of New
York, No. 300 Mulberry street, Room 39, for the following
property now in his custody without claimants: Boats,
rope, iron, male and female clothing, watches, revolvers,
two cases goods, seed, wagons, tea, coffee, etc.; also small
amount of money found and taken from prisoners.

C. A. ST. JOHN,
Property Clerk.