

THE CITY RECORD.

OFFICIAL JOURNAL.

(ENTERED AS SECOND-CLASS MATTER, POST OFFICE AT NEW YORK CITY.)

VOL. XXX.

NEW YORK, TUESDAY, AUGUST 26, 1902.

NUMBER 8,910.

DEPARTMENT OF DOCKS AND FERRIES.

Transactions of the Department of Docks and Ferries for the Week Ending May 15, 1902.

On May 15, 1902, estimates were received and opened for furnishing and delivering about 10,000 barrels of Portland cement under Contract No. 731, a representative of the Comptroller being present, and three estimates being received, each bidder furnishing a security deposit of \$400, the bids being as follows:

	CLASS I. 7,000 barrels of slow setting cement.	CLASS II. 3,000 barrels of quick setting cement.
John P. Kane Company.....	\$1.42	1.42
John E. Sparrow.....	1.57	1.57
William E. Burke.....	1.65	1.65

The contract was awarded to the John P. Kane Company, the lowest bidder, subject to the approval of the sureties, United States Fidelity and Guaranty Company and the City Trust, Safe Deposit and Surety Company of Philadelphia, by the Comptroller.

The following permits were granted to continue during the pleasure of the Commissioner, but not longer than May 1, 1903:

National Biscuit Company, to lay a salt water pipe along the northerly side of West Fifteenth street and through the bulkhead wall thereat, the pipe to be laid under the direction and supervision of the Engineer-in-Chief, and compensation for the privilege to be charged at the rate of \$300 per annum, payable quarterly in advance to the Cashier.

Dealers' Hygiene Ice Company, to lay and maintain a 10-inch suction pipe at the foot of West Forty-ninth street and for a distance of fifty feet under the inner end of the pier thereat, the work of laying such pipe to be under the direction and supervision of the Engineer-in-Chief, and compensation for the privilege to be charged at the rate of \$300 per annum, payable quarterly in advance to the Cashier.

John A. Roebling's Sons Company, to load and unload reels of cable at the West One Hundred and Thirty-second Street Pier, North river; compensation to be charged therefor at the rate of \$10 per day, payable to the Dockmaster.

Commonwealth Roofing Company, to place a roofing kettle on the approach to Battery Place Pier South, No. 1, North river, the pavement if damaged to be repaired by this Department at the cost and expense of said company.

The following permits were granted the work to be done under the supervision of the Engineer-in-Chief:

Goodwin Brothers, to dredge in front of the bulkhead between Eighteenth and Nineteenth streets, North river.

Union Stock Yard and Market Company, to make general repairs when required for a period of six months from May 1, 1902, to the West Fortieth Street Pier; all repairs to be kept within existing lines.

New York Dock Company, to remove Pier, old No. 5, in front of Martin's Stores, near the foot of Fulton street, East river, Borough of Brooklyn, and to construct a new pier thereat; and to repair the bulkhead and construct a new pile platform between Commercial Wharf and Pier No. 36 at the Atlantic Basin, Borough of Brooklyn, the work to be done in accordance with plans and specifications submitted.

Estate of William Beard, to make general repairs when required for a period of six months from May 1, 1902, to their piers in the Borough of Brooklyn, the work to be kept within existing lines.

Brooklyn and Coney Island Railroad Company, to erect coal pockets between Ninth and Tenth streets, Gowanus canal, Borough of Brooklyn, in accordance with plans submitted as amended, the structures to remain thereat only during the pleasure of the Commissioner.

Mary A. Young, to repair dock at the foot of Fifteenth avenue, Borough of Brooklyn, within existing lines.

Atlantic Yacht Club, to repair, within existing lines, the westerly breakwater in Gravesend Bay in front of the club house at Sea Gate, Coney Island.

Warren Chemical and Manufacturing Company, to erect a hoisting tower and tramway in accordance with plans submitted, on property owned by the estate of Benjamin Richardson, at the junction of Hamilton avenue and Gowanus Canal, South Brooklyn, the structures to remain only during the pleasure of the Commissioner.

Bushey & Hanley, to construct a pier and platform in accordance with plans submitted, near the foot of Bement avenue, Richmond Terrace, West New Brighton, Staten Island, to be used for dry dock purposes, the structures to remain only during the pleasure of the Commissioner.

Frederick A. Verdon Company, to construct jointly, a walkway between the piers of McCarthy Brothers, F. A. Verdon Company, and Bushey & Hanley, at West New Brighton, Staten Island, in accordance with plans submitted, and to construct a pier, machine shop, blacksmith and boiler shop at West New Brighton, Staten Island, in accordance with plans submitted as amended, the structures to remain thereat only during the pleasure of the Commissioner.

The Commissioner, on May 15, 1902, agreed to lease, assign and to farm let unto John F. Walsh, James Tregarthen and James A. Tregarthen, all and singular the northerly half of the pier at the foot of East Eighth street, Borough of Manhattan, with the privilege of mooring a dry dock on the northerly side of said pier, said dock to be moored at least seventy-five feet from the inner end of the pier; the lease to be for a term of ten years from June 1, 1902, at an annual rental of \$1,200, payable quarterly in advance to the Cashier, but in case The City of New York shall at any time during said term become possessed of title to the southerly half of said pier, then, at the option of the Commissioner of Docks and the Commissioners of the Sinking Fund, said lease may be canceled. It being understood that this agreement to lease shall be of no force or effect unless the terms thereof are approved by the Commissioners of the Sinking Fund and accepted by said John F. Walsh, James Tregarthen and James A. Tregarthen, who shall also agree to execute a lease containing the usual covenants embodied in the forms of leases of wharf property now used by this Department.

A communication was received from C. H. Mallory & Co., stating that they vacated Pier, old 27, East river, on June 9, 1901, in accordance with directions received from this Department at that time, and that their steamship "Concho" was berthed at the pier on June 11 and 12, 1901. They were notified that the rental for the pier will cease as of June 9, 1901, and that regular wharfage rates for two days will be charged against them for the berthing of their steamer at the pier after that date.

A rate of \$50 per month was fixed, May 15, 1902, for all permanent berths on piers or bulkheads used for unloading coal and other material, this sum to include the privilege of maintaining a steam hoist for which no extra charge is made, this rate to commence June 1, 1902, the regular rate of wharfage to be charged for the use of unreserved berths.

The charge of \$292.28 against the Board of Education for laying water-pipes for the use of the steamship "St. Mary's," at the East Twenty-fourth Street Pier, was canceled.

The permit granted M. C. Dexter to maintain a bath on the north side of the West Twentieth Street Pier was revoked May 15, 1902, a complaint having been received from the Allan-State Line of Steamers, occupants of the West Twenty-first Street Pier, that the granting of a permit for the bath would interfere with the use of their pier.

The Corporation Counsel was requested to advise whether the Department has authority to employ Attendants for the recreation piers and to provide for the lighting of such structures.

The Department of Street Cleaning was requested to advise whether it has any objection to the use of its ramps in connection with any dumping-boards that may be erected along the water front for the dumping of cellar dirt on scows.

An opinion was received from the Corporation Counsel stating that the recreation ground between Seventeenth and Eighteenth streets, East river, was constructed by the former Board of Docks without lawful authority, and that the Department has no authority to appoint a Matron for assignment at the Public Comfort Station erected on such recreation ground. The Park Department was requested to appoint a Matron to look after said Public Comfort Station if within its province so to do.

A communication having been received from Frederick J. Swift, attorney for the American Bridge Company, in relation to the impracticability of completing the shed on the Rutgers Slip Pier West, No. 33, East river, during the occupancy of the pier by steamers, the Assistant Dock Superintendent was directed to close said pier for a period of two weeks, commencing June 1, 1902, to enable said company to complete the shed.

An extension of time was granted the Booth Bros. & Hurricane Isle Granite Company to and including May 7, 1902, for the completion of Contract No. 717, for furnishing granite, the consent of the sureties to such extension having been filed.

An extension of time was granted Brown & Miller to and including April 18, 1902, for the completion of Contract No. 705, for building the new tug "Brooklyn," the written consent of the sureties to be filed with this Department.

An extension of time was granted the Estate of James D. Leary to and including May 5, 1902, for the completion of Contract No. 710, for constructing crib bulkheads between One Hundred and Thirty-first and One Hundred and Thirty-fifth streets, Harlem river, the consent of the sureties having been filed.

Consent was granted for the substitution of the Fidelity and Casualty Company of New York in the place of H. D. Lyman, as surety on the estimate of the Dowd Lumber Company for furnishing shipwrights' supplies under Class III. of Contract No. 726.

The application of the Columbian Fishing Club for permission to rebuild the foot path near Great Kills at Eltingville, Staten Island, was filed, said club having failed to furnish information when notified so to do by the Engineer-in-Chief.

A communication was received from Otto Stegemann withdrawing his application for permission to erect an ice bridge on the bulkhead foot of East Fifty-third street, and requesting permission to place an ice bridge, scales and tally-house on the bulkhead foot of East Forty-eighth street, which application was denied, the bulkhead not being wide enough for the purposes desired.

Edward Cunningham, now employed in this Department as a Rigger, having been certified by the Municipal Civil Service Commission as being eligible for appointment to the position of Pilot, was appointed Pilot on probation May 14, 1902, with compensation at the rate of \$1,200 per annum, to take effect when assigned to duty as Pilot.

The application of Daniel Sullivan for re-employment as Chairman was granted May 14, 1902, and said Sullivan reinstated, with compensation at the rate of \$900 per annum, to take effect when assigned to duty.

John J. White, Dockmaster, was, on May 15, 1902, charged with neglect of duty and malfeasance in office, in that he several times since January 1, 1902, exacted from one William Reinhart various sums of money over and above the legal fees payable to him as Dockmaster for wharfage, and said White was notified to appear before the Commissioner on Monday, May 19, 1902, at 2 o'clock p. m., when an opportunity will be afforded him to make an explanation.

In accordance with the recommendation of the Engineer-in-Chief, John Donnelly was directed to remove the scow loaded with manure sunk in the slip in front of the bulkhead north of the West Fifty-second Street Pier.

The Engineer-in-Chief reported the failure of Fox Brothers & Co. to deliver two dozen 50-foot cloth tapes, two dozen 100-foot cloth tapes and two dozen 50-foot steel tapes as called for under Treasurer's Order No. 21360, issued by the former Board of Docks November 27, 1901, and, in accordance with his recommendation, he was directed to purchase the material from other parties, any excess in price over the amount called for in said Treasurer's order to be charged against Fox Brothers & Co.

The Engineer-in-Chief reported the failure of William E. Burke to furnish two dozen 100-foot cloth tapes called for under Treasurer's Order No. 21022, issued by the former Board of Docks May 1, 1901, and he was directed, in accordance with his recommendation, to purchase said tapes from other parties, the cost of same to be deducted from the lump sum price called for in said Treasurer's order.

The following orders were issued to the Engineer-in-Chief:

To repair the steamboat landing and landing float at Randall's Island, the bulkhead between One Hundred and Twentieth street and One Hundred and Twenty-first street, Harlem river, and float thereat, and the Hospital Dock at Blackwell's Island and space in rear of the bulkhead thereat, as requested by the Department of Public Charities.

To dredge to a depth of 32 feet at mean low water in the slip between Piers Nos. 48 and 49, North river, as requested by the White Star Line.

To make an examination of the water pipes along the water front and report as to the ownership of each pipe running through City property in order that a uniform compensation of \$300 per annum for each pipe may be properly charged, in accordance with the recommendation of the Chief Clerk.

To prepare plans, specifications and form of contract for widening the approach at the south side of the West Thirty-ninth Street Pier, in accordance with recommendation on Commissioner's Order No. 264.

To renew mooring post on the bulkhead foot of East Seventy-sixth street.

To make temporary repairs to the West Forty-eighth Street Pier from time to time at an aggregate cost not to exceed \$500, in order to maintain the pier in condition for use until such time as extensive repairs are made to the pier under contract.

The following communications were ordered on file:

From the Mayor's office, transmitting petition from property owners and business men in the vicinity of West Thirty-fourth street, North river, requesting that the West Thirty-fifth Street Pier be maintained as an open pier.

From the Comptroller:
1st. Approving sureties on Class I. of Contract No. 726, for furnishing dock spikes, etc., and on Class II. of Contract No. 726, for furnishing machinists' supplies.
2d. Advising that his certificate has been indorsed upon Contract No. 727, for furnishing coal, William C. Moquin, contractor.

From the Corporation Counsel:
1st. Requesting tracing of Harbor Commissioner's map of 1857, showing premises between Ninetieth street and Ninety-first street, Harlem river, for use in the case of Whitman and others against The City of New York, involving a determination of title to the property in question. Tracing furnished.

2d. Stating that in view of the repeal of section 816a of the Charter by section 3 of chapter 609 of the Laws of 1902, it will not be necessary to obtain the approval of the

Commissioners of the Sinking Fund in connection with the revocation of permits which were granted during the pleasure of the Commissioner of Docks or of the former Board of Docks.

3d. Stating that under section 611 of the Laws of 1902 it will not be necessary for the Department to make any attempt to purchase property between Gansevoort street and West Twenty-third street, North river, before commencing condemnation proceedings to acquire title thereto.

4th. Approving forms of Contract No. 724, for furnishing yellow pine, Contract No. 725, for building a new wooden pier near the foot of West Forty-third street, Contract No. 730, for dredging on the North river between the Battery and West One Hundred and Fifty-ninth street, Contract No. 732, for repairing the pier and approach at the foot of West Forty-eighth street, Contract No. 733, for preparing for and building a new wooden platform, with appurtenances, adjoining the approach to Piers, Nos. 46 and 47, North river, and Contract No. 735, for furnishing anthracite coal.

From the Municipal Civil Service Commission, stating that the titles of John McBride and Owen J. Foley cannot be changed to Watchmen until the consent of the Municipal Civil Service Commission is applied for and granted, and that until such time said persons must be carried upon the payrolls of this Department as Laborers.

From the Health Department:

1st. Requesting to be informed as to the average charge made by this Department for the privilege of loading manure along the water front. Notified that the average charge made by this Department is about \$5 per day.

2d. Complaining of the blocking of the bulkhead at the foot of East Sixteenth street by vessels berthed thereat. Said Department notified that no boats will be permitted to berth north of the northerly line of East Sixteenth street.

From the District Attorney, stating that James J. Sullivan, accused of stealing rope from the Department, pleaded guilty and was sentenced to two months in the Penitentiary.

From the New York Harbor Line Board, stating that the application of the Astoria Light, Heat and Power Company for a modification of the pierhead and bulkhead lines at Berrian's Island and Lawrence Point, East river, may be seen at the office of said Board.

From John B. Stanchfield, stating that the proposed lease to the Erie Railroad Company of wharf property in the vicinity of Chambers street, North river, is satisfactory to said company.

From the Columbia University, requesting permission to drive piles at the boat house foot of One Hundred and Fifteenth street, North river. Notified that the premises in question are under the jurisdiction of the Department of Parks.

From Truman H. Baldwin, attorney for the Chalmers Estate, requesting to be advised as to when the City intends to take possession of the property between Fourteenth and Fifteenth streets, North river. Notified that the matter is now being considered.

From Carr & Grout, attorneys, requesting, on behalf of William J. McGirr, a berth of 125 feet on the north side of the West Thirtieth Street Pier, to be used for the loading of cellar dirt on scows thereat. Notified that the Department of Street Cleaning has been requested to consent to the use of the ramp on said pier, and, if granted, that bids will be received for the privilege of erecting a dump for cellar dirt on the north side of the pier.

From the David Stevenson Brewing Company, stating that the pipe formerly used by them at the foot of Fortieth street, East river, will be removed.

From the Atlantic Dredging Company, protesting against being called upon to dredge for private persons under their contract No. 707. Said company notified that directions for such dredging were issued, the dredging being necessary in conjunction with dredging being done at adjoining property by the City.

From Willis A. Winne, requesting that a lower rate be fixed for the privilege of maintaining an ice bridge north of Bloomfield street, North river. Notified that the Department considers the rental already fixed as being a fair and just charge.

From the Montauk Steamboat Company, requesting a reduction in the rental charged for landing the steamer "Nantasket" at the pier foot of East Thirty-first street. Notified that the charge made is the proper rate according to the net tonnage of said steamer.

From Charles Mulford, requesting that additional dredging be done in front of the bulkhead between Piers Nos. 21 and 22, North river. Notified that the premises have already been dredged to as great a depth as possible.

From the Glasco Ice Company, requesting a lease of 150 feet of bulkhead between Bloomfield and Little West Twelfth streets. Notified that an application for the premises will be considered if said company is directed to vacate the premises now occupied between Fourteenth and Fifteenth streets, North river.

From James Morrow, requesting information relative to wharfage charges for the privilege of landing excursion boats at the Bridge Dock, Borough of Brooklyn. Notified that the said pier is under the jurisdiction of the Department of Bridges, but that the pier at the foot of North Second street, Brooklyn, is available for the landing of excursion boats.

From John N. Briggs, requesting permission to place an ice bridge, scales and tally-house on the bulkhead between West Fifty-fifth and West Fifty-sixth streets, North river. Notified that the said bulkhead is already leased.

From John A. Philbrick & Brother, requesting that no further leases be granted for the use of the water front in the vicinity of West Seventy-ninth street.

From N. & W. J. Peck, protesting against the granting of permission for the erection of an ice bridge on the bulkhead foot of East Forty-eighth street. Notified that the application for permission to erect an ice bridge at that point has been withdrawn.

From the Consumers' Brewing Company of New York, requesting to be advised as to whether application has been made for the leasing of the bulkhead foot of East Fifty-fourth street. Notified that an application for said bulkhead was made, but that the same has been withdrawn.

From the Assistant Dock Superintendent, stating that the schoolship "St. Mary's" discontinued the use of the berth at the East Twenty-fourth Street Pier on May 5, 1902.

From the Engineer-in-Chief:

1st. Reporting death of Thomas D. Donnelly, Laborer, May 12, 1902.

2d. Reporting the completion of the work of building the new steel tug "Brooklyn," under Contract No. 705, April 17, 1902, and the completion of Contract No. 710 for building crib bulkheads between One Hundred and Thirty-first and One Hundred and Thirty-fifth streets, Harlem river, May 5, 1902.

3d. Report on Commissioner's Order No. 281, in relation to the ownership of pipes under the West Fortieth Street Pier.

The following moneys were received and deposited:

Table with columns: Date, From Whom, For What, Amount. Includes entries for Cunard Steamship Co., Duryea Bros., Chelsea Juice Mills, National Transit Co., etc.

Table with columns: No., Name, Description, Amount. Includes entries for ferry, Grand st., N. Y., to Broadway, Brooklyn; Collectors; Wharfage; Dockmasters; etc.

13	Southern Pacific Railroad Co.	3 months' rent Pier, new 37, and 1-a bhd. north and south and extension to Pier, N. R.	14,173 47
13	Southern Pacific Railroad Co.	bhd. north of Pier, new 25, N. R.	250 00
13	Morgan Southern & Texas Railroad Co.	Pier, new 25 and extension, N. R.	9,040 87
13	Knickerbocker St. Towing Co.	Pier, new 1, N. R.	5,750 00
13	O'Brien, Sheehan & McBean	bhd. north of W. 135th st. to centre of block bet. 136th and 137th sta., N. R.	375 00
14	J. W. Cole	Cost of removing truck from Pier 45 to Pound No. 76	3 00
14	John Stella	Cost of removing truck from Pier 40 to Pound No. 72	3 00
14	Dockmasters	Wharfage, Manhattan, May, 1902	147 64
14	"	Brooklyn, May, 1902	13 40
15	Panama Railroad Co.	3 months' rent Pier, new 57, N. R.	6,875 00
15	Manhattan State Hospital	Pier foot of E. 116th st., E. R.	175 00
15	Central Cross-town Railroad Co.	priv. of maintaining tracks foot of E. 23d st.	50 00
15	Ehereich Bros.	filled-in land and l. u. w. pfm. bet. 62d and 63d sta., n. half, E. R.	150 00
15	Bealleston & Woerz	to run pipe across new made land foot of Charles st.	75 00
15	Thomas Cunningham	south 1-a Pier foot of W. 20th st., with prev. of maintaining dump	350 00
15	Robert M. Ferris, Agent	south 1-a Pier 19, E. R.	750 00
15	Dockmasters	Wharfage, Manhattan, May, 1902	248 20
15	"	Brooklyn, May, 1902	3 04
15	"	Queens, May, 1902	50
15	Collectors	Manhattan, March, 1902	53 74
15	"	Manhattan, April, 1902	500 72
15	"	Brooklyn, April, 1902	3 79
			\$127,994 39

The following audits were approved and submitted to the Finance Department for payment:

Audit No.	Name	Amount.
Construction.		
20439.	New York Central Coal Company, Estimate No. 3 and final Contract No. 710	\$3,519 24
20440.	Cahill Towing Line, towing	76 00
20441.	Word & Hughes, silverware	43 40
20442.	H. Haweskamp, supplies	26 67
20443.	R. E. Schaefer, meat	11 93
Repairs and Maintenance.		
20444.	Thos. C. Dunham, incorporated, white lead, etc.	325 75
Annual Expenses.		
20445.	R. L. Fox, legislative bills	50 00
20446.	C. G. Burgoyne, Printing, etc.	69 25
		\$4,122 24

RUSSELL BLEECKER, Secretary.

DEPARTMENT OF DOCKS AND FERRIES.

Transactions of the Department of Docks and Ferries for the Week ending May 22, 1902.

John J. White, Dockmaster, appeared before the Commissioner on May 19, 1902, in response to the order directing him to so appear; he denied having received any moneys other than the legal fees, for wharfage from Wm. Reinhart. Decision reserved.

A hearing was held May 22, 1902, at the request of the Contractors' Protective Association in the matter of the charges made by the Department for the privilege of unloading sand along the water front. Several members of said association appeared and requested that the rate be fixed at \$10 per scow load, said charge of \$10 to include the privilege of storing the sand along the water front until such time as the material is removed. They were informed that the matter would receive consideration.

The following permits were granted, the work to be done under the supervision of the Engineer-in-Chief:

New Jersey Steamboat Company, to drive piles and to construct a rack on the north side of Waits Street Pier North, North river, and to repair the outer end of said pier, the work to be kept within existing lines.

New York and New Jersey Railroad Company, to locate the corners of the Hudson river tunnel shaft at the foot of Morton street, North river; all pavement to be taken up and relaid by the force of this Department at the cost and expense of said company.

Baltimore and Ohio Railroad Company, to erect an ice bridge, scales and tally-house, to be used by John N. Briggs, on the bulkhead adjoining the north side of the West Twenty-fifth Street Pier, the structures to remain thereat only during the pleasure of the Commissioner.

Schwarzschild & Sulzberger Company, to repair the bulkhead between Forty-fourth and Forty-fifth streets, East river, the work to be kept within existing lines.

George Gress, to drive piles and make general repairs to the runway in front of his property at the foot of Third avenue and First street, College Point, the work to be kept within existing lines.

Alexander M. White, to dredge in the canal immediately west of his pier at the foot of Twenty-fourth street, Brooklyn, and in the slip immediately north of said pier.

Lowell M. Palmer, to repair the piers at the foot of North Third, North Fifth, North Sixth, North Ninth and North Tenth streets, and to drive eleven intermediary bents at the inner end of the Pier at foot of North Ninth street, Borough of Brooklyn, the work to be kept within existing lines.

Frank McWilliams, to extend the pier between Burger avenue and John street, West New Brighton, Staten Island, in accordance with plans submitted.

The following permits were granted to continue during the pleasure of the Commissioner, but not longer than May 1, 1903:

George W. Beebe, to land the steamer "J. S. Warden" at the outer end of the East Twenty-fourth Street Pier and at the Battery Wharf, during the season of 1902; compensation to be charged therefor at the rate of \$3 per day in each case, payable at the end of each week to the Dockmaster of the District.

John R. Halpin, to land the steamer "William Storie" at the Battery wharf during the season of 1902, compensation to be charged therefor at the rate of \$4 per day, payable at the end of each week to the Dockmaster.

Benjamin F. Clute and James Dillon, to erect stand 15 by 20 feet on the new-made land in rear of the bulkhead between Duane Street Pier No. 21, and Jay Street Pier north No. 22, North river, compensation to be paid therefor at the rate of \$1 per day, payable at the end of each week to the Dockmaster.

Willis A. Winne, to erect and maintain an ice bridge, scales and tally-house on the bulkhead commencing at a point 120 feet north of the north side of Bloomfield Street Pier No. 53, North river, and running thence northerly a distance of 120 feet, compensation to be paid therefor at the rate of \$2,240 per annum, a rebate of \$50 to be allowed said Winne on such annual rental to enable him to put the premises in proper condition for use; the rental to be payable monthly, in advance, to the Cashier, commencing from the date of entering into possession of the property; the permit heretofore granted said Winne for bulkhead immediately north of Bloomfield street, North river, being revoked.

M. C. Dexter, to maintain a bath on the south side of West Thirteenth Street Pier, compensation to be charged therefor at the rate of \$4 per day, payable at the end of each week to the Dockmaster.

Knickerbocker Steamboat Company, to berth one of its steamers each night on the south side of the West Fiftieth Street Pier, compensation to be charged therefor at the rate of \$5 per night, payable at the end of each week to the Dockmaster.

L. D. Davis, to maintain an express office 4 by 8 feet on the new-made land at the approach to the ferry premises foot of Christopher street, North river, compensation to be charged therefor at the rate of \$15 per month, payable at the end of each month to the Dockmaster.

Snow & Emerson, to berth the bath "Stuyvesant" on the north side of the East Fifth Street Pier; compensation to be charged therefor at the rate of \$5 per day, payable at the end of each week to the Dockmaster.

Permission was granted the Department of Education to use about fifty feet of the upper deck of each of the recreation piers in the Borough of Manhattan, during the summer season, from 9 a.m. to 5 p.m. each day, for kindergarten school purposes.

Permission was granted the Commissioner of Public Works of the Borough of Manhattan to unload sand at the bulkhead between Forty-third and Forty-fourth streets, North River, and to store such material on the fifty feet of new made land immediately adjoining the bulkhead thereat, the privilege to continue only during the pleasure of the Commissioner.

The Commissioner on May 16, 1902, agreed to lease, assign and to farm let unto the New York City Milling Company, all and singular the wharfage which may arise, accrue and become due in the manner and at the rates prescribed by law for the use and occupation by vessels of more than five tons burden, at the bulkhead at the foot of East Forty-eighth street; the lease to commence August 1, 1902, or as soon thereafter as the terms and conditions thereof shall be approved by the Commissioners of the Sinking Fund, such lease to expire August 1, 1904, the rental to be at the rate of \$640 per annum, payable quarterly in advance to the cashier of this Department. It being understood that this agreement to lease shall be of no force or effect unless the terms and conditions thereof are approved by the Commissioners of the Sinking Fund and accepted by the New York City Milling Company, and that said company shall also agree to execute a lease containing the usual covenants and conditions at present embodied in the forms of leases of wharf property now used by this Department.

The map prepared by the Engineer-in-Chief and submitted under Commissioner's Order No. 258, showing proposed modifications in the bulkhead and pierhead lines at North Brother Island, was approved, and, in accordance with the request of the Department of Health, was transmitted to the Secretary of War for approval in order that a pier for the accommodation of said Department may be constructed at North Brother Island.

Consent was granted for the substitution of the United States Fidelity and Guaranty Company and The City Trust, Safe Deposit and Surety Company of Philadelphia, as sureties, in the place of T. C. Dunham and William Jacques, Jr., on the estimate of T. C. Dunham, Incorporated, for furnishing paints, under Class IV. of Contract No. 726.

The communication from John C. Rodgers in relation to the rental charged for the land under water occupied by him at the foot of Farragut street, Borough of The Bronx, was filed and said Rodgers notified that if the rental due for the land under water covered by the pier erected by him is not paid on or before May 25, 1902, the Engineer-in-Chief of this Department will immediately proceed with the removal of the structure.

The specifications and form of contract submitted by the Engineer-in-Chief May 17, 1902, for furnishing 10,000 barrels of Portland cement, and the plans, specifications and form of contract submitted by the Engineer-in-Chief under Commissioner's Order No. 91, May 16, 1902, for repairing the Pier foot of Noble street, East river, Borough of Brooklyn, were approved, and said specifications and forms of contracts ordered printed and advertised.

The Knickerbocker Steamboat Company was directed May 20, 1902, to remove at once the awning frame now maintained at the Battery Wharf, and that in the event of failure to remove the structure within five days, the work will be done by the force of this Department at the cost and expense of said company.

In response to the application of John W. Sullivan for an extension of time in which to remove propeller wheels stored by him on the northerly half of Jackson Street Pier West, East river, said Sullivan was notified that every possible facility will be afforded him and that top wharfage will be charged for the maintenance of the wheels on said pier.

A communication was received from John H. Starin stating that owing to the landing of other vessels at the North Second Street Pier, in the Borough of Brooklyn, it will be impracticable for him to land the Glen Island steamers at that pier. The permit granted John H. Starin, May 7, 1902, to land at the pier was therefore revoked.

The request of the J. W. Scott Ice Company for a reconsideration of its application for a lease of the bulkhead south of West Thirty-fourth Street Pier was denied, and said company again notified that the premises are required for general wharfage purposes.

The application of John P. McGovern for permission to maintain an express office on the new made land at the foot of Christopher street, North river, was denied.

The application of Joseph Lieson for permission to construct a boat house at the foot of One Hundred and Fifty-fourth street, Harlem river, was denied, said Lieson having failed to furnish plans showing details of construction of the proposed boat house when requested by the Engineer-in-Chief so to do.

The application of Joseph Ridley for permission to maintain a watchman's house on the bulkhead between the Jackson Street Pier West and the Jackson Street Pier East, East river, was denied, it being the intention of the Department to set such bulkhead aside for the use of the Department of Street Cleaning.

J. M. Ceballos & Co. were notified that unless repairs are made at once to the outer fifty feet of the Old Slip Pier West, East river, this Department will fence off that portion of the pier from public use, the Engineer-in-Chief having reported that the premises are unsafe and that the owners thereof failed to make proper repairs after notification so to do.

The Standard Gas Company of New York was directed to repair the backing log on the crib bulkhead north of One Hundred and Fifteenth street, Harlem river, as recommended by the Engineer-in-Chief.

The requisition prepared by the Engineer-in-Chief for furnishing two bronze tablets and 300 cast iron sockets for flag pole shafts to be placed on the breakwater south of Pier "A" North river, was approved and such material ordered purchased at a cost not to exceed \$1,000.

The specifications and requisition prepared by the Engineer-in-Chief for furnishing and placing rip-rap in rear of the crib bulkhead recently constructed at the foot of Lexington avenue, Harlem river, were approved and such material ordered purchased at a cost not to exceed \$1,000.

A leave of absence was granted Dockmaster Fleming for a period of one week commencing May 22, 1902.

