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DEPARTMENT OF DOCKS AND FERRIES.

Transactions of the Department of Docks and Ferries for the Week Ending July 3, 1902.

Bids were received and opened on June 27, 1902, for preparing for and repairing the wooden Pier, with appurtenances, at the foot of South Fifth street, East river, in the Borough of Brooklyn, under Contract No. 730, a representative of the Comptroller being present. Three estimates were received, as follows, each bidder furnishing a security deposit of \$300:

John Monks & Son.....	\$22,150 00
William H. Jenks.....	21,923 00
Bernard Rolf.....	21,743 00

The contract was awarded to Bernard Rolf, he being the lowest bidder, subject to the approval of Albert Hirsch and Charles S. Hirsch as sureties, by the Comptroller.

On June 30, 1902, consent was granted for the substitution of the United States Fidelity and Guaranty Company and the Fidelity and Deposit Company of Maryland as sureties in the place of Albert and Charles S. Hirsch, on Contract No. 736.

Sealed bids were received and opened July 1, 1902, for a lease of the bulkhead at the foot of Thirtieth street, East river, with the privilege of maintaining a floating dumping board thereat, to be used for receiving ashes, cellar dirt or other similar material, the lessee to charge not more than 25 cents per cubic yard for the dumping of material, or as follows: For regular and ordinary dumping carts which contain 2 cubic yards, not exceeding 50 cents; for ordinary cellar diggers' carts, which contain 1 1/2 cubic yards, not exceeding 35 cents; for brick trucks, containing between 2 1/2 and 2 3/4 cubic yards, not exceeding 60 cents; the lessee at all times to do the necessary dredging required at the premises and the lease to be subject to the approval of the Commissioners of the Sinking Fund and to commence ten days after the date of such approval and to continue for a term of five years. Ten bids were received, as follows:

Joseph Byrnes.....	\$3,600 00
Brown & Fleming.....	1,000 00
William Dalton.....	3,000 00
O'Brien Brothers.....	1,800 00
Goodwin Brothers.....	4,800 00
Manhattan Transport Company.....	4,333 00
William J. McGirr.....	6,700 00
Alexander Crawford Chenoweth.....	2,555 00
William Hastorf.....	5,126 00
William Miller.....	4,800 00

The lease was awarded, subject to the approval of the Commissioners of the Sinking Fund, to William J. McGirr, for a period of five years from August 1, 1902, at an annual rental of \$6,700, payable quarterly in advance to the Cashier of this Department, said McGirr being the highest bidder.

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

Harlem Transfer Company, to repair transfer bridge fender at the foot of One Hundred and Thirty-third street, Mott Haven canal, the work to be kept within existing lines.

St. John's Guild, to construct an extension about 48 feet in length to the present breakwater at New Dorp, Staten Island, to erect an additional breakwater at the outer end of the present structure, and to build a crib dock about 200 feet in length on the southerly side of the said breakwater.

G. D. Jackson & Co., to repair the bulkhead platform north of One Hundred and Fifth street, Harlem river, within existing lines, in accordance with plans and specifications submitted.

Chelsea Juice Mills, to change location of suction pipe now running through City property at the foot of Manhattan avenue, Newtown creek, Borough of Brooklyn, so that said pipe shall run entirely through the private bulkhead westerly of said avenue.

Crescent Ice Company, to sink ice scales in the pavement on the bulkhead between Piers 67 and 68, North river, all pavement around the scales to be relaid by this Department at the cost of said company.

Seaboard Contracting Company, to repair the West Fifty-sixth Street Pier.

Arbuckle Brothers, to dredge in front of the bulkhead between Pearl and Jay streets, Brooklyn.

Catskill and New York Steamboat Company, to erect a small house, 12 by 6 feet, on the lower deck of Pier 43, North river, said house to remain thereat only during the pleasure of the Commissioner.

Permission was granted to the Union Ferry Company to make general repairs to the Hamilton, South, Wall, Fulton and Catharine Ferry premises on the East river, from time to time when required, the work to be done under the supervision of the Engineer-in-Chief, the permit to continue during the pleasure of the Commissioner, but not longer than May 1, 1903.

The permit granted the Empire City Contracting Company June 13, 1902, to load cellar dirt at the bulkhead north of Charles street, North river, for a period of one month, was modified so that said permit shall continue during the pleasure of the Commissioner, but not longer than May 1, 1903; and permission was granted J. Frank Quinn & Co. to erect a derrick at said bulkhead, to be used in connection with the loading of the cellar dirt thereat.

Permission was granted the New York, New Haven and Hartford Railroad Company to land the steamers "Richard Peck" and "Chester W. Chapin" at the East Twenty-first Street Pier on Saturday, July 5, 1902, compensation to be charged therefor at the rate of \$15 for each boat, payable to the Dockmaster.

The following claims were ordered collected, as reported by the Engineer-in-Chief on Commissioner's orders:

No. 129. Cost of relaying asphalt pavement leading to the West Twenty-ninth Street Pier, taken up to permit repairs to the water pipe (hereat, \$7.70, for collection from the Occident Dock Company.

No. 229. Cost of dredging material, to permit the driving of piles for overflow box at the bulkhead between East Thirty-eighth and East Thirty-ninth streets, East river, \$285.23, for collection from the New York Edison Company.

No. 260. Cost of dredging in front of the bulkhead between One Hundred and Nineteenth and One Hundred and Twentieth streets, Harlem river, \$220.74, for collection from Curtis & Blaisdell.

No. 265. Cost of repairing Pier 12, East river, where damaged by tugs "William T. Hart" and "William Leary," \$37.88, for collection from the Beverwick Towing Company.

The following Commissioner's orders were issued:

No. 21746. Wyckoff, Seamans & Benedict, for one Remington typewriter No. 5, at a cost of \$87.75.

No. 21747. Wyckoff, Seamans & Benedict, for repairs to two Remington typewriters, at a cost of \$31.

At the request of the President of the Borough of The Bronx, the Commissioner, on July 3, 1902, notified the Board of Estimate and Apportionment that this Department approves the resolution prepared by the Local Board of Morrisania of the Twenty-fourth District, for the initiation of proceedings for the acquisition and the opening of East One Hundred and Thirty-sixth street, Port Morris, to the bulkhead line of the East river.

A communication was received from the Engineer-in-Chief stating that the New York Edison Company is now in possession of a portion of the bulkhead between Thirty-eighth and Thirty-ninth streets, East river, and in accordance with his recommendation said company was notified that a charge of \$1,750 per annum will be made for said completed portion, from July 1, 1902, this rate to be changed as additional portions of the bulkhead are completed.

A list of old material was received from the Engineer-in-Chief, with the recommendation that the same be sold at public auction, the same being of no further use to the Department, and, in accordance with a recent request of the Mayor, a copy of the list was transmitted to each of the municipal departments for the purpose of ascertaining whether any of said material would be of use to them.

At the request of the Orange County Contracting Company, the charge of \$300 per annum for the privilege of maintaining a pipe through the bulkhead between Forty-eighth and Forty-ninth streets, East river, was canceled, an examination of the premises disclosing the fact that said pipe runs entirely through waterfront property owned by private persons.

As requested by the Comptroller, the Chief Clerk was directed to draw requisitions for costs as taxed by the Supreme Court for acquiring title to the wharfage rights, etc., appurtenant to the bulkhead on the westerly side of West street, between Watts and Canal streets, North river, extending for a distance of 125 feet north of the northerly line of Watts street.

A communication was received from M. D. Williamson in relation to the rental charged him for the privilege of maintaining a steam hoist for unloading coal between One Hundred and Fiftieth and One Hundred and Fifty-first streets, Harlem river. He was notified that it is not the intention of the Department to increase the rate charged him and that the rental will remain at the rate of \$142.50 per annum, as heretofore.

The Secretary of War was requested to consent to a change in the pierhead line on the North river, between Canal and West Thirtieth streets, the said change to be as follows:

The proposed modification of the pierhead line on the North river, between Canal and West Thirtieth streets begins at a point in the pierhead line as modified by the Secretary of War in 1897, distant 1,002.5 feet westerly from the easterly side of West street, measured along the southerly side of Pier 34, North river, and extends thence northerly to a point distant 1,150.55 feet westerly from the easterly line of West street measured on a line drawn at right angles with said easterly line of West street from the southeasterly corner of Gansevoort street; thence, continuing northerly on a line parallel with the pierhead line as modified in 1897, and distant 200 feet westerly therefrom to a point distant 1,081.40 feet westerly from the easterly side of Thirtieth avenue measured on the westerly prolongation of the northerly side of West Twenty-third street; thence still northerly to a point in the pierhead line as modified in 1897, distant 1,750 feet westerly from the easterly side of Eleventh avenue, measured along the southerly side of West Thirtieth street and the westerly prolongation thereof.

The order to the Engineer-in-Chief to drive piles on the south side of the West Fiftieth Street Pier for the Knickerbocker Steamboat Company was canceled, it having been reported by the Engineer-in-Chief on Commissioner's Order No. 449 that said company does not now intend to berth a boat at said pier.

The specifications prepared by the Engineer-in-Chief for the privilege of placing filling in rear of the crib bulkhead between One Hundred and Thirty-fourth and One Hundred and Thirty-fifth streets, on the south side of the Harlem river, were approved July 1, 1902, and ordered advertised, sealed bids to be received for privilege of placing the filling.

The specifications and terms of contract as submitted by the Engineer-in-Chief for dredging between Eighteenth and Twentieth streets on the North river, and between Twentieth and Twenty-first streets on the North river, were approved June 27, 1902, and ordered printed, the advertising of said contracts to be held in abeyance pending further orders.

The plans, specifications and form of contract submitted by the Engineer-in-Chief on Commissioner's Order No. 275, for widening and repairing Pier 37, at the foot of Clinton street, East river, were approved June 30, 1902, and ordered printed, the advertising of said contract to be held in abeyance pending the removal of the dumping board now maintained by the Department of Street Cleaning on said pier.

The application of the Empire City Contract and Supply Company for permission to erect a dumping board for cellar dirt at the north side of Pier 47, North river, was denied, said pier being leased to the Quebec Steamship Company.

The application of the Bouker Contracting Company for permission to erect a dumping board for cellar dirt on the south side of the approach to the West Fortieth Street Pier was denied, as such use of the approach would interfere with access to the pier.

The Department of Parks was requested to have necessary repairs made to the crib bulkhead in front of "Little Italy Park," between One Hundred and Thirteenth and One Hundred and Fourteenth streets, Harlem river, as recommended by the Engineer-in-Chief.

The owners and occupants were directed to make necessary repairs to the bulkhead between Eighth and Ninth streets, East river, as recommended by the Engineer-in-Chief.

The lessees were directed to make necessary repairs to Pier 68, North river, in accordance with the report of the Engineer-in-Chief.

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

To repair the sheathing, oak piles and fender system at the West Forty-fourth Street Pier.

To order dredging to a depth of 17 feet at mean low water, under Contract No. 739, in the half slip adjoining the south side of East Eleventh Street Pier, as requested by the Quintard Iron Works.

To supervise repairs to the West Thirty-ninth Street Pier, where damaged by tug No. 9, the New York Central and Hudson River Railroad Company, owners of said tug, having agreed to make the necessary repairs to said pier.

To make necessary repairs to the pier foot of North Second street, Borough of Brooklyn, from time to time when required, during the ensuing six months, at an aggregate cost not to exceed \$500.

To remove the hull of the derelict canal boat from the slip between Fifty-first and Fifty-second streets, North river, and to tow the same to City property at the foot of Fifty-second street, South Brooklyn, the cost of such removal to be reported for collection from the owners of the boat if found.

To drive piles at the East Twenty-fourth, East One Hundred and Twelfth and West Thirty-fifth Street Piers, in the Borough of Manhattan, and at the foot of Gold street, and at the bulkhead foot of Hudson avenue, Borough of Brooklyn, the cost of the work to be reported for collection from the St. John's Guild, as requested by said guild.

To redrive piles in the oyster basin at the foot of Gansevoort street, North river, as requested by the John Porth Oyster Company.

To make necessary repairs to the Recreation Piers in the Borough of Manhattan from time to time when required, at a cost not to exceed in the aggregate \$1,000.

To repair the bulkhead at the foot of Corlears street, East river.

The Commissioner on July 1, 1902, pursuant to the provisions of section 837 of the Greater New York Charter, set aside the Market Slip Pier East No. 30, East river, for the erection of a recreation structure thereon, and on the same date appointed Whitney Warren as Consulting Architect for the preparation of plans and specifications for such recreation structure, his compensation to be hereafter fixed by the Commissioner, it being understood that the appointment is made on the condition that the Commissioner has the legal right to make such appointment.

Charles A. Manly, on July 2, 1902, was promoted from the position of Assistant Dock Superintendent to that of Superintendent of Docks, with compensation at the rate of \$3,000 per annum, to take effect at once, subject to the approval of such promotion by the Municipal Civil Service Commission.

The compensation of August Strittmatter, Marine Sounding, was on June 30, 1902, fixed at the rate of \$18 per week, to commence July 5, 1902.

The resignation of Dennis J. Delaney, Laborer, was accepted, July 3, 1902.

In accordance with request of the President of the Borough of Richmond, consent was granted June 30, 1902, for the transfer of George W. Tuttle, Assistant Engineer, and William Macdonald, Transitman, from this Department to the office of the President of the Borough of Richmond; and a request for the transfer of John O. Van Brakle, Leveler, was not granted, his services being required by this Department.

The Municipal Civil Service Commission was requested to consent to a change in the title of the Pavers employed by this Department, to that of "Paver and Laborer," said employees to receive compensation at the rate of 50 cents per hour while employed as Pavers, and at the rate of 25 cents per hour while employed as Laborers, as recommended by the Engineer-in-Chief.

The compensation of Daniel Keogh, Laborer, was on June 27, 1902, fixed at the rate of \$15 per week, to commence June 28, 1902.

The application of Patrick F. Crowley, Hydrographer, for an increase in his compensation, from \$1,200 to \$1,500 per annum, was granted July 1, 1902, said increase in compensation to be subject to the approval of the Board of Estimate and Apportionment, the Board of Aldermen and the Municipal Civil Service Commission.

Consent was granted June 27, 1902, for the transfer of Morris Kraus, Laborer, to the office of the President of the Borough of Manhattan, as requested by said Borough President.