Jacob Fuchs, Laborer, was summoned before the Commissioner May 17, 1902, the Engineer-in-Chief having reported that rope was taken from Pile Driver No. 14, while lying at the foot of One Hundred and Thirty-second street, North river,

at which said Fuchs was assigned to duty as Acting Watchman on that date. After a hearing before the Commissioner said Fuchs was ordered assigned to duty on construction work.

The compensation of James McCabe, Laborer, was, on May 19, 1902, fixed at \$17.50 per week, commencing May 24, 1902.

The resignation of Frederick F. Fuess as Draughtsman was accepted, to take effect as of May 15, 1902, and the Municipal Civil Service Commission in accordance with a recommendation of the Engineer-in-Chief, was requested to submit a list of persons eligible for appointment as Draughtsman.

The following orders were issued to the Engineer-in-Chief:

To order dredging under Contract No. 715 in front of the bulkhead extending from the centre line of West Eighty-first street southerly a distance of 150 feet, on the North river, as requested by the People's Co-operative Ice Company.

To repair Jackson Street Pier East river, where damaged by scow No. 17A, the cost of the work to be reported for collection from the Atlantic Dredging Company.

To remove such portions of the ice bridge, scales and tally-house as are maintained by the American Ice Company on City property between the Delancey street Pier South and the Rivington Street Pier No. 50, East river.

To repair the East Third Street Pier where damaged by the tugboats "Runyon" and "Rawson," the cost of the work to be reported for collection from the White Star Towing Line.

To remove old piles from the northerly side of the East One Hundred and Fifteenth Street Pier.

The following communications were ordered on file:

From the Mayor:

1st. Requesting that the written matter to be included in the Department's annual report be submitted to him on or before December 1 of each year, in order that the same be used by him in the preparation of his annual message to the Board of Aldermen. His Honor the Mayor notified that instructions have been issued for complying with his request.

2d. Transmitting petition from merchants, manufacturers and dealers, requesting that the West Twentieth Street Pier be maintained as an open pier. His Honor the Mayor notified that said pier is now an open pier and will be so maintained until such time as the new improvements to be made thereat necessitate its removal.

3d. Requesting that whenever old material is to be sold, all other departments be notified of the proposed sale for the purpose of ascertaining if the material could be used by such other departments. His Honor the Mayor notified that the request will be complied with.

From the Comptroller, approving sureties on the estimate of the Dowd Lumber Company for furnishing shipwrights' supplies under Class III. of Contract No. 726, and on the estimate of the John P. Kane Company for furnishing cement under Contract No. 731.

From the Corporation Counsel:

1st. Stating that there are no specific changes in the new Charter affecting the power of the Commissioner of Docks to hire bands, to appoint attendants and to furnish lighting for the recreation piers.

2d. Advising that the Department has no power or authority to erect, construct or maintain any buildings of a permanent or temporary character which are not intended for use in connection with the wharves and bulkheads for commercial purposes.

3d. Suggesting that, whenever possible, a list of supplies required by the Department be prepared, and that the goods be purchased after public advertisement, but that where such is impossible and no quantity of the estimate required in any one year can be made, the supplies may be purchased without public advertisement.

4th. Stating that the matter of the cession of certain land at the foot of Eighth avenue, College Point, by Mrs. E. Platt Stratton, in accordance with the terms of the establishment of the ferry between East One Hundred and Thirty-eighth street, East river, Borough of The Bronx, and a point between Eighth and Ninth avenues in the Third Ward of the Borough of Queens, has been referred to the Bureau of Street Openings of the Law Department for consideration.

From the Department of Parks, stating that the Public Comfort Station, between Seventeenth and Eighteenth streets East river, is not under the jurisdiction of said Department and that therefore no patron can be assigned thereat.

From the Department of Health, requesting to be informed as to whether Life Savers will be required at the recreation piers during the coming season. The Commissioner of Health was notified that this Department will furnish the necessary Life Savers on the recreation piers.

From the Department of Street Cleaning, complaining of the blocking of the slip adjoining the dumping board on the south side of the Canal Street Pier South, North river, by scows owned by Brown & Fleming. Brown & Fleming directed to keep the slip clear in order that the work of said Department might not be interfered with.

From the Rapid Transit Subway Construction Company, accepting the terms and conditions of the proposed lease of the West Fifty-eighth Street Pier, and requesting that the lease contain a provision for its assignment to the Interurban Rapid Transit Company. Said company notified that the lease will be prepared without the provision for assignment.

From Colonel S. M. Mansfield, Corps of Engineers, U. S. A., requesting to be furnished with a statement showing the vessels berthed on the Harlem river and the tonnage carried by such vessels in and out of that river. Notified that such information cannot be furnished by this Department.

From Charles H. Winne, Dockmaster at Albany, requesting maps of the water front of the boroughs of Manhattan and Brooklyn. Maps furnished as requested.

From John H. Starin, expressing a desire to lease the new pier to be erected at the foot of East Thirty-second street.

From Brown & Miller, contractors, transmitting consent of sureties to extension of time granted to April 18, 1902, for the completion of the new steel tug "Brooklyn," under Contract No. 705.

From T. H. Franklin, requesting a lease of the Wall Street Pier No. 12, East river. Notified that said pier is already leased.

From F. Howard Collins, attorney for Orville T. Goff, inclosing transcript of judgment against Lewis T. Brennan and requesting that charges be preferred against said Brennan. Said attorney notified that charges cannot be preferred for the cause stated.

From Frederick Rohkohl, requesting change in title from Dockbuilder to Carpenter. Notified that no additional Carpenters are required at present.

From the Engineer-in-Chief:

1st. Reporting the commencement of the delivery of coal under Contract No. 727, May 15, 1902.

2d. Requesting instructions relative to proposed removal of the dumping board erected by Brown & Fleming on the Old Slip Pier East, East river. Engineer-in-Chief directed to remove the structure as soon as the temporary injunction obtained by Brown & Fleming is vacated.

From the Chief Clerk, reporting the completion of the bulkhead platform erected by the John Simmons Company extending for a distance of 80 feet westerly of a point 225 feet west of Jackson street, East river, said platform covering an area of land under water of 4,817 square feet, the rental therefor at the rate of 25 cents per square foot per annum being \$1,204.25 per annum.

A communication from the Corporation Counsel stating that a claim has been filed by James Veitch against the City for damages in the sum of \$5,000 on the ground that employees of the Department wrongfully entered upon property occupied by him and removed the platform and bathing structures maintained by him at the foot of One Hundred and Sixty-second street, North river, and requesting information relative to the removal of said structures, was laid over.

The following moneys were received and deposited:

Table with columns: Date, From Whom, For What, Amount. Lists various receipts from entities like Pennsylvania Railroad, Dockmasters, Collectors, etc., with specific details on dates and amounts.

The following audits were approved and submitted to the Finance Department for payment:

Table with columns: Audit No., Name, Amount. Lists audit entries under categories: Construction, Repairs and Maintenance, Annual Expense, with specific company names and amounts.

DEPARTMENT OF DOCKS AND FERRIES.

Transactions of the Department of Docks and Ferries for the Week Ending May 29, 1902.

Bids were received and opened on May 26, 1902, on Contracts Nos. 730 and 732, a representative of the Comptroller being present, the following estimates being received on said contracts:

Contract No. 730, for dredging on the North river, between the Battery and West One Hundred and Fifty-ninth street, in the Borough of Manhattan, on which five estimates were received, each bidder furnishing a security deposit of \$800:

Henry Du Bois Sons Company.....	\$0.17 per cubic yard
Morris & Cumings Dredging Company.....	0.22 "
William H. Beard Dredging Company.....	0.25 "
William H. Taylor.....	0.16 "
R. G. Paclard Company.....	0.19 "

Contract No. 730 was awarded to William H. Taylor, he being the lowest bidder, subject to the approval of the American Surety Company of New York, and Henry D. Lyman, of No. 41 West Seventy-third street, Borough of Manhattan, as sureties by the Comptroller.

Contract No. 732, for repairing the pier and approach, with appurtenances, at the foot of West Forty-eighth street, in the Borough of Manhattan, on which three estimates were received, each bidder furnishing a security deposit of \$250:

William H. Jenks.....	\$18,900 00
Bernard Rolf.....	16,733 00
Henry L. Spearin.....	18,644 00

Contract No. 732 was awarded to Bernard Rolf, he being the lowest bidder, subject to the approval of Albert Hirsch, of No. 163 West Ninety-fifth street, and Charles S. Hirsch, of No. 259 West Seventy-second street, Borough of Manhattan, as sureties by the Comptroller.

The following permits were granted to continue during the pleasure of the Commissioner, but not longer than May 1, 1903:

William A. Hall, to berth a bath at the Battery wall during the ensuing season commencing June 1, 1902, compensation to be paid therefor at the rate of \$250 per month, payable monthly to the Cashier.

A. Lynch, to place a float in front of the bulkhead adjoining the northerly side of Morton Street Pier 42, North river, compensation to be paid therefor at the rate of \$5 per month, payable monthly in advance to the Dockmaster.

M. McGirr's Sons Company, to place a tally house on the West Nineteenth Street Pier.

August Braun (New York Natatorium and Swimming School) to maintain two floating baths between Sixty-fourth street and Sixty-fifth street, East river, compensation to be paid therefor at the rate of \$100 for the season, payable one-half at the time of placing the baths thereat and the remainder August 1, 1902.

George Ryan, to erect a tally house and scales west of the bulkhead between One Hundred and Seventh street and One Hundred and Eighth street, Harlem river, compensation to be charged therefor at the rate of \$10 per month, payable monthly in advance to the Dockmaster, the structures to be placed thereat under the direction of the Engineer-in-Chief.

The following permits were granted, to continue during the pleasure of the Commissioner, the work to be done under the direction and supervision of the Engineer-in-Chief.

James Shewan & Sons, to place a portable boiler and boiler house on the northerly side of the East Fourth Street Pier.

William P. Stanton, to place a boat house and float on the westerly side of the Harlem River, south of Farmers' bridge, and to place a gate in the fence on said bridge, the consent of the owners of the property to be first obtained.

First Signal Corps, N. G., N. Y., to use the bulkhead at the foot of New Dock road, Pelham Bay, Bronx Borough, as a signal station during the summer season, and to erect a small portable house thereat, the consent of the lessee of said bulkhead to be first obtained.

The following permits were granted, the work to be done under the supervision of the Engineer-in-Chief.

Old Dominion Steamship Company, to make general repairs to Beach Street Pier 26, North river, from time to time when required during ensuing six months, within existing lines.

Knickerbocker Steamboat Company, to place a water meter on the West Twentieth Street Pier, and to lay the necessary pipes therefor; all payment necessary to be disturbed to be relaid by the force of this Department at the cost and expense of said company.

Baltimore and Ohio Railroad Company, to repair Peck Slip Pier East, East river, within existing lines.

John P. Kane Company to repair the bulkhead foot of East Fourteenth street within existing lines.

S. Trimmer & Sons, to repair the bulkhead on the east side of the Harlem river, about 150 feet west of Lincoln avenue, the work to be kept within existing lines.

New York Dock Company, to erect a shed on Pier No. 37, at Atlantic Basin, Borough of Brooklyn, in accordance with plans and specifications submitted as amended, said company having filed in this Department an agreement that in the event of the City acquiring the property for the improvement of the water front no additional item of value will be claimed beyond the actual cost of such structure.

New York Dock Company, to extend Pier 8, between Orange street and Pineapple street, in the Borough of Brooklyn, in accordance with plans and specifications submitted.

West End Dry Dock Company, to dredge at the foot of Twenty-seventh street, South Brooklyn.

Green Island Ice Company, to transfer the ice bridge, scales and tally house now located on the bulkhead foot of Sedgwick street, Brooklyn, to the berth leased by said company from the Union Ferry Company, on the pier foot of Sackett street, Borough of Brooklyn.

Atlantic Terra Cotta Company, to build a bulkhead and pile foundation on land under water at the foot of Broadway, Tottenville, Borough of Richmond, in accordance with plans submitted as amended.

C. W. Hunt Company, to extend the existing platform near the foot of Van street, West New Brighton, Staten Island, westerly a distance of about 100 feet, in accordance with plans submitted.

Permission was granted the Department of Street Cleaning to store about 200 tons of soft coal, to be used on the self-propelling Delehanty dumpers, under the Dumping Board, on Canal Street Pier South, North river, the coal to remain thereat only during the pleasure of the Commissioner.

The application of the Commissioner of Public Works for permission to store sand at the bulkhead foot of Little West Twelfth street, North river, was denied, and he was directed to remove the sand and stone already placed thereat, permission having been granted Willis A. Winne to erect an ice bridge on the bulkhead; permission was granted the Commissioner of Public Works to land and store sand north of the approach to the West Forty-fourth Street Pier, and at the foot of East Thirty-fifth street, East Sixty-first street and East One Hundred and First street.

The Commissioner on May 24, 1902, agreed to lease, assign and to farm let to Eben E. Olcott, all and singular the wharfage which may arise, accrue or become due in the manner and at the rates prescribed by law, at the outer end of the West One Hundred and Twenty-ninth Street Pier, and at the north and south sides of said pier for a distance of twenty feet inshore from the outer end thereof, with the privilege of using the surface of said pier inshore from the outer end a distance of ninety-six feet, excepting, however, all structures, closets, etc., now maintained on the lower deck and forming a part of the recreation structure on said pier. The lease to be for a term of five years from the date of approval by the Commissioners of the Sinking Fund, the rental there-

for to be at the rate of \$3,000 per annum, payable quarterly in advance to the Cashier; the lessee to have the privilege of a renewal of the lease for a further term of five years at an advance rental of twenty per cent. on the rental for the first term; it being understood that the use of the pier under the lease shall be subject to all the provisions of section 837 of the Greater New York Charter relative to the use of lower deck of recreation piers, and that this agreement to lease shall be of no force or effect unless accepted by said E. E. Olcott and approved by the Commissioners of the Sinking Fund; and it being further expressly understood that the use of that portion of said pier to be leased, by the lessee or by boats of the Hudson River Day Line, shall in no way interfere with the operation of the ferry to Fort Lee, N. J., during the temporary location of said ferry landing at the north side of the West One Hundred and Twenty-ninth Street Pier, and that said ferry shall at all times have the right of way thereat.

The Engineer in Chief was directed to drive piles at the outer corners of the West One Hundred and Twenty-ninth Street Pier as requested by E. E. Olcott, the cost of the work to be reported for collection from the Hudson River Day Line.

In response to the request of the Board of Rapid Transit Railroad Commissioners requesting consent and approval to the construction of the Manhattan-Brooklyn extension, the Commissioner on May 23, 1902, notified said Board of Rapid Transit Railroad Commissioners that this Department has no objection to and that it consents to the construction of the Rapid Transit Railway to be used in The City of New York in addition to the Rapid Transit Railways already existing therein, commencing at a point at the intersection of Park row and Broadway, in the Borough of Manhattan, and extending to a point at the intersection of Atlantic and Fourth avenues in the Borough of Brooklyn, so far as the construction of such Rapid Transit Railway may be upon, under or over property under the jurisdiction of the Department of Docks and Ferries of The City of New York, providing that the roof of the tunnel of said railway shall not be nearer to the line of mean low water than as shown on the plans submitted by the said Rapid Transit Railroad Commissioners and now on file in the office of this Department.

An opinion having been received from the Corporation Counsel advising that the Treasurer's orders issued by the former Board of Docks on November 30, 1901, Nos. 21333, 21334 and 21335, to Thomas Kelly, may be cancelled, it being apparent that the work of sprinkling the new made land along the water front between Cortlandt street and Gansevoort street, North river, should have been advertised and awarded to the lowest bidder, the sum total of such work amounting to about \$3,000, but that the order to James Cummings No. 21336 for sprinkling the new made land between Twenty-third street and Thirtieth street, North River, should be carried on to completion, the Assistant Dock Superintendent was directed to permit James Cummings to complete the order, and the orders issued to Thomas Kelly were cancelled May 23, 1902; and the Engineer-in-Chief was directed to prepare plans, specifications and form of contract for sprinkling the new made land in question.

The Chief Clerk was directed to draw requisitions in payment of the bills of costs taxed by the Supreme Court May 27, 1902, in proceedings for the acquisition of water front property between Twentieth street and Twenty-second street, East River, including the pier at the foot of East Twenty-first street, and between Little West Twelfth street and West Thirteenth street, on the North river, as requested by the Corporation Counsel.

The permit to Archibald Watt to berth the yacht "American" at the south side of the West One Hundred and Twenty-ninth Street Pier was revoked May 27, 1902, to take effect immediately.

In response to the application of Frederick Schafer for a reduction in rental charged him for the privilege of maintaining a boathouse and float at the foot of West One Hundred and Fifty-third street, North river, the rate to be hereafter charged for said privilege was fixed at \$8 per month, payable monthly in advance to the Dockmaster, commencing June 1, 1902.

The Commissioners of the Sinking Fund were requested May 22, 1902, to consent to the leasing of the bulkhead platform at the foot of Park or Railroad avenue, Harlem river, in the Borough of The Bronx, to the Harlem Transfer Company, for a term of ten years from June 1, 1902, at a rental of \$450 per annum, payable quarterly in advance to the Cashier.

The notices of applications to be made by J. Sterling Drake for a grant of land under water at Newark Bay, in the Third Ward of the Borough of Richmond, and by Henry D. Carey for a grant of land under water at Long Island Sound on the north shore of City Island in the former Town of Pelham, were transmitted to the Corporation Counsel.

The Department of Taxes and Assessments was requested to furnish a statement of the assessed valuations of the properties between Twenty-second street and Twenty-third street, Eleventh avenue and Thirteenth avenue; between Twenty-first street and Twenty-second street, Eleventh avenue and Thirteenth avenue; between Twenty-first street and Twenty-second street, Tenth avenue and Eleventh avenue, and between Nineteenth street and Twentieth street, Eleventh avenue and Thirteenth avenue, said valuations to be used in proceedings for the acquisition of the property in question.

The Police Department was requested to assign policemen at the landing floats foot of West Thirty-fourth street and West Forty-second street, North river, during the visit of the French warship "Gaulois."

The specifications and form of contract as prepared and submitted by the Engineer-in-Chief for furnishing and delivering flags, ensigns, etc., were approved May 26, 1902, and ordered printed and advertised.

John A. Roebing's Sons Company, in response to their inquiry, was notified that in the event of the cables landed by them at the West One Hundred and Thirty-second Street Pier being removed within twenty-four hours after such landing no additional charge will be made beyond the usual charges for wharfage on the vessels landing same, but that if the cables are allowed to remain on the pier after the expiration of the twenty-four hours that then the sum of \$70 per day will be charged for each day or part of a day that any portion of the cables are permitted to so remain on the pier, this rate to be a general rate in all cases for the landing of the cables along the water front.

The following orders were issued in accordance with the recommendations of the Engineer-in-Chief:

William Wainwright, to cease work of constructing a pier near the foot of Remsen street, east of and adjoining the iron pier at Sea Side Landing, Rockaway Beach, Borough of Queens, until such time as plans and specifications of the work are submitted and permit obtained from this Department for such construction.

Manhattan Beach Hotel and Land Improvement Company, Limited, to discontinue the construction of a breakwater and jetty east of Ocean avenue, at Manhattan Beach, Borough of Queens, until such time as plans are submitted and permit granted for such work.

A report was received from the Engineer-in-Chief in relation to the maintenance of tracks and a starter's office by the Metropolitan Street Railway Company at the foot of East Twenty-third street, and the compensation to be charged the Metropolitan Street Railway Company for the privilege of maintaining the tracks and office on the marginal street thereat was fixed at the rate of \$200 per annum, commencing June 1, 1902, being the same rate as has been charged the Central Crosstown Railroad Company for a similar privilege thereat.

Communications were received from the Department of Water Supply, Gas and Electricity relative to the placing of a hydrant at the foot of West Thirty-fourth street, and from Bolognesi, Hartfield & Co. requesting that the Department of Water Supply be asked to place the hydrant at the northerly side of the pier instead of at the southerly side of the pier, in order to obviate the necessity of taking up the asphalt pavement; and the Department of Water Supply, Gas and Electricity was requested to place the hydrant at the point desired by the lessees of the pier.

The application of the New York & Long Branch Steamboat Company (Patten Line) for permission to berth a coal boat in the oyster basin at the "L" adjoining the south side of Bloomfield street Pier 53, North river, was denied, said basin having been set aside by the Department for the exclusive use of oyster and clam boats.

The application of John N. Briggs for permission to place an ice bridge at the bulkhead between Fiftieth street and Fifty-first street, North river, was denied, the bulkhead in question being required for general wharfage purposes.

The application of John J. O'Hare for permission to erect an ice bridge at the bulkhead between West Tenth street and Charles street, North river, was denied, there being one ice bridge already located thereat, and the remainder of the bulkhead being required at the present time for general wharfage purposes.

The application of Otto Stegmann for permission to erect an ice bridge on the bulkhead foot of Forty-ninth street, East river, was denied, the bulkhead being required for general wharfage purposes.

The Assistant Dock Superintendent was directed to open the recreation piers at 3 o'clock p. m. on Friday, May 30, 1902, said piers to be kept open for the season from 9 a. m. to 10.30 p. m. each day; and in accordance with the recommendation of the Assistant Dock Superintendent the Police Department was requested to detail policemen for duty at the various recreation piers.

The following persons, having been certified by the Municipal Civil Service Commission as eligible, were reinstated as Recreation Pier Attendants and Cleaners, compensation to be paid said persons as hereinafter specified, while employed, commencing Friday, May 30, 1902, upon the opening of the recreation piers:

Recreation Pier Attendants (Male), \$75 Per Month.

John G. Osgood, William J. Carberry, Thomas J. Roche, Thomas J. Dunleavy, John E. Anderson, Patrick J. Hart, James J. Jordan, William H. Fennell, Thomas D. Tate, Edward J. Reddy, John T. Bannon, Edwin J. Hazlett, Joseph J. Lawless, Daniel L. Foley, John F. Murphy, William L. Brosnan, Robert K. Boch, Thomas Fisher, William D. Becker, Daniel B. Dwinell, James J. Gallagher, Michael J. Cregan, Christopher N. Weiner, Edward A. Farmer and Daniel J. Crotty.

Recreation Pier Attendants (Female), \$50 Per Month.

Sarah Shiels, Elizabeth Nolan, Ellen Rinn, Mary Devlin, Kitty Trimble, Mary A. Sheehan, Mary A. Duffy, Mary West, Julia E. Dowling, Mary Latz, Adelia Sheridan, Mary E. Reilly, Maria Connell, Mary Dennehy, Ellen Kelly, Frances M. Keefe, Margaret Bowman, Margaret Carmody, Rachel Behman, Mary Moore, Katharine Smith, Kate Meade, Agnes E. Mulligan, Margaret Daly, Jane Cullen, Nellie Fallon, Louise Vogele, Sarah M. Cripps, Rose Heaney, Jennie Martin, Kate L. Fogarty, Annie Carr, Agatha Gut.

Recreation Pier Cleaners (Male), \$30 Per Month.

George F. Kremer, Charles A. Mayer, William Fanning, Charles Kaskel, William J. Wright, Cornelius S. Nolan, James M. Fox, Michael McHugh, James C. Donovan, Frederick Asher, Theodore Schoenstern, James Hayes, Edward Doran, James McGhee, Richard Pettit, John Lyons, Max Klett and James Cody.

Recreation Pier Cleaners (Female), \$45 Per Month.

Margaret Emerson, Sarah A. White, Nellie Brennan, Kate O'Connell, Elizabeth McNaboe, Elizabeth Smith, Mary Bolton, Sarah Fink, Mary A. Reilly, Eliza C. Corrigan, Annie Quinn, Bridget McAndrews, Bridget Lennox, Amelia Schmidt, Eliza Leary, Margaret Cocks, Louise M. Canavan, Mary A. Williams, Annie Healey, Alice Clynes, Kate Murphy, Elenora Rall, Annie Foley, Mary A. Gaffney, Mary O'Hara and Caroline Fillingier.

The compensation of Frederick W. Bach and John Hughes, Recreation Pier Attendants, was fixed at the rate of \$75 per month each, while employed, commencing upon the opening of the recreation piers, May 30, 1902.

The offer of the New York Edison Company to furnish electric light service for the season of 1902 on the recreation piers in the Borough of Manhattan, at a cost of 28 cents per night for lamps burning from dusk to about 10.30 p. m., and at a cost of 40 cents per night for lamps burning from dusk to daylight, was accepted, said company to furnish all necessary wiring for the West One Hundred and Twenty-ninth Street Recreation Pier without expense to the City, and all pavement necessary to be disturbed in connection with the wiring of said pier to be taken up and relaid by the force of this Department at the cost and expense of the New York Edison Company; and the offer of the Edison Electric Illuminating Company of Brooklyn to furnish electric light service on the recreation pier at the foot of Metropolitan avenue, in the Borough of Brooklyn, at a cost of twenty-eight cents per night per lamp, burning until 10.30 p. m., and at a cost of forty cents per night per lamp, burning until daylight, was also accepted.

The privileges of maintaining candy and refreshment stands on the recreation piers during the season of 1902 were awarded to the following named persons, said persons to pay for the privilege the sum of \$25 for the season in each case, one-half payable June 1, 1902, and the remaining one-half August 1, 1902, payable in each case to the Dockmaster of the district, it being understood that the privilege is revocable at any time at the pleasure of the Commissioner of Docks:

- East Twenty-fourth Street Pier—Henry McEwan.
East One Hundred and Twelfth Street Pier—Nicholas Ivone.
West One Hundred and Twenty-ninth Street Pier—Morris Becker.
East Third Street Pier—David Blum.
Barrow Street Pier—Thomas Curry.
West Fiftieth Street Pier—Samuel Rothberg.
North Second Street Pier—Theodore Krantz.

The privilege of maintaining slot machines on the recreation piers at the foot of Barrow, West Fiftieth and West One Hundred and Twenty-ninth streets, on the North river, Borough of Manhattan, during the season of 1902, was awarded to Thomas J. Conroy; and the privilege of maintaining slot machines on the recreation piers at the foot of East Third, East Twenty-fourth and East One Hundred and Twelfth streets, on the East river, Borough of Manhattan, and at the foot of North Second street, Borough of Brooklyn, during the season of 1902, was awarded to the Automatic Vending Company; they to pay for the privilege the sum of \$25 for the season for each of the piers, one-half to be payable June 1, 1902, and the remaining one-half August 1, 1902, payable in each case to the Dockmaster of the district, it being understood that these privileges are revocable at any time at the pleasure of the Commissioner of Docks.

The privileges of furnishing music on the recreation piers during the season of 1902 was awarded to the following leaders, compensation to be paid in each case at the rate of \$21 per week for each man and \$42 per week for the leader, the number of men to be employed on each pier and the assignments of the leaders at the various piers being as follows:

Barrow Street Pier—Leader and Nineteen Men.

- Franz Kappel..... May 30 to June 26, inclusive.
Maurice Z. Hanau..... June 27 to July 24, inclusive.
Louis Conternu..... July 25 to August 21, inclusive.
Dominick M. Mauro..... August 22 to September 18, inclusive.
Samuel Berger..... September 19 to October 16, inclusive.

West Fiftieth Street Pier—Leader and Nineteen Men.

- Thomas P. Ward..... May 30 to June 26, inclusive.
William Bley..... June 27 to July 24, inclusive.
Robert Recker..... July 25 to August 21, inclusive.
Richard E. Sause..... August 22 to September 18, inclusive.
H. L. A. Hackert..... September 19 to October 16, inclusive.

West One Hundred and Twenty-ninth Street Pier—Leader and Fourteen Men.

- T. A. Smith..... May 30 to June 26, inclusive.
J. L. Bauland..... June 27 to July 24, inclusive.
Anton Fuerst..... July 25 to August 21, inclusive.
Joseph Eisinger..... August 22 to September 18, inclusive.
Charles P. Eller..... September 19 to October 16, inclusive.

East Third Street Pier—Leader and Fourteen Men.

- L. Zottarelli..... May 30 to June 26, inclusive.
William Schwartz..... June 27 to July 24, inclusive.
Felix I. Eben..... July 25 to August 21, inclusive.
Julius Hockdorf..... August 22 to September 18, inclusive.
W. F. Chave..... September 19 to October 16, inclusive.

East Twenty-fourth Street Pier—Leader and Nineteen Men.

- Edwin Walther..... May 30 to June 26, inclusive.
Henry Ottes..... June 27 to July 24, inclusive.
Frederick J. Etzel..... July 25 to August 21, inclusive.
James Beggs..... August 22 to September 18, inclusive.
Frederick W. Bent..... September 19 to October 16, inclusive.

East One Hundred and Twelfth Street Pier—Leader and Fourteen Men.

- A. H. Nussbaum..... May 30 to June 26, inclusive.
Lester Hirsch..... June 27 to July 24, inclusive.
David Davis..... July 25 to August 21, inclusive.
Philip Boswald..... August 22 to September 18, inclusive.
Ernest Weber..... September 19 to October 16, inclusive.

North Second Street, Brooklyn—Leader and Fourteen Men.

- Manuel I. Diaz..... May 30 to June 26, inclusive.
L. Berlinghoff..... June 27 to July 24, inclusive.
Charles H. Ferris..... July 25 to August 21, inclusive.
L. Snedeker..... August 22 to September 18, inclusive.
R. L. Halle..... September 19 to October 16, inclusive.

Edward M. Boden having been certified by the Municipal Civil Service Commission as eligible, was, on May 29, 1902, promoted from the position of Deckhand to that of Pilot, first grade, with compensation at the rate of \$1,200 per annum, to take effect June 1, 1902.

The title of Patrick Halloran was, on May 28, 1902, changed from Diver's Tender to that of Diver's Tender and Rigger, in accordance with the recommendation of the Engineer-in-Chief, his compensation to be at the rate of \$15 per week while employed as a Rigger.

The application of John T. Bartlett for a change in his title from Diver's Tender to that of Diver's Tender and Rigger was, on May 23, 1902, granted, his compensation to be at the rate of \$15 per week while employed as a Rigger.

The application of Peter Wall for a change in his title from Dockbuilder to Laborer was, on May 27, 1902, granted, his compensation to be at the rate of 25 cents per hour while employed.

An additional leave of absence was granted James J. Fleming, Dockmaster, for one week, commencing May 29, 1902.

The application of Pierce Walsh, Laborer, for a leave of absence for an indefinite period was granted, without pay.

The compensation of Thomas E. Brady and Walter S. Graham, Sounders, and of James Rafferty, Laborer, was, on May 29, 1902, fixed at the rate of \$17.50 per week each, commencing May 31, 1902.

The compensation of Thomas F. O'Rourke and of Thomas Reynolds, Laborers, was, on May 23, 1902, fixed at the rate of \$15 per week each, commencing May 24, 1902.

The compensation of Paul All, Fireman, was, on May 28, 1902, fixed at the rate of 43 cents per hour while employed; and the compensation of James J. Walsh, Laborer, was, on May 29, 1902, fixed at the rate of 43 cents per hour while employed; both to take effect May 31, 1902.

The following order was issued by the Commissioner on May 26, 1902, and served on John J. White on the same date:

"John J. White, a Dockmaster in the Department of Docks and Ferries of The City of New York, having been duly notified to appear before me at my office in the said Department of Docks and Ferries at Pier 'A,' North River, in The City of New York, on Monday, the 19th day of May, 1902, at 2 o'clock in the afternoon, when he would be afforded an opportunity of making an explanation of the charges of neglect of duty and malfeasance in office, the specifications of which charges were as follows:

"On or about January 1, 1902, you exacted from William Reinhart the sum of \$20 over and above the legal fees payable to you as Dockmaster for docking boats belonging to the said Reinhart or his firm in your district.

"On or about January 13, 1902, you exacted from William Reinhart the sum of \$10 over and above the legal fees payable to you as Dockmaster for docking boats belonging to the said Reinhart or his firm in your district.

"On or about January 20, 1902, you exacted from William Reinhart the sum of \$10 over and above the legal fees payable to you as Dockmaster for docking boats belonging to the said Reinhart or his firm in your district.

"On or about January 27, 1902, you exacted from William Reinhart the sum of \$20 over and above the legal fees payable to you as Dockmaster for docking boats belonging to the said Reinhart or his firm in your district.

"On or about February 8, 1902, you exacted from William Reinhart the sum of \$20 over and above the legal fees payable to you as Dockmaster for docking boats belonging to the said Reinhart or his firm in your district.

"On or about March 12, 1902, you exacted from William Reinhart the sum of \$20 over and above the legal fees payable to you as Dockmaster for docking boats belonging to the said Reinhart or his firm in your district.

"On or about March 21, 1902, you exacted from William Reinhart the sum of \$10 over and above the legal fees payable to you as Dockmaster for docking boats belonging to the said Reinhart or his firm in your district.

"And the said John J. White having appeared before me at the time and place above mentioned, and presented his explanation to me in regard to the said charges and specifications, now, upon due consideration of the said explanation, I hereby adjudge him guilty of the said charges and order his immediate dismissal.

"(Signed) McDUGALL HAWKES, Commissioner."

Dated New York, May 24, 1902.

The following claims were ordered collected in accordance with the reports of the Engineer-in-Chief on the following Commissioner's orders:

No. 64, cost of taking up and relaying pavement to permit the construction of a subsidiary connection to West Twenty-fourth Street Pier, North river, amounting to \$211.20, for collection from the Consolidated Telegraph and Electrical Subway Company.

No. 140, cost of removing derelict scow from the foot of One Hundred and Fifty-eighth street, North river, to the foot of Fifty-second street, South Brooklyn, \$51.34, for collection from the owner if found.

No. 143, cost of taking up and relaying pavement to permit the construction of a subsidiary connection to Christopher Street Pier 44, North river, \$149.60, for collection from the Consolidated Telegraph and Electrical Subway Company.

No. 228, cost of taking up and relaying pavement to permit the construction of a subsidiary connection to Battery Place Pier South, No. 1, North river, for the New York Telephone Company, \$236.96, for collection from the Empire City Subway Company.

The following communications were laid over:

From the Whitehall and Communipaw Ferry Company, requesting the assignment of a new ferry between the foot of Whitehall street, Borough of Manhattan, and the terminus of the Central Railroad Company of New Jersey, at Communipaw, Jersey City, N. J. Said company notified that a hearing will be held upon the application on June 12, 1902.

From the Engineer-in-Chief, stating that Lawrence Kurz, Laborer, left his post without leave while acting as Watchman in the West One Hundred and Twenty-ninth Street Engineer's Section Office on the night of April 26, 1902, and that he turned in a false time ticket on that night. Said Kurz notified that an opportunity will be given him to appear before the Commissioner for the purpose of making an explanation on Saturday, June 7, 1902, at 11 o'clock a. m.

The following communications were ordered on file:

From the Mayor, suggesting that an appropriate period for vacations will be the usual two weeks for each employee, except in cases where there has been a well-established custom in the Department, in which case the Department should follow the custom.

From the Commissioners of the Sinking Fund, transmitting certified copies of resolutions adopted at a meeting of said Commissioners May 21, 1902, as follows:

"Resolved, That the Commissioners of the Sinking Fund hereby approve of and consent to the granting of permits by the Commissioner of Docks for the privilege of running pipes under property within the jurisdiction of the Department of Docks and Ferries, at a rental of \$300 per annum for each permit."

"Resolved, That, pursuant to the provisions of section 180 of the amended Greater New York Charter, the Commissioners of the Sinking Fund hereby recommend to the Board of Estimate and Apportionment that, subject to the approval and authority of

the Board of Aldermen, the Comptroller be authorized to issue, from time to time, as may be required, Corporate Stock of The City of New York, to the amount of one million dollars (\$1,000,000), the proceeds whereof to be applied to the uses and purposes of the Department of Docks and Ferries."

"Resolved, That, pursuant to the provisions of section 180 of the amended Greater New York Charter, the Commissioners of the Sinking Fund hereby recommend to the Board of Estimate and Apportionment that the Comptroller be authorized to issue from time to time, as may be required, Corporate Stock of The City of New York to the amount of five million dollars (\$5,000,000), the proceeds whereof to be applied to the uses and purposes of the Department of Docks and Ferries."

"Resolved, That the resolution adopted by this Board at meeting held March 19, 1902, approving of terms and conditions of sale of the ferry franchise from and to the foot of East Forty-second street, Borough of Manhattan, to and from the foot of Broadway, Borough of Brooklyn, together with certain wharf property, land and land under water belonging to the City, at or near the foot of East Forty-second street, Borough of Manhattan, as presented by the Commissioner of Docks, be and the same is hereby rescinded."

"Resolved, That pursuant to the provisions of section 826 of the Amended Greater New York Charter, the Commissioners of the Sinking Fund hereby approve of the following terms and conditions of sale of the ferry franchise from and to the foot of East Forty-second street, Borough of Manhattan, to and from the foot of Broadway, Borough of Brooklyn, together with certain wharf property, land and land under water belonging to the City, at or near the foot of East Forty-second street, Borough of Manhattan, as presented by the Commissioner of Docks, viz.:

"The franchise of the ferry, as more particularly hereinafter described, will be offered for sale by the Commissioner of Docks, at public auction, to the highest bidder, at Pier 'A,' Battery place, on _____, for a term of ten years from December 1, 1901, to and from the foot of Forty-second street, East river, in the Borough of Manhattan, from and to the foot of Broadway, East river, in the Borough of Brooklyn, together with all that certain wharf property, land and land under water belonging to the City, beginning at a point where the northerly line of East Forty-second street intersects the established bulkhead line at the foot of said street; thence running southerly along said bulkhead line a distance of about one hundred feet to the southerly line of East Forty-second street; thence easterly along said southerly line of East Forty-second street a distance of about one hundred and fifty feet to the pierhead line established by the United States Government; thence northerly a distance of about one hundred feet; thence westerly a distance of about one hundred and fifty feet more or less to the point or place of beginning, in the Borough of Manhattan.

TERMS AND CONDITIONS OF SALE.

"The lease will be sold subject to the approval of the terms thereof by the Commissioners of the Sinking Fund.

"No bids will be received which shall be less than the upset price, viz., ten thousand dollars per annum.

"Rent to be payable quarterly in advance.

"The purchaser will be required at the time of sale to pay, in addition to the auctioneer's fee (viz., \$25) to the Department of Docks and Ferries, twenty-five per cent. of the amount of the annual rent bid, as security for the execution of the lease which twenty-five per cent. will be applied to the payment of the rent first accruing under the lease when executed, or will be forfeited to the Department if the purchaser refuses or neglects to execute the lease, with good and sufficient security, to be approved by the Commissioner of Docks, within ten days after being notified that the lease is prepared and ready for execution at the office of the Department of Docks and Ferries, Pier 'A,' North river, foot of Batter place.

"Two sufficient sureties to be approved by the Commissioner of Docks will be required under the lease to enter into a bond or obligation, jointly, and severally with the lessees, in the sum of double the annual rent, for the faithful performance of all the covenants and conditions of the lease.

"The lease will contain the usual covenants and conditions, in conformity with the provisions of law and the ordinances of the Board of Aldermen relative to ferries, and shall provide that the lessees will maintain and operate the ferry during the whole term, and will provide ample accommodations in the way of safe and capacious boats and sufficiency of trips, as to the sufficiency of which accommodations the decision of the Commissioner of Docks shall be final; also, conditions that the lessees shall dredge the ferry slip, etc., as required by the Commissioner of Docks; that during the term of the lease they will erect and build, at their own expense, and will at all times well and sufficiently repair, maintain and keep in good order, all and singular, the floats, racks, fenders, bridges and other fixtures of the landing places, and in the event of any damage to the bulkheads or piers from collision by the ferryboats, or otherwise, from any accident or negligence on their part, they will immediately repair and restore said wharf property to its previous conditions free of cost to The City of New York; that if at any time during the term of the lease the Commissioner of Docks shall require any of the wharf property used for ferry purposes in order to proceed with the water front improvements in the vicinity of the ferry landings, the said lessees shall surrender and vacate the premises without any claim upon the City for any damages whatever, upon written notice being given to the lessees three months in advance of the intention of said Commissioner; that such notice shall specify, by the general terms of description or by reference to the plans and specifications of the proposed work of improvement, the character of the alterations and improvements to be made in regard to said water front, affecting the property and rights hereby authorized to be demised, and upon receiving such notice the lessee may elect to terminate the lease of said ferry privileges or franchise by serving notice of such election upon the Commissioner of Docks within one month after receiving the notice from the Commissioner of Docks of its intention to improve the water front in the vicinity of the ferry landing; also, that in case only a portion of said wharf property shall be required for the purposes aforesaid, then a reasonable reduction will be made from the rent reserved by said lease; that sworn returns of the amounts of ferry receipts shall be made to the Commissioner of Docks when required by said Commissioner, and that the books of accounts of the ferry shall be subject to the inspection of said Commissioner.

"The lease will contain a covenant providing for the purchase, at a fair valuation, of the boats, buildings and other property of the lessees, used in and actually necessary for the operation of said ferry, upon the termination and surrender and delivery of the premises by the lessees, if the lessees shall not become the purchasers for another term, provided that The City of New York shall not be deemed thereby to purchase said property in any event.

"The rates for ferrage and charges for vehicles and freight shall not exceed the rates now charged on the ferry to and from the foot of East Twenty-third street, Borough of Manhattan, from and to the foot of Broadway, Borough of Brooklyn.

"The lessee shall provide such lifeboats, floats, rafts and life preservers as may be directed by the Commissioner of Docks.

"The form of lease which the purchaser will be required to execute can be seen at the office of the Commissioner of Docks.

"The right to reject all bids is reserved if deemed by the Commissioner of Docks to be for the best interests of the City."

In accordance with said resolutions of the Commissioners of the Sinking Fund, the following actions were taken by the Commissioner of Docks on May 26, 1902:

A rate of \$300 per annum for each pipe was fixed for the privilege of running pipes under property within the jurisdiction of the Department of Docks and Ferries.

The sale of the franchise of the ferry from and to the foot of East Forty-second street, in the Borough of Manhattan, from and to the foot of Broadway, in the Borough of Brooklyn, together with land and land under water belonging to the City within the lines of East Forty-second street, produced, was ordered to be sold at public auction after due advertisement thereof.

From the Comptroller:

1. Approving sureties on the estimate of T. C. Dunham, Incorporated, for furnishing paints under Class IV., contract No. 725, and on the estimate of A. P. Brooks, for furnishing typewriters under Class V., of contract No. 726.

2. Requesting that the Finance Department be advised as to the time of actual delivery and discharge of cargoes of coal in order that proper inspection may be made by said Department. Comptroller notified that the Engineer-in-Chief will hereafter inform him as to the time of such deliveries.

From the Corporation Counsel:

1. Stating that the Labor Law prohibits the various departments of the Municipal Government from compelling mechanics, workmen and laborers to work more than

eight hours a day, but that with this exception, and so long as the Departments comply with the Aldermanic ordinance which requires that the offices be kept open for the benefit of the public between the hours of 9 a. m. and 4 p. m., department subordinates may be required to work as long as may be necessary.

2. Approving forms of leases of the East Thirty-first Street Pier to James J. Godfrey; of the bulkhead between the Piers foot of West Twenty-ninth and Thirtieth street, North river, to Stokes & Thedford; of the West Thirty-fourth Street Pier to the La Veloce, Navigazione Italiana A Vapore and the Navigazione Generale Italiana; of the West Forty-fifth Street Pier to the New York Horse Manure Transportation Company; of the West Fortieth Street Pier to the Union Stock Yard and Market Company and the Weehawken Stock Yard and Market Company; of the West Twenty-second Street Pier to Eben E. Olcott; of the bulkhead foot of West Eighty-first street to the People's Co-operative Ice Company, and of Beach Street Pier 20, North river, with adjoining bulkheads to the Old Dominion Steamship Company.

3. Transmitting certified copy of order of the Supreme Court continuing injunction restraining the City from removing the fence erected by the Midland Railroad Terminal Company on platform in front of bathing pavilion, northerly of the northerly line of Red lane, or Lincoln avenue, at Midland Beach, as to that portion of the fence erected west of highwater mark, and vacating the injunction as to structures erected east of high water mark.

4. Stating that before proceedings are commenced for the acquisition of the southerly half of Peck Slip Pier West and the northerly half of Peck Slip Pier East, East river, the Board of Estimate and Apportionment should be requested to authorize the institution of such proceedings, the former Mayor having on February 11, 1901, requested that no further proceedings be commenced by the Law Department for the condemnation of land for the improvement of the water front, even if such proceedings had then been authorized by the Board of Estimate and Apportionment. The Corporation Counsel was requested to advise the Department whether an order from the present Mayor revoking the order of the former Mayor would give validity to the action of the Board of Estimate and Apportionment in authorizing the commencement of proceedings for the acquisition of wharf property.

5. Stating that before an opinion can be given as to whether H. C. Hilmers and Walton L. Ames should be granted permission to make excavations for a tunnel at the foot of Dey street, North river, it will be necessary for him to receive from the applicants information as to their legal right to perform the work of constructing the tunnel. Copy of the opinion of the Corporation Counsel transmitted to Edward Lauterbach, counsel for the applicants, for such action as he may deem proper.

6. Transmitting list of condemnation proceedings now begun and pending on behalf of this Department or which have been authorized.

From the Department of Water Supply, Gas and Electricity, reporting the inaccessibility of fire alarm lamps located on the East Ninety-ninth Street Pier, owing to the existence of a picket fence at the inner end of said pier, and requesting that arrangements be made to have such lamps accessible to the lamp lighter and cleaner. Copy of the communication transmitted to the Fire Department for action.

From the Department of Street Cleaning:

1. Stating that it would be a great hindrance to the dumps of said Department if a cellar dirt dump were placed on the West Thirtieth Street Pier, and stating that consent cannot be granted to the use of the ramp now on said pier in connection with the dumping board to be erected thereat for the loading of cellar dirt.

2. Stating that the dump on the pier foot of Clinton street, East river, cannot be removed until such time as the proposed dump at the foot of Jackson street, East river, is completed, and requesting that title to Jackson Street Pier West, East river, be acquired by the City in order that the covered dump may be erected thereat. The Department of Taxes and Assessments was requested to furnish a statement as to the valuation of the southerly half of Jackson Street Pier West, East river, to be used in connection with the institution of proceedings for the acquisition of said half pier.

From the Commissioners of the Land Office, transmitting copies of applications of Thomas W. Butts for a grant of land under water at Newark Bay, Mariners' Harbor, Borough of Richmond; and of the American Dock and Trust Company for a grant of and under water at New York Bay in the First Ward of the Borough of Richmond.

From the New York and Texas Steamship Company, accepting the terms and conditions of the proposed lease of Burling Slip Pier East No. 16, East river, with adjoining ninety five feet of bulkhead southerly of said pier.

From the New York City Milling Company, accepting the terms and conditions of the proposed lease of the bulkhead at the foot of East Forty-eighth street.

From Carr & Grout, attorneys, in relation to the application of William J. McGirr for permission to load cellar dirt on the West Thirtieth Street Pier. Said attorneys notified that the Department of Street Cleaning have declined to consent to the use of the ramp on said pier.

From the Memorial Committee, Grand Army of the Republic:

1. Calling attention to the New York State laws directing that leave of absence with pay be granted on Memorial Day to veterans employed in the public service.

2. Requesting that permission be granted the First Battery to fire a salute from the bulkhead foot of West Eighty-sixth street, on May 30, 1902, on the occasion of the unveiling and dedication of the Soldiers and Sailors' Monument erected at Riverside Park and Eighty-ninth street. Said Committee notified that this Department has no objection to the firing of the salute provided the consent of the Park Department is first obtained.

From the United Real Estate Owners' Association of The City of New York, requesting information as to the charge made for the maintenance of pipes through property under the jurisdiction of the Department. Information furnished.

From the Assistant Dock Superintendent, reporting the death of Patrick Carroll, Laborer.

From the Engineer in Chief:

1. Submitting report for the quarter ending March 31, 1902.
2. Reporting the death of Thomas Purdy, Dock Builder.
3. Partial report on Commissioner's Order No. 269, stating that a fence has been erected at the inner end of the East Thirty-second Street Pier.
4. Report on Commissioner's Order No. 316, stating that the tapes called for under Treasurer's Order No. 21022 have been furnished by William E. Burke, to whom said order was given, and that it will therefore be unnecessary to purchase the tapes elsewhere.

The following moneys were received and deposited:

Date.	From Whom.	For What.	Amount.
May 23	New York & Texas Steamship Co.	Balance of rent from Aug. 1, 1901, of east 1/4 Pier 20 and west 1/4 Pier 21 and whl., E. R.	\$2,832 53
" 23	New York & Texas Steamship Co.	6 mos. rent east 1/4 Pier, old 20, E. R.	4,235 00
" 23	Dockmasters	Wharfage, Manhattan, May, 1902.	149 95
" 23	"	" Brooklyn, May, 1902.	1 50
" 23	"	" Queens, May, 1902.	8 36
" 23	Collectors	" Manhattan, March, 1902.	5 60
" 23	"	" Brooklyn, March, 1902.	2 46
" 23	"	" Manhattan, April, 1902.	148 43
" 23	"	" Brooklyn, April, 1902.	93 37
" 26	Consolidated Ice Co.	1 mos. rent bhd. between Piers, new 24 and 25, N. R.	375 00
" 26	"	" pier foot of W. 46th st., N. R.	625 00
" 26	"	" pier foot E. 33d st., E. R.	450 00
" 26	"	" pier foot E. 91st st., with reservation for public bath.	375 00

26	John R. McPherson	1	"	1. u. w., pfm. south side pier foot of 40th st., N. R.	37 75
26	Patrick J. Loftus	To removing	"	truck from Canal at to Pound No. 80	1 00
26	Mrs. J. Bottema	To removing	"	truck from Pier 43, N. R., to Pound No. 81	3 00
26	Collectors	Wharfage,	"	Manhattan, March, 1902	311 80
26	"	"	"	Brooklyn, March, 1902	2 50
26	"	"	"	Queens, March, 1902	1 00
26	"	"	"	Manhattan, April, 1902	471 53
26	"	"	"	Brooklyn, April, 1902	10 40
26	Dockmasters	"	"	Manhattan, April, 1902	84 27
26	"	"	"	Brooklyn, May, 1902	4 00
26	"	"	"	Manhattan, May, 1902	155 74
26	"	"	"	Brooklyn, May, 1902	1 00
27	New York Contracting & Trucking Co.	3 mos. rent	"	per foot of W. 75th st., N. R.	300 00
27	Central Railroad of New Jersey	3	"	1. u. w., pfm. south side Pier 8, N. R.	375 00
27	Central Railroad of New Jersey	3	"	north 1/2 Piers, old 12 and 13, south 1/2 Pier, old 14, and bhd. between said piers, together with pfm. in front of said bhd.	13,462 50
27	H. A. Peck & Co.	1	"	inner and north side of Pier 62, E. R.	145 00
27	Richard J. Foster	3	"	bhd. south Pier, new 42, N. R.	312 50
27	Yorkville Independent Hygienic Ice Co.	1	"	1. u. w., adjoining north side of 82d st., E. R.	127 13
27	M. D. Mould	1	"	ice pfm. west side Pier 53, E. R.	52 75
27	New York & Texas Steamship Co.	3	"	1. u. w., pfm. south side Pier 20, E. R.	50 00
27	Dockmasters	Wharfage,	"	Manhattan, May, 1902	351 52
27	"	"	"	Brooklyn, May, 1902	19 32
27	"	"	"	Brooklyn, February, 1902	69 00
27	Collectors	"	"	Manhattan, March, 1902	481 39
27	"	"	"	Brooklyn, March, 1902	48 00
27	"	"	"	Manhattan, April, 1902	617 06
27	"	"	"	Brooklyn, April, 1902	119 35
27	"	"	"	Queens, April, 1902	6 00
28	Joy Steamship Co.	3 mos. rent	"	Pier, new 27, foot of Catharine slip, E. R.	3,750 00
28	Dockmasters	Wharfage,	"	Manhattan, May, 1902	174 09
28	"	"	"	Brooklyn, May, 1902	19 22
28	Collectors	"	"	Manhattan, February, 1902	1 00
28	"	"	"	Manhattan, March, 1902	478 00
28	"	"	"	Brooklyn, March, 1902	120 08
28	"	"	"	Queens, March, 1902	1 00
28	"	"	"	Manhattan, April, 1902	27 00
29	Thomas Costello, Jr.	1 mo. rent	"	ice bridge, north side pier at W. 24th st., N. R.	121 25
29	John W. Sullivan	37 days' rent	"	east 1/2 Jackson st. pier, E. R.	22 51
29	Stokes & Thedford	3 mos. rent	"	bhd. between Piers, new 59 and 60, E. R.	577 50
29	Dockmasters	Wharfage,	"	Manhattan, May, 1902	466 04
29	"	"	"	Brooklyn, May, 1902	12 00
29	Collectors	"	"	Manhattan, April, 1902	34 39
29	Baltimore & Ohio R. R. Co.	3 mos. rent	"	floating bridge between Piers, new 55 and 56, N. R.	620 35
29	"	"	"	car tracks on Marginal st., between Piers, new 55 and 56, N. R.	12 50
29	"	"	"	1. u. w., extension to pfm. between Piers 26 and 27, E. R.	111 50
29	"	"	"	1. u. w. pfm. ex. Pier, new 27, E. R.	268 75
29	"	"	"	pier foot of 37th st., E. R.	500 00
					\$35,391 34

The following audits were approved and submitted to the Finance Department for payment:

Audits No.	Names	Amount.
Construction.		
20458.	McDougall Hawkes, Commissioner of Docks and Ferries, "Carfare"	\$389 83
20459.	McDougall Hawkes, Commissioner of Docks and Ferries, "Incidentals"	115 76
Repairs and Maintenance.		
20460.	McDougall Hawkes, Commissioner of Docks and Ferries, "Carfare"	48 46
20461.	McDougall Hawkes, Commissioner of Docks and Ferries, "Incidentals"	37 19
Annual Expense.		
20462.	McDougall Hawkes, Commissioner of Docks and Ferries, "Carfare"	37 24
20463.	McDougall Hawkes, Commissioner of Docks and Ferries, "Incidentals"	201 10
Acquired Property.		
20464.	William J. Fawcett, services and expenses as Assistant Clerk	162 45
20465.	Ernest H. Juergens, services as Messenger	50 00
Construction.		
20467.	Booth Bros. and Hurricane Island Granite Company, Estimate No. 4 and final Contract No. 717	4,806 45
20468.	John C. Hopkins & Co., awnings	19 00
20469.	Gerry & Murray, printing, etc.	340 44
Repairs and Maintenance.		
20470.	Uvalde Asphalt Paving Company, asphalt paving	4,752 00
20471.	Gerry & Murray, printing, etc.	101 90
20472.	Peter Chieffo, use of horse, cart and driver	105 00
20473.	The Locomobile Company of America, locomobile	950 00

20474.	W. J. Murphy, use of horse, cart and driver	105 00
20475.	The New York Edison Company, electric lights	12 00
Annual Expense		
20476.	C. H. Pepper, linoleum	49 50
20477.	Chas. G. Braxmar Company, badges	60 00
		\$12,343 32

RUSSELL BLEECKER, Secretary.

DEPARTMENT OF DOCKS AND FERRIES.

Transactions of the Department of Docks and Ferries for the week ending June 5, 1902.

Bids were received and opened on June 2, 1902, on Contracts Nos. 733 and 734, a representative of the Comptroller being present, the following estimates being received:

Contract No. 733, for preparing for and building a new wooden platform, with appurtenances, adjoining the approach to Piers 46 and 47, North river, in the Borough of Manhattan, each bidder furnishing a security deposit of \$200.

William H. Jenks	\$15,000 00
Henry L. Spearin	14,177 00
Bernard Rolf	13,333 00

Contract No. 733 was awarded to Bernard Rolf, he being the lowest bidder, subject to the approval of the sureties, Charles S. Hirsch and Bernard L. Tims, by the Comptroller.

Contract No. 734, for furnishing and delivering sawed yellow pine timber, on which three estimates were received, each bidder furnishing a security deposit of \$1,100.

J. H. Burton	\$20 57 per 1,000 feet.
William Simmons	23 04 " " "
Charles S. Hirsch & Co.	22 58 " " "

Contract No. 734 was awarded to J. H. Burton, he being the lowest bidder, subject to the approval of the sureties, Fidelity and Deposit Company of Maryland, and the United States Fidelity and Guaranty Company, by the Comptroller.

The security deposits furnished by the bidders under Contracts Nos. 733 and 734 were transmitted to the Comptroller.

No estimates were received on Contract No. 735, for furnishing and delivering about 2,000 tons of anthracite coal and the contract was ordered re-advertised.

The following permits were granted, to continue during the pleasure of the Commissioner, but not longer than May 1, 1903:

Knickerbocker Steamboat Company, to land the steamers "Grand Republic" and "General Slocum" at the south side of the West One Hundred and Twenty-ninth street pier, and to berth one of said steamers each night thereat, compensation to be paid therefor, including the berthing privilege, at the rate of \$10 per day, payable at the end of each week to the Dockmaster.

New York, New Haven and Hartford Railroad Company, to land the steamer "Chester W. Chapin" at the East Twenty-first street pier on Sundays, compensation to be paid therefor at the rate of \$15 per day, payable weekly to the Dockmaster.

J. W. Scott Ice Company, to use and occupy a berth on the south side of the East Twenty-eighth street pier, extending for a distance of 150 feet outshore from the inner end of the pier, with the privilege of erecting an ice platform, scales and tally house thereat, compensation to be charged therefor at the rate of \$1,575 per annum, payable monthly in advance to the Cashier, commencing from the date said company enters into possession of the premises.

Cygnets Club of New York, to use and occupy property belonging to the City at the foot of East Eighty-fourth street, with privilege of maintaining a boat-house thereat, compensation therefor to be hereafter fixed by the Commissioner.

The following permits were granted, the work to be done under the supervision of the Engineer-in-Chief:

Brown & Fleming, to dredge under the dumping board at the foot of Canal street, North river.

J. Frank Quinn & Company, to dredge in the slip on the north side of Moore street pier, East river.

American Ice Company, to repair the sheathing on the East Ninety-first street pier.

Estate of William Beard, to construct a crib and platform bridge at the foot of Columbia street, South Brooklyn, in accordance with plans submitted.

The following permits were granted, the work to be done under the supervision of the Engineer-in-Chief, and the privilege to continue only during the pleasure of the Commissioner:

Arthur A. Kohle, to extend the platform at the foot of Oceanus avenue, Rockaway Beach, Borough of Queens, for a distance of about 60 feet outshore of present location, in accordance with plans submitted.

John McCarthy & Brother, to erect a two-story frame office building and shed upon the platform erected by them at West New Brighton, Borough of Richmond, in accordance with plans submitted as amended.

The following permits were granted, to continue during the pleasure of the Commissioner:

Barth S. Cronin, to load cellar dirt on scows at the bulkhead foot of Fourth street, Gowanus Canal, Borough of Brooklyn, the consent of the owner of the property to be first obtained.

Woodrow & Lewis, to occupy space on the new made land in rear of the bulkhead between West Twenty-seventh Street Pier North 67, and West Twenty-eighth Street Pier North 68, North river, for the temporary storage of damaged carpets, compensation to be charged for the privilege at the rate of \$5 per day, payable at the end of each week to the Dockmaster, the privilege to continue for a period not longer than one month.

An application was received from the New York Dock Company for permission to remove Pier, old 32, East river, at the foot of Degraw street, in the Borough of Brooklyn, and to build a new pier, to be known as Pier, new 32, thereat. A communication was received from William A. Jenner, attorney for the Union Ferry Company, protesting against the granting of the application on the ground that the new pier would extend a distance of seventy-five feet further outshore than the present pier, thereby increasing the difficulty of the boats of the Union Ferry Company in making their ferry slip thereat. A communication was also received from Davies, Stone & Auerbach, attorneys, on behalf of the New York Dock Company, in support of the application for the construction of the extended pier, stating that the land under water to be covered by the proposed extension is owned by said company; and a report was received from the Deputy Commissioner stating that the proposed construction does not extend beyond the pier head line established by the Secretary of War, and would be on land under water granted to the applicants by the State of New York. In accordance with the recommendation of the Deputy Commissioner, permission was granted the New York Dock Company to remove the present Pier 32, at the foot of Degraw street, and to build a new pier thereat, the work to be done in accordance with plans submitted and under the direction and supervision of the Engineer-in-Chief of this Department.

Permission was granted the Rapid Transit Subway Construction Company (John B. McDonald, contractor) to construct a permanent retaining wall on a line about thirty-five feet west of the east line of Lenox avenue, and extending northerly from

the north side of West One Hundred and Forty-seventh street, parallel with Lenox avenue produced, to about the south line of West One Hundred and Forty-ninth street produced, and to construct a temporary retaining structure from that point parallel with the established pier and bulkhead line to the centre line of West One Hundred and Fiftieth street, and thence along the centre line of West One Hundred and Fiftieth street produced, to the present high water mark; and to deposit filling between high water mark and the above-mentioned retaining structures, except that the Commissioner of Docks retains the sole privilege of placing filling within the lines of West One Hundred and Forty-ninth street produced, and West One Hundred and Fiftieth street produced, or over such portions of the areas within the lines of said streets produced as he may deem proper; the work of building the retaining structures and of filling in to be done under the direction and supervision of the Engineer-in-Chief of this Department.