Peter Taylor, Lumber Inspector, appeared before the Commissioner June 28, 1902, in relation to the charges preferred against him of insubordination and intoxication, and after being given an opportunity of making an explanation of said charges, decision was reserved by the Commissioner.

Thomas Brady, Dockmaster, appeared before the Commissioner June 28, 1902, in relation to the charges preferred against him of neglect of duty on the ground of his having permitted the berthing of an extraordinary number of barges on the north side of the West Fifty-second Street Pier, and after having been given a trial in the matter of said charges, decision was reserved.

Joseph A. Brewster, Laborer, appeared before the Commissioner June 28, 1902, in relation to the charges preferred against him of absence from duty, and after having been given an opportunity to make an explanation, he was reprimanded and ordered reassigned to duty.

John Gorman, Flagger, against whom charges had been preferred by the Engineer-in-Chief of absence from duty and of turning in false certificate of time, failed to appear on June 28, 1902, as ordered, and was discharged from the service of the Department.

The following communications were ordered on file:

From the Mayor, transmitting copy of communication from Conrad Muller, Jr., with petition from residents of the Borough of The Bronx, protesting against the lease granted by this Department of the land and land under water at the foot of New Dock road or Willow lane, at Throgg's Neck, Pelham bay, Borough of The Bronx. Reply sent to his Honor the Mayor, embodying the facts in relation to the applications made for permission to occupy the premises and as to the action taken thereon in granting a lease.

From the Comptroller:

- 1st. Approving sureties on Contracts Nos. 736, 737 and 739.
- 2d. Stating that his certificates have been indorsed on Contracts Nos. 732, 733 and Class 2 of Contract No. 738.
- 3d. Stating that on June 26, 1902, the sum of \$400,000 was deposited in the City Treasury to the credit of the Dock Fund.
- 4th. Requesting information in relation to claims filed by Dunn & Co. for furnishing material on the recreation ground between Seventeenth and Eighteenth streets, East river. Comptroller notified that the material was furnished by Dunn & Co. under Treasurer's orders issued by the former Board of Docks.

From the Corporation Counsel:

- 1st. Transmitting copy of communication sent to his Honor the Mayor, stating that the granting of authority to the Corporation Counsel for the discontinuance of condemnation proceedings or for the institution of condemnation proceedings for the acquisition of property between Fourteenth and Twenty-third streets, on the North river, is vested in the Board of Estimate and Apportionment.
- 2d. Approving form of proposed lease of the franchise of the Staten Island Ferry to the Rapid Transit Ferry Company.
- 3d. Stating that the injunction obtained by the American Ice Company, prohibiting the erection of a dump on the easterly side of Jackson Street Pier West, East river, will in all probability be continued by the court, and stating that the Department can either acquire the rights and title of the private owners in and to said pier by private agreement, or can acquire such rights and title by condemnation proceedings.
- 4th. Approving form of bond to be executed by Dayhill Brothers for the removal of the fireboat house south of Battery place, North river.
- 5th. Approving forms of Contract No. 740, for furnishing stationery, etc., and No. 745, for sprinkling the new-made land between Cortlandt and West Fortieth streets, North river, and between Twenty-first and Twenty-fourth streets, East river.

From the Board of Estimate and Apportionment, transmitting copies of resolutions adopted by said Commissioners June 20, 1902, authorizing the Corporation Counsel to institute condemnation proceedings for the acquisition of title to the southerly half of the Peck Slip Pier West and the northerly half of the Peck Slip Pier East, East river; discontinuing proceedings for the acquisition of property between West Twentieth and West Twenty-first streets from Eleventh avenue to the North river, and between West Nineteenth and West Twentieth streets, from Eleventh avenue to the easterly line of the proposed marginal street thereat; and authorizing the Corporation Counsel to institute condemnation proceedings for the acquisition of title to bulkheads opposite the blocks between the northerly side of West Eighteenth street and the southerly side of West Twenty-third street, North river, of the blocks from the northerly side of West Eighteenth street to the southerly side of West Twenty-second street, between Eleventh and Thirteenth avenues, and of the lands from the northerly side of West Eighteenth street to the southerly side of West Twentieth street, between Eleventh avenue and the easterly line of the proposed marginal street thereat.

From the Commissioners of the Sinking Fund, transmitting copies of resolutions adopted by said Commissioners June 25, 1902, authorizing a lease of the ferry franchise from the foot of One Hundred and Thirtieth street, North River, as follows:

"Whereas, Section 826 of the Greater New York Charter provides that the Commissioner of Docks shall have power and is authorized to lease in the name of and for the benefit of The City of New York, in the manner provided by law, the franchise of any ferry or ferries belonging to said city for the highest marketable price or rental at public auction or by sealed bids, and always after public advertisement and appraisal, under the direction of said Commissioner, but not for a term longer than twenty-five years, nor for a renewal for a longer term than ten years; and

"Whereas, it is further provided in said section that whenever it may be determined by the unanimous vote of the Commissioners of the Sinking Fund, upon the recommendation of the Commissioner of Docks, that the interests of the city will not be best promoted by leasing the franchise of a ferry in the manner in said section thereinbefore directed, it shall be lawful for said Commissioner of Docks and

said Commissioners of the Sinking Fund, by resolutions adopted by such unanimous votes, to lease such franchises by private agreement for terms not exceeding twenty-five years, and under such conditions as, in their judgment, will best protect the interests of the City and of the traveling public; and

"Whereas, Under date of May 16, 1902, the Commissioner of Docks had recommended that the interests of the City will not be best promoted by leasing the franchise of the ferry from and to the foot of One Hundred and Thirtieth street and Manhattan street in The City of New York, over and across the waters of the Hudson or North river, to and from Dempsey avenue, in Edgewater Borough (formerly Ridgefield Township), Bergen County, in the State of New Jersey, together with the wharf property belonging to The City of New York, assigned to be used in connection with and for the purposes of said ferry, at public auction or by sealed bids, and after public advertisement and appraisal under the direction of said Commissioner of Docks; now, therefore, be it

"Resolved, That, pursuant to the provisions of section 826 of the Greater New York Charter, the Commissioners of the Sinking Fund by unanimous vote determine that the interests of The City of New York will not be best promoted by leasing the franchise of the hereinbefore mentioned ferry at public auction as provided in section 826 of the Greater New York Charter; and it is further

"Resolved, That, pursuant to the provisions of section 826 of the Greater New York Charter, the Commissioners of the Sinking Fund, by unanimous vote, hereby approve of and authorize a lease to the Riverside and Fort Lee Ferry Company of a franchise to operate a ferry from and to the foot of One Hundred and Thirtieth street and Manhattan street, in The City of New York, over and across the waters of the Hudson or North river, to and from Dempsey avenue, in Edgewater Borough (formerly Ridgefield Township), Bergen County, in the State of New Jersey, together with the wharf property belonging to The City of New York, assigned to be used in connection with and for the purposes of said ferry, namely: the wharf property at the foot of One Hundred and Thirtieth street and extending 105 feet northwardly, and also 105 feet southwardly from the centre line of One Hundred and Thirtieth street, both measurements being made at right angles to said centre line, upon the following terms and conditions:

- "1. Riverside and Fort Lee Ferry Company to surrender the existing lease, expiring June 1, 1905.
- "2. Wharf property now consists of 210 feet of bulkhead, being 105 feet northwardly and 105 feet southwardly from the centre line of One Hundred and Thirtieth street.
- "3. Right to run a ferry.
- "4. Term, twenty-five years; first term of ten years, 5 per cent. of gross receipts, not less than \$5,500 per annum; second term of ten years, and third term of five years, revaluation to be made, but not less than \$5,500 per annum.
- "5. Payments quarterly in advance; that when 5 per cent. of gross receipts shall exceed the sum paid as rent for that year, such excess shall be added to the sum due for rent on the next quarter.
- "6. Statement of receipts duly verified to be made to the Commissioner of Docks on the first day of February in each year.
- "7. Build and maintain all ferry structures, fixtures, etc., at cost of lessee.
- "8. The lessee to keep wharf property dredged, leaving 10 feet of water at mean low water.
- "9. The lessee to maintain wharf property in good repair, and in case of damage to restore same.
- "10. The lessee to be responsible for all damage to any person or persons on the property.
- "11. The right of the City to enter on the property for the purpose of improvement, and all structures erected by lessee to be removed within sixty days.
- "12. The lessee to maintain a ferryhouse and steam ferryboats for the transportation of passengers, carriages, goods, waggons, merchandise, etc., and make so many trips as the Commissioner of Docks and Ferries shall require, but in no case less than two trips daily in any season of the year.
- "13. Boats to be provided with fire pumps and hose, and to attend at fires when required; the City to pay the sum of \$20 for each and every hour the boat is so engaged.
- "14. To comply with all laws and ordinances now in force or hereafter to be made.
- "15. Rates not to exceed those now in force on the present ferry from One Hundred and Thirtieth street, New York City, to Edgewater, N. J., the schedule of which is annexed to the lease.
- "16. To remove from the premises at the end of the lease.
- "17. Not to assign or sublet without consent.
- "18. The lease not to interfere with any previous grants or right to grant future ferries.
- "19. For non-payment of rent, the City may re-enter and lease cease; and be it further

"Resolved, That the Commissioner of Docks is hereby authorized and directed to execute such lease when approved by the Corporation Counsel."

From the Board of City Record, requesting list of employees of the Department, for publication in the "City Record." Notified that the same will be furnished.

From the Department of Parks, stating that said Department has no jurisdiction over the condition of the approach to the West One Hundred and Twenty-ninth Street Pier.

From the Commissioner of Bridges, requesting map of premises occupied by the New York Steam Company between Fifty-ninth and Sixtieth streets, East river, together with a description of the same. Maps and information furnished as requested.

From the Department of Water Supply, Gas and Electricity, stating that the fire hydrant at the northeast corner of Little West Twelfth street and Thirteenth avenue has been removed, but that the hydrant at the foot of Little West Twelfth street is now in safe condition and can be used by tugboats and other craft for obtaining water for shipping purposes.

From the Board of Rapid Transit Railroad Commissioners, transmitting resolution adopted by said Board June 25, 1902, requesting this Department to defer any action in the matter of granting privilege of placing filling at One Hundred and Forty-ninth street, between Lenox and Seventh avenues, until said Board has an opportunity to determine whether the property is to be acquired as a terminus for the Manhattan-Bronx Rapid Transit Railroad.

From the Anchor Line (Henderson Brothers), Limited, stating that their obligations under the provisions of the lease of the West Twenty-fourth Street Pier will not in any manner be affected or impaired by reason of the subletting of the right to use the south side of said pier to the Pennsylvania Railroad Company.

From the American Sugar Refining Company of New York, complaining of the accumulation of dust at Pier 13, East river, owing to the dumping of cellar dirt thereat. Said company notified that this Department will require that the cellar dirt dumped thereat be sprinkled, to abate the nuisance complained of.

From the Central Vermont Railroad Company, complaining of the sewer at the approach to Pier 29, East river. Said company notified that the approach thereat is to be filled in in the near future.

From the Staten Island Chamber of Commerce, in relation to the proposed granting of a lease of the Staten Island Ferry franchise to the Rapid Transit Ferry Company.

From Charles L. Hubbell, in relation to the proposed granting of a franchise of the Staten Island Ferry to the Rapid Transit Ferry Company.

From L. D. Davis, requesting a reduction in the rental charged for the privilege of maintaining an express office at the foot of Christopher street, North river. Application denied.

From Terence J. McManus, requesting lease of land under water at the foot of Dyckman street, with report of Engineer-in-Chief, stating that said McManus is now endeavoring to secure a lease of private property in the vicinity.

From Frank McWilliams, in relation to the construction of a pier by McCarthy Brothers at West New Brighton, Staten Island.

From Carrie G. Simmons, requesting employment as Stenographer and Typewriter in this Department. Notified that no women stenographers are employed by this Department.

From David Welch, protesting against the establishment of a landing for the Department of Health at the foot of One Hundred and Thirty-fourth street, Harlem river, Port Morris. Notified that the foot of said street has been selected as the most desirable location for the establishment of such landing place.

From George A. Mott, attorney for Samuel Meyers, transmitting petition from residents of Rockaway Beach, requesting that the owners be permitted to use the Pier foot of Pier avenue, Rockaway Beach, Borough of Queens. Notified that an examination will be made of the premises by the Engineer-in-Chief of this Department for the purpose of ascertaining what repairs are required to the pier to make the same safe for use.

From A. E. Outerbridge & Co., agents for the Quebec Steamship Company, Limited, in relation to the use of the approach to Pier 47, North river. Notified that their rights as lessees will be protected.

From A. G. Foster, protesting against the sale of fishing lines and tackle at the approach to the Battery wharf. Notified that the premises upon which the stand is located is under the jurisdiction of the Department of Parks.

From H. R. Laine, suggesting that the steamboats plying on Long Island Sound be transferred to the East river.

From Joseph Haberman, requesting a reduction in the rental charged him for the privilege of maintaining a pipe at the foot of Fortieth street, North river. Notified that no reduction will be made, as the charge is a uniform one throughout the city.

From the Engineer-in-Chief:

1st. Transmitting descriptions of properties to be acquired by the City for ferry purposes at the foot of Vanderbilt avenue, Clifton, and St. George and at Port Richmond, Staten Island.

2d. In relation to the bill of the Harlem River Towing Line for towing Pile Driver No. 8, when found adrift, to the foot of East Eighty-sixth street, and recommending that the same be transmitted to the Comptroller for settlement, with a suggestion that \$20 should be the maximum charge for the services rendered. Bill sent to the Comptroller as recommended.

3d. Reporting completion of Contract No. 712, June 30, 1902, the commencement of Contract No. 730 June 30, 1902, and the commencement of Contract No. 732 June 26, 1902.

Statement of Moneys Received and Deposited.