The New York Central and Hudson River Railroad Company, in response to its application for a renewal lease of the wharf property in the vicinity of West Forty-second street, together with the ferry franchise from that point to Weehawken, was notified on June 3, 1902, that the Commissioner is prepared to recommend to the Commissioners of the Sinking Fund that a lease of the premises at the foot of West Forty-second street be granted to said company, with the privilege of operating the ferry from that point to Weehawken, for a term of ten years, with the privilege of a renewal for a further term of ten years, the rental for the first term of ten years to be five per cent. of the gross receipts, but not less than \$12,100 per annum, and the rental for the renewal term to be five per cent. of the gross receipts, but not less than a rate to be fixed at the expiration of the first term of ten years by arbitration, which in no case is to be less than \$13,200, said company to agree to the cancellation of the lease under which it is now operating, and to commence the work of construction of the new ferry buildings, racks, etc., within six months from the date of the signing of a new lease, the new lease to provide that at the expiration, or sooner termination of the term of ten years, or any renewal thereof, said company may, and upon demand, in writing, by the Commissioner of Docks, shall at its own cost and expense forthwith remove from the premises all buildings, platforms, boats, ferry racks, etc., which shall have been erected upon the premises. Said company was also notified that this Department will lease, in conjunction with the property at the foot of West Forty-second street, the one hundred feet of bulkhead next northerly of the northerly line of said street, to be used for the purposes of a second ferry rack, an additional rental of fifty per cent. to be charged therefor from the date that the pier on the northerly side of said ferry rack or the bulkhead wall through the demised premises shall be completed and ready for occupation, the terms and conditions of the lease of the second ferry rack to be similar in all respects to those of the present rack, the terms and conditions of the lease to be fixed by the Commissioner of Docks, subject to the approval of the Commissioners of the Sinking Fund, and the agreement to lease to be of no force or effect unless accepted by said company.

In accordance with the recommendation of the Assistant Secretary, the Chief Clerk was directed to render a bill to James Peffers, of West Park, Conn., or to Charles Acton, as agent, for rental collected from the Cygnet Club, at the rate of \$12.50 per month, for the use of the boat house at the foot of East Eighty-fourth street, from December 5, 1896, the date upon which the City acquired title to the premises, the claim to be transmitted to the Corporation Counsel in the event of failure of said Peffers to remit the amount collected by him. And the Commissioner, on June 5, 1902, agreed to lease to Samuel McGarigal, the President of the Cygnet Club, the crib bulkhead at the foot of East Eighty-fourth street, together with the property now occupied by said club outside of high water mark, at the foot of said street, the lease to be for a term of three years from the date of approval by the Commissioners of the Sinking Fund, at a rental of \$150 per annum, payable quarterly in advance to the Cashier, it being understood that this agreement to lease shall be of no force or effect unless accepted by said Samuel McGarigal and approved by the Commissioners of the Sinking Fund.

The Mayor was requested on June 3, 1902, to countermand the order of the former Mayor of The City of New York, requesting the Corporation Counsel not to institute further proceedings for the acquisition of water front property, or if he considers it necessary, that the matter be presented to the Board of Estimate and Apportionment for consent to the institution of condemnation proceedings for the acquisition of the southerly half of Peck Slip Pier West and the northerly half of Peck Slip Pier East, East river.

The American Ice Company was notified June 4, 1902, that if it desires to maintain the ice bridge on the bulkhead north of East Sixty-third street, East river, an application must be made for such permission.

Consent was granted for the substitution of the Fidelity and Casualty Company of New York as surety in the place of H. D. Lyman on the estimate of William H. Taylor for dredging between the Battery and West One Hundred and Fifty-ninth street, on the North river, under Contract No. 730.

In accordance with the recommendation of the Engineer-in-Chief, the Commissioner of Police was requested to detail temporarily an officer in the vicinity of West Twelfth street and West Thirteenth street, North river, for the protection of the City property thereat.

The specifications and form of contract submitted by the Engineer-in-Chief on Commissioner's Order No. 344 for sprinkling the newly made land between Cortlandt street and West Thirtieth street, on the North river, and between East Twenty-first street and East Twenty-fourth street, on the East river, in the Borough of Manhattan, were approved June 5, 1902, and ordered printed and advertised.

The notice of application to be made by Ellen Brown for a grant of land under water east of Bay street, at Middletown, in the Borough of Richmond, was transmitted to the Corporation Counsel.

In accordance with the recommendation of the Engineer-in-Chief on Commissioner's Order No. 301, the order of May 13, 1902, directing the preparation of plans, specifications and form of contract for the widening of the approach at the south side of the West Thirty-ninth Street Pier, was canceled, and the Engineer-in-Chief was directed to do the work by day's labor with the employees of the Department and without contract.

In accordance with the recommendation of the Assistant Dock Superintendent, Nicholas C. Cunningham, lessee of the West Fifty-second Street Pier, was notified that he will not be permitted to berth more than three canal boats or brick barges abreast at the north side of said pier.

The Long Island Railroad Company, in accordance with the recommendation of the Engineer-in-Chief, was directed to cease the work of placing filling between Eldert and Holland avenues along the shore of Jamaica Bay at Hammil Station, Borough of Queens, until such time as plans of the proposed work are submitted and permission therefor shall have been obtained.

The Borough President, in accordance with the recommendation of the Engineer-in-Chief, was requested to have necessary repairs made to the Belgian block pavement on the northerly sidewalk area at the foot of Twenty-eighth street, East river, and to the pavement in the street thereat.

The bond of the Cashier, in accordance with the recommendation of the Chief Clerk, was fixed at \$5,000.

A communication was received from the Engineer-in-Chief stating that Thomas Barker, Deckhand on the tug "Manhattan," left the boat and absented himself from duty without leave. Said Barker was notified to appear before the Commissioner on June 7, 1902, at 11 o'clock a. m.

An additional leave of absence for one week, from June 5, 1902, was granted Dockmaster James J. Fleming.

The following Commissioner's Orders were issued:
No. 21727, Murray & Co., for furnishing about 2,000 cubic yards of rip rap in rear of crib bulkhead at Lexington avenue and One Hundred and Thirty-second street, Harlem river, at 44 cents per cubic yard.

No. 21733, Griggs & Co., for 175 gallons of disinfectant material at Recreation Piers foot of Barrow street, West Fiftieth street and West One Hundred and Twenty-ninth street, North river.

No. 21734, United Disinfecting Company, for 175 gallons of disinfectant material at Recreation Piers foot of East Third street, East Twenty-fourth street and East One Hundred and Twelfth street, East river.

No. 21735, Compound Creosote Capsule Company, for 50 gallons of disinfectant material at Recreation Pier foot of North Second street, Brooklyn.

In accordance with the request of the Municipal Civil Service Commission, the Commissioner, on June 2, 1902, transmitted to said Commission for adoption the following reclassification of titles of employees of the Department:

Secretary's Office.

Name.	Salary.	Present Title.	Proposed Title.
Russell Bleecker.....	\$4,000 00	Secretary	Department Secretary.
Charles J. Farley.....	3,600 00	Assistant Secretary.....	Assistant Department Secretary.
Edward Sitterly.....	2,000 00	Clerk to Commissioner....	Secretary to the Commissioner.
Francis J. Ryan.....	1,800 00	Clerk	Clerk, 8th Grade.
Daniel D. Barry.....	1,650 00	Clerk	Clerk, 7th Grade.
Bernard V. Levey.....	1,100 00	Stenographer and Typewriter	Stenographer and Typewriter, 1st Grade.
William V. Levy.....	1,100 00	Stenographer and Typewriter	Stenographer and Typewriter, 3d Grade.
Addison Kavanagh.....	900 00	Stenographer and Typewriter	Stenographer and Typewriter, 1st Grade.
William J. Fay.....	1,200 00	Messenger	Messenger, 6th Grade.
John T. O'Brien.....	1,100 00	Messenger	Messenger, 5th Grade.
James R. Misk.....	900 00	Messenger	Messenger, 3d Grade.
Bernard P. Gibney.....	900 00	Messenger	Messenger, 3d Grade.

FIRST BUREAU.

Bureau of Construction and Repairs.

Name.	Salary.	Present Title.	Proposed Title.
John A. Bessel.....	\$6,000 00	Engineer-in-Chief	Engineer-in-Chief.
Chandler Davis.....	3,000 00	Assistant Engineer.....	Assistant Engineer, 5th Grade.
S. W. Hoag, Jr.....	3,000 00	Assistant Engineer.....	Assistant Engineer, 5th Grade.
W. E. Belknap.....	3,000 00	Assistant Engineer.....	Assistant Engineer, 5th Grade.
Allen N. Spooner.....	3,000 00	Assistant Engineer.....	Assistant Engineer, 5th Grade.
J. Garnet Basinger.....	2,400 00	Assistant Engineer.....	Assistant Engineer, 4th Grade.
John A. Duntze.....	2,400 00	Assistant Engineer.....	Assistant Engineer, 4th Grade.
John M. Stewart.....	2,100 00	Assistant Engineer.....	Assistant Engineer, 3d Grade.
Benjamin S. Weaver.....	2,100 00	Assistant Engineer.....	Assistant Engineer, 3d Grade.
Joel J. Pemoff.....	1,800 00	Assistant Engineer.....	Assistant Engineer, 2d Grade.
Romeo T. Betts.....	1,800 00	Assistant Engineer.....	Assistant Engineer, 2d Grade.
F. W. Belknap.....	1,800 00	Assistant Engineer.....	Assistant Engineer, 2d Grade.
William Lansing, Jr.....	1,800 00	Assistant Engineer.....	Assistant Engineer, 2d Grade.
George W. Tuttle.....	1,800 00	Computer	Assistant Engineer, 2d Grade.
Herman Conrow.....	1,800 00	Draughtsman	Assistant Engineer, 2d Grade.
Hiram C. Calkins.....	1,500 00	Assistant Engineer.....	Assistant Engineer, 1st Grade.
N. B. Gardiner.....	1,500 00	Mechanical Engineer.....	Assistant Engineer, 1st Grade.
C. W. Staniford.....	4,000 00	Surveyor	Surveyor.
John J. Herrick.....	4,700 00	Superintendent of Machinery	Mechanical Engineer, 4th Grade.
Albert J. Mickley.....	1,800 00	Mechanical Draughtsman..	Mechanical Engineer, 3d Grade.
John T. Hilton.....	1,500 00	Transitman	Transitman.
J. F. Johnson.....	1,500 00	Transitman	Transitman.
William H. Cherry.....	1,500 00	Transitman	Transitman.
William J. Crowley.....	1,500 00	Transitman	Transitman.
William McDonald.....	1,500 00	Transitman	Transitman.
John J. Finn.....	1,200 00	Transitman	Leveler.
John T. Walsh.....	1,200 00	Leveler	Leveler.
Henry A. Howland.....	1,200 00	Leveler	Leveler.
John A. Benham.....	1,200 00	Leveler	Leveler.
Henry J. Dean.....	1,200 00	Leveler	Leveler.
Stephen A. D. Denton.....	1,200 00	Leveler	Leveler.
William H. Reilly.....	1,200 00	Leveler	Leveler.
John O. Van Brakle.....	1,200 00	Leveler	Leveler.
Arthur J. Minnaugh.....	1,200 00	Leveler	Leveler.
F. F. O'Keefe.....	1,200 00	Leveler	Leveler.
Charles H. Hall.....	1,200 00	Leveler	Leveler.
Joseph F. Hefele.....	1,200 00	Leveler	Leveler.
Robert M. Kid.....	1,800 00	Draughtsman	Draughtsman, 4th Grade.
J. P. Nordstrom.....	1,600 00	Mechanical and Engineering Draughtsman.....	Draughtsman, 3d Grade.
William T. Brendlin.....	1,600 00	Mechanical Draughtsman..	Draughtsman, 3d Grade.
Max Raymond.....	1,600 00	Mechanical Draughtsman..	Draughtsman, 3d Grade.
William G. Johnson.....	1,600 00	Draughtsman	Draughtsman, 3d Grade.
Charles E. Trout.....	1,600 00	Draughtsman	Draughtsman, 3d Grade.
David S. Serber.....	1,600 00	Draughtsman	Draughtsman, 3d Grade.
Alexander M. Goge.....	1,400 00	Draughtsman	Draughtsman, 3d Grade.
Robert A. Wimmer.....	1,400 00	Draughtsman	Draughtsman, 3d Grade.
Isaac J. Stander.....	1,400 00	Draughtsman	Draughtsman, 3d Grade.
H. L. Rogers.....	1,400 00	Architectural Draughtsman	Draughtsman, 3d Grade.
William C. Crosby.....	1,200 00	Draughtsman	Draughtsman, 1st Grade.
C. E. Thompson.....	1,500 00	Hydrographer	Hydrographer, 2d Grade.
J. T. L. Doughty.....	1,500 00	Hydrographer	Hydrographer, 2d Grade.
Patrick F. Crowley.....	1,200 00	Hydrographer	Hydrographer, 1st Grade.
Peter Taylor.....	per hr. 60	Lumber Inspector.....	Inspector of Pier Building.
Eli F. MacGowan.....	per hr. 60	Inspector of Docks and Piers	Inspector of Pier Building.
Mortimer W. Casper.....	per hr. 60	Inspector of Pier Building..	Inspector of Pier Building.
William White.....	per hr. 60	Inspector of Pier Building..	Inspector of Pier Building.
George F. Ryan.....	per hr. 60	Inspector of Pier Building..	Inspector of Pier Building.
Robert M. Sterritt.....	1,500 00	Foreman West Fifty-seventh street yard.....	Foreman of Yard.
Edward T. Dubois.....	1,500 00	Foreman East Twenty-fourth street yard.....	Foreman of Yard.

Ed. K. McCarney.....	per hr. 60	Superintendent Repairs....	Foreman of Repairs.
G. A. Dearborn.....	1,500 00	Inspector of Dredging....	Inspector of Dredging, 2d Grade.
Thomas H. Spooner.....	1,200 00	Inspector of Dredging....	Inspector of Dredging, 1st Grade.
George W. Carpenter.....	1,200 00	Inspector of Dredging....	Inspector of Dredging, 1st Grade.
James C. Daly.....	per hr. 50	General Foreman.....	Foreman Dock Builder.
Jacob Bauer.....	1,200 00	Janitor.....	Janitor.
John T. Birmingham.....	1,080 00	Chainman and Rodman....	Chainman and Rodman, 2d Grade.
W. J. F. Sullivan.....	900 00	Chainman and Rodman....	Chainman and Rodman, 1st Grade.
Louis Wenzel.....	900 00	Chainman and Rodman....	Chainman and Rodman, 1st Grade.
Gottlieb Lange.....	900 00	Chainman and Rodman....	Chainman and Rodman, 1st Grade.
Thomas F. Lynch.....	900 00	Chainman and Rodman....	Chainman and Rodman, 1st Grade.
Edward J. White.....	900 00	Chainman and Rodman....	Chainman and Rodman, 1st Grade.
Daniel Sullivan.....	900 00	Chainman and Rodman....	Chainman and Rodman, 1st Grade.
James C. Darby.....	900 00	Chainman.....	Chainman and Rodman, 1st Grade.
J. W. Dikeman.....	900 00	Chainman.....	Chainman and Rodman, 1st Grade.
Frank Moss.....	900 00	Chainman.....	Chainman and Rodman, 1st Grade.
Henry C. Freeman.....	2,400 00	Clerk to Engineer-in-Chief.	Clerk, 12th Grade.
Berthold Sommer.....	1,800 00	Clerk.....	Clerk, 8th Grade.
L. E. Higgins.....	1,500 00	Clerk.....	Clerk, 6th Grade.
E. V. Smith.....	1,500 00	Timekeeper.....	Clerk, 6th Grade.
Norman W. Palmer.....	1,200 00	Clerk.....	Clerk, 4th Grade.
David H. Lane.....	1,200 00	Clerk.....	Clerk, 4th Grade.
Malachy F. Kane.....	1,050 00	Clerk.....	Clerk, 3d Grade.
Thomas B. Boone.....	1,050 00	Clerk.....	Clerk, 3d Grade.
John W. Ingalls.....	1,050 00	Clerk.....	Clerk, 3d Grade.
Samuel Fetbraudt.....	900 00	Clerk.....	Clerk, 2d Grade.
Richard Wilson.....	900 00	Clerk.....	Clerk, 2d Grade.
Arthur Casson.....	900 00	Clerk.....	Clerk, 2d Grade.
Nicholas Deevy.....	900 00	Clerk.....	Clerk, 2d Grade.
Timothy E. Crowley.....	900 00	Clerk.....	Clerk, 2d Grade.
Edward F. Lacey.....	900 00	Clerk.....	Clerk, 2d Grade.
George W. Weir.....	900 00	Clerk.....	Clerk, 2d Grade.
Patrick O'Sullivan.....	900 00	Clerk.....	Clerk, 2d Grade.
J. J. Colleton.....	900 00	Clerk.....	Clerk, 2d Grade.
William E. Bailey.....	1,200 00	Stenographer and Type-writer.....	Stenographer and writer, 4th Grade. Type-
Thomas J. MacVey.....	1,200 00	Stenographer and Type-writer.....	Stenographer and writer, 4th Grade. Type-
T. S. Callender, Jr.....	1,200 00	Stenographer and Type-writer.....	Stenographer and writer, 4th Grade. Type-
Patrick H. Bird.....	1,000 00	Stenographer and Type-writer.....	Stenographer and writer, 3d Grade. Type-
Charles M. Clark.....	900 00	Stenographer and Type-writer.....	Stenographer and writer, 1st Grade. Type-
Richard B. Ross.....	900 00	Stenographer and Type-writer.....	Stenographer, 1st Grade.
Frederick Langt.....	1,200 00	Stationery Custodian and Messenger.....	Messenger, 6th Grade.
Thomas C. Carroll.....	1,000 00	Messenger.....	Messenger, 4th Grade.
Max Drucker.....	900 00	Messenger.....	Messenger, 3d Grade.
John Bergin.....	900 00	Messenger.....	Messenger, 3d Grade.
Thomas E. Creegan.....	900 00	Messenger.....	Messenger, 3d Grade.
Samuel Fitzpatrick.....	750 00	Office Keeper and Messenger.....	Messenger, 1st Grade.
John W. Crump.....	900 00	Timekeeper.....	Timekeeper.
Louis T. Brennan.....	900 00	Roundsman.....	Roundsman, 1st Grade.
Henry Head.....	1,500 00	Marine Engineman.....	Engineman, 2d Grade.
Robert Kyles.....	1,500 00	Marine Engineman.....	Engineman, 2d Grade.
John C. Wood.....	1,500 00	Engineman.....	Engineman, 2d Grade.
James Harris.....	per hr. 44	Engineman.....	Engineman, 1st Grade.
Tronson Kern.....	per hr. 44	Engineman.....	Engineman, 1st Grade.
George F. Lange.....	per hr. 44	Engineman.....	Engineman, 1st Grade.
Franklin Macklin.....	per hr. 44	Engineman.....	Engineman, 1st Grade.
Isaac B. Maslein.....	per hr. 44	Engineman.....	Engineman, 1st Grade.
Alfred J. Mayer.....	per hr. 44	Engineman.....	Engineman, 1st Grade.
Z. C. Smith.....	per hr. 44	Engineman.....	Engineman, 1st Grade.
Hugh Clark.....	per hr. 44	Engineman.....	Engineman, 1st Grade.
John J. Halladay.....	per hr. 44	Engineman.....	Engineman, 1st Grade.
James J. Barther.....	per hr. 44	Pile Driver Engineman....	Engineman, 1st Grade.
Frank Gallagher.....	per hr. 44	Pile Driver Engineman....	Engineman, 1st Grade.
Michael F. Fleming.....	per hr. 44	Pile Driver Engineman....	Engineman, 1st Grade.
James Gartland.....	per hr. 44	Pile Driver Engineman....	Engineman, 1st Grade.
Robert C. Loper.....	per hr. 44	Pile Driver Engineman....	Engineman, 1st Grade.
Thomas J. Joyce.....	per hr. 44	Pile Driver Engineman....	Engineman, 1st Grade.
John Murphy.....	per hr. 44	Pile Driver Engineman....	Engineman, 1st Grade.
Patrick Kelly.....	per hr. 44	Pile Driver Engineman....	Engineman, 1st Grade.
John Walsh.....	per hr. 44	Pile Driver Engineman....	Engineman, 1st Grade.
William J. Kesler.....	per hr. 44	Pile Driver Engineman....	Engineman, 1st Grade.
Nicholas Ryan.....	per hr. 44	Pile Driver Engineman....	Engineman, 1st Grade.
Francis A. Moore.....	per hr. 44	Pile Driver Engineman....	Engineman, 1st Grade.
Thomas F. Mullarny.....	per hr. 44	Pile Driver Engineman....	Engineman, 1st Grade.
John Reid.....	per hr. 44	Pile Driver Engineman....	Engineman, 1st Grade.
Bernard J. Jennings.....	per hr. 44	Pile Driver Engineman....	Engineman, 1st Grade.
Lawrence A. Walker.....	per hr. 44	Steam Engineman.....	Engineman, 1st Grade.
James D. Reid.....	per hr. 44	Pile Driver Engineman....	Engineman, 1st Grade.
William J. Brennan.....	per hr. 44	Pile Driver Engineman....	Engineman, 1st Grade.
Thomas F. Burns.....	per hr. 44	Pile Driver Engineman....	Engineman, 1st Grade.
John Canavan.....	per hr. 44	Pile Driver Engineman....	Engineman, 1st Grade.
Dennis F. Eagan.....	per hr. 44	Engineman.....	Engineman, 1st Grade.

John R. Grant.....	per hr. 44	Engineman.....	Engineman, 1st Grade.
William T. Hall.....	per hr. 44	Engineman.....	Engineman, 1st Grade.
John Haggerty.....	per hr. 44	Pile Driver Engineman....	Engineman, 1st Grade.
Daniel J. Brennan.....	per hr. 44	Pile Driver Engineman....	Engineman, 1st Grade.
John Gannon.....	per hr. 25	Watchman.....	Watchman.
Thomas J. Larkin.....	900 00	Watchman.....	Watchman.
Nicholas F. Kinnalley.....	900 00	Watchman.....	Watchman.
Hy. P. Manheimer.....	per hr. 25	Watchman.....	Watchman.
Edward K. Stephens.....	900 00	Watchman.....	Watchman.
William Strowbridge.....	per hr. 25	Watchman.....	Watchman.
Thomas J. Murray.....	per hr. 25	Watchman.....	Watchman.
Patrick Cunningham.....	prwkr6 50	Watchman.....	Watchman.
Joseph Fletcher.....	1,500 00	Pilot.....	Pilot, 2d Grade.
John Golden.....	1,500 00	Pilot.....	Pilot, 2d Grade.
Edward Cunningham.....	1,200 00	Pilot.....	Pilot, 1st Grade.

SECOND BUREAU.
Bureau of Superintendence.

Name.	Salary.	Present Title.	Proposed Title.
Charles A. Manly.....	\$2,500 00	Assistant Dock Superintendent	Assistant Dock Superintendent.
Joseph F. Cadley.....	1,200 00	Stenographer and Type-writer.....	Stenographer and Type-writer, 4th Grade.
Edward Aberl.....	1,500 00	Dockmaster.....	Dockmaster.
Gerard Banker.....	1,500 00	Dockmaster.....	Dockmaster.
Walter D. Ballas.....	1,500 00	Dockmaster.....	Dockmaster.
Thomas E. Booth.....	1,500 00	Dockmaster.....	Dockmaster.
Thomas Brady.....	1,500 00	Dockmaster.....	Dockmaster.
Richard Cleary.....	1,500 00	Dockmaster.....	Dockmaster.
James Daly.....	1,500 00	Dockmaster.....	Dockmaster.
John J. Donohue.....	1,500 00	Dockmaster.....	Dockmaster.
Henry C. Dunham.....	1,500 00	Dockmaster.....	Dockmaster.
James J. Fleming.....	1,500 00	Dockmaster.....	Dockmaster.
Charles A. Greenfield.....	1,500 00	Dockmaster.....	Dockmaster.
L. Hitch Harrison.....	1,500 00	Dockmaster.....	Dockmaster.
Victor Heimbarger.....	1,500 00	Dockmaster.....	Dockmaster.
Patrick Hennessy.....	1,500 00	Dockmaster.....	Dockmaster.
Peter W. Heyer.....	1,500 00	Dockmaster.....	Dockmaster.
Edwin F. Kennedy.....	1,500 00	Dockmaster.....	Dockmaster.
Richard H. Lee.....	1,500 00	Dockmaster.....	Dockmaster.
Thomas Lusk.....	1,500 00	Dockmaster.....	Dockmaster.
Edward McCrimlak.....	1,500 00	Dockmaster.....	Dockmaster.
Lawrence W. O'Connor.....	1,500 00	Dockmaster.....	Dockmaster.
Keefe S. O'Keefe.....	1,500 00	Dockmaster.....	Dockmaster.
John R. Powers.....	1,500 00	Dockmaster.....	Dockmaster.
William H. Rockwell.....	1,500 00	Dockmaster.....	Dockmaster.
James G. Shand.....	1,500 00	Dockmaster.....	Dockmaster.
Peter Woolley.....	1,500 00	Dockmaster.....	Dockmaster.

THIRD BUREAU.
Bureau of Accounts.

Name.	Salary.	Present Title.	Proposed Title.
John M. Phelan.....	\$4,000 00	Chief Clerk.....	Chief Clerk and Auditor.
William H. Cole.....	2,000 00	Cashier.....	Cashier.
James Weir.....	2,400 00	Apportionment Clerk.....	Clerk, 12th Grade.
Charles F. Friedman.....	2,100 00	Clerk to Treasurer.....	Clerk, 10th Grade.
Louis S. Kellogg.....	2,100 00	Clerk.....	Clerk, 10th Grade.
Robert F. Aram.....	1,650 00	Clerk.....	Clerk, 7th Grade.
Charles J. Collins.....	1,200 00	Clerk.....	Clerk, 4th Grade.
Robert Gere.....	1,800 00	Collector.....	Collector.
Martin J. McInerney.....	1,800 00	Collector.....	Collector.
Frank J. Butler.....	1,800 00	Collector.....	Collector.

The following orders were issued in accordance with the recommendation of the Engineer-in-Chief:

Clark Estate, owners, to repair the platform extending for a distance of about twenty-five feet south of the southerly line of Fifty-fourth street, East river.

Daniel S. McElroy, owner, to repair and rebuild where necessary, the pile platform extending for a distance of one hundred feet north of the northerly line of East Twenty-eighth street, the premises to be fenced off by the force of this Department unless repairs thereto are commenced within ten days.

A. D. Weeks, attorney for owners, to repair Wall Street Pier West, East river.

The following orders were issued to the Engineer-in-Chief:

To construct a dumping board on the north half of Jackson Street Pier West, East river, in accordance with plans of the Department of Street Cleaning, at a cost not to exceed \$1,000 for labor, the cost of the work to be reported for collection from the Department of Street Cleaning.

To plot out upon a map or maps the water grants now in existence in the Borough of Manhattan and on file in the office of the Comptroller, and to prepare an abstract of said grants for the files of this Department.

To prepare plans, specifications and form of contract for the removal of the existing decayed piers at the foot of East Eighty-sixth street, and for the building of a new pier thereat, seventy feet wide and one hundred feet long.

To prepare plans, specifications and form of contract for the laying of asphalt pavement on concrete foundation over the area of newly made land between Eighteenth and Twenty-first streets, East river.

To order dredging under Contract No. 730 to a depth of eighteen feet at mean low water in the half-slips adjoining the West Fifty-seventh Street Pier.

The following communications were ordered on file:

From the Mayor, transmitting report of Commissioners of Accounts relative to former carelessness of Dockmasters in the keeping of their accounts. Copy of report of the Chief Clerk sent to the Mayor recommending that the Commissioners of Accounts submit a form of improved Dockmasters' wharfage ticket as suggested by them, and that they be requested to assign an Examiner to make a detailed examination of the accounts of the Dockmasters in conjunction with the employees of this Department.

From the City Clerk, transmitting copy of resolution adopted by the Board of Aldermen and approved by the Mayor, requesting the several departments of the Municipal Government to close their respective offices on Saturday, May 31, 1902. The Commissioner, on May 29, 1902, directed that the offices of this Department be closed, as requested.

From the Comptroller, stating that his certificates have been indorsed upon Contract No. 729, for repairing the tug "Richmond," and on Contract No. 731, for furnishing cement.

From the Corporation Counsel, approving forms of Contracts Nos. 737, for furnishing granite stones for bulkhead or river wall; No. 738, for furnishing cobble and rip-rap stone, and No. 739, for dredging on the East and Harlem rivers, in the boroughs of Manhattan, Brooklyn, Queens and The Bronx.

From the Board of Estimate and Apportionment, transmitting copies of resolutions adopted May 23, 1902, as follows:

"Resolved, That, pursuant to the provisions of section 180 of the amended Greater New York Charter, and the recommendation of the Commissioners of the Sinking Fund, by resolution adopted May 21, 1902, the Board of Estimate and Apportionment hereby authorize the Comptroller to issue Corporate Stock of The City of New York in the manner provided by section 169 of the amended Greater New York Charter, to the amount of five million dollars, the proceeds whereof shall be applied to the uses and purposes of the Department of Docks and Ferries."

"Resolved, That, pursuant to the provisions of sections 47 and 180 of the amended Greater New York Charter, and the recommendation of the Commissioners of the Sinking Fund, by resolution adopted May 21, 1902, the Board of Estimate and Apportionment hereby approves of the issue of Corporate Stock of The City of New York, to an amount not exceeding one million dollars, to provide means for the building of docks, wharves or piers, and for acquiring land by purchase or condemnation for said purpose, and that when authority shall have been obtained from the Board of Aldermen the Comptroller is authorized to issue Corporate Stock of The City of New York, in the manner provided for by section 169 of the Charter to the amount of one million dollars, the proceeds whereof shall be applied to the purposes aforesaid."

From the Department of Taxes and Assessments, transmitting assessed valuations of the southerly half of Jackson Street Pier West, East river, and of the blocks between West Twenty-second and West Twenty-third streets, Eleventh and Thirteenth avenues; between West Twenty-first and West Twenty-second streets, Eleventh and Thirteenth avenues; between West Twenty-first and West Twenty-second streets, Tenth and Eleventh avenues, and between Nineteenth and Twentieth streets, Eleventh and Thirteenth avenues.

From the Commissioner of Public Works of the Borough of Manhattan, stating that he has written to the Borough President requesting that authority be granted the Superintendent of Sewers to prepare plans, specifications and contract for repairing the sewer box under Clarkson Street Pier No. 40, North river.

From the Department of Health, stating that repairs are required to the pavement on Tompkins street, between East Houston and East Third streets. Copy of communication transmitted to the Borough President, the pavement in question being under his jurisdiction.

From the Department of Public Charities, requesting the erection of a platform dock in the cove adjoining the Metropolitan Hospital at the west side of Blackwell's Island. Copy of report of Engineer-in-Chief transmitted to said Department, together with map showing the existence of nine docks on said island.

From the Department of Street Cleaning—

1st. Requesting the driving of piles in front of dumping board at the foot of Eightieth street, East river, for the protection of the scows berthed thereat. Said Department notified that it is impracticable to drive piles owing to the existence of rock bottom thereat.

2d. Requesting that this Department raise the dumping board on the West Forty-seventh Street Pier, in order that said dumping board may meet the requirements of the steam dumpers. Said Department notified that the raising of the dumping board is provided for in the contract for the construction of the incinerating plant on said pier.

From the Commissioners of the Land Office, transmitting copy of application of Joshua V. Tisdale for grant of land under water on the East river, west of Wardell street, at Long Island City, in the Borough of Queens.