Table with columns: Date, From Whom, For What, Amount. Lists various transactions from June 27 to July 30, including payments from New York & Texas S. S. Co., Willet & Co., Augustus Smith, Dockmasters, Collectors, H. A. Peck & Co., Thomas Costello, Jr., American Ice Co., Seaboard Contracting Co., N. Y. Harbor & Staten Island and Ferry Co., James Hurly, Snare & Treast, Dockmasters, Curtis & Blaisdell, J. M. Ceballos & Co., Metro. St. Hwy. Co., Stegerman-Rockerfeller Ice Co., George S. Walker, Sibby & Keys, Dockmasters, Collectors, Pennsylvania R. R. Co., Clyde S. S. Co., J. T. Williams & Son, Seaboard Contracting Co., Sicilian Asphalt Co., J. Reeber's Sons, John Monahan, Pennsylvania R. R. Co., John Rupley, Dockmasters, Collectors, N. Y. N. H. & Hartford R. R. Co., John P. Kane Company, John E. Sparrow.

Table with columns: Audit No., Name, Amount, Total. Lists various bills for construction, repairs, and maintenance, including Naughton & Co., A. S. Brooks, Brown & Miller, The Wilson & Hallie Manufacturing Company, The Locomobile Company of America, W. R. Moore, Harry Morton, J. Edward Ogden Company, P. W. Valley, A. B. Dick Company, The Atlantic Dredging Company, J. E. Lynch, C. G. Braxman.

The following bills were audited and transmitted to the Finance Department for payment:

Table with columns: Audit No., Name, Amount, Total. Lists various bills for construction, repairs, and maintenance, including Naughton & Co., A. S. Brooks, Brown & Miller, The Wilson & Hallie Manufacturing Company, The Locomobile Company of America, W. R. Moore, Harry Morton, J. Edward Ogden Company, P. W. Valley, A. B. Dick Company, The Atlantic Dredging Company, J. E. Lynch, C. G. Braxman.

RUSSELL BLEECKER, Secretary.

DEPARTMENT OF DOCKS AND FERRIES.

Transactions of the Department of Docks and Ferries for the Week Ending July 10, 1902.

Bids were received and opened July 8, 1902, on Contracts Nos. 741, 743 and 744; a representative of the Comptroller being present, the following bids being received:

Table with columns: Bidder Name, Amount. Lists bids for Contract No. 741, including George L. Walker, John R. Sheehan & Co., Snare & Triest, A. G. Gildersleeve, R. H. Hood Company, John Monks & Son.

Contract No. 741 was awarded to R. H. Hood Company at \$56,400, that being the lowest bid, subject to the approval of the Union Surety and Guaranty Company and the Aetna Indemnity Company, as sureties, by the Comptroller.

Contract No. 743. For furnishing and delivering about 10,000 barrels of Portland cement, each bidder furnishing a security deposit of \$400.

Table with columns: Bidder Name, Class I, Class II. Lists bids for Contract No. 743, including John P. Kane Company, John E. Sparrow.

Contract No. 743 was awarded to the John P. Kane Company at \$1.72 per barrel, that being the lowest bid, subject to the approval of the United States Fidelity and Guaranty Company and the City Trust, Safe Deposit and Surety Company of Philadelphia as sureties, by the Comptroller.

Table with columns: Bidder Name, Amount. Lists bids for Contract No. 744, including Annin Co., Manhattan Supply Company.

3. Andrew Mills, with security deposit of \$55.50.....	1,107 60
4. American Flag Company, with security deposit of \$50.....	950 40
5. S. McFadden Company, with security deposit of \$50.....	1,152 90

Contract No. 744 was awarded to the American Flag Company at \$950.40, that being the lowest bid, subject to the approval of the Aetna Indemnity Company and the American Bonding and Trust Company of Baltimore City as sureties, by the Comptroller.

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

John N. Briggs, to erect and maintain an ice bridge, tally house, tool house and horse shelter on the pier extension adjoining the easterly side of the East Eleventh Street Pier, and to place a wagon scale on the pier proper.

Thomas W. Hoggs, to construct a runway about 100 feet long and 5 feet in width, and to place a float at his property at Classon's Point, Long Island Sound, in accordance with plans submitted.

New York Kerosene Oil Engine Company, to extend its pier at the foot of Third street, College Point, a distance of 30 feet outshore and to place a float at the outer end of said pier.

John W. Wainwright, to construct a pile bulkhead for the protection of his property extending a distance of 250 feet westerly from the westerly side of Conway street, Jamaica Bay, Rockaway Beach, Borough of Queens, in accordance with plans submitted.

New York Dock Company, to construct a shed on the extension to Pier 8, between Orange and Pineapple streets, and on the extension to Pier 9, between Clark and Pineapple streets, in the Borough of Brooklyn, the work to be done in accordance with plans submitted, it being understood that said Company is to place a galvanized sheet iron covering over the entire surface of the sheds on said piers.

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

Central Railroad Company of New Jersey, to make general repairs to the Rector Street Pier, the Albany Street Pier, the Cedar Street Pier south, the Cedar Street Pier and the West Fifteenth Street Pier, on the North river, from time to time when required, the work to be kept within existing lines and to be done under the direction and supervision of the Engineer-in-Chief.

John J. Miller, to place a watchman's house, 5 by 8 feet, at the foot of West Fifty-fourth street, North river, compensation to be paid therefor at the rate of \$2 per month, payable monthly in advance to the Dockmaster.

Thomas Shoemaker, to maintain a stand for the sale of frankfurters at the foot of One Hundred and Fifty-fifth street, North river, compensation to be paid therefor at the rate of \$2 per month, payable monthly in advance to the Dockmaster.

Liberal Fishing Club, to erect and maintain a boat house, runway and float at the foot of One Hundred and Sixty-second street, North river, compensation to be paid therefor at the rate of \$5 per month, payable monthly in advance to the Dockmaster, the structures to be erected under the direction and supervision of the Engineer-in-Chief.

Rapid Transit Subway Construction Company, to erect a small open pier, 60 feet long by 20 feet in width, immediately south of One Hundred and Fiftieth street, on the westerly side of the Harlem river, Borough of Manhattan, compensation to be paid therefor at the rate of \$150 per annum, payable quarterly in advance to the Cashier, the pier to be erected under the direction and supervision of the Engineer-in-Chief of this Department, and in accordance with plans and specifications to be first submitted to and approved by him.

A Commissioner's Order No. 21,748 was issued to the Kings County Penitentiary, for furnishing to the Department one dozen brooms, two dozen scrubbing brushes and one dozen floor brushes.

The Corporation Counsel on July 9, 1902, was requested to institute condemnation proceedings for the acquisition of title to the bulkhead between the southerly side of West Twenty-third street and the northerly side of West Twenty-second street; to the lands and buildings in the block bounded by West Twenty-first and West Twenty-second streets and Eleventh and Thirteenth avenues; to the bulkhead between the northerly side of West Twenty-first street and the southerly side of West Twenty-second street; to the lands and buildings in the block bounded by West Twentieth and West Twenty-first streets and Eleventh and Thirteenth avenues; to the bulkhead between the north line of West Twentieth and the south line of West Twenty-first streets; to the lands and buildings in the block bounded by West Nineteenth and West Twentieth streets and Eleventh and Thirteenth avenues; to the bulkhead between the northerly side of West Nineteenth street and the southerly side of West Twentieth street; to the lands and buildings in the block bounded by West Nineteenth and West Twentieth streets, Eleventh avenue and the easterly line of the marginal wharf, street or place; to the lands and structures in the block bounded by West Eighteenth and West Nineteenth streets, Eleventh and Thirteenth avenues; to the bulkhead between the northerly side of West Eighteenth street and the southerly side of West Nineteenth street; and to the lands and buildings in the block bounded by West Eighteenth and West Nineteenth streets, Eleventh avenue and the easterly line of the marginal street, wharf or place.

The Corporation Counsel was requested to institute condemnation proceedings for the acquisition of all right, title and interest in and to Peck Slip Pier West and Peck Slip Pier East, on the East river, not now owned by The City of New York.

Permission was granted the New York Tribune to land its Fresh Air Fund excursions during the season of 1902, at the Market Slip Pier No. 30, and at the East Thirty-sixth Street and East Sixty-second Street Piers, on the East river, and at the Canal Street Pier South, West Eighteenth Street, West Thirty-fifth Street and West Fiftieth Street Piers, on the North river, compensation of \$1 for the season to be charged for said privileges at each pier.

A charge of \$1 for the season for each pier was fixed for the privileges granted the St. John's Guild to land and berth their floating hospitals during the season of 1902, at the West Fiftieth Street and West Thirty-ninth Street Piers, on the North river, and at the East Third Street, East Twenty-fourth Street and East One Hundred and Twelfth Street Piers, on the East river.

The Deputy and Acting Commissioner, on July 9, 1902, agreed to lease to Peter J. Moran, subject to the approval of the Commissioners of the Sinking Fund, the right to maintain bathing houses and to carry on a bathing business between the northerly side of West One Hundred and Fiftieth street and the southerly side of West One Hundred and Fifty-first street, North river, and between the right of way of the New York Central and Hudson River Railroad Company and the bulkhead line as established under the Act of 1857, at said locality, the lease to be for a term of five years from August 1, 1902, at a rental of \$300 per annum, payable quarterly in advance, to the Cashier, said Moran to have the privilege of maintaining during the term of the lease the necessary bath houses, floats and other structures for the purpose of carrying on such bathing business, all structures to be erected thereat under the direction and supervision of the Engineer-in-Chief of this Department, and in accordance with plans and specifications to be first submitted to and approved by him; the said agreement to lease to be of no force or effect unless accepted by said Moran and approved by the Commissioners of the Sinking Fund.

Upon application of Franklin Bartlett, attorney, an extension of time was granted the Cutting and Miller estates, to January 1, 1903, in which to commence the work of building, erecting, making and finishing Twelfth avenue, between Forty-sixth and Forty-seventh streets, North river, as directed by the Board of Docks July 19, 1902.

An application of George C. Tilyon for a grant of land under water at Rockaway Beach, in the Fifth Ward, of the Borough of Queens, was transmitted to the Corporation Counsel.

A check for \$250 was received from the Knickerbocker Steamboat Company as a compromise of the claim of this Department against said company for driving piles at the West Fiftieth Street and West One Hundred and Twenty-ninth Street Piers during the season of 1901, which was accepted by the Deputy Commissioner on July 7, 1902, in full settlement of the amount due, and the Corporation Counsel was requested to take no further action in the matter of the collection of said claim.

At the request of the City Trust, Safe Deposit and Surety Company and the American Bridge Company, an extension of time to and including June 3, 1902, was

granted for the completion of the freight shed on Pier 33, East river, under Contract No. 609, the consent of the sureties on said contract to be filed with this Department.

In accordance with the recommendation of the Engineer-in-Chief, the Sea Beach Improvement Company was directed to cease the work of filling westerly of Fifth avenue, Rockaway Point, Jamaica Bay, Borough of Queens, and said Company was notified that if it desires to proceed with the work, an application for permission must be made to this Department accompanied by plans and specifications showing the nature of the proposed work.

Frederick Lohbauer was notified that unless he removes the structures now located within the lines of Willow lane, at Throggs Neck, in the Borough of The Bronx, within ten days, the structures will be removed by the force of this Department.

At the request of the Superintendent of Public Buildings and Offices, berths were assigned for free floating baths at the inner end of the East Thirty-second Street Pier, and on the northerly side of the East One Hundredth Street Pier, the berth at the East Thirty-second Street Pier being assigned subject to the consent of John H. Starin, the present occupant of the pier; and the Engineer-in-Chief was directed to prepare said berths for the reception of the baths.

The permit granted James W. Boyle to maintain an oyster boat in the oyster basin north of Gansevoort street, North river, was revoked July 8, 1902, to take effect as of July 5, 1902, the date on which the boat was removed from the premises.

The permits granted William Hastorf to use and occupy the bulkhead at the foot of East Thirtieth street and to maintain a floating dumping board thereat, were revoked July 9, 1902, to take effect August 1, 1902.

The permit granted J. P. King and Company to erect a crib dock and to construct foundation for coal pocket at the foot of Franklin avenue, Richmond Terrace, New Brighton, Borough of Richmond, and to dredge thereat, was revoked, the Engineer-in-Chief having reported on Secretary's Order No. 21,352, that it is not the intention of the permittees to proceed with said structures owing to a fire having destroyed their plant at that locality.

The application of Martin H. Healey for permission to erect a hoist to be used for the loading of cellar dirt on scows at Moore Street Pier, East river, was denied.

The application made by Black, Olcott, Gruber & Bonyng, attorneys, on behalf of Thomas Curran, for permission to erect a dumping board at the outer end of the East Sixty-first Street Pier, was denied, as the granting of such privilege would obstruct the use of the sides of the pier.

The application of D. F. Tiemann and Company for permission to store goods on the Pier foot of One Hundred and Thirty-first street, North river, was denied.

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

To order dredging to a depth of 32½ feet at mean low water, under Contract No. 730, in the slip between Piers 14 and 15, North river, as requested by the International Navigation Company.

To repair the East Ninety-sixth Street Pier No. 111, East river.

To repair the Battery steamboat landing where damaged by the steamer "General Slocum," the cost of the work to be reported for collection from the Knickerbocker Steamboat Company.

The action of the Commissioner of July 2, 1902, in accepting the resignation of Dennis J. Delaney, Laborer, was reconsidered and said Delaney continued in the employ of this Department.

The compensation of James McCabe and James Rafferty, Laborers, of Thomas E. Brady and Walter S. Graham, Sounders, and of Daniel Troy, Cleaner, was on July 8, 1902, fixed at the rate of \$75 per month each, to take effect from and after August 1, 1902.

The compensation of Martin Huberth, Flagger, was on July 7, 1902, fixed at the rate of 33 cents per hour while employed, to take effect July 12, 1902.

The Municipal Civil Service Commission was requested to consent to the change of title of William J. McPherson from Flagger to Mechanic's or Machinist's Helper, as requested by said McPherson.

The following communications were ordered on file:

From the Mayor, transmitting communication from Charles C. Dickinson, suggesting the establishment of a ferry between the boroughs of Brooklyn and Richmond.

From the President of the Borough of Manhattan, transmitting communication from Thomas F. Hastings, complaining of the treatment received by him from the Attendants on the East Third Street Recreation Pier. Copy of report of Dock Superintendent transmitted to the Borough President, stating that Hastings withdrew his complaint and that his actions on the pier, so far as can be ascertained, justified the treatment received by him.

From the Commissioners of the Sinking Fund, transmitting copies of resolutions adopted July 1, 1902, as follows:

"Resolved, That the resolution adopted by this Board at meeting held May 21, 1902, approving of the terms and conditions of sale of the ferry franchise from the foot of East Forty-second street, Borough of Manhattan, to Broadway, Borough of Brooklyn, be, and the same is hereby amended by amending the clause or 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, and substituting therefor, the following: 'The lease will contain a covenant providing that upon the expiration or sooner termination of the said term of ten years, the lessee may, and upon demand, in writing, by the Commissioner of Docks or other proper officer or department of The City of New York, thereto duly authorized, shall, at the cost and expense of the lessee, forthwith and at the utmost practicable speed wholly remove from the premises hereinbefore described, the buildings, platforms, floats, bridges, ferry racks, piling and fixtures which shall have been erected or placed by the lessee, its successors or assigns, upon or within the limits of the wharf property to be leased, so that there shall be in the slip adjacent to the hereinbefore described wharf property, used for the purposes of said ferry and in every part thereof, from the bulkhead out, at least ten feet of water at mean low water.'

"Resolved, That the Commissioners of the Sinking Fund hereby approve of and consent to the execution, by the Commissioner of Docks, of a lease to Samuel McGarrigle, President of the Cygnet Club, of the bulkhead now occupied by said club at the foot of East Eighty-fourth street, in the Borough of Manhattan, for a term of three years from July 1, 1902, at an annual rental of one hundred and fifty dollars (\$150), payable monthly in advance at the office of the Department of Docks and Ferries."

"Resolved, That the Commissioners of the Sinking Fund hereby approve of and consent to the execution, by the Commissioner of Docks, of a lease to the Old Dominion Steamship Company of Pier, new 26, North river, at the foot of Beach street, together with the bulkhead extending from a point 125 feet south of the southerly side of Pier, new 26, to the southerly side of Pier, new 27, North river, and extending in width from the front or edge of said bulkhead to a line 50 feet easterly therefrom, for a term of ten years from May 1, 1902, with the privilege of two renewals of ten years each, upon notice being given at least three months prior to the expiration of the preceding term, the rental for the first term to be at the rate of \$49,428.34 per annum; for the second term, at the rate of \$52,721.56 per annum, and for the third term at the rate of \$56,238.46 per annum, payable in every case quarterly in advance, at the office of the Department of Docks and Ferries."

"Resolved, That the Commissioners of the Sinking Fund hereby approve of and consent to the execution by the Commissioner of Docks of a lease to Eben E. Olcott of the outer end of the pier foot of West One Hundred and Twenty-ninth street, Borough of Manhattan, together with twenty feet on the north side and twenty feet on the south side of said pier extending inshore from the outer end thereof, and together with the use of the surface of said pier for a distance of ninety-six feet from the outer end thereof, excepting, however, all structures, closets, etc., forming part of the recreation structure on said pier, for a term of five years from the 1st day of July, 1902, at a rental of three thousand dollars (\$3,000) per an-

num, payable quarterly in advance, at the office of the Department of Docks and Ferries. The lessee shall have the privilege of a renewal of a further term of five years at an advanced rental of twenty per cent. on the rental for the first term.

"Resolved, That the Commissioners of the Sinking Fund hereby approve of and consent to the execution by the Commissioner of Docks, of a lease to the Central Railroad Company of New Jersey, of all and singular the wharfage which may arise, accrue or become due, in the manner and at the rates prescribed by law, for the use and occupation of the pier to be built at or near the foot of Albany street, to be known as Pier, new 10, North river, and the pier to be built at or near the foot of Cedar street, to be known as Pier, new 11, North river, the dimensions and locations of said piers to be hereafter determined by the Commissioner of Docks, and the bulkhead extending from a point opposite the middle of the block between Carlisle and Albany streets, on the North river, northerly to a point about 40 feet southerly of the northerly line of Cedar street, extended, a distance of about 346 feet, more or less, to be hereafter determined by the Commissioner of Docks, for the term of ten years from the date when said piers and bulkhead are completed and ready for occupation, at a rental of \$74,000 per annum, payable quarterly in advance at the office of the Department of Docks and Ferries, with covenants for two renewals of ten years each at an advance of five (5) per cent. on each renewal.

"When the Engineer-in-Chief of the Department of Docks and Ferries reports the completion of pier, new 10, North river, the Central Railroad Company of New Jersey shall commence payment therefor at the rate of \$35,000 per annum.

"When the Engineer-in-Chief shall report the completion of Pier, new 11, North river, the lessee shall commence the payment of rental at the rate of \$30,000 per annum, and when the two piers, together with the bulkhead are completed, as certified to by the Engineer-in-Chief of the Department of Docks and Ferries, the rental, at the rate of \$74,000 per annum aforesaid, shall become payable.

"The Central Railroad Company of New Jersey shall have the right to erect on said Piers, new 10 and 11, sheds in accordance with plans and specifications to be submitted to and approved by the Engineer-in-Chief of the Department of Docks and Ferries, said sheds to revert to and become the property of The City of New York, upon the expiration or sooner termination of said lease, it being understood and agreed that the lease is granted upon the following conditions:

"1st. The Central Railroad Company of New Jersey shall convey or cause to be conveyed to The City of New York, good title to the several rights, titles and interests in and to the northerly half of Pier 14, and in and to the southerly half of Pier, old 12, North river, and in and to the wharfage, etc., appertaining to the 58 feet of bulkhead on the southerly side of Pier, old 12, North river, with the rights to lands under water and the riparian and other rights, of any, in front of and connected therewith, not now owned by The City of New York, or by the State of New York.

"2d. The Central Railroad Company of New Jersey shall agree to proceed with the improvements under the new plan adopted by the Department of Docks and Ferries and approved by the Commissioners of the Sinking Fund, of the property commencing at the northerly side of Pier, old 14, North river, and extending northerly a distance of about 173 feet, said work to be commenced within three months from July 1, 1902, and to be pushed to completion as rapidly as possible, the work to be entirely completed before July 1, 1904.

"The Central Railroad Company of New Jersey shall agree to execute a lease containing the covenants and conditions at present embodied in the leases of wharf property granted by the Commissioner of Docks, a copy of which may be seen and examined at the office of the Department, Pier 'A' Battery place."

"Resolved, That the Commissioners of the Sinking Fund hereby approve of and consent to the execution by the Commissioner of Docks, of a lease to John F. Walsh, James Tregarthen and James A. Tregarthen, of the northerly half of the pier foot of East Eighth street, Borough of Manhattan, for a term of ten years, from June 1, 1902, at a rental of twelve hundred dollars (\$1,200) per annum, payable quarterly in advance, at the office of the Department of Docks and Ferries, with the privilege to the lessees of mooring a dry dock on the northerly side of said pier, said dry dock to be moored at least seventy-five feet from the inner end of the pier. The said lease shall also contain a provision, that if at any time during the term thereof, The City of New York shall acquire title to the southerly half of said pier foot of East Eighth street, then the Commissioner of Docks may at his option, with the approval and consent of the Commissioners of the Sinking Fund, cancel and terminate the said lease."

"Whereas, The Board of Estimate and Apportionment has, under date of June 20, 1902, authorized the Corporation Counsel to initiate proceedings for the acquisition of certain property for the improvement of the water front on the North river, between the northerly side of Eighteenth street and the southerly side of Twenty-third street; and

"Whereas, Pursuant to the provisions of chapter 611 of the Laws of 1902, this Board is given power to direct by resolution that the title to the said lands, etc., shall vest in The City of New York at such time after the filing of oaths of Commissioners of Estimate and Apportionment, to be appointed by the Supreme Court, as may be deemed expedient; and

"Whereas, It is the sense of the Commissioners of the Sinking Fund that the title to the said lands, etc., should vest as soon as practicable, after the appointment of said Commissioners, in order that the improvement of the water front may proceed at the earliest possible time; therefore, be it

"Resolved, That the property owners are hereby given notice that it is the intention of the Commissioners of the Sinking Fund to vest title in The City of New York for the said property thirty days after the filing of oaths of the Commissioners of Estimate and Apportionment, to be appointed by the Supreme Court; and be it further

"Resolved, That this resolution be published in the 'City Record' for thirty days."

From the City Clerk, transmitting resolution adopted by the Board of Aldermen, June 24, 1902, and approved by the Mayor July 2, 1902 as follows:

"Resolved, That the Board of Aldermen hereby approves of and concurs in the following resolution adopted by the Board of Estimate and Apportionment May 23, 1902, authorizing the Comptroller to issue Corporate Stock of The City of New York to the amount and for the purpose therein specified:

"Resolved, That pursuant to the provisions of sections 47 and 189, 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 \$1,000,000, 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 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 Comptroller:

1st. Stating that a claim has been filed by John McBride, a veteran, for salary as Laborer, from May 15, 1896, to October 30, 1896, during which period he claims to have been absent by reason of sickness. Comptroller notified that said McBride received wages for the time during which he was actually employed.

2d. Approving sureties on Class I. of Contract No. 738, and on Contracts Nos. 741 and 743.

From the Corporation Counsel:

1st. Transmitting approved form of Contract No. 746, for repairing pier foot of West Fifty-fifth street, North river.

2d. Transmitting approved form of advertisement for the sale of the privilege of filling in rear of the bulkhead wall along Park avenue and One Hundred and Thirty-fourth street and between One Hundred and Thirty-fourth and One Hundred and Thirty-fifth streets, on the west side of the Harlem river. Said privilege ordered advertised, sealed bids to be received therefor, the privilege to be awarded to the highest bidder.

3d. Stating that no objection exists to making a tender to Brown & Fleming of rental paid by them for the privilege of maintaining a dumping board on the inner end of Old Slip Pier East, East river.

4th. Requesting maps and descriptions of Peck Slip Pier West and Peck Slip Pier East, East river. Maps and descriptions furnished as requested.

From the Municipal Civil Service Commission, approving the changes in titles of employees, as proposed by this Department, except in the cases of Peter Taylor, Lumber Inspector, whose title cannot be changed to Clerk, as the positions are not similar, and George W. Tuttle, Computer, and Herman Conrow, Draughtsman, whose titles cannot be changed to Assistant Engineer except by promotion; but stating that George W. Tuttle would be certified as eligible for promotion to the position of Assistant Engineer if desired by this Department, he having already passed an examination for such promotion. The Municipal Civil Service Commission was requested to certify the name of George W. Tuttle for promotion to the position of Assistant Engineer, as suggested.

From the Pennsylvania Railroad Company, requesting a renewal of the lease of the West Thirty-seventh street pier at a rental of \$12,000 per annum, for a term of ten years from July 1, 1901, as provided for in the original lease of the pier. Corporation Counsel requested to prepare the necessary form of renewal lease.

From the Kings County Gas and Illuminating Company, requesting permission to construct a settling tank and to excavate for foundations for oil storage tank on the water front between Fifty-fourth and Fifty-fifth streets, South Brooklyn. Said company notified that inasmuch as this Department has not yet adopted any plan for the improvement of the water front at that locality, and as the proposed construction is over 100 feet inshore of high-water mark, the application should be made to the Department of Buildings for the permission desired.

From the Long Island Railroad Company, requesting a lease of the easterly half of Old Slip Pier East, East river, for a period of three months. Said company notified that the pier is required for general wharfage purposes, but that every possible facility would be afforded them in their use of the slip between Old Slip Pier East and Gouverneur Lane Pier, East river.

From the Glasco Ice Company, requesting that this Department collect wharfage at the bulkhead north of Bloomfield street, North river, and deduct the amount so collected from the rental of bulkhead to be paid by said company. Notified that this Department cannot act as agent for the collection of wharfage at the bulkhead, and that if they desire to retain permission to use the bulkhead for the maintenance of an ice bridge, scales and tally house thereat, they must enter into possession of the premises at once.

From the J. Frank Quinn Company, in relation to the charges made for the privilege of loading cellar dirt on scows at Wall Street Pier 12, East river. Notified that the charge of \$5 per day per scow is correct.

From the Pennsylvania Railroad Company, accepting the terms and conditions of the proposed permit for the construction of a bulkhead shed on the approach to the West Thirty-seventh Street Pier.

From the Reform Club Committee on Public Art, suggesting that the piers to be constructed between Bloomfield and West Twenty-third streets, North river, be so designed as to provide facilities on the roofs thereof for public recreation. Notified that such construction would not be practical, as it would render the piers unavailable for use as steamship piers.

From Henry Hansen, requesting to be advised as to what charges for wharfage can be made by the owners of piers, and whether the Dockmasters have a right to berth vessels at any open pier where wharfage is collected. Notified that the owners of private piers can charge only regular wharfage for berthing, though additional compensation can be charged for the use of the pier and for craning, and that Dockmasters have the right to berth vessels at any open pier where wharfage is collected.

From the White Star Line, complaining of the berthing of boats at the bulkhead south of Pier 48, North river. Notified that boats will be berthed at said bulkhead in such manner as not to interfere with their use of said pier.

From Gloster Armstrong, in relation to proposed repairs to be made to the sewer at the foot of Fifteenth avenue, Bath Beach, Borough of Brooklyn.

From the Engineer-in-Chief:

1st. Reporting the death of Lawrence Kane, Laborer, June 25, 1902.

2d. Reporting that the work of delivering rip-rap stone under class 11, of Contract No. 738, was commenced by Brown & Fleming, the contractors, on July 2, 1902.

From the Assistant Dock Superintendent, in relation to piers available for use for open wharfage on the East river.

The Following Moneys Were Received and Deposited.

Table with 4 columns: Date, From Whom, For What, Amount. Lists various transactions from July 7 to August 10, 1902, including rents, wharfage, and other payments.

The following bills were audited and transmitted to the Finance Department for payment:

Acquired Property.

Audit No.	Name.	Amount.	Total.
20526	Henry B. Kingsland et al., bulkhead rights.....	\$95,275 00	
20527	New Jersey Steamboat Company, leasehold rights.....	20,600 00	
			\$115,875 00
Construction.			
20528	Carfares	\$452 50	
20529	Incidentals	113 74	
			\$566 24
Repairs and Maintenance.			
20530	Carfares and incidentals.....		117 14
Annual Expense.			
20531	Carfares	\$58 39	
20532	Incidentals	106 01	
			164 40
			\$116,722 78

RUSSELL BLEECKER, Secretary.

DEPARTMENT OF DOCKS AND FERRIES.