From the East Side Citizens and Taxpayers' Association, requesting that dredging be done along the bulkhead at the foot of East One Hundred and Twenty-fifth street, Harlem river. Said association notified that no additional dredging can be done, owing to the existence of rock bottom thereat, and that the commercial needs at that point do not warrant rock dredging operations at the present time.

From John F. Walsh, James Tregarthen and James A. Tregarthen, accepting the proposed lease of the northerly half of the East Eighth Street Pier.

From Thebaud Brothers, Agents, requesting a lease of a pier for steamship purposes. Applicants notified that there are no piers at the present time available for leasing.

From John J. O'Hare, requesting a reconsideration of his application for permission to erect an ice bridge at the foot of Charles street, North river, and stating that he will endeavor to have his present location at the foot of East Third street taken by J. Wesley Smith, the present occupant of the ice bridge at the foot of Charles street, North river. Applicant notified that this Department has no objection to the negotiations with J. Wesley Smith, such negotiations to be subject to the approval of the Commissioner.

From J. M. Ceballos & Co., requesting that the order directing that repairs be made to Old Slip Pier West, East river, be reconsidered, owing to the intention of the City to institute condemnation proceedings for the acquisition of said pier. Applicants notified that the Department has no present intention to commence proceedings for the acquisition of said pier, and that repairs thereto must be made within twenty days.

From the estate of James D. Leary, requesting that an audit be drawn for the amount due under Contract No. 710 for the construction of crib bulkheads between One Hundred and Thirty-first and One Hundred and Thirty-fifth streets, Harlem river. Copy of communication transmitted to the Mayor and to the Commissioners of Accounts.

From Thomas Kelly, stating that he will hold the Commissioner responsible for any breach of his contract for the sprinkling of the new made land between Cortlandt and Gansevoort streets, North river.

From Clifford L. Miller, complaining of the shoaling of the swamp lands along the north side of Cromwell's creek, Harlem river, owing to the placing of filling by the Department of Parks thereat. Notified that the matter is under the jurisdiction of the Department of Parks.

From S. S. Cohen, requesting that no trucks or wagons be permitted on the approach to the recreation pier foot of Barrow street, North river. Notified that it is not the intention of the department to permit the storage of any vehicles on the approach to said pier.

From the Engineer-in-Chief—

1st. Reporting the destruction of the West Forty-second street Engineer's section office.

2d. Reporting that Daniel Sullivan was assigned to duty as Chairman and Rodman on May 20, 1902.

3d. Reporting that the work of delivering cement under Contract No. 731 was commenced by the John P. Kane Company, contractors, on June 3, 1902.

4. Reporting the death of Edward Fitzpatrick, Dockbuilder.

5th. Report on Commissioner's Order No. 315, stating that Fox Brothers have now furnished the tapes called for under Treasurer's Order No. 21360, and that it will not therefore be necessary to purchase such tapes elsewhere, as ordered.

Statement of Moneys Received and Deposited.

Date.	From Whom.	For What.	Amount.
June 2	New York, New Haven & Hartford R. R. Co.	1 mo. rent s. 1/2 Pier 51, w. 1/4 Pier 52, and bkd., E. R.	\$1,166 67
" 2	New York, New Haven & Hartford R. R. Co.	" l. u. w., pfm., s. side Pier 50, E. R.	397 50
" 2	New York, New Haven & Hartford R. R. Co.	" l. u. w., pfm., bet. Piers 49 and 50, E. R.	87 92
" 2	New York, New Haven & Hartford R. R. Co.	" l. u. w., pfm., bet. Piers 51 and 52, E. R.	182 87
" 2	New York, New Haven & Hartford R. R. Co.	" l. u. w., for w. side Pier 49, E. R.	73 27
" 2	New York, New Haven & Hartford R. R. Co.	" l. u. w., pfm., bet. Piers (old) 45 and (new) 36, E. R.	138 90
" 2	New York, New Haven & Hartford R. R. Co.	" Pier (new) 36, E. R.	1,416 66
" 2	New York, New Haven & Hartford R. R. Co.	" l. u. w., for side and length, Pier (old) 45, E. R.	61 88
" 2	Old Colony Steamboat Co.	3 mos. rent Pier (new) 31, E. R.	5,000 00
" 2	William Hastorf.	1 mo. rent floating dump, foot E. 10th st., E. R.	41 67
" 2	Jacob Solomon.	3 mos. rent bath house, s. side pier, W. 158th st., N. R.	112 50
" 2	Pennsylvania Railroad Co.	" Pier (new) 29, N. R.	7,625 00
" 2	"	" bkd., from a point half way bet. Piers (new) 28 and 29, extending 30 ft. north of Pier (new) 29, N. R.	1,925 00
" 2	"	" l. u. w., pfm., bet. Piers (old) 1 and 2, N. R.	350 00
" 2	"	" l. u. w., pfm., in front of bkd. bet. Communipaw Ferry pfm. and Pier (old) 16, N. R.	260 12
" 2	"	" extending and sheathing Pier (new) 29, N. R.	621 32
" 2	"	1 mo. rent Ferry Brooklyn to Jersey City Annex	125 00
" 2	Eric Railroad Co.	3 mos. rent l. u. w., bet. 22d st. and 23d st., N. R.	427 87
" 2	Dockmasters	Wharfage, Manhattan, May, 1902.	256 89
" 2	"	Brooklyn, "	26 59
" 2	"	Manhattan, "	272 38
" 2	"	Brooklyn, "	6 00
" 2	Collectors	Manhattan, April, 1902.	245 47
" 2	"	Brooklyn, "	14 28
" 3	William P. Clyde & Co.	3 mos. rent Pier (new) 36 and extension, together with 1/2 bkd. n. and s., N. R.	11,250 00
" 3	John H. Starin.	" Pier (new) 58, N. R.	3,437 59
" 3	"	" bkd., extending from a point 140 ft. s. of s. side of Pier (new) 14, N. R.	541 18
" 3	"	" bkd., from n. side of Cortlandt st., 20 ft., N. R.	300 00
" 3	"	" pier foot E. 32d st., E. R.	450 00
" 3	New York Telephone Co.	1 year and 10 days' rent, cable landing, bet. Oakland st., Greenpoint, and East ave., L. I.	25 68
" 3	"	3 mos. rent cable landing, between Oakland st., Greenpoint, and East ave., L. I.	6 25
" 3	Dockmasters	Wharfage, Manhattan, June, 1902.	476 07
" 3	"	Brooklyn, "	11 50
" 4	Delaware, Lackawanna & Western R. R. Co.	3 mos. rent Pier 41 and bkd. each side, about 94 ft., N. R.	9,450 00
" 4	Andrew W. Welch	" 160 ft. n. side Pier 62, E. R.	461 25
" 4	Patterson & Elder	" 200 ft. bkd. n. from southerly bkd., at Wallabout, Brooklyn.	375 00
" 4	John McDermott	1 mo. rent 125 ft. bkd. bet. Pike Slip Pier, east, No. 32, and Rutgers Slip Pier, west, No. 33, with privilege of maintaining dumping board	125 00
" 4	Seaboard Contracting Co.	3 mos. rent southerly side and outer end of pier ft. W. 56th st., N. R.	425 00
" 4	New York & Cuba Mail S. S. Co.	" l. u. w. bet. Piers 16 and 17, E. R.	443 56
" 4	Joseph Egan	" bkd. bet. 28th and 30th sts., N. R., with privilege of dump.	187 50
" 4	James H. Heckerman	For removing truck from Pier 42, N. R., to Pound No. 82.	3 00
" 4	Dockmasters	Wharfage, Manhattan, June, 1902.	300 81
" 4	"	Brooklyn, "	2 50
" 4	Collectors	Manhattan, March, 1902.	5 60
" 4	"	" April, 1902.	132 04
" 4	"	Brooklyn, "	7 00
" 4	"	Manhattan, May, 1902.	3 00
" 5	J. Rechero & Son	1 mo. rent s. 1/2 of block bet. 127th and 128th sts., E. R.	25 00
" 5	Ocean Steamship Co.	3 mos. rent Pier (new) 35, N. R.	10,172 51
" 5	"	" bkd. south, Pier (new) 35, N. R.	100 00
" 5	"	" bkd. bet. Piers (new) 35 and 36, N. R.	100 00
" 5	John McCabe	For removing truck from Gansevoort St. Pier to Pound No. 88.	3 00
" 5	Dockmasters	Wharfage, Manhattan, June, 1902.	213 26
" 5	"	Brooklyn, "	12 58
" 5	"	Queens, "	48

\$66,721 80

RUSSELL BLEECKER, Secretary.

DEPARTMENT OF FINANCE.

Abstract of the Transactions of the Bureau of the City Chamberlain for the Week ending July 12, 1902.

OFFICE OF THE CITY CHAMBERLAIN, NEW YORK, July 22, 1902.

Hon. SETH LOW, Mayor:

SIR—In pursuance of section 196, chapter 378 of the Laws of 1897, I have the honor to present herewith a report to July 12, 1902, of all moneys received by me and the amount of all warrants paid by me since July 5, 1902, and the amount remaining to the credit of the City on July 12, 1902.

Very respectfully, E. R. L. GOULD, Chamberlain.

Dr. THE CITY OF NEW YORK, in account with ELGIN R. L. GOULD, Chamberlain, during the week ending July 12, 1902.

Cr.

Main financial table with columns for 1902 transactions, 1902 balance, and 1902 transactions. Includes sub-tables for 'CITY OF NEW YORK' and '1899 AND PREVIOUS YEARS'.

Table of financial records for 1902, listing various departments and their expenditures. Includes sections for President of the Borough of Manhattan, President of the Borough of the Bronx, President of the Borough of Brooklyn, President of the Borough of Queens, President of the Borough of Richmond, and New York County, Kings County, and Queens County.

Table of financial records for 1902, listing various departments and their expenditures. Includes sections for By Bellevue and Allied Hospitals, Boroughs of Manhattan and The Bronx, Borough of Brooklyn, Borough of Queens, and Borough of Richmond.

1901.	RICHMOND COUNTY.		1902.	Lamp Taxes:		1902.
July 12. To Board of City Record.....	\$96 40		July 12. Edgewater.....	McFadden	\$0 32	
Sheriff.....	97 04		New Brighton.....	"	1 88	
		\$903,575 16	Water Taxes—Edgewater.....	"	30	
		\$1,000,685 16	School Taxes, 24 Districts.....	"	19 63	
			Interest on Taxes.....	"	25 70	
			Assessments for Local Improve- ments:			
			New Brighton.....	"	1 20	
			Interest on Assessments.....	"	28	
Balance.....		4,337,553 72				\$1,700,281 11
		\$5,367,180 88				\$5,367,180 88

July 12, 1902. By Balance..... \$4,337,553 72

E. & O. E. F. W. SMITH, Bookkeeper.

E. R. L. GOULD, City Chamberlain.

The Commissioners of the Sinking Funds of The City of New York, in account with ELGIN R. L. GOULD, Chamberlain, for and during the week ending July 12, 1902.

1902.	Description	Amount	Sinking Fund for the Redemption of the City Debt.		Sinking Fund for the Payment of Interest on the City Debt.		Sinking Fund, Redemption No. 2.		Sinking Fund, Brooklyn.		Sinking Fund, City of New York.	
			Dr.	Cr.	Dr.	Cr.	Dr.	Cr.	Dr.	Cr.	Dr.	Cr.
July 5.	By Balance, as per last account current.....			\$1,250,881 72		\$730,499 59		\$67,150 68			\$26,184 91	
July 12.	Assessment Fund.....	McFadden..... \$8 50										
	Market Rents and Fees, Man- hattan and The Bronx.....	Gouldie..... \$3,022 07										
	Market Rents and Fees, Brook- lyn.....	"..... 5,310 75	6,332 82									
	Market Cellar Rent.....	Gouldie..... 50 49										
	Dock and Slip Rents, Man- hattan.....	Hawkes..... \$14,317 44										
	Dock and Slip Rents, Brooklyn.....	"..... 393 42	14,710 86									
	Interest on Deposit.....		907 09									
	Street Vaults, Manhattan.....	Livingston..... 1,383 41										
	Street Vaults, Brooklyn.....	Redfield..... 142 30										
	Sun by Licenses, Manhat- tan and The Bronx.....	Brown..... \$2,546 75										
	Sundry Licenses, Brooklyn.....	McGuinness..... 1,373 59										
	Sundry Licenses, Queens.....	Smith..... 34 75										
	Sundry Licenses, Richmond.....	Woeffe..... 29 00	4,196 00	29,796 37								
	A return of Croton Water Rents, City of New York.....	McFadden..... \$1,897 68										
	Interest on Croton Water Rents, City of New York.....	"..... 339 71										
	Arrears of Croton Water Rents, 1897, etc.....	"..... 777 15										
	Interest on Croton Water Rents, 1897, etc.....	"..... 273 85										
	Croton Rents and Penalties, Manhattan.....	Kelly..... 103,866 11										
	Croton Rents and Penalties, The Bronx.....	Gear..... 26,767 30										
	House Rent, Manhattan.....	Gouldie..... \$2,710 80										
	House Rents, Brooklyn.....	"..... 301 67										
	House Rent, Richmond.....	"..... 37 50										
	House Rents, Queens.....	"..... 45 40	3,094 97									
	Ground Rent, Brooklyn.....		10 00									
	Court Fees and Fines, Man- hattan and The Bronx.....	McCabe..... \$405 06										
	Court Fees and Fines, Brook- lyn.....	Kennedy..... 1,088 00										
		Osborn..... 120 00	1,664 00			230,685 77						
	Interest on Deposits.....							65 75				
	Prospect Park Improvement— Installments.....	McFadden..... \$318 64										
	Interest on Prospect Park Im- provement—Installments.....	"..... 53 09										
	Interest on Bond and Mort- gage, East Side Park Lands.....	Gouldie..... 178 50									550 23	
	To Sinking Fund Redemption.....		\$195,333 33			\$630 00						
	Sinking Fund, Interest.....											
	Sinking Fund, Redemption No. 2.....							\$7,500 00				
	Balance.....		294,276 76			960,355 36		51,716 43		\$126,735 14		
			\$1,089,610 09	\$1,280,610 09	\$60,985 36	\$60,985 36	\$61,216 43	\$61,216 43	\$126,735 14	\$126,735 14		

July 12, 1902. By Balances..... \$794,276 76 \$60,355 36 \$53,716 43 \$126,735 14

E. & O. E. F. W. SMITH, Bookkeeper.

E. R. L. GOULD, City Chamberlain.

The Commissioners of the Sinking Funds of The City of New York, in account with ELGIN R. L. GOULD, Chamberlain, for and during the week ending July 12, 1902.

1902.	Description	Water Sinking Fund, City of New York.		Water Sinking Fund, Brooklyn.		Sinking Fund, Long Island City—Redemption of Revenue Bonds.		Sinking Fund, Long Island City—Redemption of Fire Bonds.		Sinking Fund, Long Island City—Redemption of Water Bonds.	
		Dr.	Cr.	Dr.	Cr.	Dr.	Cr.	Dr.	Cr.	Dr.	Cr.
July 5.	By Balances as per last Account Current.....		\$10,689 03		\$34,752 67		\$143,512 28				
" 12.	To Water Sinking Fund, City of New York.....	\$5,000 00									
	Water Sinking Fund, Brooklyn.....			\$6,000 00		\$25,000 00					
	Sinking Fund, Long Island City.....							178,512 28			
	Balance.....	5,000 00		28,752 67							
		\$10,689 03	\$10,689 03	\$34,752 67	\$34,752 67	\$143,512 28	\$143,512 28				

July 12. By Balances..... \$5,689 03 \$28,752 67 \$118,512 28

E. & O. E. F. W. SMITH, Bookkeeper.

E. R. L. GOULD, City Chamberlain.

DR. THE CITY OF NEW YORK, in account with ELGIN R. L. GOULD, Chamberlain, during the week ending July 12, 1902. CR.

1902.	July 12. To Interest Registered.....	\$17,548 96	1902.	July 5. By Balance.....	\$73,491 16
	Balance.....	55,942 20			
		\$73,491 16			\$73,491 16

July 12, 1902. By Balance..... \$55,942 20

E. & O. E. F. W. SMITH, Bookkeeper.

E. R. L. GOULD, City Chamberlain.

Dr.		THE CITY OF NEW YORK, in account with ELGIN R. L. GOULD, Chamberlain, during the week ending July 12, 1902.		Cr.
1902.		1902.		
July 12. To Witness Fees.....	\$315 26	July 5. By Balance.....		\$3,074 21
Balance.....	2,758 95			
	\$3,074 21			\$3,074 21
		July 12, 1902. By Balance.....		\$3,758 95

E. & O. E., F. W. SMITH, Bookkeeper

E. R. L. GOULD, City Chamberlain.

Dr.		THE CITY OF NEW YORK, in account with ELGIN R. L. GOULD, Chamberlain, during the week ending July 12, 1902.		Cr.
1902.		1902.		
July 12. To Jury Fees.....	\$76 00	July 5. By Balance.....		\$13,815 00
Balance.....	13,055 00			
	\$13,815 00			\$13,815 00
		July 12, 1902. By Balance.....		\$13,055 00

E. & O. E., F. W. SMITH, Bookkeeper.

E. R. L. GOULD, City Chamberlain.

BOROUGH OF BROOKLYN.

JOINT MEETING LOCAL BOARDS BAY RIDGE AND FLATBUSH DISTRICTS.

Thursday, June 19, 1902.

Meeting in Borough Hall, at 3 p. m. The roll was called, and the following members answered to their names: William C. Redfield, Commissioner of Public Works, presiding; Fifty-first Aldermanic District, Alderman Malone.

No Alderman from the Flatbush District being present, the meeting was adjourned until Thursday, June 26, 1902, at 3 p. m.

JUSTIN McCARTHY, Jr., Secretary.

JOINT MEETING LOCAL BOARDS BAY RIDGE AND FLATBUSH DISTRICTS.

Thursday, June 26, 1902.

Meeting in Borough Hall, at 3 p. m. The roll was called, and the following members answered to their names: William C. Redfield, Commissioner of Public Works, presiding; Fifty-first Aldermanic District, Alderman Malone; Sixty-first Aldermanic District, Alderman Wentz; Sixty-second Aldermanic District, Alderman Wirth; Sixty-third Aldermanic District, Alderman McInnes.

The Commissioner submitted the following:

No. 88.

Petition for amending proceedings for opening Nostrand avenue, from Flatbush avenue to Avenue U, in the Thirty-first and Thirty-second Wards of the Borough of Brooklyn, by omitting therefrom the land belonging to the New York and Manhattan Beach Railroad Company.

Following resolution was offered:

Resolved, That the Local Boards of the Bay Ridge and Flatbush Districts, Borough of Brooklyn, after hearing had this 26th day of June, 1902, deeming it for the public interest so to do, hereby requests the Board of Estimate and Apportionment to amend proceedings for opening Nostrand avenue from Flatbush avenue to Avenue U, in the Thirty-first and Thirty-second Wards of the Borough of Brooklyn, by omitting therefrom the land lying within the lines of said street belonging to the New York and Manhattan Beach Railroad.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—Commissioner Redfield and Aldermen Malone, Wentz, Wirth and McInnes.

Adjournment.

JUSTIN McCARTHY, Jr., Secretary.

LOCAL BOARD—BAY RIDGE DISTRICT.

Meeting in Borough Hall, at 3 p. m., Thursday, June 26, 1902.

The roll was called, and the following members answered to their names: William C. Redfield, Commissioner of Public Works, presiding; Fifty-first Aldermanic District, Alderman Malone.

The Commissioner submitted the following:

No. 88a.

Following communication from the Commissioner of Public Works:

(Copy).

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Borough Hall, May 14, 1902.

Hon. J. EDWARD SWANSTROM, President, Borough of Brooklyn:

Dear Sir—I beg respectfully to return letter to you of Thomas McBride, received with your favor of 12th, together with copy of my response.

On taking office I found contract authorized for regulating and grading Fifty-seventh street, between Seventh and Eighth avenues, but the street was not legally opened, and the proceedings had been blocked because those started were defective. On 10th instant I transmitted to you resolution drawn by the Law Department, canceling the former defective proceedings and initiating new ones which, at that time, I asked you to place, as soon as possible, before the proper Local Board. When this can be done so the City can get title to the street, the work will proceed without delay. I have asked Mr. McBride whether he can make affidavit to the effect that the street has been in use for, say five years, in which case we may proceed much more promptly.

Yours very truly,

(Signed) WILLIAM C. REDFIELD,
Commissioner of Public Works.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 26th day of June, 1902, deeming it for the public interest so to do, hereby requests the Board of Estimate and Apportionment to rescind pending proceedings for the opening of Fifty-seventh street, from the former City Line, about 460 feet southeasterly of Eighth avenue, and from Kouwenhoven lane to Eighteenth avenue, and from Twentieth avenue to West street, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—Commissioner Redfield and Alderman Malone.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 26th day of June, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to open Fifty-seventh street, from the former City Line to a line about 46 feet southeasterly of Eighth avenue, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—Commissioner Redfield and Alderman Malone.

Adjournment.

JUSTIN McCARTHY, Jr., Secretary.

LOCAL BOARD—BAY RIDGE DISTRICT.

Meeting in Borough Hall, at 3 p. m., Monday, June 30, 1902.

The roll was called, and the following members answered to their names: William C. Redfield, Commissioner of Public Works, presiding; Fifty-first Aldermanic District, Alderman Malone.

The Commissioner submitted the following:

No. 89.

Petition for opening Cottage place from Surf avenue to the Atlantic Ocean.

Following report from the Engineer of the Bureau of Highways:

(Copy.)

June 11, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works.

Dear Sir—I return you herewith petition for the opening of Cottage place, between Surf avenue and the Atlantic Ocean, with a report that the street is not laid down on the map of the City. In order to have it opened it should first be laid down on the map.

Respectfully,

(Signed) GEO. W. TILLSON, Chief Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 30th day of June, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to alter the map or plan of The City of New York by placing thereon Cottage place from Surf avenue to the Atlantic Ocean, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—Commissioner Redfield and Alderman Malone.

No. 90.

Petition for the construction of sewer in Cottage place, between Surf avenue and the ocean.

Following report from the Superintendent of Sewers:

(Copy).

City of New York, Borough of Brooklyn,
Bureau of Sewers, Office of Superintendent.

June 6, 1902.

Hon. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I herewith return a communication from the Secretary of the President of the Borough, addressed to the Bureau of Sewers, under date of June 4, 1902, which you referred to me, the same being in relation to the construction of a sewer in Cottage place between Surf avenue and the ocean.

I also return the petition which accompanied said communication.

The Chief Engineer of Sewers, Borough of Brooklyn, reports to me as follows: I beg to report that Cottage place is a private street, and has never been officially placed on the Commissioner's map of the borough, therefore no sewer for same is included in the drainage district map of the vicinity.

The street is not legally open, nor is it liable to be, as Warehouse avenue, when legally opened, will adjoin said place.

Yours respectfully,

JOHN THATCHER,

Superintendent of Sewers, Borough of Brooklyn.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 30th day of June, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to construct sewer in Cottage place between Surf avenue and the Atlantic ocean, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—Commissioner Redfield and Alderman Malone.

No. 91.

Petition for opening Thirty-sixth street between Fifth and Seventh avenues. Ordered on file.

No. 92.

Petition for opening Fifty-fifth street between Seventh and Eighth avenues.

Following report from the Engineer of the Bureau of Highways:

(Copy).

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, June 11, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I return you herewith petition for the opening of Fifty-fifth street,

between Seventh and Eighth avenues. The street was ceded to the City, and the deed of cession was recorded January 18, 1892, Liber 2086, page 487.

The old City line is between Seventh and Eighth avenues, and I would recommend that the present proceedings include from the old City line to the east side of Kouwenhoven lane, as the street is now open beyond that point and these amended proceedings make the opening complete.

Respectfully,
(Signed) GEO. W. TILLSON, Chief Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 30th day of June, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to open Fifty-fifth street, from the old City line to the east side of Kouwenhoven lane, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:
Affirmative—Commissioner Redfield and Alderman Malone.

No. 93.

Petition for opening Fifty-sixth street, between Seventh avenue and Eighth avenue.

Following report from the Engineer of the Bureau of Highways:

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, June 11, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I return you herewith petition for opening Fifty-sixth street, between Seventh and Eighth avenues, and would say that Fifty-sixth street was ceded, from Fifth avenue to the old City line, on October 26, 1891; the deed was recorded November 20, 1891, Liber 2078, page 230.

The old City line passed between Seventh avenue and Eighth avenue, and the present opening proceedings should read from the old City line to a point 520 feet southeast of Eighth avenue, where the street is now open.

Respectfully,
(Signed) GEO. W. TILLSON, Chief Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 30th day of June, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to open Fifty-sixth street, from the old City line to a point 520 feet southeast of Eighth avenue, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:
Affirmative—Commissioner Redfield and Alderman Malone.

No. 94.

Petition for opening Fifty-third street, from Seventh avenue to Eighth avenue, and recommendation from the Engineer of the Bureau of Highways that the opening proceeding should read from Fifth avenue to West street.

Ordered on file.

No. 95.

Petition for the construction of sewer in Fifty-ninth street, between Fifth avenue and Sixth avenue.

Following report from the Superintendent of Sewers:

(Copy).

City of New York, Borough of Brooklyn,
Bureau of Sewers, Office of Superintendent,
June 5, 1902.

Hon. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I herewith return a communication, which you referred to me, the same being from the Secretary of the President of the Borough, addressed to the Bureau of Sewers, requesting information in relation to the construction of a sewer in Fifty-ninth street, between Fifth and Sixth avenues. I also return the petition which accompanied this communication.

The Chief Engineer of Sewers, Borough of Brooklyn, reports to me as follows:

I beg to report that a sewer exists in Fifty-ninth street, from Fifth avenue to a point 400 feet easterly thereof. I therefore give an estimate of cost for the construction of a sewer in Fifty-ninth street, from a point 400 feet easterly from Fifth avenue to Sixth avenue, which is \$1,000, and the assessed valuation of the real estate within the probable area of assessment for said improvement is \$9,500.

In regard to outlet sewers, information of which is requested, I beg to state that such will be necessary in Sixth avenue, between Fifty-ninth and Sixty-second streets, beyond which point the outlet is now being constructed. The estimated cost of the outlet required is \$3,040, and the assessed valuation of the real estate within the probable area of assessment is \$18,261.

In regard to the legal opening of the streets, information of which is requested, I beg to state that Fifty-ninth street is open and paved with cobble. Sixth avenue is open from Thirty-ninth street to Fort Hamilton avenue, title of same having been recently vested in the City.

Yours respectfully,
(Signed) JOHN THATCHER,
Superintendent of Sewers, Borough of Brooklyn.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 30th day of June, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to construct sewer in Fifty-ninth street, from a point 400 feet easterly from Fifth avenue to Sixth avenue, and outlet sewer in Sixth avenue, between Fifty-ninth street and Sixty-second street, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:
Affirmative—Commissioner Redfield and Alderman Malone.

No. 96.

Petition for construction of a storm sewer on Surf avenue, between West Fifth street and West Twenty-third street.

Following report from the Superintendent of Sewers:

(Copy).

City of New York, Borough of Brooklyn,
Bureau of Sewers, Office of Superintendent,
June 9, 1902.

Hon. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I herewith return a communication, which you referred to me, the same being from the Secretary of the President of the Borough of Brooklyn, addressed to the Bureau of Sewers, under date of May 20, 1902, requesting information in relation to the construction of a storm sewer in Surf avenue, between West Fifth street and West Twenty-third street, for the purpose of relieving said avenue from the large amount of surface water that gathers thereon.

The Chief Engineer of Sewers, Borough of Brooklyn, reports to me as follows:
I beg to report that it will not be necessary to construct a storm sewer within

these limits, for the following reasons: That bids have recently been received for the construction of a storm outlet sewer to be built near Station No. 2 of the Thirty-first Ward Disposal Works, which will permit of the construction of receiving basins on Surf avenue, to be connected with the sewers there built.

I therefore recommend that sixty-two (62) receiving basins be constructed on Surf avenue, between West Fifth street and West Twenty-third street, the estimated cost of which is \$9,000, and the assessed valuation of the real estate within the probable area of assessment is \$677,711. After these receiving basins are constructed, if they are so authorized, the Bureau of Highways should adjust the gutters of Surf avenue to conduct water to them, said avenue having been paved practically level.

The drainage district map of the vicinity of Coney Island is now being prepared, which will be forwarded as soon as completed, for the adoption by the President of the Borough and the Board of Estimate, as called for by the Charter of the City. These basins will be shown thereon, as well as all other storm sewers, thus completing the drainage map for Coney Island.

In regard to the legal opening of this street, information of which is requested, I beg to state that Surf avenue, between these limits, is legally open and paved.

I also return the petition which accompanied above-mentioned communication.

Yours respectfully,
(Signed) JOHN THATCHER,
Superintendent of Sewers, Borough of Brooklyn.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 30th day of June, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to construct sixty-two sewer basins on Surf avenue, between West Fifth street and West Twenty-third street, in the Borough of Brooklyn, as shown on the drainage district map of the vicinity of Coney Island.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:
Affirmative—Commissioner Redfield and Alderman Malone.

No. 97.

Petition for grading and paving Sixth avenue, between Sixty-fifth street and Fort Hamilton avenue.

Following report from the Engineer of the Bureau of Highways:

(Copy.)

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, June 10, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works, Borough of Brooklyn:

Dear Sir—I return you herewith petition for regulating, grading and paving Sixth avenue, between Sixty-fifth street and Fort Hamilton avenue. The petition does not name the kind of pavement desired, and I have made the estimate for granite and asphalt. The items are:

70,000 cubic yards of grading;
12,200 linear feet of curbing;
31,500 square yards of granite pavement;
Estimated cost, \$98,500.

If it be desired to pave with asphalt and pass separate resolutions for regulating and grading and paving, the items for regulating and grading, and setting curb would be:

70,000 cubic yards of grading;
12,000 linear feet of curbing;
Estimated cost, \$30,000.
For asphalt pavement, the items would be:
31,500 square yards of asphalt pavement;
Estimated cost, \$74,400.

The assessed valuation is \$245,500.

The street is legally opened, the title having been vested July 20, 1900; sewers have been built between Seventy-first and Seventy-third streets, and are not under construction between Sixty-second and Seventy-first streets. Sewer basins are in a portion of the street. Neither water or gas mains have been laid. If the street should be ordered improved, a change of grade should be made at Seventy-first street, changing the established grade from 77 to 69.6, and at Ovington avenue from 75.3 to 68.7.