Transactions of the Department of Docks and Ferries for the Week Ending July 17, 1902.

Bills were received and opened July 11, 1902, on Contracts Nos. 740 and 742, a representative of the Comptroller being present.

Contract No. 740.

For furnishing and delivering stationery and printed and lithographed forms, etc., on which three estimates were received, each bidder furnishing a security deposit of \$100.

	Class I. Supplies for Commissioner's Office.	Class II. Supplies for Engineer-in-Chief's Office.
1. Gerry & Murray.....	\$1,228 15	\$2,043 00
2. Martin B. Brown Company.....	1,261 36	1,992 68
3. J. W. Pratt Company.....	1,206 61	2,149 87

Contract No. 740 was awarded to the Martin B. Brown Company, it being the lowest bidder, subject to the approval of the sureties, the City Trust, Safe Deposit and Surety Company of Philadelphia, and the United States Fidelity and Guaranty Company, by the Comptroller.

Contract No. 742.

For preparing for and repairing the Pier at the foot of Noble street, East river, in the Borough of Brooklyn, seven estimates being received, each bidder furnishing a security deposit of \$325.

1. William J. Lawlor.....	\$17,000 00
2. William H. Jenks.....	20,099 00
3. Henry L. Spearin.....	17,247 00
4. Degnon & McLean.....	16,725 00
5. John D. Walsh.....	20,037 00
6. Bernard Rolf.....	17,775 00
7. Augustin Walsh.....	13,900 00

Contract No. 742 was awarded to Augustin Walsh, he being the lowest bidder, subject to the approval of the Fidelity and Deposit Company of Maryland, and Michael J. Martin, as sureties, by the Comptroller.

Bids were received and opened July 15, 1902, for sprinkling the new-made land between Cortlandt and West Thirtieth streets, on the North river, and between East Twenty-first and East Twenty-fourth streets, on the East river, Borough of Manhattan, under Contract No. 745, a representative of the Comptroller being present. Two estimates were received, each bidder furnishing a security deposit of \$75.

1. Frank J. McQuade, per cart per day.....	\$5 20
2. Thomas Kelly, per cart per day.....	4 70

Contract No. 745 was awarded to Thomas Kelly, he being the lowest bidder, subject to the approval of the sureties, the 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:

Edmund P. Fitzgerald, to place a canvas awning over the soda-water stand at the Battery Wharf, the awning to be first approved by the Engineer-in-Chief.
James McLaughlin, to use and occupy for the storage of sand, a space 50 by 100 feet, in rear of the bulkhead south of Seventy-ninth street, North river, and a similar space, 50 by 100 feet, in rear of the bulkhead south of Fifty-fourth street, North river, compensation to be charged therefor at the rate of \$250 per annum for each location, payable quarterly in advance to the Cashier.

New York, New Haven and Hartford Railroad Company, to land the steamer "Richard Peck" at the East Twenty-first Street Pier on Saturdays, at 2.15 p. m., compensation to be charged therefor at the rate of \$10 for each landing, said amount to be paid to the Dockmaster.

The following permits were granted to continue during the pleasure of the Commissioner, but not longer than May 1, 1903, the work to be done under the supervision of the Engineer-in-Chief:

Benjamin Griggs, to construct and maintain a tally house, 6 by 7 feet, on the Gansevoort Market Pier, North river, to be used in connection with the berthing of the steamer "William V. Wilson" thereat.

L. Boyer's Sons, to place a two-inch water supply pipe under the pier foot of North Second street, in the Borough of Brooklyn, for the purpose of supplying water to boats.

Hoboken Ferry Company, to make general repairs from time to time, when required, to the ferry premises foot of Barclay, Christopher and West Fourteenth streets, North river, within existing lines.

Wholesale Oyster Dealers (Still & Patterson), to place a chute, 10 by 6 feet, over the backing log on the Gansevoort Market Pier, North river, to facilitate the loading of oyster shells on scows thereat.

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

Albert H. Hastori, to dredge under the dumping board between Forty-third and Forty-fourth streets, North river.

Samuel Meyers, to repair the inner 250 feet of the Pier foot of Pier avenue, Rockaway Beach, Borough of Queens.

H. C. Calkins, Jr., to repair for the Hoboken Ferry Company the water pipe at the foot of Christopher street, North river, all pavement necessary to be disturbed to be taken up and relaid for the force of this Department at the cost and expense of the permittee.

Anderson & Barnes, to repair the cribwork at their property at Cedar Grove, New Dorp Beach, Borough of Richmond.

New York and College Point Ferry Company, to drive clusters of piles at their ferry slip at College Point, Borough of Queens, the piles to be located inside of the established pierhead line, and to remain thereat only during the pleasure of the Commissioner.

The permit granted John McDermott & Son to use and occupy a berth for unloading coal on the north side of the East Twenty-eighth Street Pier was, at the request of the permittees, amended so as to provide for a berth on the south side of said pier instead of on the north side.

The following orders were issued:

No. 21749, Peter Clivio, use of horse, cart and driver, for fifteen days, at \$3.50 per day.

No. 21750, American Ice Company, for 1,000 pounds of ice daily on each of the Recreation Piers in the Borough of Manhattan, and 800 pounds daily on the Recreation Pier in the Borough of Brooklyn, July 15 to September 10, 1902, at 17 cents per hundredweight.

No. 21751, Manhattan Brass Company, for furnishing and placing a railing in the Cashier's office on Pier A, North river, at a cost of \$140.

No. 21752, Samuel Lewis, for office cleaning supplies, etc., at a cost of \$51.

A protest having been received from the New York and College Point Ferry Company, against the proposed construction of a landing for the Department of Health at the foot of One Hundred and Thirty-fourth street, East river, Port Morris, and suggesting that such landing be placed at the foot of One Hundred and Thirty-second street, East river, Port Morris, in the Borough of The Bronx, the Department of Health was requested to advise whether a landing at the latter location would be satisfactory.

An extension of time was granted Thomas C. Dunham, Incorporated, to and including January 1, 1903, for the completion of Class 4 of Contract No. 726 for furnishing oils, provided the written consent of the sureties on said contract is filed in this Department.

Consent was granted, July 17, 1902, for the substitution of the United States Fidelity and Guaranty Company as surety in the place of M. J. Martin on the estimate of Augustin Walsh for repairing the pier foot of Noble street, Borough of Brooklyn, under Contract No. 742.

In accordance with the recommendation of the Engineer-in-Chief, a charge of \$3,000 per annum was fixed for the portion of the bulkhead between Seventy-fourth and Seventy-fifth streets, East river, now completed and used by the Manhattan Railway Company, said charge to commence July 15, 1902.

Charles A. Berrian, auctioneer, was authorized to sell at public auction on behalf of this Department the old material now on hand, as recommended by the Engineer-in-Chief, such material not being required by any of the other municipal departments.

At the request of the New York, New Haven and Hartford Railroad Company, the compensation to be charged the said company for the landing of the steamers "Richard Peck" and the "Chester W. Chapin" at the East Twenty-first Street Pier on July 4, 1902, was fixed at \$15 for both boats, each boat having made but one landing at the pier on that date.

In accordance with the recommendation of the Dock Superintendent, the permit granted N. J. Carey to maintain a boat float at the bulkhead foot of Charles street, North river, was revoked July 16, 1902, owing to the construction of a platform at that location.

The application of the Charles W. Davis Transportation Line for a lease of the Pier foot of Main street, City Island, was denied, and said company was notified that it is the intention of the Department to maintain the pier for general wharfage purposes.

The application of the F. & M. Schaefer Brewing Company for permission to erect a pier south of One Hundred and Thirty-fourth street, East river, Port Morris, was denied, it being the intention of this Department to construct a pier at the foot of said street.

The application of W. S. R. Heacock for permission to maintain a bathing pavilion at One Hundred and Fifty-fifth street, North river, was denied, the premises thereat being already occupied under leases and permits by bath and boat houses.

The application of M. C. Dexter for a transfer of his bath from the pier foot of West Thirteenth street to the pier foot of West Seventeenth street was denied.

In accordance with the recommendation of the Dock Superintendent, George Grossman was directed to remove at once the steam coal hoist from the bulkhead between One Hundred and Thirty-first and One Hundred and Thirty-second streets, North river, placed there without permit, and said Grossman was notified that unless said hoist is removed within five days, the work will be done by the force of this Department.

The President of the Borough of Manhattan was requested to have Twelfth avenue, between Forty-seventh and Fiftieth streets, properly paved, as recommended by the Engineer-in-Chief.

The Corporation Counsel was requested to have instituted at the earliest practicable date, condemnation proceedings for the acquisition of the private interests in and to Peck Slip Pier West and Peck Slip Pier East, East river.

A communication was received from the Comptroller requesting that all moneys appropriated to the various departments for lighting purposes be transferred to the Department of Water Supply, Gas and Electricity, which Department will hereafter under the provisions of the Charter provide all lighting for the different departments; the Corporation Counsel was requested to advise whether the said provisions of the Charter apply to the furnishing of light for this Department.

A report having been received from the Engineer-in-Chief, stating that the pier at the foot of East Ninety-ninth street is not now being used by the Fire Department, the Superintendent of Docks was directed to collect wharfage at said pier, and the Fire Department was requested to advise as to the date upon which it proposes to again occupy the berth thereat.

The Erie Railroad Company was directed to make necessary repairs to the pier at the foot of West Forty-ninth street, North river, in accordance with the recommendation of the Engineer-in-Chief, on complaint from the J. Chr. G. Hupfel Brewing Company.

William P. Clyde & Co. were directed to make necessary repairs to the Charlton Street Pier No. 36, North river, as recommended by the Engineer-in-Chief.

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

To rebuild and extend the present landing at the foot of Fifty-first street, East river, in accordance with the request of the Department of Public Charities, the landing to be used by said Department for the ferry boat from Blackwell's island, instead of the landing now located at the foot of East Fifty-second street, Borough of Manhattan.

To remove the abandoned canal boat now located in the vicinity of Fourth street, Gowanus canal, and to beach the same on City property between Fifty-first and Fifty-second streets, South Brooklyn, the cost of the work to be reported for collection from the owners of said boat if found.

To remove the portions of the dumping boards erected on Jackson Street Pier West and Jackson Street Pier East, East river, so that said piers may be used for wharfage purposes, as recommended by the Engineer-in-Chief on Commissioner's Orders Nos. 273 and 371, the proposed construction of dumping boards on said piers having been vetoed by the Mayor.

To repair the Battery Steamboat Landing where damaged by the steamer "General Slocum," the cost of such repairs to be reported for collection from the owners of whichever steamboat is held by the United States Local Inspectors to be responsible for the damage, as recommended by the Engineer-in-Chief on Commissioner's Order No. 485, and as requested by the Knickerbocker Steamboat Company.

To prepare berth for additional baths at the pier foot of West Thirty-fifth street and at the pier foot of East Third street; and also at the foot of Corlears street, East river, if desired by the Superintendent of Public Buildings and Offices.

To repair the extension to Pier 24, North river, where damaged by the tug "C. C. Clark," the cost of the work to be reported for collection from the New York Central and Hudson River Railroad Company, owners of said tug.

To order dredging under Contract No. 730, at the dumping board foot of West Thirtieth street, North river, as requested by the Department of Street Cleaning.

To fence off the bulkhead between One Hundred and Twenty-fourth and One Hundred and Twenty-fifth streets, Harlem river, unless said work is commenced by W. S. Rogers, owner of the property, within ten days.

To repair and paint the shed on the Battery steamboat landing.

To regrade and rebuild the approach to the West Forty-seventh street Pier.

In accordance with the recommendation of the Engineer-in-Chief, the Municipal Civil Service Commission was requested to submit a list of persons from which one appointment may be made to the position of Clerk.

The title of George W. Tuttle was, on July 14, 1902, changed from Computer to Assistant Engineer, the Municipal Civil Service Commission having certified him as being eligible for promotion to that position.

The compensation of Philip Farmer, Wood Sawyer, was, on July 11, 1902, fixed at the rate of \$3.50 per day, to take effect on and after July 12, 1902.

The compensation of Freeman H. Huntington, Laborer, was on July 11, 1902, fixed at the rate of \$18 per week, to take effect July 12, 1902, as recommended by the Engineer-in-Chief.

The following communications were ordered on file:

From the Mayor, transmitting communication from Charlotte Wilson and Mrs. T. Uhl, in relation to the dumping of ashes, etc., at the foot of Broome street, North river.

From the Board of Estimate and Apportionment, transmitting copy of resolution adopted by said Board July 8, 1902, rescinding the resolution adopted June 20, 1902, authorizing the Corporation Counsel to institute condemnation proceedings for the acquisition of title to the southerly half of Peck Slip Pier West and the northerly half of Peck Slip Pier East, East river, together with resolution authorizing the Corporation Counsel to institute condemnation proceedings for the acquisition of the private interests in and to said piers not now owned by The City of New York; and recommending to the Board of Aldermen that the salary of Patrick F. Crowley, Hydrographer, be fixed at the rate of \$1,500 per annum.

From the Comptroller:

1st. Approving sureties on Contract No. 744.

2d. Advising that his certificates have been attached to Contracts Nos. 734, 735, 737 and 739.

From the Corporation Counsel:

1st. Advising that the Commissioner of Docks is vested with power to regulate the charges for wharfage, cramage and dockage at water front property constructed under and in pursuance to the provisions of the Charter, relative to the improvement of the water front, and that he may alter such charges from time to time as may be deemed proper and as the public trade may authorize, and that the approval of the Commissioners of the Sinking Fund is not necessary for the changing of such rates.

2d. Stating that if the Department desires to ascertain the ownership of any particular water front property in the boroughs of Queens or Richmond, search can be made, but that it would be impracticable to make a search of all the water front property in said boroughs.

3. Stating that the expenses of the Department to be met out of the fund of \$100,000, known as the Annual Expense Account, should be limited to the payment of rent, furniture, supplies and compensation of the Secretary, subordinate officers, clerks and agents necessary for the maintenance of the office of the Commissioner of Docks.

4th. Stating that before proceedings can be commenced for the acquisition of title to wharf property in the Borough of Richmond, a plan for the improvement of the water front in the section in which such property is located must be adopted by this Department.

5th. Requesting maps of property to be acquired for the improvement of the water front between Eighteenth and Twenty-second streets, North river. Maps furnished as requested.