Respectfully,
(Signed) GEO. W. TILLSON, Chief Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 30th day of June, 1902, hereby determines to initiate proceedings to regulate and grade Sixth avenue, between Sixty-fifth street and Fort Hamilton avenue, in the Borough of Brooklyn, and to set or reset curb of said street where not already done.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:
Affirmative—Commissioner Redfield and Alderman Malone.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 30th day of June, 1902, hereby determines to initiate proceedings to pave Sixth avenue with asphalt, between Sixty-fifth street and Fort Hamilton avenue, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:
Affirmative—Commissioner Redfield and Alderman Malone.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 30th day of June, 1902, deeming it for the public interest so to do, hereby determines to alter the map or plan of The City of New York, by changing the grade of Sixth avenue, at Seventy-first street, from 77 to 69.6, and at Ovington avenue from 75.3 to 68.7, to connect Bay Ridge avenue with grade as changed at Seventy-second street and meet brick pavement as laid.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:
Affirmative—Commissioner Redfield and Alderman Malone.

No. 81.

Petition for flagging sidewalks on the west side of Second avenue, between Forty-fourth street and Fifty-second street.

Following report from the Engineer of the Bureau of Highways:

Report No. 166.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
May 7, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—In connection with the accompanying petition from the office of the President of the Borough, for the flagging of sidewalks on the west side of Second avenue, between Forty-fourth and Fifty-second streets, I have had an inspection

made of the sidewalks and find that they are at present unflagged; would, therefore, recommend that said sidewalks be flagged with a single course of bluestone flagging five (5) feet in width. Description of property to wit:

4. West side of Second avenue, between Forty-seventh and Forty-eighth streets, known as Lot No. 1, Block 762, Eighth Ward map, section 3, volume 3. Estimated cost of flagging, \$288. Assessed valuation, \$20,000.

5. West side of Second avenue, between Forty-eighth and Forty-ninth streets, known as Lot No. 1, Block 771, Eighth Ward map, section 3, volume 3. Estimated cost of flagging, \$288. Assessed valuation, \$24,100.

6. West side of Second avenue, between Forty-ninth and Fiftieth streets, known as Lot No. 1, Block 780, Eighth Ward map, section 3, volume 3. Estimated cost of flagging, \$288. Assessed valuation, \$25,600.

7. West side of Second avenue, between Fiftieth street and Fifty-first street, known as Lot No. 1, Block 788, Eighth Ward map, section 3, volume 3. Estimated cost of flagging, \$288. Assessed valuation, \$25,600.

8. West side of Second avenue, between Fifty-first street and Fifty-second street, known as Lot No. 1, Block 796, Eighth Ward map, section 3, volume 3. Estimated cost of flagging, \$288. Assessed valuation, \$25,600.

Respectfully,
 GEORGE W. TILLSON, Chief Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 30th day of June, 1902, deeming it for the public interest so to do, hereby directs that the sidewalk opposite the lot lying on the west side of Second avenue, between Forty-seventh street and Forty-eighth street, known as Lot No. 1, Block 762, Eighth Ward map, be flagged with a single course of bluestone flagging, five (5) feet in width, at the expense of the owner or owners of the said lot.

Which was decided in the affirmative by the following vote:
 Affirmative—Commissioner Redfield and Alderman Malone.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 30th day of June, 1902, deeming it for the public interest so to do, hereby directs that the sidewalk opposite the lot lying on the west side of Second avenue, between Forty-eighth street and Forty-ninth street, known as Lot No. 1, Block 771, Eighth Ward map, be flagged with a single course of bluestone flagging, five (5) feet in width, at the expense of the owner or owners of the said lot.

Which was decided in the affirmative by the following vote:
 Affirmative—Commissioner Redfield and Alderman Malone.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 30th day of June, 1902, deeming it for the public interest so to do, hereby directs that the sidewalk opposite the lot lying on the west side of Second avenue, between Forty-ninth street and Fiftieth street, known as Lot No. 1, Block 780, Eighth Ward map, be flagged with a single course of bluestone flagging, five (5) feet in width, at the expense of the owner or owners of the said lot.

Which was decided in the affirmative by the following vote:
 Affirmative—Commissioner Redfield and Alderman Malone.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 30th day of June, 1902, deeming it for the public interest so to do, hereby directs that the sidewalk opposite the lot lying on the west side of Second avenue, between Fiftieth street and Fifty-first street, known as Lot No. 1, Block 788, Eighth ward map, be flagged with a single course of bluestone flagging, five (5) feet in width, at the expense of the owner or owners of the said lot.

Which was decided in the affirmative by the following vote:
 Affirmative—Commissioner Redfield and Alderman Malone.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 30th day of June, 1902, deeming it for the public interest so to do, hereby directs that the sidewalk opposite the lot lying on the west side of Second avenue, between Fifty-first street and Fifty-second street, known as Lot No. 1, Block 796, Eighth Ward map, be flagged with a single course of bluestone flagging, five (5) feet in width, at the expense of the owner or owners of the said lot.

Which was decided in the affirmative by the following vote:
 Affirmative—Commissioner Redfield and Alderman Malone.

No. 80.

Petition for flagging sidewalks on the east side of Second avenue, between Forty-sixth street and Fifty-second street.

Following report from the Engineer of the Bureau of Highways:

(Copy.)

Report No. 147.

City of New York, Borough of Brooklyn,
 Office of Commissioner of Public Works,
 Bureau of Highways, Chief Engineer's Office,
 Municipal Building, May 7, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—In connection with the accompanying petition from the office of the President of the Borough for flagging of sidewalks on the east side of Second avenue, between Forty-sixth street and Fifty-second street, I have had an inspection made of the sidewalks referred to and find that they are devoid of flagging. I would, therefore, recommend that said sidewalks be flagged with a single course of bluestone flagging, five (5) feet in width. Description of property to wit:

4. East side of Second avenue, between Forty-ninth street and Fiftieth street, known as Lots Nos. 1, 2, 6, 8 and 10, Block 781, Eighth Ward map, section 3, volume 3; estimated cost of flagging, \$288; assessed valuation, \$5,200.

5. East side of Second avenue, between Fiftieth street and Fifty-first street, known as Lot No. 1, Block 780, Eighth Ward map, section 3, volume 3; estimated cost of flagging, \$288; assessed valuation, \$5,000.

6. East side of Second avenue, between Fifty-first street and Fifty-second street, known as Lots Nos. 3 and 5, Block 797, Eighth Ward map, section 3, volume 3; estimated cost of flagging, \$207; assessed valuation, \$3,500.

Respectfully,
 (Signed) GEO. W. TILLSON, Chief Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 30th day of June, 1902, deeming it for the public interest so to do, hereby directs that the sidewalk opposite the lot lying on the east side of Second avenue, between Forty-ninth street and Fiftieth street, known as Lots Nos. 1, 2, 6, 8 and 10, Block 781, Eighth Ward map, be flagged with a single course of bluestone flagging, five (5) feet in width, at the expense of the owner or owners of the said lots.

Which was decided in the affirmative by the following vote:
 Affirmative—Commissioner Redfield and Alderman Malone.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 30th day of June, 1902, deeming it for the public interest so to do, hereby directs that the sidewalk opposite the lot lying on the east side of Second avenue, between Fiftieth street and Fifty-first street, known as Lot No. 1, Block 780, Eighth Ward map, be flagged with a single course of bluestone flagging five (5) feet in width, at the expense of the owner or owners of the said lot.

Which was decided in the affirmative by the following vote:
 Affirmative—Commissioner Redfield and Alderman Malone.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 30th day of June, 1902, deeming it for the public interest so to do, hereby directs that the sidewalk opposite the lots lying on the east side of Second avenue, between Fifty-first street and Fifty-second street, known as Lots Nos. 3 and 5, Block 797, Eighth Ward map, be flagged with a single course of blue-

stone flagging, five (5) feet in width, at the expense of the owner or owners of the said lots.

Which was decided in the affirmative by the following vote:
 Affirmative—Commissioner Redfield and Alderman Malone.

No. 98.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 30th day of June, 1902, deeming it for the public interest so to do, hereby directs that the Commissioner of Public Works be and he hereby is authorized to substitute cement sidewalks for bluestone sidewalks in all resolutions passed by this Board previous to this date, whenever, in his judgment, he deems it expedient so to do.

Which was decided in the affirmative by the following vote:
 Affirmative—Commissioner Redfield and Alderman Malone.
 Adjournment.

JUSTIN McCARTHY, Jr., Secretary.

LOCAL BOARD—BAY RIDGE DISTRICT.

Thursday, July 24, 1902.

Meeting in Borough Hall at 3 p. m.

The roll was called and the following members answered to their names: Hon. J. Edward Swanstrom, President of the Borough, presiding; Fifty-second Aldermanic District, Alderman Lundy.

The President submitted the following:

No. 99.

Petition for laying out as a public park the property bounded by Seventy-third street, Fort Hamilton avenue and Seventh avenue.

Following report from the Chief Engineer of the Bureau of Highways:

(Copy.)

City of New York, Borough of Brooklyn,
 Office of Commissioner of Public Works,
 Bureau of Highways, Chief Engineer's Office,
 Municipal Building, July 14, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I return you herewith the petition addressed to the Borough President, asking for the laying out of a park between Seventh avenue, Fort Hamilton avenue and Seventy-third street.

In reply, I would say that I have visited this property and examined the same, and in my judgment it is peculiarly adapted for the purpose of the park. It has a great many large trees and its topography is such that very little work would be required to make it a very desirable park. Its location, too, is good and where it would be patronized a great deal by the people of the vicinity.

Its assessed valuation is \$26,390.

I think the acquisition of this property would be a very desirable addition to the Park Department of this City.

Respectfully,
 (Signed) GEO. W. TILLSON, Chief Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 24th day of July, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to alter the map or plan of The City of New York by laying out as a public park the property bounded by Seventy-third street, Fort Hamilton avenue and Seventh avenue, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.
 Which was decided in the affirmative by the following vote:
 Affirmative—The President and Alderman Lundy.

No. 100.

Petition for grading and paving Thirty-sixth street, between Fifth avenue and Seventh avenue.

Following report from the Chief Engineer of the Bureau of Highways:

(Copy.)

Estimate for Grading and Paving No. 127.

City of New York, Borough of Brooklyn,
 Office of Commissioner of Public Works,
 Bureau of Highways, Chief Engineer's Office,
 Municipal Building, June 24, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I return you herewith the petition for regulating, grading and paving Thirty-sixth street, between Fifth and Seventh avenues, with a report on the cost of the improvement. The items are:

7,600 cubic yards of grading,

3,024 linear feet of curb,

5,120 square yards of granite block pavement,

14,800 square feet of cement sidewalk,

300 cubic yards of retaining wall.

Estimated cost, \$19,100; assessed valuation, \$42,000.

There is no record of the street having been opened. No sewers or sewer basins have been constructed, although water mains have. Gas mains have not been laid.

Should this improvement be adopted there should be a change of grade made at Seventh avenue to conform to the proposed change of grade on Seventh avenue, over the railroad. This is an important matter and should be taken up carefully before this improvement is authorized.

Respectfully,
 (Signed) GEO. W. TILLSON, Chief Engineer.

Affidavits were presented by two property owners, showing that the above street is legally open through public usage.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 24th day of July, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to alter the map or plan of The City of New York, by changing the grade of Thirty-sixth street at Seventh avenue from 87 to 94, to connect with a change of grade to be proposed along Seventh avenue over the railroad.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.
 Which was decided in the affirmative by the following vote:
 Affirmative—The President and Alderman Lundy.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 24th day of July, 1902, hereby determines to initiate proceedings to grade and pave Thirty-sixth street with granite block pavement, between Fifth avenue and Seventh avenue, in the Borough of Brooklyn, and to set or reset curb, and pave sidewalks with cement of said street where not already done; also to build retaining wall where required.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.
 Which was decided in the affirmative by the following vote:
 Affirmative—The President and Alderman Lundy.

No. 101.

Petition for changes of grade in Ovington avenue, between Third avenue and Fifth avenue.

Following report and technical description from the Chief Engineer of the Bureau of Highways:

(Copy).

Technical description for a public hearing in the matter of change of grades in Ovington avenue, from Third avenue to Fifth avenue, in the Thirtieth Ward, Borough of Brooklyn, City of New York, more particularly described as follows:

Beginning at the intersection of Ovington avenue and Third avenue, the elevation to be 75.8 feet;

- 1. Thence easterly to the intersection of Fourth avenue, the elevation to be 85.2 feet;
2. Thence easterly to a point distant 124.19 feet from the intersection of the southerly side line of Ovington avenue with the easterly side line of Fourth avenue, the elevation to be 85.95 feet;
3. Thence easterly on a vertical curve to a point distant 50 feet from the previous point, the elevation to be 85.59 feet;
4. Thence easterly still on a vertical curve to a point distant 50 feet from the previous point, the elevation to be 84.02 feet;
5. Thence easterly to a point distant 257.42 feet from the previous point, the elevation to be 72.88 feet;
6. Thence easterly on a vertical curve to a point distant 50 feet from the previous point, the elevation to be 71.18 feet;
7. Thence easterly still on a vertical curve to a point distant 50 feet from the previous point, the elevation to be 70.45 feet;
8. Thence easterly to the intersection of Fifth avenue, the elevation to be 69.7 feet.

All elevations refer to mean high water datum as established by the Department of Highways, Borough of Brooklyn.

Dated, New York, June 14, 1902.

Borough of Brooklyn, Topographical Division, Bureau of Highways.

(Signed) GEORGE J. BISCHOF, Assistant Engineer in Charge.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 24th day of July, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to alter the map or plan of The City of New York by changing the grades of Ovington avenue, from Third avenue to Fifth avenue, in the Borough of Brooklyn, more particularly described as follows:

Beginning at the intersection of Ovington avenue and Third avenue, the elevation to be 75.8 feet;

- 1. Thence easterly to the intersection of Fourth avenue, the elevation to be 85.2 feet;
2. Thence easterly to a point distant 124.19 feet from the intersection of the southerly side line of Ovington avenue with the easterly side line of Fourth avenue, the elevation to be 85.95 feet;
3. Thence easterly on a vertical curve to a point distant 50 feet from the previous point, the elevation to be 85.59 feet;
4. Thence easterly still on a vertical curve to a point distant 50 feet from the previous point, the elevation to be 84.02 feet;
5. Thence easterly to a point distant 257.42 feet from the previous point, the elevation to be 72.88 feet;
6. Thence easterly on a vertical curve to a point distant 50 feet from the previous point, the elevation to be 71.18 feet;
7. Thence easterly still on a vertical curve to a point distant 50 feet from the previous point, the elevation to be 70.45 feet;
8. Thence easterly to the intersection of Fifth avenue, the elevation to be 69 feet, as shown on the accompanying map; also making the curb lines of said street, from Third avenue to Fifth avenue, 15 feet from the building lines on both sides of the street.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Alderman Lundy.

No. 102.

Petition for the construction of a sewer in Ovington avenue, between Third avenue and Fourth avenue.

Following report from the Superintendent of Sewers:

(Copy.)

City of New York, Borough of Brooklyn, Bureau of Sewers, Office of Superintendent, June 18, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I herewith return a communication, which you referred to me, the same being from the Secretary of the President of the Borough, addressed to the Bureau of Sewers, under date of June 10, 1902, requesting information in relation to the construction of a sewer in Ovington avenue, between Third and Fourth avenues.

The Chief Engineer of Sewers, Borough of Brooklyn, reports to me as follows: I beg to report that the estimated cost for above mentioned improvement is \$2,850, the items of work being:

- 800 feet of 12-inch pipe sewer,
9 manholes,
2 receiving basins and appurtenances.
The assessed valuation of the real estate within the probable area of assessment is \$52,500.
In regard to outlet sewers, information of which is requested, I beg to state that such will be necessary in Silliman place, between Third and Second avenues, and in Second avenue, between Silliman place and Seventy-first street, beyond which point the outlets are built. The estimated cost of said outlets is \$4,170; the items of work necessary to be performed will be:
920 feet of 18-inch pipe sewer,
920 feet of 18-inch pipe sewer,
10 manholes,
2 receiving basins and appurtenances.
The assessed valuation of the real estate within the probable area of assessment is \$113,440.

In regard to the opening of the streets, information of which is requested, I beg to state that I can find no record of the opening of Ovington avenue, between Third and Fourth avenues, but that the street has been traveled for thirty years.

Silliman place formerly was Ovington avenue, and proceedings to change the lines of the street were passed by the Board of Public Improvements and reached the Board of Aldermen December 17, 1901 ("City Record," page 8,040, December 19, 1901), being made special order for the succeeding meeting. I suppose that these new lines conform somewhat to the streets as traveled, but not entirely so, and opening proceedings may be necessary.

Second avenue is legally opened.

I also return the petition which accompanied the communication referred to me.

Yours respectfully, (Signed) JOHN THATCHER, Superintendent of Sewers, Borough of Brooklyn.

Following report from the Chief Engineer of the Bureau of Highways:

(Copy).

City of New York, Borough of Brooklyn, Office of Commissioner of Public Works, Bureau of Highways, Chief Engineer's Office, Municipal Building, June 16, 1902.

Mr. HENRY R. ASSERSON, Chief Engineer, Bureau of Sewers:

Dear Sir—In reply to yours of the 11th instant, regarding Ovington avenue, Silliman place and Second avenue, I would say that Ovington avenue, between Third avenue and Fourth avenue, has never been formally opened, but is open on the ground and has been used for a number of years for general traffic and has water and gas mains laid, so that it can, I think, be considered opened.

Silliman place, between Second avenue and Third avenue, is not laid down on the map, and a resolution to have it put on the map would be necessary before any other steps are taken.

Second avenue, between Silliman place and Seventy-first street, is an open street.

Respectfully, (Signed) G. W. TILLSON, Chief Engineer.

Affidavits were furnished by two property owners, showing that Ovington avenue, between Third avenue and Fifth avenue, is legally open through public usage.

The following resolution was offered: Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 24th day of July, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to construct sewer in Ovington avenue, between Third avenue and Fourth avenue, and outlet sewers in Silliman place, between Third avenue and Second avenue, and in Second avenue, between Silliman place and Seventy-first street, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote: Affirmative—Commissioner Redfield and Alderman Lundy.

The following resolution was offered: Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 24th day of July, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to alter the map or plan of The City of New York by laying out and extending Silliman place, from Second avenue to Third avenue, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote: Affirmative—Commissioner Redfield and Alderman Lundy.

No. 103.

Petition for construction of sewer in Ovington avenue, between Fourth avenue and Fifth avenue.

Following report from the Superintendent of Sewers:

(Copy.)

City of New York, Borough of Brooklyn, Bureau of Sewers, Office of the Superintendent, June 19, 1902.

Hon. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I herewith return a communication which you referred to me, the same being from the Secretary of the President of the Borough, addressed to the Bureau of Sewers, under date of June 10, 1902, requesting information in relation to the construction of a sewer in Ovington avenue, between Fourth and Fifth avenues.

The Chief Engineer of Sewers, Borough of Brooklyn, reports to me as follows: I beg to report that the estimated cost for above-mentioned improvement is \$2,500, the items of work being:

- 50 feet 15-inch pipe sewer,
720 feet 12-inch pipe sewer,
8 manholes and appurtenances.
The assessed valuation of the real estate within the probable area of assessment is \$54,020.
In regard to outlet sewers, information of which is requested, I beg to state that such will be necessary in Fifth avenue, between Ovington avenue and Bay Ridge avenue, and in Bay Ridge avenue, between Fifth avenue and Sixth avenue, beyond which point the sewers are under construction. The estimated cost of said outlet is \$5,320; the items of work necessary to be performed will be:
790 feet 24-inch pipe sewer,
340 feet 18-inch pipe sewer,
10 manholes,
4 basins and appurtenances.
The assessed valuation of the real estate within the probable area of assessment is \$125,103.

In regard to the legal opening of the streets, information of which is requested, I beg to state that there is no record of the opening of Ovington avenue, but the street has been traveled for thirty years. Fifth avenue and Bay Ridge avenue are legally open.

I also return petition which accompanied communication referred to me.

Yours respectfully, (Signed) JOHN THATCHER, Superintendent of Sewers, Borough of Brooklyn.

Following report from the Chief Engineer of the Bureau of Highways:

(Copy.)

City of New York, Borough of Brooklyn, Office of Commissioner of Public Works, Bureau of Highways, Chief Engineer's Office, Municipal Building, June 16, 1902.

Mr. HENRY R. ASSERSON, Chief Engineer, Bureau of Sewers:

Dear Sir—In reply to yours of the 11th instant regarding Ovington avenue, Fifth avenue and Bay Ridge avenue, I would say that Ovington avenue, between Fourth and Fifth avenues, has never been formally opened, but is open on the ground and has been used for a number of years for general traffic and has water and gas mains laid, so that it can, I think, be considered opened.

Fifth avenue, from Ovington avenue to Bay Ridge avenue, is an open street. Bay Ridge avenue, from Fifth avenue to sixth avenue, is an open street.

Respectfully, (Signed) GEORGE W. TILLSON, Chief Engineer.

Affidavits were furnished by two property owners, showing that Ovington avenue, between Third avenue and Fifth avenue, are legally open through public usage.

The following resolution was offered: Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 24th day of July, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to construct sewer in Ovington avenue, between Fourth avenue and Fifth avenue, and outlet sewers in Fifth avenue, between Ovington avenue and Bay Ridge avenue, and in Bay Ridge avenue, between Fifth avenue and Sixth avenue, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote: Affirmative—The President and Alderman Lundy.

No. 104.

Petition for the construction of sewer in Fifty-third street, between Seventh avenue and Eighth avenue.

Following report from the Superintendent of Sewers:

(Copy.)

City of New York, Borough of Brooklyn,
Bureau of Highways, Office of Superintendent,
June 25, 1902.

Hon. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I herewith return a communication, which has been referred to me, the same being from the Secretary of the President of the Borough, addressed to the Bureau of Sewers under date of June 16, 1902, requesting information in relation to the construction of a sewer in Fifty-third street, between Seventh and Eighth avenues.

I also return herewith the original petition which accompanied this communication.

The Chief Engineer of Sewers, Borough of Brooklyn, reports to me as follows: I beg to report that the estimated cost for above mentioned improvement is \$2,150; that the items of work necessary are:

- 50 feet of 15-inch pipe sewer,
- 700 feet of 12-inch pipe sewer,
- 8 manholes, and appurtenances.

The assessed valuation of the real estate within the probable area of assessment is \$15,930.

In regard to outlet sewers, information of which is requested, I beg to state that an outlet will be required in Eighth avenue, between Fifty-third and Fifty-fourth streets, beyond which point the outlets are either built or under construction. The estimated cost of this outlet is \$1,700. The items of work which it will be necessary to perform are:

- 200 feet of 36-inch brick sewer,
- 2 manholes,
- 1 receiving basin, and appurtenances.

The assessed valuation of the real estate within the probable area of assessment is \$108,780.

In regard to the opening of the streets, information of which is requested, I beg to state that Fifty-third street is open from Seventh avenue to the old City Line. No record can be found of said street being legally open between old City Line and Eighth avenue.

Eighth avenue from Fiftieth street to Seventh avenue—The Board of Public Improvements passed resolution April 24, 1901, to have title vested May 24, 1901. (See Minutes of the Board of Public Improvements for the year 1901, page 860.)

Yours respectfully,

(Signed) JOHN THATCHER,
Superintendent of Sewers, Borough of Brooklyn.

Following report from the Chief Engineer of the Bureau of Highways:

(Copy.)

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, June 23, 1902.

Mr. HENRY R. ASSERSON, Chief Engineer, Bureau of Sewers:

Dear Sir—In response to yours of June 18, asking if Fifty-third street, between Seventh avenue and Eighth avenue, and Eighth avenue, between Fifty-third street and Fifty-fourth street, are open streets, I would say that for Fifty-third street a draught damage map was furnished to the Corporation Counsel on July 31, 1901, covering this part of the street, and that on Eighth avenue, from Fifty-third to Fifty-fourth streets, title was vested in the City on May 24, 1901.

Respectfully,

(Signed) GEO. W. TILLSON, Chief Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 24th day of July, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to construct sewer in Fifty-third street, between Seventh avenue and Eighth avenue, and outlet sewer in Eighth avenue, between Fifty-third street and Fifty-fourth street, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Alderman Lundy.

Commissioners having been appointed for the opening of Fifty-third street, from the old City Line to West avenue, the following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 24th day of July, 1902, deeming it for the public interest so to do, hereby requests the Board of Estimate and Apportionment, in pursuance of the provisions of section 900 of the Greater New York Charter, to vest title to Fifty-third street, from the old City Line to West avenue, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Alderman Lundy.

No. 105.

Petition for the construction of sewer in Fifty-sixth street, between Seventh and Eighth avenues.

Following report from the Superintendent of Sewers:

(Copy.)

City of New York, Borough of Brooklyn,
Bureau of Sewers, Office of Superintendent,
June 26, 1902.

Hon. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I herewith return a communication, which you have referred to me, the same being from the Secretary of the President of the Borough, addressed to the Bureau of Sewers under date of June 16, 1902, requesting information in relation to the construction of a sewer in Fifty-sixth street, between Seventh and Eighth avenues.

The Chief Engineer of Sewers, Borough of Brooklyn, reports to me as follows:

I beg to report that the estimated cost for above-mentioned improvement is \$2,150; that the items of work necessary are:

- 50 feet 15-inch pipe sewer,
- 700 feet 12-inch pipe sewer,
- 8 manholes and appurtenances.

The assessed valuation of the real estate within the probable area of assessment is \$10,545.

In regard to outlet sewers, information of which is requested, I beg to state that all outlet sewers are either built or under construction.

In regard to the legal opening of the streets, information of which is requested, I beg to state that Fifty-sixth street is open between Seventh avenue and the old City line. No record can be found of the opening of said street between the old City line and Eighth avenue.

I also return herewith the original petition which accompanied above-mentioned communication.

Yours respectfully,

(Signed) JOHN THATCHER,
Superintendent of Sewers, Borough of Brooklyn.

Following report from the Chief Engineer of the Bureau of Highways:

(Copy.)

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
June 23, 1902.

Mr. HENRY R. ASSERSON, Chief Engineer, Bureau of Sewers:

Dear Sir—Yours of the 18th instant inquiring if Fifty-sixth street, between Seventh and Eighth avenues, is an open street or not, I would say that the street was ceded from Fifth avenue to the old City Line. The old City Line passed between Seventh and Eighth avenues, and on June 11 I reported on a petition to open the street between Seventh and Eighth avenues, recommending that the proceedings read "from the old City Line to a point 530 feet southeast of Eighth avenue, where the street is now opened." I presume this action will be taken; if so it will cover the portion of the street referred to by you.

Respectfully,

(Signed) GEO. W. TILLSON, Chief Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 24th day of July, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to construct sewer in Fifty-sixth street, between Seventh avenue and Eighth avenue, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Alderman Lundy.

No. 106.

Petition for the construction of sewer in Eightieth street, between Third and Fourth avenues.

Following report from the Superintendent of Sewers:

(Copy.)

City of New York, Borough of Brooklyn,
Bureau of Sewers, Office of Superintendent,
June 21, 1902.

Hon. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I herewith return a communication, which you referred to me, the same being from the Secretary of the President of the Borough, addressed to the Bureau of Sewers, under date of June 16, 1902, requesting information in relation to the construction of a sewer in Eightieth street, between Third and Fourth avenues.

The Chief Engineer of Sewers, Borough of Brooklyn, reports to me as follows: I beg to report that the estimated cost for above mentioned improvement is \$2,040, and that the estimated quantities of work to be performed are as follows:

- 40 feet of 15-inch pipe sewer,
- 762 feet of 12-inch pipe sewer,
- 8 manholes,
- 2 receiving basins and appurtenances.

The assessed valuation of the real estate within the probable area of assessment is \$19,110.

In regard to information requested as to necessary outlet sewers, I beg to state that all such have been built.

In regard to the legal opening of the street, information of which is requested, I beg to report that application was to be made before the Supreme Court on December 27, 1901, for the appointment of Opening Commissioners. ("City Record," page 7882, December 14, 1901.)

I also return herewith petition which accompanied said communication.

Yours respectfully,

(Signed) JOHN THATCHER,
Superintendent of Sewers, Borough of Brooklyn.

Following report from the Chief Engineer of the Bureau of Highways:

(Copy.)

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, June 23, 1902.

Mr. HENRY R. ASSERSON, Chief Engineer, Bureau of Sewers:

Dear Sir—Referring to your communication asking if Eightieth street, between Third and Fourth avenues is an open street or not, I would say that proceedings are pending for the opening of this street from Narrows avenue to Fourteenth avenue, and draught damage map was asked for on January 28, 1902. Between Third and Fourth avenues the street, however, is now in use and has water and gas mains in it.

Respectfully,

(Signed) GEO. W. TILLSON.

Affidavits were furnished by two property owners, showing that the above street is legally open through public usage.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 24th day of July, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to construct sewer in Eightieth street, between Third avenue and Fourth avenue, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Alderman Lundy.

No. 107.

Petition for the construction of sewer in Fifty-fifth street, between Seventh avenue and Ninth avenue.

Following report from the Superintendent of Sewers:

(Copy.)

City of New York, Borough of Brooklyn,
Bureau of Sewers, Office of the Superintendent,
June 26, 1902.

Hon. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I herewith return a communication which has been referred to me, the same being from the Secretary of the President of the Borough, addressed to the Bureau of Sewers, under date of June 16, 1902, requesting information in relation to the construction of a sewer in Fifty-fifth street, between Seventh and Ninth avenues.

The Chief Engineer of Sewers, Borough of Brooklyn, reports to me as follows: I beg to report that the estimated cost for above mentioned improvement is \$4,450; that the items of work necessary to be performed are:

- 150 feet 15-inch pipe sewer,
- 1,400 feet 12-inch pipe sewer,
- 16 manholes and appurtenances.

The assessed valuation of the real estate within the probable area of assessment is \$7,630.

In regard to outlet sewers, information of which is requested, I beg to state that all outlet sewers are either built or under contract.

In regard to the legal opening of the street, information of which is requested, I beg to state that Fifty-fifth street is open between Seventh avenue and the old City Line. Proceedings to open Fifty-fifth street, from Eighth avenue to Kouwenhoven lane (west of Twelfth avenue), were begun before the consolidation of New Utrecht

with the City of Brooklyn. An unverified memorandum has been found relating to the appointment of Commissioners on October 8, 1901. No record can be found of the completion of these proceedings. It is presumed, therefore, that Fifty-fifth street is not open between the old City Line and Ninth avenue.

I also return herewith the original petition which accompanied above mentioned communication.

Yours respectfully,
(Signed) JOHN THATCHER,
Superintendent of Sewers, Borough of Brooklyn.

Following report from the Chief Engineer of the Bureau of Highways:

(Copy.)

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, June 23, 1902.

Mr. HENRY R. ASSERSON, Chief Engineer, Bureau of Sewers:

Dear Sir—In reply to yours of June 18, asking if Fifty-fifth street, between Seventh avenue and Ninth avenue, is an open street, I would say that this street was ceded to the City from Fifth avenue to the old City Line; deed recorded Liber 2086, page 487. On June 11, 1902, in response to the petition for opening this street between Seventh avenue and Eighth avenue, I reported that the action from the old City Line to the east side of Kouwenhoven lane. I presume when the action is taken on that petition it will cover that portion of the street referred to by you.

Respectfully,
(Signed) GEO. W. TILLSON, Chief Engineer.