6th. (Bureau of Street Openings), requesting map showing the bulkhead line established in the Bronx river in the vicinity of Two Hundred and Thirty-third street. Notified that this Department has no record of the establishment of any pier or bulkhead line thereat.

7th. Requesting map of water front property in the vicinity of Dock street, Stapleton, Staten Island. Map furnished, as requested.

From the Municipal Civil Service Commission, approving promotion of Charles A. Manly from the position of Assistant Dock Superintendent to that of Superintendent of Docks, from July 2, 1902.

From the Department of Public Charities, in relation to the request of said Department for the construction of an additional dock at Blackwell's Island, East river.

From the Department of Health, complaining of the landing of excursion steamers and barges at the foot of East One Hundred and Thirty-eighth street, Port Morris. Notified that this Department has granted no permission to land thereat.

From the Department of Street Cleaning, in relation to the damage done to the dump at the foot of Eightieth street, East river, by dredge. Notified that this Department would not consider it proper to charge the cost of the repairs to the dredging company.

From the Department of Education, submitting list of old material which is of no further use to said Department. Notified that the material cannot be used by this Department.

From the Fire Department, stating that said Department may at any time reoccupy the berth for the fire boat at the pier foot of East Ninety-ninth street.

From the Art Commission of The City of New York, requesting to be advised as to what works of art are in possession of the Department. Information furnished.

From the New York Harbor Line Board of Engineers, stating that a hearing will be held on July 25, 1902, upon the application of this Department for an extension of the pierhead line on the North river, between Canal and West Thirtieth streets.

From the Commissioners of the Land Office, transmitting copies of applications of J. Sterling Drake for grants of land under water at Newark Bay, in the Third Ward of the Borough of Richmond; of John H. Starin for grant of land under water at the Kill von Kull, in the Third Ward of the Borough of Richmond; and of Henry D. Carey for a grant of land under water at City Island, Long Island Sound, in the Borough of The Bronx.

From the New York Central and Hudson River Railroad Company, requesting plan showing the construction of Rutgers Slip Pier 34, East river. Plans furnished.

From the Central Railroad Company of New Jersey, requesting to be informed as to whether the proposed agreement between the City and said company provides for the construction of sheds on the bulkhead south of Liberty street, North river. Said company notified that the agreement does not provide for the construction of such sheds, and that if such construction were permitted an additional compensation would have to be charged therefor.

From the New York Dock Company, stating that the sheds on their Piers, 8 and 9, between Orange and Clark streets, Borough of Brooklyn, will be covered with galvanized sheet iron.

From Thomas Kelly, protesting against the awarding of any contract for sprinkling the new-made land.

From the East Side House Settlement, complaining of the condition of the premises between Seventy-fifth and Seventy-sixth streets, East river. Notified that this Department will, if desired, place rip-rap thereat.

From J. B. King & Co., stating that they propose to erect a building on the dock now being constructed by them at New Brighton, Staten Island, plans for which building have been approved by the Department of Buildings.

From Charles E. Duross, requesting to be advised as to whether the Hoboken Ferry will be removed from the foot of West Fourteenth street to the foot of West Twenty-third street, North river. Notified that no definite action has as yet been taken by the Department.

From the Liquid Carbonic Acid Manufacturing Company, in relation to the condition of the pavement at the foot of Thirty-sixth street, East river. Notified that repairs to the premises are being made by the Department of Highways.

From the estate of Emiline Roche, requesting an extension of time in which to repair the bulkhead between Eighth and Ninth streets, East river. Notified that the premises must be fenced off or repaired at once.

From the Engineer-in-Chief:

1st. Reporting injury to Lawrence Welch, Caulker, while employed in the work of the Department at the foot of West Fifty-seventh street.

2d. Reporting that the work of building a platform adjoining the approach to Piers 46 and 47, North river, was commenced by Bernard Rolf, the contractor, under Contract No. 733, on July 12, 1902.

3. Report on Commissioner's Order No. 472, stating that the canal boat found lying in the slip between Fifty-first and Fifty-second streets, North river, has been removed by unknown persons.

4th. Report on Commissioner's Order No. 439, stating that the canal boat located between One Hundred and Thirty-third and One Hundred and Thirty-fourth streets, Harlem river, has been removed by the occupants thereof to some unknown location.

From the Superintendent of Docks, reporting the death of James F. MacKenzie, Laborer, July 14, 1902.

The following moneys were received and deposited:

Table with columns: Date, From Whom, For What, Amount. Contains detailed financial records from July 11 to August 15, 1902, listing various payments and receipts such as rent, wharfage, and dockage.

" 13	"	"	Manhattan	423 28
" 15	"	"	Brooklyn	26 74
" 15	"	"	Queens	8 08
" 15	"	"	Manhattan	68 06
" 16	Barb Dunn	3 months'	rent Pier ft. Fordham rd., Bronx	175 00
" 16	H. A. Peck & Co.	3 months'	rent inner end no. side Pier 62, E. R.	125 00
" 16	William M. Montgomery	1	so. side Pier ft. E. 100th st.	83 33
" 16	Dockmasters	Wharfage,	Manhattan	191 97
" 16	"	"	Brooklyn	1 50
" 16	Collectors	"	Manhattan	270 75
" 16	"	"	Brooklyn	74 35
" 16	"	"	Manhattan	213 91
" 16	"	"	Brooklyn	19 27
" 17	William A. Hall	1 month's	rent swimming bath so. end of the Battery	200 00
" 17	Cons. Gas Co.	3 months'	rent bhd. bet. E. 98th and 99th sts.	125 00
" 17	Brown & Fleming	To cost	repairing damage to scow No. 28...	128 63
" 17	Occident Dock Co.	To cost of	repairing asphalt pavement removed to repair water-pipe ft. W. 129th st.	7 79
" 17	Dockmasters	Wharfage,	Manhattan, July, 1902	265 81
" 17	"	"	Brooklyn, July, 1902	11 00
" 17	"	"	Richmond, July, 1902	8 33
" 17	Collectors	"	Manhattan, April, 1902	105 81
" 17	"	"	Brooklyn, April, 1902	43 09
" 17	"	"	Manhattan, May, 1902	113 27
" 17	"	"	Brooklyn, May, 1902	14 50
" 17	"	"	Manhattan, June, 1902	156 03
" 17	"	"	Brooklyn, June, 1902	1 54
" 17	"	"	Manhattan, July, 1902	3 00
				\$26,151 78

The following bills were audited and transmitted to the Finance Department for payment:

Audit No.	Name.	Amount.	Total.	
Construction.				
20533	J. H. Benton, Estimate No. 1, Contract No. 730	\$34,749 45		
20534	Moran Towing Company, Estimate No. 1, Contract No. 728	4,430 00		
20535	Brown & Fleming, Estimate No. 1, Contract, No. 722	940 21		
20536	Brown & Fleming, broken stone and cobble	7,715 52		
20537	New York Telephone Company, telephone and toll service	377 79		
20538	The Locomobile Company of America, operator and repairs	400 28		
20539	Acker, Merrill & Condit, groceries	24 36		
20540	Sayles, Kahn & Co., meats, etc.	63 05	\$46,700 57	
Repairs and Maintenance.				
20541	Thomas P. Ward, music	\$1,323 00		
20542	Henry Ottes, music	882 00		
20543	Lester Hirsch, music	672 00		
20544	A. H. Nussbaum, music	672 00		
20545	William Bly, music	441 00		
20546	Edwin Walther, music	882 00		
20547	J. L. Baulander, music	663 00		
20548	L. Birlinghof, music	336 00		
20549	T. A. Smith, music	672 00		
20550	Maurice Z. Hanau, music	441 00		
20551	Leonard Zottorelli, music	672 00		
20552	W. I. Diaz, music	672 00		
20553	Franz Kapple, music	879 00		
20554	William Schwartz, music	336 00		
20555	Griggs & Co., disinfectant	140 00		
20556	James Kyle, use of horse, cart and driver	105 00		
20557	The Compound Cresolite Capsule Company, disinfectant	49 00		
20558	Brooklyn Automobile Company, gasoline, etc.	12 50	9,840 50	
				\$56,541 07

RUSSELL BLEECKER, Secretary.

DEPARTMENT OF DOCKS AND FERRIES.

Transactions of the Department of Docks and Ferries for the Week Ending July 24, 1902.

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

William Simonson Company, to transfer their oyster boat from the lower oyster basin to the berth formerly occupied by James W. Boyle, in the upper oyster basin, north of Gansevoort street, North river, compensation to be paid therefor at the rate of 10 cents per front foot per day, payable to the Dockmaster.

St. John's Guild, to land their Floating Hospital at the Recreation Pier foot of Metropolitan avenue, Borough of Brooklyn, compensation of \$1 for the season to be paid for said privilege; and to place an awning about 20 by 40 feet at the outer end of the West Thirty-fifth Street Pier, to be used as a shelter, to be erected under the direction and supervision of the Engineer-in-Chief of this Department.

Conrad Stein's Sons, to lay temporary salt water suction pipe through the bulkhead south of West Fifty-eighth street, North river, compensation to be paid therefor at the rate of \$300 per annum, payable quarterly in advance to the Cashier.

Thomas Shoemaker, to place and maintain a small boathouse and float at the bulkhead north of the West One Hundred and Fifty-fifth Street Pier, compensation to be paid therefor at the rate of \$2 per month, payable monthly in advance to the Dockmaster.

Central Vermont Railway Company, to make necessary repairs to the Market Slip Pier West, East river, from time to time when required, the work to be kept within existing lines.

Daniel W. Wilkes, to use and occupy a berth at the bulkhead between Piers 4 and 5, Wallabout basin, Borough of Brooklyn, for the unloading of coal, and to

maintain a hoist thereat, compensation to be charged therefor at the rate of \$50 per month for the berth and hoist, payable monthly, at the end of each month, to the Cashier.

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

Brown & Fleming, to dredge under their dumping board on the south side of the Canal Street Pier South, North river.

Morrisania Yacht Club, to drive piles and to place runway and float in front of their boathouse at South Brother's Island, the consent of the owners of the property to be first obtained.

Charles L. Doran, to construct pile platform about 200 feet north of Walcott avenue, Astoria, Borough of Queens, extending for a distance of about 25 feet offshore of the present crib thereat, the structure to remain only during the pleasure of the Commissioner, and to be erected in accordance with plans submitted as amended.

Boyce & Barnes Company, to erect a coal shed on the bulkhead southerly of Main street, Astoria, Borough of Queens, in accordance with plans submitted as amended.

Bay View Yacht Club, to extend the runway at the foot of Bayview avenue, Holland Station, Jamaica bay, Borough of Queens, a distance of about 845 feet, the runway to be about 8 feet in width and to be erected in accordance with plans to be hereafter submitted to and approved by the Engineer-in-Chief, the consent of the owner of the property to be first obtained.

The application of James W. Boyle, for permission to replace his oyster boat in the upper oyster basin, north of Gansevoort street, North river, was denied, but permission was granted said James W. Boyle to use and occupy a berth in the oyster basin south of the Gansevoort Market Pier, the privilege to continue only during the pleasure of the Commissioner, but not longer than May 1, 1903, compensation to be charged therefor at the rate of 10 cents per front foot per day, payable to the Dockmaster.

The application of the John Porth Oyster Company for permission to transfer their oyster boat from the oyster basin south of the Gansevoort Market Pier to the oyster basin north of said pier was denied.

The application of Kenny, Lehr & Co. for permission to load dirt on scow at the East Thirty-second Street Pier was denied, the pier being occupied by John H. Starin.

The application of Casick & Ryan for a two years' lease of a portion of the bulkhead between Forty-ninth and Fiftieth streets, North river, to be used for the storage of sand, was denied, the bulkhead being required for general wharfage purposes.

The application of Mrs. Frank Stever for a renewal permit to maintain a boathouse at the foot of West One Hundred and Fifty-fifth street, North river, was denied.

License and consent were granted July 21, 1902, to the Cromwell Steamship Company to assign to the Southern Pacific Company so much of the wharfage granted by a certain lease entered into between The City of New York, by the Board of Docks, party of the first part, and the Pacific Mail Steamship Company, party of the second part, dated October 25, 1899, and assigned to the Cromwell Steamship Company, December 31, 1901, as may accrue at the Canal Street Pier North No. 34, North river, as extended to the pierhead line, together with 75 feet of the bulkhead north of and adjoining said pier, and 75 feet of the bulkhead south of and adjoining said pier, provided the said Pacific Mail Steamship Company, and the said Cromwell Steamship Company, and the sureties on said lease, shall file in this Department a written agreement that their obligations under the provisions of said lease shall in no manner be affected or impaired by reason of said assignment or subletting, or that the Southern Pacific Company shall furnish a new bond in the penal sum of one hundred and twenty-seven thousand dollars (\$127,000), in lieu of the existing bond on the lease.

The Deputy and Acting Commissioner on July 23, 1902, agreed to lease, assign and to farm let unto the Consolidated Gas Company of New York all and singular the rights to collect and retain all wharfage and cramage which may arise, accrue or become due for the use and occupation, in the manner and at the rates prescribed by law, at the northerly half of the East Twenty-first Street Pier, East river, in the Borough of Manhattan, for a term of five years, at a rental of \$3,000 per annum, to be paid quarterly in advance, it being understood that this agreement to lease shall be of no force or effect unless the terms thereof are accepted by the Consolidated Gas Company of New York and approved by the Commissioners of the Sinking Fund, and that the said company shall agree to execute a lease containing the usual covenants and conditions at present embodied in the leases of wharf property now used by this Department; it being understood and agreed that, in accepting the terms of this agreement to lease, the said company agrees to remove the dumping board now located on the southerly half of the East Twenty-first Street Pier immediately upon taking possession of the northerly half of the pier under the lease.

John F. Walsh, in accordance with his request, was notified July 22, 1902, that the rental under the lease of the northerly half of the East Eighth Street Pier will commence August 1, 1902, upon which date he will enter upon and take possession of the premises.

In accordance with the application of the Manhattan Lighterage and Transportation Company, a rate of \$1 per day for each landing was fixed for all barges and lighters employed by said company along the water front, this rate to take effect on and after August 1, 1902.