The following resolution was offered:
Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 24th day of July, 1902, deeming it for the public interest so to do, hereby determines to initiate proceedings to construct sewer in Fifty-fifth street, between Seventh avenue and Ninth avenue, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:
Affirmative—The President and Alderman Lundy.

No. 108.

Petition for grading and paving First avenue, from the driveway at or near Sixty-sixth street to Ninety-ninth street.

Following reports from the Chief Engineer of the Bureau of Highways:

(Copy.)

Estimate for Grading and Paving No. —.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, June 23, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I return you herewith petition for regulating, grading, curbing and laying sidewalks on First avenue, between the Driveway at Sixty-sixth street and Ninety-second street. The items are:

7,500 cubic yards of grading,
15,520 linear feet of curb,
68,000 square feet of sidewalk,
Estimated cost, \$26,000. Assessed valuation, \$751,600.

The street is an open street. Sewers have been built from Seventy-ninth street to Eighty-sixth street, and under construction from Eighty-sixth street to Ninety-second street. The other portion of the street from Sixty-sixth street to Seventy-ninth street should be provided with sewers before the pavement is laid. Water mains have been laid from Sixty-sixth street to Sixty-seventh street and from Eighty-first street to Eighty-second street only. No gas mains have been laid.

Respectfully,
(Signed) GEO. W. TILLSON, Chief Engineer.

(Copy.)

Estimate for Grading and Paving No. 126.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, June 23, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I return you herewith petition for paving First avenue, between the driveway at Sixty-sixth street and Ninety-second street, with asphalt pavement. The items are:

39,600 square yards of asphalt pavement,
Estimated cost, \$93,600. Assessed valuation, \$751,600.

The street is an open street. Sewers have been built from Seventy-ninth street to Ninety-sixth street, and under construction from Ninety-sixth street to Ninety-second street. The other portion of the street from Sixty-sixth street to Seventy-ninth street should be provided with sewers before the pavement is laid. Water mains have been laid from Sixty-sixth street to Sixty-seventh street and from Eighty-first street to Eighty-second street only. No gas mains have been laid.

Respectfully,
(Signed) GEORGE W. TILLSON, Chief Engineer.

The following resolution was offered:
Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 24th day of July, 1902, hereby determines to initiate proceedings to regulate and grade First avenue, from the driveway at Sixty-sixth street to Ninety-second street, in the Borough of Brooklyn, and to set or reset curb and pave sidewalks with cement of said street where not already done.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:
Affirmative—The President and Alderman Lundy.

The following resolution was offered:
Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 24th day of July, 1902, hereby determines to initiate proceedings to pave First avenue with asphalt pavement from the driveway at Sixty-sixth street to Ninety-second street, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:
Affirmative—The President and Alderman Lundy.

No. 109.

Petition for changing the width of the roadway of Fortieth street, between New Utrecht avenue and Fort Hamilton avenue, from 32 feet to 30 feet.

Following report from the Chief Engineer of the Bureau of Highways:

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
July 3, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I return you herewith communication from Justin McCarthy, Jr., regarding the change in the width of Fortieth street, between New Utrecht avenue and Fort Hamilton avenue, from 32 to 30 feet.

In reply, I would say that this does not mean a change of width of the street, but change of width of the roadway, and that there is no cost attached to this. It should, however, be acted upon by the Board of Estimate and Apportionment.

Respectfully,
(Signed) GEO. W. TILLSON, Chief Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 24th day of July, 1902, deeming it for the public interest so to do, hereby recommends to the Board of Estimate and Apportionment of The City of New York that the following form of ordinance be approved and transmitted to the Board of Aldermen for consideration:

AN ORDINANCE in relation to the width of the roadway and sidewalks of Fortieth street, between New Utrecht avenue and Fort Hamilton avenue, in the Borough of Brooklyn, City of New York.

Be it Ordained by the Board of Aldermen of The City of New York as follows:
Section 1. The width of the roadway of Fortieth street, between New Utrecht avenue and Fort Hamilton avenue, in the Borough of Brooklyn, is hereby reduced in width from 32 feet to 30 feet, and the sidewalks of said street are hereby increased in width from one foot on each side.

Sec. 2. This ordinance shall take effect immediately.
Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:
Affirmative—The President and Alderman Lundy.

No. 110.

Petition for grading the Neck road for its entire length.

Following report from the Chief Engineer of the Bureau of Highways:

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, June 18, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works, Borough of Brooklyn:

Dear Sir—I return herewith petition for grading Neck road for its entire length. In reply I would say that there is no grade established on this road, that it is an old country road in fair condition at the present time. Any grading that would have to be done would be very little and I think that the road would be in a worse condition for traffic after it would be graded than it is at present. I would therefore recommend that the prayer of the petitioner be not granted and nothing done on this road until it is contemplated to improve it with some sort of pavement.

Respectfully,
(Signed) GEO. W. TILLSON, Chief Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 24th day of July, 1902, hereby determines to initiate proceedings to grade Neck road for its entire length, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:
Affirmative—The President and Alderman Lundy.

No. 111.

Petition for opening Thirteenth avenue, between Sixty-second street and Sixty-third street.

Following report from the Chief Engineer of the Bureau of Highways:

(Copy.)

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works,
Bureau of Highways, Chief Engineer's Office,
Municipal Building, July 2, 1902.

Mr. WILLIAM C. REDFIELD, Commissioner of Public Works:

Dear Sir—I return herewith petition for opening Thirteenth avenue, between Sixty-second and Sixty-third streets. I would say in regard to this that a resolution to initiate proceedings for the opening of Thirteenth avenue, between Thirty-sixth street and Seventy-third street, was adopted on July 12, 1899, that a rule map was sent on September 1, 1899, and that nothing further has been done.

Thirteenth avenue is crossed by the Manhattan Beach Division of the Long Island Railroad and the New York and Sea Beach Railroad between Sixty-first and Sixty-second streets.

Respectfully,
(Signed) GEO. W. TILLSON, Chief Engineer.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 24th day of July, 1902, deeming it for the public interest so to do, hereby requests the Board of Estimate and Apportionment to amend proceedings for opening Thirteenth avenue, from Thirty-sixth street to Seventy-third street, in the Borough of Brooklyn, by omitting therefrom the land lying within the lines of said street belonging to the Long Island Railroad Company and the Sea Beach Railroad Company.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:
Affirmative—The President and Alderman Lundy.

No. 5.

Petition for flagging sidewalks on the east side of Fourth avenue, between Twenty-fifth and Twenty-sixth streets, in front of Lots Nos. 1 and 3, Block 655, Eighth Ward; also on the west side of Fourth avenue, between Twenty-fifth street and Twenty-sixth street, in front of Lot No. 31, Block 654, Eighth Ward.

Laid over.
Adjournment.

JUSTIN McCARTHY, Jr., Secretary.

JOINT MEETING LOCAL BOARDS BAY RIDGE AND FLATBUSH DISTRICTS.

Friday, July 25, 1902.

Meeting in Borough Hall, at 3 p. m.

The roll was called, and the following members answered to their names: J. Edward Swanson, President of the Borough, presiding; Fifty-first Aldermanic District, Alderman Malone; Sixty-first Aldermanic District, Alderman Wentz.

The President submitted the following:

No. 112.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge and Flatbush Districts, Borough of Brooklyn, after hearing had this 25th day of July, 1902, deeming it for the public interest so to do, hereby requests the Board of Estimate and Apportionment to rescind pending proceedings for the opening of Avenue G, from Foster avenue to Ralph avenue, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Malone and Wentz.

The above resolution was adopted by the Local Board in order that easements might be procured to enable the construction of the Paerdegat Inlet sewer, which passes through this street, the opening proceedings having been held up in the Bureau of Street Openings in the Law Department, because of the railroad crossing involved.

The following resolution was offered:

Resolved, That the Local Board of the Bay Ridge and Flatbush Districts, Borough of Brooklyn, after hearing had this 25th day of July, 1902, deeming it for the public interest so to do, hereby requests the Board of Estimate and Apportionment to rescind pending proceedings for the opening of East Forty-fifth street, from the lands of the Holy Cross Cemetery to Flatbush avenue, in the Borough of Brooklyn.

Resolved, That this resolution be forwarded to the Board of Estimate and Apportionment for its approval.

Which was decided in the affirmative by the following vote:

Affirmative—The President and Aldermen Malone and Wentz.

The above resolution was adopted by the Local Board in order that easements might be procured to enable the construction of the Paerdegat Inlet sewer, which passes through this street, the opening proceedings having been held up in the Bureau of Street Openings in the Law Department, because of the railroad crossing involved.

Adjournment.

JUSTIN McCARTHY, Jr., Secretary.

DEPARTMENT OF PARKS.

Report for the Quarter ending June 30, 1902.

The City of New York, Department of Parks,
The Arsenal, Central Park, August 1, 1902.

Hon. SETH LOW, Mayor of The City of New York:

Sir—I have the honor to transmit herewith reports of the Department of Parks, Boroughs of Manhattan and Richmond, and Borough of The Bronx, for the quarter ending June 30, 1902.

The report for the Department of Parks, Boroughs of Brooklyn and Queens, was sent direct to your office from Brooklyn.

Respectfully,

GEO. S. TERRY, Secretary, Park Board.

BOROUGHS OF MANHATTAN AND RICHMOND.

The City of New York, Department of Parks,
The Arsenal, Central Park, August 1, 1902.

Hon. SETH LOW, Mayor of The City of New York:

Sir—I have the honor to transmit herewith report of the Department of Parks, Boroughs of Manhattan and Richmond, for the quarter ending June 30, 1902.

Respectfully,

WILLIAM R. WILLCOX,

Commissioner of Parks, boroughs of Manhattan and Richmond.

During the second quarter of the year the principal resodding and renovating of the lawns in the various parks is done. The work was carried on on a large scale in Central Park, Mount Morris Park, and the smaller parks below Fifty-ninth street, some 300,000 sods being used. Owing to the subway construction and other street improvements adjacent to the parks the lawns have this year required even more than the usual attention. A considerable amount of sod has been saved for fall work of this character and every effort will be made by the gardeners to keep the lawns in an attractive condition.

Seeding of defective spots in the parks has also been done to a considerable extent, the results obtained being satisfactory. It is believed, however, that many of the lawns throughout the Manhattan parks have become worn out and deteriorated, and nothing but a thorough renovation will restore them to a proper condition. Many of the lawns are twenty to thirty years old and through continual cutting and the removal of the grass, are beyond restoration through ordinary methods. This work is receiving the especial consideration of the Landscape Architect and the gardening forces, and a comprehensive scheme will be devised and carried into effect as soon as possible.

The planting of street trees adjacent to the city parks has been carried on during the quarter to a considerable extent, many old and defective trees having been removed and new, vigorous, healthy stock planted in place of the same. The old soil was excavated and new, rich loam provided for the newly planted trees. The planting about the Casino in Central Park was completed and similar work at Sixty-sixth street and Central Park West was also done. The street trees east of Riverside Park, as planned and contracted for last year, were set out and the work done in a satisfactory manner.

The propagation of bedding plants is carried on on a large scale in the spring months. Some 110,000 of these plants were set out in the various Manhattan parks during the quarter. French Cannas, Acaylphas, Geraniums, Abutilons, Begonias and other similar species are used in this work, planted in masses for broad and simple color effects. A more elaborate floral display is given in the flower parterre north of the Conservatory, Central Park.

At the Conservatory, Central Park, very attractive displays of Cinerarias—Central Park hybrids raised here in 1890—hybrid roses, orchids and calceolarias were given and enjoyed by thousands of visitors.

The herbaceous borders in the Central Park were renewed, masses of daffodils, narcissi, tulips, hyacinths and scillas being used to heighten the beauty of the park in the spring. Old fashion flowers, such as Canterbury Bells, Sweet William, Fox-glove and Iris were also used in masses, to the delight of the public.

About 6,000 linear feet of two-rail pipe fence was erected in the Central Park to protect the lawns, and a wire net fence was placed around Tompkins square.

The parks generally this spring have suffered much damage at the hands of malicious persons, and it is much to be regretted that the people of the city are not more appreciative of the beauties of the lawns and flower beds than to destroy them or disfigure them by bringing papers, bottles and other rubbish into the parks and littering the walks and lawns with them. Only through extraordinary efforts have the parks been kept in an attractive condition this spring, the tendency in Central Park especially having been to scatter all kinds of refuse about. The destruction of the plantations in Morningside Park and in Riverside Park, south of Eighty-sixth street, has also been unfortunately severe this year.

The park concerts were carried on during the quarter, the attendance being very large. It is believed that the programmes rendered were especially appropriate, and that the music has been of a high standard. The aim of the Department has been to employ only bands capable of rendering concert music of a high character, and the popularity of the concerts seems to indicate that this has been successfully carried out.

During the month of May and in the early part of June the annual May walks and picnics were permitted in Central Park. The attendance this year at these events has been unprecedented, in one instance over 25,000 children being present in Central Park.

Every facility was afforded to permit the use of the lawns for recreative purposes to the largest extent possible, but during the last week in May, because of dry weather and an unfavorable condition of the turf, the issue of picnic permits had to be suspended. Many permits were issued for such use of the lawns by kindergarten and settlement children, it being believed that in no way can the parks be used to better advantage than by providing fresh air and recreation for the children of the crowded districts.

Several thousand permits were issued for lawn tennis, croquet, storage of miniature boats, etc. The permits issued for lawn parties covered 91,207 persons in attendance, but the actual attendance was many times this, it being believed that at least half a million children were present.

Notwithstanding a very material reduction in the maintenance appropriation for 1902, the parks of the city have been maintained properly, especial efforts being made to reorganize the gangs to the best possible advantage and to get good work from every man employed. It is believed that through a rearrangement of the work of the gardeners and laboring forces much better work will be accomplished. The usual repairs have been made, the rolling stock kept in order, and the drives and walks kept clean, properly watered and rolled.

Owing to an unusually large attendance at the Central Park Tennis Courts it became necessary to discontinue the issuing of special permits and to make all permits general in character. The practice for many years has been to reserve certain courts when application was made for them, up to a stated hour and under stated conditions. The demand for the courts became so great this year and the complaints regarding special privileges so numerous that it was decided to treat all applicants upon the same basis, and the rule of "first come first served" was adopted, and all permits now convey the same privileges. This system will be disappointing to persons who have in the past had courts reserved, but will without doubt conserve the interests of the greatest number of people.

Removal of Forty-second Street Reservoir and Building Foundation for the New York Public Library Building.

Contract No. 1—No work has been accomplished during the quarter, the work of excavating rock at boiler room not being completed.

Contract No. 2—Repairs for sheet piling and bailing of water constituted the work under this contract, which is the construction of the Fortieth Street vault, etc.

Contract No. 3—The erection of the Library Building.

The greater part of the brick work has been carried to the level of the first floor beams. In this construction 3,400,000 bricks were used. The basement floor beams were set complete. Twenty thousand square feet of fireproof floor arches have been set. Modelers are engaged on three-fourths scale model of Fifth Avenue front main hall and exhibition room.

Contract 1 A—Excavation of rock, etc., Fortieth street vault.

The drilling of rock was continued and 950 cubic yards of rock was blasted and removed.

Riverside Drive Viaduct Over Ninety-sixth Street.

Work on this improvement was practically completed during the quarter, the following being accomplished:

Nine square balusters set; 4 bronze lamp-posts erected; 674 yards of asphalt laid on sidewalks; 1 catch basin rebuilt; 1 electric lighting system constructed complete. The two pavilions were finished with the exception of some roof tiling. The further work included:

- 3,110 cubic yards of park filling in place.
- 1,352 square yards of asphalt park walk laid.
- 598 linear feet of curb set.

East River Park Sea-wall.

Because of certain complications in this work, involving perhaps a modification of the contract, but little was accomplished. Galvanized iron railing to the extent of 600 linear feet was erected.

Hudson Park.

This improvement is being rapidly pushed to completion. The amount accomplished during the quarter was:

- 2,734 feet of edging set.
- 31 walk basins built complete.
- 260 linear feet of 6-inch vitrified pipe laid.
- 85 linear feet of 8-inch vitrified pipe laid.
- 600 linear feet of pipe fence built.
- 15,000 square feet of rubble foundations and concrete base for asphalt walk laid.
- 800 cubic yards of mould delivered and spread.
- 25,000 square feet of sod laid.

Thomas Jefferson Park.

The work of laying new and relaying old bluestone flagging, etc., was completed, embracing:

- 13,255 square feet of new bluestone flagging laid.
- 1,920 square feet of old flagging taken up and relaid.
- 1,236 cubic yards of clean, earth filling furnished and spread.
- 80 linear feet of bluestone curb furnished and set.
- 1 receiving basin built complete.

Widening of Fifty-ninth Street.

Work ordered begun June 16. Up to June 30, 1,200 linear feet of trench had been opened and materials removed for the setting of curb, etc.

Riverside Park, Preparing Grounds for Tree Planting, Ninety-sixth to One Hundred and Twenty-fourth Street.

Work begun April 7 and completed during quarter. The following was accomplished:

- 3,664 cubic yards of earth excavation.
- 660 cubic yards of rock excavation.
- 4,390 cubic yards of mould delivered in place.
- 27,684 square feet of sod laid.

Central Park, Asphalt Walks and Crosswalks.

Repairs were made to pavement where necessary and which was not under guarantee, and new crosswalks were laid.

Fifth Avenue Asphalt Pavement—Repairs involving 231 square yards of roadway pavement were made, with the necessary binder.

Mail Street Pavement—Repairs involving 188 square yards of roadway asphalt pavement were done by the Department, with the necessary binder, etc.

Park at Port Richmond, Staten Island.

Work under this contract was begun during the quarter and the park is now practically completed. The details are:

- 1,040 linear feet of 6-inch curb, furnished and set.
- 60 cubic yards of excavation of all kinds removed.
- 35 cubic yards of filling in place.
- 1 water supply system installed, as follows:
 - 532 linear feet 2-inch galvanized pipe.
 - 6 2-inch stop-cocks, with boxes and keys.
 - 4 street washers, with lead connections.
- 16,000 square feet asphalt walk laid.
- 1,200 cubic yards mould furnished in place.
- 15,000 square feet sod laid.

Washington Square, Stapleton, S. I.

Work was begun during the quarter, and in a few weeks will be completed. The following has been done:

- 1,200 linear feet 6-inch curb furnished and set.
- 140 cubic yards excavation of all kinds removed.
- 4 sewer manholes and surface basin rebuilt.
- 3 receiving basins and 100 linear feet of 12-inch vitrified pipe connections.
- 10 walk basins complete.

5 surface basins complete.
300 linear feet 6-inch vitrified drain pipe laid.
180 linear feet of 8-inch vitrified drain pipe laid.

Water supply system comprising:

- 491 linear feet 4-inch cast-iron pipe laid.
- 11 linear feet 2-inch galvanized iron pipe laid.
- 3 street washers, with lead connections.
- 2 4-inch flush fire hydrants.
- 3 drinking fountains, with lead connections.
- 3 4-inch stop-cocks, with boxes and keys.
- 3 2-inch stop-cocks, with boxes and keys.
- 5 1-inch stop-cocks, with boxes and keys.
- 3,000 square feet asphalt walk, laid complete.
- 18,000 square feet walks laid, with 8-inch rubble stone and 3-inch concrete.
- 100 square yards roadway laid with 6-inch concrete.
- 500 cubic yards of mould furnished.

The Engineering Corps, in addition to construction work, has been at work upon the preparation of plans and specifications for improving William H. Seward Park, roadway in Battery Park, removing rock in front of Metropolitan Museum of Art Building, completion of Riverside Park and drive, between Ninety-fifth and Ninety-ninth streets.

Survey and plan for relieving the flooding in the basement of the Metropolitan Museum Building, and surveys of certain property along the river front, for proposed new entrance to Museum of Art, at Fifth avenue and Eighty-second street, and for improving park entrances at Ninetieth, Ninety-sixth and One Hundred and Second streets were made.

DEPARTMENT OF PARKS.

BOROUGH OF MANHATTAN AND RICHMOND.

Statement, Balances Appropriations, June 30, 1902.

Titles of Appropriations	Amount of Appropriations	Payments	Amount of Unexpended Balances
Salaries of Commissioners, Secretary and Employees of the Board of Parks.....	\$19,500 00	\$14,049 78	\$14,650 22
BOROUGH OF MANHATTAN AND RICHMOND.			
Administration.....	28,280 00	12,913 72	15,366 28
Labor, maintenance and supplies.....	423,822 50	.....	.....
Supplies.....	.....	66,753 59	.....
Pay rolls.....	.....	108,853 47	170,473 40
Zoological Department.....	30,650 00	.....	.....
Supplies.....	.....	8,702 27	.....
Pay rolls.....	.....	8,407 24	13,650 49
Maintenance of Museums.			
American Museum of Natural History.....	160,000 00	63,374 00	96,620 00
Metropolitan Museum of Art.....	130,000 00	64,521 80	85,478 20
Music.....	26,200 00	3,320 00	22,880 00
Contingencies.....	2,500 00	2,354 00	146 00
Surveys, maps and plans.....	4,000 00	1,367 00	2,633 00
Aquarium.....	46,500 00	24,584 50	21,915 50
Ambulance service, Central Park.....	1,200 00	590 02	600 08
Care of Grant's Tomb.....	5,000 00	.....	5,000 00
Harlem River Driveway.....	18,500 00	11,318 12	7,181 88

Receipts.

Rents, privileges, etc., quarter ending June 30..... \$7,654 22

Contracts Entered Into.

April 11, 1902. F. N. Du Bois & Co.	Plumbing materials.....	\$252 23
April 21, 1902. Phoenix Towing and Transportation Co.	Gravel and screenings.....	11,612 50
April 23, 1902. George B. Curtis.....	Hardware.....	789 41
April 25, 1902. Fies, Duerf & Carroll Horse Company.....	Horses.....	1,568 00
April 28, 1902. Louis Wechsler.....	Plate glass for cases, American Museum of Natural History.....	4,745 00
June 12, 1902. Robert R. Fox.....	Mosaic marble work, American Museum of Natural History.....	5,900 00
June 24, 1902. Cunningham & Keatts	Construction of William H. Seward Park....	22,620 50

Expenditures on Special Appropriations.

Riverside Park and Drive, completion and construction:		
Grading and construction of drainage and walks.....	\$575 95	
Construction of Viaduct over West Ninety-sixth street.....	13,320 08	
Constructing walks, etc., east of the westerly wall of Drive, between Seventy-ninth and One Hundred and Fourth streets.....	150 00	
Improving between Ninety-sixth and One Hundred and Twenty-fourth streets, planting etc., around Grant's Tomb.....	4,579 20	
St. John's Park, construction of—Hudson Park.....	788 38	
Jefferson Park, improvement of.....	5,603 18	
New York Public Library Fund.....	64,762 81	
Hester Street Park Fund—Wm. H. Seward Park.....	609 86	
Repaving with asphalt, etc., West Eighty-sixth street, Central Park West to Riverside Drive.....	23 16	
Washington Park, in the Town of Stapleton, and the small park in Port Richmond, Borough of Richmond, improvement of.....	4,790 95	
Widening roadway of Fifty-ninth street, between Fifth and Eighth avenues, etc.....	430 39	
Improvement of Parks, Parkways and Drives, boroughs of Manhattan and Richmond.....	2,216 36	
Cathedral Parkway, improvement, completion of, etc.....	924 70	
Mulberry Bend Park, construction of.....	6 85	

Respectfully submitted,

WILLIAM R. WILLCOX,

Commissioner of Parks, Boroughs of Manhattan and Richmond.

BOROUGH OF THE BRONX,

July 1, 1902.

Hon. SETH LOW, Mayor of The City of New York:

Sir—I have the honor to transmit herewith quarterly report of the designs for improvement, work accomplished and finances of the Department of Parks, Borough of The Bronx, for the three months ending June 30, 1902.

Respectfully,

JOHN E. EUSTIS,

Commissioner of Parks, Borough of The Bronx.

The quarter beginning April 1 marks the opening of the outing season and particular attention has been paid to the accommodation of those enjoying the following privileges:

About 50,000 children have been taken care of under permits for May parties, June walks, etc. There has been an average daily attendance of eight hundred golf players at the links in Van Cortlandt and Pelham Bay Parks, with locker accommodations furnished free of cost to most of the players in the first named park. A large proportion of these players come from Manhattan Borough and great satisfaction has been expressed by many of them with the improvements in the course and the care given to its maintenance. On one diamond alone audiences of from five to ten thousand, for whom grand stand and other accommodations were furnished, have attended most of the baseball games, while about twenty-four other diamonds have been in use and are much in demand. Sixty-eight tennis courts are in daily use and requests for more courts constantly received. On the Parade Grounds at Van Cortlandt Park three polo fields have been laid out for the teams of Squadron A, New York State National Guard, who play three practice games per week on them. The attendance at one of the many matches played was over five thousand.

Forty-two bath houses have been erected on the beach at Pelham Bay Park and have been in constant use since the opening of the bathing season. Concerts have been given every Saturday since June 21 in three parks, and every Sunday since June 22 in three other parks, weather permitting, with an average attendance of twelve thousand each day.

Particular attention has been given to furnishing recreation grounds with all necessary accommodations for public and other school children, and special stands and apparatus have been erected for them.

Bronx Park.

Designed—A winding walk from Pelham parkway to the Lorillard Mansion, a short distance east of the present drive, leading from the south to said mansion; and also two walks from Pelham parkway to the garden. A roadway from Pelham avenue, leading north from the end of bridge over the Bronx river to a road in the Botanical Garden, skirting the Hemlock Grove. Revised plan of Woodlawn avenue (Scott avenue), connection with the Botanical Garden, affording a direct communication to the south with said garden.

CONTRACTS.

Constructing a bridge over the New York, New Haven and Hartford Railroad—Harlem River Branch—at the crossing of the Bronx and Pelham parkway.

This contract is in about the same condition as stated in last quarterly report, as far as advancement is concerned, with the exception that the contract for the superstructure has been executed between the contractor, John G. Tait, and the American Bridge Company, and shop work is reported to be in progress. There has been a considerable movement of the material back of one of the abutments which has moved both abutments and the railroad between them, and the westerly abutment will probably have to be taken down and rebuilt. Measurements taken from time to time during the past three months show the amount of the movement of this abutment, which movement still continues.

Constructing and improving a portion of the Bronx and Pelham parkway, from the westerly terminus of the improved portion of said parkway, 400 feet westerly of the Bear Swamp road, to a point 1,275 feet westerly of said terminus, in Bronx Park, in The City of New York. William H. Masterson, contractor.

This work was completed on May 17, and is satisfactory to this Bureau. Surveys and computations for final estimate have been completed and final will be sent in as soon as the matter of remission of penalty can be arranged.

Grading grounds, constructing, regulating, grading and paving walks and roads, furnishing and laying iron water pipe, setting hydrants, etc., in the Botanical Garden in Bronx Park, in The City of New York. John H. Devlin, contractor.

This work is progressing vigorously and should be completed before the end of the coming quarter.

Grading grounds, constructing, regulating, grading and paving walks and roads, furnishing and laying iron water pipes, constructing basin for statuary fountain, erecting garden fountain and drinking fountain, constructing stone seats, etc., in front of the Museum building, and cornice and roof ornaments on the Botanical Museum in the Botanical Garden, in Bronx Park, in The City of New York. The Wilson & Baillie Manufacturing Company, contractors.

This work is in progress still, but moving slowly. Work should be completed on or before the last of July.

Regulating and grading portions of the Bronx and Pelham parkway, in The City of New York. John B. McDonald, contractor.

This work is nearing completion and is in a satisfactory condition.

Furnishing all the labor and materials for the erection and completion of a lion house in the New York Zoological Gardens, in Bronx Park, in The City of New York. Thomas Cockerill & Son, contractors.

The work on this building has progressed very slowly on account of delays in furnishing the iron and terra cotta, but it is anticipated that by the latter part of the coming quarter the building will be completed and ready for occupancy.

Furnishing all the labor and materials for the erection and completion of an antelope house in the New York Zoological Park. Contract awarded to Thomas Dwyer on June 26.

Furnishing all the labor and materials for the erection and completion of the iron work for four inclosures for bears in the New York Zoological Park. Contract awarded on June 26 to William H. Wright & Son.

A new fence was built along the drive north of Lorillard Mansion and along paths of Bronx river, 1,000 feet long; 50,000 plants grown at Nurseries, lawns, drives, walks, buildings, carriages and tools kept in good condition, and all necessary repairs made. A dam was finished at the new pond near Pelham avenue.

Van Cortlandt Park.

Designed—Revised plans of the Colonial Garden near Van Cortlandt Mansion, particularly in relation to the course and general treatment of the canal. Designed new line of road connecting Two Hundred and Thirty-seventh street and Mount Vernon avenue with Jerome avenue; also six flower beds.

A new dirt road 1,800 feet long was built at Two Hundred and Thirty-seventh street and Jerome avenue to Woodlawn. Woodlawn road was regraded and filled in from Jerome avenue to McLean avenue, a distance of 3,500 feet. A dirt road to Yonkers was started; trees, stones and brush removed a distance of 5,000 feet. Polo and Parade Grounds, golf links and locker rooms were kept in good condition. Stone wall on Gun Hill road was removed, 1,600 feet of gutters laid along various roads and 1,200 feet of rustic fences built.

Crotona Park.

Designed—Line of road from Wendover avenue to Crotona avenue, and a walk from Wendover avenue to Franklin avenue.

New road at southwest corner was laid out. Ball grounds and tennis court kept in good condition, grand stand built, 1,600 loads dirt and 3,250 loads stone removed, swamp filled in, 800 feet of stone drain built, trees planted the entire distance both sides of Crotona avenue, 4 flower beds planted and 12 tubs with flowers placed on the plaza of the Municipal Building.

Echo Park.

Designed—Walks and Lawns and arrangement of flower beds. New roads were laid out, lawns made and seeded, embankment and borders sodded, trees planted, and a new flower bed made and planted.

St. Mary's Park.

Designed—Lines of walk in southeast and northeast section. Northeast corner graded and seeded down. A new stone walk was made and covered with cinders, swamp in southeast corner was filled in and partly covered with mould, new tennis court laid out.

Cedar Park.

Designed—Scheme for treatment of banks on Walton avenue boundary, including an arrangement of planting for the retention of banks without sodding; also flower beds.

Embankment on Walton avenue was graded a distance of 200 feet, requiring the removal of 8,500 loads of dirt. New flower beds were made and planted.

McComb's Dam Park.

Designed.—System of grading and planting, and walks. Contract for constructing a pile dyke at the pier and bulkhead line in McComb's Dam Park. Contract awarded to John Monks, Jr.

Elm trees were planted along Ogden, Jerome and Woody Crest avenues. Planks were taken up from dock and used for repairing bridges, etc., in other parks. About five acres at the southeast corner of Jerome avenue and 161st street were filled in, graded and seeded down with oats and grass. About 700 trees and shrubs were planted along the south side of approach to Central Bridge. Two flower beds were made and planted. Telford was put in 700 feet long and 15 feet wide for new walk under viaduct; 7,720 loads of soil, 3,670 loads of ashes and 420 car loads of stone were dumped by contractors at no expense to this Department; 8,500 loads were hauled from Cedar Park, a fence on Woody Crest avenue was removed and two new tennis courts were made.