The Deputy and Acting Commissioner on July 24, 1902, fixed the rates of wharfage to be charged at shedded piers maintained by the City for general wharfage purposes at double the rates now established by law or by regulations of the Department to be charged at unshedded piers maintained by the City for general wharfage purposes, this rate at shedded piers to take effect on and after August 1, 1902.

An extension of time was granted Charles S. Hirsch Company, to and including July 5, 1902, in which to complete the delivery of lumber under Contract No. 712, the consent of the sureties on said contract to be filed with this Department.

An extension of time of ten days, from July 19, 1902, was granted George Crossman in which to remove the coal hoist from the pier between One Hundred and Thirty-first and One Hundred and Thirty-second streets, North river.

An injunction order obtained by Ernst C. Olpp, restraining the City from removing any structures at the foot of Willow lane or New Dock road at Throgg's Neck, Pelham bay, in the Borough of The Bronx, was transmitted to the Corporation Counsel for his attention, July 22, 1902.

A notice of application to be made by John F. Charlton for grant of land under water south of Eighth street, in the First Ward, of the Borough of Queens, was transmitted to the Corporation Counsel.

The permit granted Edward Ketcham, June 16, 1902, to place an ice bridge on the bulkhead between Piers 4 and 5, at Wallabout Basin, Borough of Brooklyn, and the permit granted P. W. Myers & Son, June 21, 1902, to erect an ice bridge on the bulkhead between One Hundred and Eighth and One Hundred and Ninth streets, Harlem river, Borough of Manhattan, were revoked July 18, 1902, the Chief Clerk and Auditor having reported that the permittees have failed to enter into possession of the premises or to avail themselves of the privileges granted.

Upon a petition received from Henry W. Putnam and others for the construction of a public pier at the foot of Lincoln avenue or Red lane, at Midland Beach, in the Borough of Richmond, any and all permits issued to the Midland Beach Railroad Terminal Company and to Hinchliffe Brothers for the erection of a pier north of Red lane, Midland Beach, Borough of Richmond, or for the maintenance of other structures or tracks on said pier, were revoked July 18, 1902, and the structures ordered removed at once; and the Engineer-in-Chief was directed to prepare plans, specifications and form of contract for the construction of a pier 1,200 feet long by 20 feet in width at the foot of said street; and the application of Hinchliffe Brothers for permission to repair the pier north of Red lane, Midland Beach, Borough of Richmond, was denied, the pier having been ordered removed.

In response to the request from the Commissioner of Street Cleaning for additional dumping facilities at the Canal Street Pier South, North river, said Department was notified that this Department will, if satisfactory, remove the dumping board now located on the inner end of the pier to a position offshore of the outer dumping board now located on the pier, in order to permit the construction of a

From the New York Edison Company, in relation to the rental charged for the completed portion of the bulkhead between Thirty-eighth and Thirty-ninth streets, East river.

From the Hamburg American Line, stating that they will be responsible for repairs to the superstructure of Pier 65, North river, not to exceed \$3,300.

From the Clinton Point Stone Company, in relation to bills received by said company for wharfage at the north side of the West Fifty-second Street Pier. Said company notified that all bills rendered by this Department for such wharfage are correct and should be paid.

From Russell & Herold, attorneys for George Hock, requesting the removal of a jetty constructed in front of Henderson's Pavilion, near the foot of West Twelfth street, Coney Island. Said attorneys notified that the jetty was constructed under a permit granted therefor by this Department.

From the Munson Steamship Line, in relation to the berthing of boats in the slip between Wall Street Pier West and Wall Street Pier 12, East river. Notified that but one boat abreast will be permitted to berth hereafter on the south side of Wall Street Pier No. 12, East river.

From Frederick J. Swift, attorney for the City Trust, Safe Deposit and Surety Company of Philadelphia, relative to the completion of the freight shed on Pier 33, East river. Said attorney notified that any claim against the contractor in connection with construction of said shed should be presented to the Finance Department.

From the New York Central and Hudson River Railroad Company, in relation to the damage alleged to have been done by their tug "C. C. Clarke" to the extension to Pier 24, North river. Notified that this Department has on file an affidavit to the effect that the damage was done by said tug.

From M. C. Dexter, complaining of annoyance from boys and men in the vicinity of his bath, foot of West Thirteenth street, North river. Notified that such conditions are within the jurisdiction of the Police Department, to whom complaint should be made.

From the Engineer-in-Chief, reporting that the work of dredging on the East and Harlem rivers, under Contract No. 739, was commenced July 19, 1902, and that the work of repairing Pier foot of South Fifth street, East river, Borough of Brooklyn, under Contract No. 736, was commenced July 21, 1902.

Table with columns: Date, From Whom, For What, Amount. Lists various transactions from July 18 to August 24, 1902, including rents, wharfage, and repairs.

The following bills were audited and transmitted to the Finance Department for payment:

Table with columns: Audit No., Names, Amount, Total. Lists bills for Acquired Property, Construction, and Repairs and Maintenance.

RUSSELL BLEECKER, Secretary.

DEPARTMENT OF DOCKS AND FERRIES.

Transactions of the Department of Docks and Ferries for the Week Ending July 31, 1902.

Sealed bids were received and opened July 28, 1902, for the privilege of placing filling in the rear of the bulkhead recently built along Park avenue and along One Hundred and Thirty-fourth street, on the westerly side of the Harlem river...

Bids were received and opened July 29, 1902, for preparing for and repairing the wooden pier, with appurtenances, at the foot of West Fifty-fifth street, North river, in the Borough of Manhattan, under Contract No. 746...

Contract No. 746 was awarded to Bernard Rolf at \$7,213, that being the lowest bid subject to the approval of Albert Hirsch and H. A. Tabb, as sureties, by the Comptroller.

Thomas Brady, Dockmaster, appeared before the Deputy and Acting Commissioner on July 31, 1902, in the matter of the charges preferred against him of neglect of duty and malfeasance in office...

The following permits were granted, to continue during the pleasure of the Commissioner, but not longer than May 1, 1903: Erie Railroad Company, to connect by rail its yard property between Twenty-eighth and Twenty-ninth streets, North river...

The following permits were granted, the work to be done under the supervision of the Engineer-in-Chief: Baltimore and Ohio Railroad Company, to repair the sheathing on Dover Street Pier, East river, within existing lines.

Quintard Iron Works, to dredge in front of bulkhead between Tenth and Eleventh streets, East river. Brown & Fleming, to dredge under the dumping board foot of Fortieth street, East river. Board of Army Commissioners, to construct a sheet pile bulkhead at the foot of Fifty-second street, South Brooklyn...

to Nicholas C. Cunningham, that the Charter does not limit the number of vessels which may be berthed abreast, but that it is within the power of the Commissioner, under the Charter, to adopt and prescribe reasonable rules and regulations as to the number of boats which may be berthed abreast at any pier, wharf or bulkhead.

From the Department of Water Supply, Gas and Electricity, stating that James W. Boyle is in arrears for water rent and requesting that he be not permitted to occupy berth for his oyster boat until such water rents have been paid. Said Boyle notified that unless the water rents are paid within ten days his permit to occupy a berth for oyster boat in the oyster basin south of Gansevoort Market Pier, North river, will be revoked.

From Charles S. Hirsch & Co., transmitting consent of sureties to the extension of time granted to and including July 5, 1902, for the completion of the delivery of lumber under Contract No. 712.

From the Rapid Transit Subway Construction Company (John B. McDonald, contractor), accepting the terms and conditions of permit granted for the erection of pier south of One Hundred and Fiftieth street, on the westerly side of the Harlem river, Borough of Manhattan.

From George A. Mott, attorney for Samuel Meyers, stating that repairs have been made to the pier at the foot of Pier avenue, Rockaway Beach, Borough of Queens, and requesting permission to again use the premises. Notified that they may re-enter the premises and use same, the pier being now sufficiently strong for use, but that all repairs thereto must be completed without delay.

From the President of the Borough of Queens, requesting that permission be granted Samuel Meyers to re-enter and use the pier at the foot of Pier avenue, Rockaway Beach, Borough of Queens. Notified that such permission has been granted.

From the Reform Club (Public Art Committee), renewing its request for the construction of piers in the Chelsea Section, so as to permit the use of the roofs thereof for recreation purposes. Notified that this Department does not deem it practicable to erect recreation structures on the piers in question.

From the East Side Citizens and Taxpayers' Association, requesting that this Department provide lights on the piers at the foot of East One Hundred and Seventeenth and East One Hundred and Nineteenth streets, East river. Notified that this Department does not provide lights along the water front except upon Recreation Piers.

From the Seaboard Contracting Company, requesting that dredging be done in the slip adjoining the southerly side of the West Fifty-sixth Street Pier. Notified that examination of the premises shows a sufficient depth of water to exist thereat at the present.

From the Chelsea Jute Mills, requesting to be advised as to whether the collection of wharfage at a private bulkhead renders such bulkhead an open one for general wharfage. Notified that any pier or bulkhead at which wharfage is collected thereby becomes a public landing.

From G. D. Pettinos, requesting to be advised as to whether petroleum can be carried over the ferry between Holland's Hook, Staten Island, and Elizabethport, New Jersey. Notified that this Department has no jurisdiction over the kind of material carried, but that the former franchise does not contain any restrictions as to the class of material to be carried.

From the Engineer-in-Chief: 1st. Reporting the death of Richard J. Wilson, Clerk, July 27, 1902. 2d. Reporting that the work of delivering sand under Class 1 of Contract No. 722 was commenced July 23, 1902; that the delivery of small cobble under Class 1 of Contract No. 738 was commenced July 28, 1902, and that the delivery of granite stones under Contract No. 737 was commenced July 18, 1902.

The following moneys were received and deposited:

Table with columns: Date, From Whom, For What, Amount. Includes entries for Lawrence Curtin, Dockmasters, Collectors, N. Y. Contracting and Trucking Co., William J. Kidney, Cygnel Club, N. Y. Edison Co., G. C. Waek, Dockmasters, Collectors, Glasco Ice Co., J. J. Fleming (Brown & Fleming), James Theodford, Manhattan R. R. Co., and Dockmasters.

Table with columns: No., Name, Amount, Total. Includes entries for Manhattan, June, 1902; Brooklyn, June, 1902; People's Co-Operative Ice Co.; John Krum Brewing Co.; Nicholas C. Cunningham; Dockmasters; Collectors.

The following bills were audited and transmitted to the Finance Department for payment:

Table with columns: Audit No., Name, Amount, Total. Categorized into Acquired Property, Construction, Repairs and Maintenance, Annual Expense. Includes entries for Charles L. Guy, Edward V. Low, Grosvenor S. Hubbard, James R. Torrance, Frank E. Towle, Henry S. Van Demars, The New York News Publishing Company, Car fares, Incidentals, Maurice Z. Hanau, Henry Ottes, William Schwartz, Robert Turley, Evans & Patschen, John D. Crimmins & Thomas E. Crimmins, Ella Smith, Kate Bloxhom, Richard M. Henry, Henry Thompson, Charles J. McKeon, Bartholomew Moynahan, George J. Chambers, Herbert C. Plass, Augustus Welsh.

RUSSELL BLEECKER, Secretary.

DEPARTMENT OF DOCKS AND FERRIES.

Transactions of the Department of Docks and Ferries for the Week Ending August 7, 1902.

A hearing was held on Friday, August 1, 1902, before the Deputy and Acting Commissioner on a petition made to the Department by residents of South Brooklyn for the establishment of a recreation pier near Hamilton Ferry, in the Borough of Brooklyn.

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

Maguire Brothers, to use and occupy berth for barge "Caledonia" at the bulkhead between Seventy-seventh and Seventy-ninth streets, North river, compensation to be paid therefor at the rate of \$2 per day, payable at the end of each week to the Dockmaster.

Union Boat Club, to remove its boathouse from the foot of One Hundred and Fiftieth street to the foot of One Hundred and Forty-ninth street, Harlem river, compensation to be paid therefor at the rate of \$5 per month, payable at the end of each month to the Dockmaster, the consent of the Rapid Transit Subway Construction Company to be obtained by said club for the placing of the boathouse thereat and for gaining access to the boathouse over the property of said company.

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

Leonard Brothers, to erect coal pocket south of East One Hundred and Thirty-sixth street and east of Madison avenue, on the Harlem river, in accordance with plans submitted as amended.

New York Kerosene Oil Engine Company, to extend their pier at the foot of Third street, College Point, Borough of Queens, a distance of 80 feet outshore of its former position, instead of a distance of 30 feet outshore, as heretofore granted, the work to be done in accordance with plans and specifications to be first submitted to and approved by the Engineer-in-Chief.

C. Stimmel, to repair his pile dock at Whitestone Landing, Borough of Queens, within existing lines.

Long Island Railroad Company, to construct an extension for a distance of 325 feet westerly of their present bulkhead west of Greenpoint avenue, Long Island City, on the north side of Newtown creek, Borough of Queens, in accordance with plans submitted.

J. B. Tisdale, to erect a crib bulkhead between Wardell and Stevens streets, Astoria, Borough of Queens, in accordance with plans submitted.

New York Sand and Facing Company, to erect an ice bridge on the bulkhead between Taylor and Wilson streets, fronting upon the Kent avenue basin, in the Borough of Brooklyn, in accordance with plans submitted.

J. S. Ellis & Son, to redrive piles at their shipyard, between Main and Johnson streets, Arthur Kills, at Tottenville, Borough of Richmond.

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

Morrisania Yacht Club, to place boat landing south of One Hundred and Thirty-fourth street, East river, at Port Morris, Borough of The Bronx, the consent of the owner of the property to be first obtained.

Pacific Coast Borax Company, to place landing stage and float at Sailor's Snug Harbor Station, in the Borough of Richmond, the consent of the Staten Island Rapid Transit Railway Company having been obtained.

An application was received from the New York Dock Company for permission to remove the existing Pier No. 15 or Prentice Pier, immediately adjoining the southerly ferry rack at the foot of Montague street, in the Borough of Brooklyn, and to construct a new pier south of the location of the existing pier. A protest was received from the Union Ferry Company of New York and Brooklyn against the granting of the said application, as the changing of the location of the pier would remove the support from the southerly ferry rack thereat. After due consideration and after receipt of communications from William A. Jenner, attorney for the Union Ferry Company of New York and Brooklyn, and from Davies, Stone & Auerbach, attorneys for the New York Dock Company, and of an amended application from the New York Dock Company, permission was granted said company to remove the present Pier No. 15 or Prentice Pier, immediately adjoining the southerly ferry rack at the foot of Montague street, in the Borough of Brooklyn, and for the erection of a support and reinforcing structure for the said southerly ferry rack, and for the construction of a new pier at a point southerly of the location of the existing pier so as to leave a slip space between the said southerly ferry rack and the proposed new pier of about 85 feet, all the work to be done in accordance with plans and specifications submitted.