Claremont Park.

New road was built from southwest corner of park to the stables, a distance of 700 feet, and two new flower beds made and planted.

Poe Park.

Three new flower beds made and planted.

St. James Park.

Seven hundred feet of drain pipe laid and a blind drain built. Eight manholes were lowered to grade, and two tennis courts laid out and marked; stones and superfluous soil hauled to proposed street raising same to grade.

Mosholu Parkway.

Driveway borders were sodded and seeded, and embankment along Webster avenue was also sodded.

Pelham Bay Park.

8,906 loads of fill were hauled to the easterly approach of the intended bridge across the tracks of the New York, New Haven and Hartford Railroad, golf links and ball grounds kept in good condition and 800 feet of ditch made for same. The roads and gutters to City Island Bridge were repaired. Pelham Bay Bridge was put in good condition by replacing old rotten planks, bands and bolts with new ones. Forty-two bath houses were built on Pelham bay and three comfort houses out of the lumber obtained from razing two buildings south of Pelham Bay Bridge. A flower bed was made and planted; a path was started along City Island road and completed a distance of 2,000 feet; a drive from Pelham Bridge along water edge to Glover's Rock was started, brush and stones removed, and grading is well under way a distance of 4,500 feet. The approach to the City Island Bridge was macadamized and lights were placed on Southern Boulevard, from Bartow to the City line.

Spuyten Duyvil Parkway.

Roads were repaired; a new gutter 400 feet long was made and paved. Embankments graded and sodded, and borders cut.

Square at Third and Washington avenues—Two new flower beds laid and planted. Square at One Hundred and Seventy-seventh street and Webster avenue—Three new flower beds laid and planted.

Square at One Hundred and Sixty-ninth street and Boston road—Large flower bed laid and planted and three oak trees donated by pupils of Public School 90 were put in place.

Square at One Hundred and Sixty-ninth street and Franklin avenue—Flower bed laid and planted.

Rose Hill Park—Flower bed laid and planted.

Contracts.

Furnishing and delivering vitrified stoneware pipe, where required, in parks, Borough of The Bronx. George B. Raymond & Co., contractors.

This contract was executed on April 27, 1902, and the contractor notified to begin the delivery of the materials specified on May 12. The pipe is being furnished as required in St. James, Crotona, Cedar, Van Cortlandt and McComb's Dam Parks.

Furnishing and delivering broken stone and screenings of trap-rock, where required, in parks, Borough of The Bronx. Jacob E. Conklin, contractor.

On April 23, 1902, this contract was executed, and on June 9 the contractor was notified to begin delivering materials. The stone and screenings are being delivered as fast as ordered and can be conveniently worked in.

Furnishing and delivering horses to the Department of Parks, Borough of The Bronx. The Fiss, Doerr & Carroll Horse Company, contractors.

The contract was executed on April 25, 1902, and the contractors ordered to begin delivering the horses according to the terms of the contract on June 9. Several horses have been furnished and tried, but not all have as yet proven satisfactory.

Furnishing and delivering park implements and tools, road machinery, hydraulic ram, carts, hardware, etc., where required, in parks, Borough of The Bronx. Awarded to R. W. Geldart.

Furnishing and delivering paints, oils and painters' supplies at Zabrowski Mansion, Claremont Park. Awarded to Thomas C. Dunham.

Furnishing and delivering lumber, where required, in parks, Borough of The Bronx. Awarded to Church E. Gates & Co.

Furnishing and delivering oats and straw in Claremont and Bronx Parks, Borough of The Bronx. Awarded to the Long Dock Mills and Elevator Company.

Statement of Balances of Appropriations, Three Months Ending June 30, 1902.

Title of Appropriation.	Balance of Appropriation.	Payments.	Balance.
Administration	\$10,284 86	\$3,105 58	\$7,179 28
Maintenance and construction.....	208,873 23	60,920 90	147,952 33
Music	9,360 00	.....	9,360 00
Supplies and contingencies.....	1,423 20	503 73	719 47
Surveys, maps and plans.....	5,635 36	3,290 21	2,345 15
Maintenance of Botanical Garden.....	53,770 50	18,270 46	35,500 04
Maintenance of Zoological Garden.....	78,491 98	25,750 39	52,741 59

Receipts.

From rents, licenses, privileges, etc., for three months..... \$2,610 48

Expenditures for Three Months Ending June 30, 1902.

Improvement of parks, parkways and drives.....	\$3,306 90
Improving Bronx and Pelham parkway.....	14,677 02
New York Zoological Garden Fund.....	9,460 41
Bridge over Eastchester Bay, in Pelham Bay Park.....	574 39

Report for the Quarter Ending June 30, 1902.

Office of the Department of Parks,
Boroughs of Brooklyn and Queens,
Brooklyn, July 17, 1902.

Hon. SETH LOW, Mayor of The City of New York:

Dear Sir—I have the honor to submit to you herewith, in accordance with the provisions of section 1,544 of the Charter, a quarterly report of the proceedings

and finances of the Department of Parks of the Boroughs of Brooklyn and Queens, from April 1 to June 30, inclusive, 1902:

Yours very truly,

RICHARD YOUNG, Commissioner.

Statement of Work Performed by the Department of Parks of the Boroughs of Brooklyn and Queens, from April 1 to June 30, Inclusive, 1902.

Since my last report to your Honor, under date of March 31, 1902, the principal work of this Department has been the construction of the new Seaside Park on the shore front at Coney Island. That park practically completed, was dedicated to the City of New York on July 1, forty-three days after the first shovelful of earth was turned, and it is very gratifying to report that through the co-operation of your Honorable Board of Estimate and the Board of Aldermen, I was enabled to complete the work and open the park for public use before the beginning of the hot season, and for an expenditure of about \$25,000.

While the energies of the Department were centred for the time on Seaside Park, the maintenance of the forty-seven other parks, large and small, in the system, has not suffered. The work of constructing University Park on the East Side Lands has not been interrupted, and within the past three months Ocean avenue has been macadamized, working a pleasing transformation on the easterly side of Prospect Park.

Upon assuming charge of this Department on January 1, I was impressed with the unwisdom of a policy which had allowed the only park land fronting on the seashore to remain a barren waste for twenty-five years, and determined to make this fine beach available for public use this season.

On April 18 the Board of Estimate set aside \$50,000, with the implied instruction that it was to be used for the creation of the Coney Island Park.

Samuel Parsons, the Landscape Architect, and William J. Zartmann, one of the Departmental Engineers, took charge of the work.

It was evident at the outset that if it were necessary to go through the customary formality of advertising for material, that it would defeat the end in view, that of securing a park on the shore this summer. The Commissioner appeared before the Board of Aldermen, and laid the conditions confronting him before it in detail, and that Body granted the unusual honor of voting unanimously to allow the purchase of supplies in the open market. By this means more than \$5,000 was saved to the City. For example, 16,000 cubic yards of top soil were purchased at sixty cents a yard, when the week previous contracts were let by advertisement and competition for furnishing inferior soil for the Speedway, which is nearer the source of supply, for ninety-seven cents a yard.

From the report of Mr. Parsons, the Landscape Architect, I give you the general scheme of development:

"The main part of the area of thirteen acres has been retained entirely free from trees, shrubs and walks, in order to display a broad expanse of green grass close to the ocean and sandy beach. The lines of walk lie near the boundaries, but they afford easy and convenient access to the park and adjacent territory. The plantations of trees and shrubs, while they are confined to the species that thrive on the seashore, are so arranged as to give distinct and long vistas, and to increase the apparent size and picturesqueness of the park. An agreeable effect has been arranged by using large masses of rhododendrons, many of them 5 to 6 feet high, transplanted from the Pennsylvania woods. Austrian pines have also been employed, because they are massive in appearance and thrive well on sea beaches.

"One of the most picturesque features, and one which at the same time is remarkably fitted, by habit and appearance, to the seashore, will be found in the five collections of Cacti Cereus, Oppuntia, Agava and Yucca, planted close to the sandy beach, where their weird and grotesque forms loom up against the sand, and sea, and sky, making a marked and characteristic element of the landscape. Carrying out the essential idea of a seaside park, where hosts of pleasure seekers congregate, the simple and broad treatment has been heightened in effect by large beds of Cannas, Caladiums, Geraniums, Acalyphas, Rudbeckias, in order to lend a brilliant and festive character, which is always so agreeable on popular sea beaches.

"To attain the effect of a genuine naturalistic arrangement of trees, shrubs and flowers in this park, may seem easy to the ordinary observer, but in such a position by the seashore its successful creation becomes most difficult, and, indeed, may be said to be almost unprecedented. The chief causes of successful park making in this instance, are the employment of an abundance of rich mould spread two or three feet deep over the sand, and abundant and daily watering of grass, trees and flowers from hydrants situated 100 feet apart throughout the park.

"The design of this park includes an iron picket fence six feet high, set on its boundaries, an asphalted concourse on its southern confines, and again south of this concourse, a wall 3½ feet high to keep out the blowing sand, and a bulkhead to keep out the encroaching sea. A comfort station has been designed and will occupy a convenient position in the extreme west end of the park."

The constructive work was accomplished by sixty men under Mr. Zartmann, who first removed from the site 3,600 cubic yards of fine sand, and the actual constructive work was begun on May 17. Up to July, 14,710 cubic yards of top soil were delivered under contract and spread by park laborers, a bed of coarse gravel and sand was spread on the walks, upon which was spread and rolled 2,100 cubic yards of limestone screenings. One hundred truck loads of manure and four tons of artificial fertilizer were spread on the top soil, and 1,150 pounds of grass seed were sown.

The irrigation plant consists of 5,600 feet of pipe, 28 hydrants, 24 catch-basins, 3 drinking fountains, and 24 lamps were placed in the park. Over 16,000 trees, shrubs and plants were set out.

The beach proper, one of the finest stretches of sand on the entire water front, was made attractive by a thorough cleaning, and a force of men is kept at work daily keeping it free from papers and refuse which is left by the crowds and receding tides. A number of tents were purchased for the beach, as a shelter and to protect the women and children from the direct rays of the sun. They proved very popular, and all the space under them is utilized. An additional supply was bought, and it is gratifying to see that every one of these is utilized in the main by tired mothers, who may rest there on benches and watch their children digging in the sand or wading in the ocean. Two hundred and fifty park benches have been placed in the park and on the sand.

The most serious danger that confronts the Department in respect to Seaside Park, as hinted at above, is the erosion of the ocean. The City's valuable property is being carried off by the sea at an alarming rate; the principal loss at present falls at the foot of the Ocean Parkway, near the center of the park lands.

The Commissioner hopes to secure an appropriation to construct a pier at the end of the Ocean parkway, which will not only break and turn the damaging currents, but will also serve as a recreation pier for public use; such a pier built out into the water could easily be floored over and covered so that it would make an ideal playground for the children. I believe that such a structure would not only serve to prevent any further loss of beach, but would help to make beach both to the east and west of it.

Institute Park.

While Seaside Park was building, the work of reclaiming the so-called East Side Land was pushed with vigor. From the appearance of a dumping ground this beautiful site is fast assuming the form of a park. The irregular, barren mounds along the Flatbush avenue boundary have been covered deep with top soil and fertilizer, and planted thick with healthy trees and shrubs which will screen the busy traffic street from the interior of the park. Having completed this, the force of workmen turned their attention to the grading of the interior. Over ten acres have already been plowed and leveled, and as fast as the ground is prepared, top soil and fertilizers are being spread over it, and a good portion of the surface of the park will soon be ready for planting and the laying out of walks. First in order, however, will come the installation of a comprehensive system of irrigation and drainage.

During the past three months the force in Institute Park has removed about 15,000 cubic yards of top soil and 50,000 cubic yards of subsoil. The mounds which have been completed are 2,200 feet long, with an average width of 40 feet. Fertilizer to the extent of 1,220 cubic yards has been worked in with the top soil, and 343 trees, 2,063 shrubs were planted, watered and cultivated, and the entire tract has been partially cleared of weeds and surface stones.

To make way for the grading of the park, the propagating houses which have long stood on the East Side Lands are being removed to Prospect Park, thus plac-

ing all the greenhouses together and securing convenience and economy in working them.

Plans are being prepared for the treatment of the triangle adjoining Institute Park, which your Honorable Board of Estimate has agreed to acquire for park purposes, and the Commissioner is particularly anxious that this newly acquired tract shall be laid out in harmony with Institute Park, which it adjoins, the whole serving as a consistent addition to Prospect Park.

Ocean Avenue Pavement.

This beautiful avenue, running the entire length of the east side of Prospect Park, which has remained unimproved for twenty-five years, has been macadamized from Fort Hamilton avenue to Flatbush avenue, and forms one of the most beautiful drives along the east side of the park and directly to the bay. The bicycle path between the street and the park has been thoroughly resurfaced.

Prospect Park.

Besides the regular work of maintenance, which has been carefully carried on, a contract has been let for an iron fence to complete the inclosure of the park on Flatbush, Ocean and Fort Hamilton avenues. The iron is now in transit from the factory, and the work will be completed inside of a month. This permanent, artistic fence is designed to replace the decayed wooden pickets which now surround the park, and is out of harmony with its beauties.

All the drives and walks have been kept clean and in good repair and regularly sprinkled. A new shelter for women and children has been built at the main entrance and has been so secluded and hidden by shrubs that it will not detract from the general magnificent appearance. The trimming of trees and shrubs has been continued, and leaves and branches carted away. Grass sods were laid along the borders of the walks where needed, and bare places in the lawn and meadow sown with grass seed. Over 300 trees and shrubs have been planted in the park and the mounds at the main entrance. All the lawns and meadows have been mown from time to time, as required, and borders trimmed, special attention being paid to the croquet and lawn tennis grounds. The wet weather has made the work of mowing unusually heavy. Catch-basins have been cleaned, the scum removed from the lake, and the small ponds have been cleaned.

Flower Garden.

New designs have been laid out in the flower garden, and the old fashioned garden on Breeze Hill has been thoroughly worked over, weeds removed, and new plants and seeds put in.

The rose garden and water-lily ponds have been planted as usual, and receive careful attention, and a new entrance paved with asphalt tiles has been opened from Flatbush avenue to this attractive portion of the park.

Aquatic plants have been substituted for the electrical fountain in the basin at the main entrance.

The walk around the outside of the park has received careful attention. Blue-stone screenings have been spread on the centre of the walk, and the space between the walk and curb graded and sown with grass seed.

Band concerts began with a grand demonstration in Prospect Park on May 25, when Shannon's Twenty-third Regiment Band accompanied the United German Singers in a joint concert. The regular concerts by the three military bands, the Thirteenth, Fourteenth and Forty-seventh, began on June 1 and have continued every Saturday and Sunday afternoons, beginning at four o'clock. In addition to the twenty-eight grand concerts in Prospect Park, arrangements are completed to furnish forty concerts in small parks, and the German Singing Societies have volunteered to give eight concerts in the small parks and another grand concert in Prospect Park.

An unusual number of people have enjoyed the privilege of the picnic, croquet and tennis grounds this quarter, a great interest in tennis having been revived this Spring.

New Walks.

7,332 cubic feet of tile walk have been laid in Prospect Park in the Rose Garden, and about \$12,000 worth of resurfacing of the park walks with asphalt has been completed under a contract made by former Commissioner Brower last year.

Mechanical Department.

The mechanics have been busy repairing, painting and putting in order shelters, fences, fountains, etc., in the Department. Stands have been erected for the Anniversary Day parades at Prospect and Carroll Parks, and in Leonard and Meserole streets in the Eastern District. A stand was also erected at the main entrance of the park for the Decoration Day ceremonies, and at Fort Greene Park for the dedication of the Fowler Monument. They have repaired the bridge over Coney Island creek on the Ocean parkway, and built a stand for the opening ceremonies at Seaside Park, Coney Island. The clubhouse on the parade ground has been repainted, and also the interior work in the Soldiers and Sailors' Arch at the main entrance of the park also.

The more important of the small parks, namely, Tompkins, Fort Greene, Bedford, Carroll, Brooklyn Heights, Highland, City, Winthrop, Cooper, City Hall, Municipal, Bensonhurst, Bushwick, Red Hook, College Point, Flushing, Dyker Beach, Jamaica, Kings Park, Long Island City, Zindel, Linden, Canarsie, Corona, Stuyvesant, Underhill, Woodbine, Cuyler, Saratoga and Irving Square, have all been carefully maintained. The walks and shelters were cleaned daily, the grass has been regularly cut, the borders trimmed and the bare places sown with grass seed; the trees and shrubs have been trimmed and sprayed with insect poison to destroy caterpillars. Flower beds have been prepared and planted with a fine variety of plants from Prospect Park and the East Side Land propagating houses.

In Highland Park the new stone-arched bridge has been progressing rapidly, although some delay has been caused by reason of substituting cut stone in place of boulders.

Fort Hamilton Park.

This park is kept clean and in good condition, the lawn mown regularly and seeded in bare places. Nearly 100 tulip trees were planted around this park to replace those that succumbed to the winter's blasts and the ice storm in February.

Forest Park.

The small force available for this park is used in guarding the property, repairing roads and looking after the golf links, which have become very popular.

Roads and Drives.

Eastern Parkway has been resurfaced from Utica to Ralph avenue, and the regular maintenance has been kept up in good shape. A part of the return cycle path on the Ocean parkway has been resurfaced with screenings, and the bicycle path on the Flatbush avenue side of the park and along Ocean avenue and Fort Hamilton, as far as the Park Circle, has been reconstructed with limestone screenings.

Finances.

Following the report of the Commissioner of Accounts, a complete inventory of all the park property was made, and where some of the park employees were allowed to occupy the houses in the park free, all tenants have been required to pay rent to the City, except in a few instances where the deeds to lands acquired gave the tenants the right to remain in the buildings as long as they existed.

Trial Balance Statements.

Trial balance statements were sent to the Mayor and Comptroller, in accordance with the usual custom at the beginning of each month. The following is a statement of the finances up to and including June 30, 1902:

Statement of Appropriations, Expenditures and Balances of the Department of Parks, Boroughs of Brooklyn and Queens, for the Month Ending June 30, 1902.

	Appropriations for 1902.	Expended.	Balances.
Administration	\$20,162 45	\$8,287 36	\$10,375 09
Labor, maintenance and supplies.....	450,000 00	175,117 58	274,882 42
Maintenance of museums	60,000 00	20,312 75	39,687 25
Music	11,864 00	1,075 00	10,789 00
Appropriations (Balances from 1901).			
Labor, maintenance and supplies.....	\$19,217 67	\$44,500 86	\$44,734 81
Appropriations (Balances from 1900).			
Labor, maintenance and supplies.....	\$1,552 27	\$7,071 08	\$1,780 29
Appropriations (Balances from 1899).			
Labor, maintenance and supplies.....	\$6,000 00	\$182 00	\$5,818 00
Appropriations (Balances from 1898).			
Labor, maintenance and supplies.....	\$8,340 80	.....	\$8,340 80
Bond Accounts (Brooklyn Balances).			
Improvement of parks, parkways and drives, boroughs of Brooklyn and Queens.....	\$52,864 20	\$12,702 17	\$40,152 12
East Side lands.....	170 59	.....	170 59
Park Site and Improvement Fund.....	838 27	.....	838 27
Memorial Monument Fund.....	5,000 00	.....	5,000 00
Museum of Arts and Sciences.....	424 87	.....	424 87
Memorial Arch Fund.....	3,116 57	98 00	3,018 57
Park Purchase Fund.....	457 03	.....	457 03
Bay Ridge Parkway (Shore drive).....	10,905 08	9,766 40	7,138 68
County Street Improvement Fund.....	728 01	.....	728 01
County improvement of streets (additional).....	57 74	.....	57 74
Maintenance and improvement of public parks on Brooklyn Heights.....	1,441 72	377 00	1,064 72
Museum of Arts and Sciences Fund, reversion of an addition	378,460 56	45,765 14	332,695 42

CHANGES IN DEPARTMENTS.

DEPARTMENT OF DOCKS AND FERRIES.

August 21.

The Commissioner has fixed the compensation of Francis J. Ryan, Clerk in this Department, at the rate of \$2,100 per annum, subject to the approval of the Municipal Civil Service Commission, the Board of Estimate and Apportionment and the Board of Aldermen.

The Commissioner has fixed the compensation of Lawrence Welch, Caulker, at the rate of \$18 per week, commencing August 16, 1902.

The Commissioner has this day appointed John T. H. Kenny as Locomobile Engineer in this Department, with compensation at the rate of \$2.50 per day while employed, including Sundays, commencing from the time he is ordered to report for duty.

With reference to the communication sent a few days since, announcing the appointment of Nelson K. Townsend, his compensation should also read "\$2.50 per day while employed, including Sundays, commencing from the time he is ordered to report for duty."

The compensation of Isaac J. Stander, Draughtsman in this Department, has this day been increased to \$1,800 per annum, subject to the approval of the Municipal Civil Service Commission, the Board of Estimate and Apportionment and the Board of Aldermen.

August 19.

The Commissioner has this day increased the compensation of William C. Crosby, Draughtsman in this Department, to \$1,350 per annum, subject to the approval of the Municipal Civil Service Commission, the Board of Estimate and Apportionment and the Board of Aldermen.

DEPARTMENT OF PARKS.
Borough of The Bronx.

August 22.

This day discharged the following employees, on account of lack of work:

John P. Schermerhorn, Assistant Engineer; John Toomey, Assistant Engineer; Herbert J. Knoepfel, Transitman; William Brooks, Inspector of Masonry; Frank Berbert, Axeman; John Schneider, Sounder.

Boroughs of Manhattan and Richmond.

August 22.

Assistant Gardeners Appointed.

Bernard F. Roberts, No. 769 Second avenue.

John Reilly, No. 305 East Forty-fourth street.

F. G. Wieck, No. 1 East One Hundred and Twenty-first street.

George Thomas, No. 552 West Thirty-fifth street.

John S. Morgan, No. 135 East Forty-ninth street.

Frank J. Handy, No. 315 East Thirty-ninth street.

John Casey, No. 459 West Thirty-fifth street.

Discharged with Team.

Charles Wintermeyer.

Designated Driver.

Peter Neary, Mower.

COURT OF SPECIAL SESSIONS OF THE FIRST DIVISION.

August 22.

Mr. Morris Deinstag, No. 459 Lexington avenue, New York City, has been appointed Interpreter of the Children's Part of this Court, at a salary of \$1,500 per annum, said appointment to take effect September 1, 1902.

TENEMENT HOUSE DEPARTMENT.

August 22.

Changes in the service of the Tenement House Department:

Resigned—Alfred H. Riedel, No. 276 West Thirty-eighth street, Inspector of Tenements.

Resigned—Frank Baker, No. 302 East Twenty-first street, Inspector of Tenements.

Both resignations to take effect at the close of the day on August 23, 1902.

J. Edward Swarthout, President. Justice McCarty, Jr., Secretary. William C. Rawfield, Commissioner of Public Works.

Borough of Queens. President's Office, Borough Hall, Jackson avenue and Fifth street, Long Island City.

Borough of Richmond. President's Office, New Brighton, Staten Island. George Crowell, President.

Borough of Manhattan—Office, New Criminal Court Building. Open at all times of day and night.

NEW YORK COUNTY OFFICES.

SURROGATES. New County Courthouse. Court open from 9 A. M. to 4 P. M., except Saturdays, when it closes at 12 M.

SHERIFF. Stewart Building, 9 A. M. to 4 P. M. William J. O'Brien, Sheriff; Edward C. Moynihan, Under Sheriff.

COUNTY JAIL. No. 70 Ludlow street, 6 A. M. to 10 P. M. daily. William J. O'Brien, Sheriff; Thomas H. Sullivan, Warden.

DISTRICT ATTORNEY. Building for Criminal Courts, Franklin and Centre streets. Office hours, from 9 A. M. to 3 P. M. Saturdays, 9 A. M. to 12 M.

REGISTER. East side City Hall Park. Office hours from 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.

COUNTY CLERK. Nos. 3, 9, 10 and 11 New County Courthouse. Office hours from 9 A. M. to 4 P. M.

COMMISSIONER OF JURORS. Room 127 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.

PUBLIC ADMINISTRATOR. No. 119 Nassau street, 9 A. M. to 4 P. M.

KINGS COUNTY OFFICES.

COUNTY COURT, KINGS COUNTY. County Courthouse, Brooklyn, Rooms 10, 19, 23 and 25. Court opens at 10 A. M. daily, and sits until business is completed.

SURROGATE. Hall of Records, Brooklyn, N. Y. James C. Church, Surrogate.

SHERIFF. County Courthouse, Brooklyn, 9 A. M. to 4 P. M.; Saturdays, 12 M. to 4 P. M.

COUNTY JAIL. Raymond street, between Willoughby street and DeKalb street, Brooklyn, New York.

DISTRICT ATTORNEY. Office, County Courthouse, Borough of Brooklyn. Hours 9 A. M. to 5 P. M.

REGISTRAR. Hall of Records, Office Hours, 9 A. M. to 4 P. M., excepting months of July and August, then from 9 A. M. to 2 P. M., provided for by statute.

COUNTY CLERK. Hall of Records, Brooklyn, 9 A. M. to 4 P. M. Charles T. Hartnerum, County Clerk.

COMMISSIONER OF JURORS. 4 Courthouse. James Bennett, Commissioner.

COMMISSIONER OF RECORDS. Rooms 7, 9, 10 and 11, Hall of Records. Office hours, 9 A. M. to 4 P. M., excepting months of July and August, then 9 A. M. to 2 P. M., Saturdays, 9 A. M. to 12 M.

PUBLIC ADMINISTRATOR. No. 189 Montague street, Brooklyn, 9 A. M. to 4 P. M., except Saturdays in June, July and August, 9 A. M. to 1 P. M.

QUEENS COUNTY OFFICES.

SURROGATE. DANIEL NOEL, Surrogate. Office at Jamaica. Except on Sundays, holidays and half-holidays, the office is open, between March 31 and October 1, from 8 A. M. to 3 P. M.; on Saturdays, from 8 A. M. to 12 M.; between September 30 and April 1, from 9 A. M. to 3 P. M.; on Saturdays, from 9 A. M. to 12 M.

COUNTY COURT. County Courthouse, Long Island City. County Court opens at 9:30 A. M.; adjourns at 4 P. M.

SHERIFF. County Courthouse, Long Island City, 9 A. M. to 4 P. M.; Saturdays, from 9 A. M. to 12 M.

DISTRICT ATTORNEY. Office, Queens County Courthouse, Long Island City, 9 A. M. to 5 P. M.

COUNTY CLERK. Jamaica, N. Y., Fourth Ward, Borough of Queens.

COMMISSIONER OF JURORS. Office hours, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.

PUBLIC ADMINISTRATOR. No. 103 Third street, Long Island City, 9 A. M. to 5 P. M.

RICHMOND COUNTY OFFICES.

COUNTY JUDGE AND SURROGATE. Terms of Court, Richmond County, 1902. County Courts—STEPHEN D. STEPHENS, County Judge.

COMMISSIONER OF JURORS. Office hours, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.

COUNTY CLERK. County Office Building, Richmond, S. I., 9 A. M. to 4 P. M.

SHERIFF. County Courthouse, Richmond, S. I., 9 A. M. to 4 P. M.

COMMISSIONER OF JURORS. Village Hall, Stapleton. CHARLES J. KULCSAR, Commissioner.

PUBLIC ADMINISTRATOR. Office open from 9 A. M. until 4 P. M.; Saturdays, from 9 A. M. to 12 M.

THE COURTS. APPELLATE DIVISION SUPREME COURT. First Judicial Department.

EDWARD PATTERSON, MORGAN J. O'BRIEN, GEORGE L. INGRAM, CHESTER B. McLAUGHLIN, EDWARD W. HATCH, FRANK C. LADD, JUSTICE ALFRED WASTAF, CLERK WILLIAM LAMB, JR., Deputy Clerk.

SUPREME COURT—FIRST DEPARTMENT. County Courthouse, Chambers street. Court open from 10:15 A. M. to 4 P. M.

County Courthouse, Chambers street. Court open from 10:15 A. M. to 4 P. M. Special Term, Part I. (motions), Room No. 12.

CLERK'S OFFICE. Special Term Calendar, room southwest corner second floor. Clerk's Office, Trial Term Calendar, room northeast corner second floor.

KINGS COUNTY COURTHOUSE, Borough of Brooklyn, N. Y. Courts open daily from 10 o'clock A. M. to 5 o'clock P. M.

CRIMINAL DIVISION—SUPREME COURT. Building for Criminal Courts, Centre, Elm, White and Franklin streets.

COURT OF GENERAL SESSIONS. Held in the building for Criminal Courts, Centre, Elm, White and Franklin streets.

CITY COURT OF THE CITY OF NEW YORK. No. 32 Chambers street, Brown-stone Building City Hall Park, from 10 A. M. to 4 P. M.

COURT OF SPECIAL SESSIONS. Building for Criminal Courts, Centre street, between Franklin and White streets, Borough of Manhattan.

CITY MAGISTRATES COURTS. Courts open from 9 A. M. until 3 P. M. City Magistrates—HENRY A. BRANN, ROBERT C. CORSELL, LEON B. CHAM, JOSEPH M. DEUEL.

SecOps Division. Borough of Brooklyn. City Magistrate—ALFRED E. STEIN, A. V. B. VOORHEES, JR., JAMES G. TIERK, EDWARD J. DOOLEY, JOHN NAUMER, E. G. HIGDONOTHAM.

COURT OF GENERAL SESSIONS. Borough of Manhattan. First District—No. 318 Adams street. Second District—Court and Butler streets.

Borough of Queens. City Magistrate—MATTHEW J. SMITH, LYLE J. CONNOR, EDWARD J. HEALY.

Borough of Richmond. City Magistrate—JOHN CHAM, NATHANIEL MAZES.

Borough of Manhattan. First District—Third, Fifth and Eighth Wards, and all that part of the First Ward lying west of Broadway and Whitehall street.

Clerk's office open from 9 A. M. to 4 P. M. Second District—Second, Fourth, Sixth and fourteenth Wards, and all that portion of the First Ward lying south and east of Broadway and Whitehall street.

Clerk's office open from 9 A. M. to 4 P. M. Court opens daily at 10 A. M., and remains open until daily calendar is disposed of and close of the daily business, except on Sundays and legal holidays.

ARMORY BOARD. THE ARMORY BOARD OF THE CITY OF NEW YORK, No. 280 BROADWAY, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Armory Board at the office of the Mayor until 11 o'clock A. M. on FRIDAY, AUGUST 29, 1902. FOR FURNISHING ALL THE LABOR AND MATERIALS FOR MAKING AND COMPLETING THE REPAIRS AND ALTERATIONS TO THE SEVERAL ARMORIES OF THE ORGANIZATION OF THE N. G. N. Y. IN THE BOROUGH OF MANHATTAN.