The following Commissioner's Orders were issued:

No. 21765, James Shewan & Sons, for docking, cleaning and painting tug "Manhattan," at a cost of \$224.

No. 21766, James Shewan & Sons, for docking, cleaning and painting tug "Brooklyn," at a cost of \$195.

No. 21767, John J. O'Brien Printing Company, for furnishing twenty-five books of "Record of Applications," at a cost of \$31.50, and 1,000 application blanks for berths, at a cost of \$4.

No. 21768, Rehm & Co., for furnishing 300 yards No. 10 canvas in three rolls, 22 inches wide, at a cost of 17 cents per yard.

No. 21769, W. R. Moore, for furnishing as directed, sixty days' use of horse, cart and driver, at a cost of \$3.50 per day.

No. 21770, Wood Mosaic Company, for repairing parquet flooring in Rooms 2, 4 and 6, on Pier "A," North river, at a cost of \$171.60.

No. 21771, Morris & Cummings Dredging Company, for dredging at the outer end of Jackson Street Pier East, East river, at a cost of 72 cents per cubic yard.

The following claims were ordered collected, as reported by the Engineer-in-Chief:

Commissioner's Order No. 27, cost of relaying pavement taken up to permit repairs to tracks at the foot of West Twenty-third street, and to permit repairs to water pipe at the foot of Chambers street, North river, amounting to \$33.26, for collection from Metropolitan Street Railway Company.

Commissioner's Order No. 154, cost of repairing pier foot of One Hundred and Fifth street, Harlem river, amounting to \$335.30, for collection from Kane & Wright.

Commissioner's Order No. 243, cost of driving and fastening fender piles at the northerly side of the Stanton Street Pier 52, East river, amounting to \$165.01, for collection from A. W. Welch.

Commissioner's Order No. 324, cost of repairing pier foot of Third street, East river, where damaged by towboats "Runyon" and "Rawson," \$13.13, for collection from the White Star Towing Line.

Commissioner's Order No. 325, cost of replacing fender piles at the outer corners of the Jackson Street Pier East, East river, where damaged, amounting to \$57.34, for collection from the Atlantic Dredging Company.

Commissioner's Order No. 365, cost of driving additional fender piles at the outer corners of the West One Hundred and Twenty-ninth Street Pier, and repairing gangways at the outer end of said pier, amounting to \$266.44, for collection from the Hudson River Day Line.

The Deputy and Acting Commissioner on August 5, 1902, pursuant to the provisions of section 822 of the Greater New York Charter, and subject to the approval of the Commissioners of the Sinking Fund, granted unto George H. Penniman and the Central Vermont Railway Company, permission to improve their property in and about the Market Slip Pier West, formerly known as Pier, old 36, East river, by extending the line of the bulkhead and building a sea wall on the present approved bulkhead line, as adopted by the Department of Docks and Ferries, and approved by the Commissioners of the Sinking Fund, outshore of the existing bulkhead now owned by said George H. Penniman and the said Central Vermont Railway Company, the new bulkhead to extend along the river front for the full distance now occupied by the present bulkhead, commencing at a point in the bulkhead line opposite a point in the northerly side of South street distant 109 feet westerly of the westerly line of Market slip, and running thence westerly along the bulkhead line a distance of 172 feet, and to fill in with solid filling, and to grade and pave between the present bulkhead and the new sea wall to be built, and to erect a pier in the place of the Market Slip Pier West, to be known as Market Slip Pier West, or Pier 28, East river, this pier to extend out from the bulkhead to the pierhead line established by the Secretary of War in 1890, the southerly line of which pier shall be about 160 feet north of the northerly line of Catharine Slip Pier East, No. 27, East river, and to be about 80 feet in width, said pier to be constructed in accordance with plans which shall be hereafter submitted to and approved by the Department of Docks and Ferries. It being understood and agreed that the said private owners shall relinquish and convey to The City of New York, to form part of the exterior street, all their right, title and interest in and to the present bulkhead owned by them, and the wharfage, cramage, emoluments and hereditaments appurtenant thereto, and also all that portion of the Market Slip Pier West, formerly known as Pier, old 36, East river, which lies between the bulkhead as it now exists, and the new bulkhead line, as adopted by the Department of Docks and Ferries, and approved by the Commissioners of the Sinking Fund, and also all that portion of the said Market Slip Pier West which now lies southerly of the southerly line of the proposed new pier to be built, together with all rights of wharfage, cramage, emoluments and hereditaments appurtenant thereto; the Department of Docks and Ferries, for and in consideration of the wharf property to be conveyed by the said

owners to the City, to convey unto the said private owners all the rights of wharfage, cramage, emoluments and hereditaments appurtenant to the new bulkhead when completed, together with an equal number of square feet of land under water outshore of the present proprietary line of said private owners, as shall be conveyed by the said owners to the City at the inshore end of the pier for the purpose of the marginal street, and along the southerly side of said pier for the purpose of widening the slip space between the Catharine Street Pier East, No. 27, and the Market Slip Pier West, No. 28, East river. It being understood and agreed that the said owners shall pay to the Department of Docks and Ferries the sum of twenty-five cents per square foot per annum, payable quarterly in advance, for all lands under water belonging to the City and lying within the lines of the proposed new pier to be built and to be known as Market Slip Pier West, No. 28, East river, in excess over the area of land under water now owned by the applicants and covered by the existing Market Slip Pier West, East river. All the work of building the said sea wall, and of filling in, grading and paving, to be done by the Department of Docks and Ferries, at the cost and expense of the said private owners. The said private owners shall have the privilege, which permission shall be made part of the agreement, to erect a shed on the new pier to be built. It being further understood and agreed that if, at any time in the future, The City of New York shall seek to acquire the rights of the private owners herein above referred to, by process of law or by private agreement according to law, it shall pay to the said owners such an amount as shall be agreed upon and fixed as the value of the existing bulkhead and pier owned by them, plus the actual cost of the improvements which shall be proven by the said owners, and all books of accounts and other data relative to the cost of such work shall at all times be open to the Commissioner of Docks or whomsoever he may designate, and all leases which may be made by the owners of said pier shall contain a clause whereby said lease shall be canceled when the City takes possession of the property as aforesaid. This offer to be of no force or effect unless accepted by the said owners and approved by the Commissioners of the Sinking Fund.

The Commissioners of the Land Office, in accordance with the suggestion of the Corporation Counsel, were, through the Attorney-General, requested to insert in all grants of land under water hereafter made by them the following clause, which was approved and adopted by the Deputy and Acting Commissioner August 4, 1902: "This grant is made and accepted upon the express covenant, terms and conditions, that The City of New York may at any time hereafter acquire title to the premises herein granted, upon paying to the patentee, his heirs, successors or assigns, the amount paid by such patentee to the State for said premises, together with the value of the improvements thereon or may acquire title to a part or a portion, upon paying to the patentee, his heirs, successors or assigns, the proportionate share of the amount paid by such patentee to the State for such part or portion, together with the value of the improvements on the portion thereof acquired at the time The City of New York shall acquire title to the same, and that the patentee, his heirs, executors, administrators, successors or assigns shall not demand, claim or be entitled to receive any further, other or greater compensation for any interest he may have acquired under or by virtue of this patent in or to said premises or in or to the part or parcel thereof so taken by The City of New York."

Notices of applications of Lilian C. Pratt for a grant of land under water at Arthur Kills, or Staten Island Sound and Raritan bay, in the Fifth Ward of the Borough of Richmond, and of the National Sugar Refining Company of New Jersey, for a grant of land under water between Flushing and Pigeon streets, East river, in the Borough of Queens, were transmitted to the Corporation Counsel.

A communication received from the Biddle Piano Company requesting that the City take possession of the property now occupied by them on the westerly side of Tenth avenue, between Little West Twelfth and Thirteenth streets, was transmitted to the Corporation Counsel for his attention.

A communication was received from A. M. Harris, stating that he has received from C. Delafield, the former Engineer of the Village of New Brighton, information to the effect that the water front properties at the foot of Tysen street, at the foot of Bard avenue, at the foot of Jersey street and at the foot of Arrietta street, in the Borough of Richmond, were the property of the former Village of New Brighton, and a copy of the communication was transmitted to the Corporation Counsel with the request that he advise this Department as to the City's right in and to the various properties referred to.

Consent was granted for the substitution of the American Bonding and Trust Company of Baltimore City, and the City Trust, Safe Deposit and Surety Company of Philadelphia, as sureties in the place of Albert Hirsch and H. A. Tabb, on the estimate of Bernard Rolf, for repairing the pier foot of West Fifty-fifth street, North river, under contract No. 746.

An extension of time to and including April 26, 1902, was granted Naughton & Co. in which to complete the delivery of piles under Contract No. 702, the consent of the sureties to such extension having been filed with this Department.

In accordance with the joint recommendation of the Superintendent of Docks and the Chief Clerk and Auditor, the Superintendent of Docks was directed to draw requisition for desks and chairs for the Dockmasters' offices, where required; and the Engineer-in-Chief was directed to remove the old and worn out offices at the foot of East Twenty-eighth street, at the foot of East Sixty-second street, and at the foot of West Seventy-fifth street, in the Borough of Manhattan, to remove to the foot of One Hundred and Twenty-fifth street, Harlem river, the office now located at One Hundred and Thirty-eighth street and Madison avenue, and to the foot of Twenty-fifth street, North river, the office now located at the foot of West Eighteenth street, to place new Dockmasters' offices at Eighteenth street and Avenue C, at the foot of East Twenty-eighth street, at the foot of East Sixty-second street, and at the foot of West Seventy-fifth street, in the Borough of Manhattan, and at the foot of Webster avenue, in the Borough of Queens, and to properly paint all the Dockmasters' offices in the various boroughs; and the Secretary was directed to arrange for the installation of telephone lines in the offices at the foot of West Thirty-fifth street, East Eighty-sixth street and East One Hundred and Twenty-fifth street, Borough of Manhattan; at One Hundred and Thirty-fifth street and Mott Haven canal, Borough of The Bronx, and at the foot of Webster avenue, Borough of Queens.

The specifications and form of contract submitted by the Engineer-in-Chief for furnishing sand and broken stone for concrete were approved August 6, 1902, and ordered printed and advertised.

The credit account heretofore granted to the Clinton Point Stone Company was withdrawn August 7, 1902, a report having been made by the Chief Clerk and Auditor to the effect that the said company had failed to settle for bills rendered to them for wharfage at the northerly side of the West Fifty-second Street Pier, on the North river; and said company was notified that cash wharfage will hereafter have to be paid, and that the claim of the Department for unpaid wharfage at the West Fifty-second Street Pier will be sent to the Corporation Counsel for collection.

A report was received from the Engineer-in-Chief, stating that a notice was served by him upon Williams & Gerstle, the contractors for repairing the tug "Richmond," under Contract No. 729, that unless immediate steps are taken to proceed with said repairs in a more speedy and satisfactory manner the work will be otherwise completed by the Department at the expense of said contractors or their sureties; and in accordance with his recommendation a notice to this effect was transmitted to the sureties on said contract.

The New York Central and Hudson River Railroad Company was notified to repair the bulkhead between West Thirty-sixth and West Thirty-seventh streets, North river, where damaged by railroad float, in accordance with the recommendation of the Engineer-in-Chief.

In accordance with the recommendation of the Engineer-in-Chief, the Erie Railroad Company was directed to remove the sunken lighter "Haverstraw," with cargo of bluestone, from the slip at the foot of Fifty-first street, North river.

The application of the Union Stock Yard and Market Company for permission to use the slip on the southerly side of West Fifty-eighth Street Pier was denied, the said slip being required as a portion of the yard of this Department at that point.

The application of William J. McGirr for dredging at the dumping board foot of Thirtieth street, East river, was denied, the lease of said dumping board providing that all dredging shall be done by the lessee.

Table listing various items with columns for item number, description, and amount. Includes entries like 'Five lunches served on tug "Manhattan"', 'Fred Layland & Co., Ltd.', 'Maine S. S. Co.', etc.

AQUEDUCT COMMISSION.

No. 280 Broadway, Room 207. New York, August 27, 1902.

Abstract of amount of expenditures and liabilities of the Aqueduct Commissioners during the month of July, 1902, as required by section 39, chapter 490, Laws of 1883.

Expenditures.

Table listing expenditures such as Salaries—Commissioners and employees, Traveling and incidental expenses, Furniture and fixtures, etc.

Monthly amount of estimates due contractors for work done under contract, New Croton Dam, Jerome Park Reservoir and Muscote Dam

Total expenditures

Liabilities.

Table listing liabilities such as Rent, Salaries—Commissioners and employees

Monthly amount of estimates due contractors for work done under contract, New Croton Dam, Jerome Park Reservoir and Muscote Dam

Total liabilities

I hereby certify that the foregoing is a correct and true abstract of account of the expenditures and liabilities of the Aqueduct Commissioners for the month of July, 1902, the said account being on file in the office of the Comptroller of The City of New York.

HARRY W. WALKER, Secretary.

EXECUTIVE DEPARTMENT.

MAYOR'S OFFICE, BUREAU OF LICENSES, NEW YORK, August 23, 1902. Number of licenses issued and amounts received therefor in the week ending Saturday, August 23, 1902:

Boroughs of Manhattan and the Bronx.

Table showing license data for Manhattan and the Bronx by date and amount.

Borough of Brooklyn.

Table showing license data for Brooklyn by date and amount.

Borough of Queens.

Table showing license data for Queens by date and amount.

Borough of Richmond.

Table showing license data for Richmond by date and amount.

GEO. W. BROWN, JR., Chief of Bureau of Licenses.

CHANGES IN DEPARTMENTS.

DEPARTMENT OF DOCKS AND FERRIES.

August 28. The salary of Thomas Reardon, rigger in this Department, has been fixed at the rate of eighteen (\$18) dollars per week, to take effect August 30, 1902.

COURT OF SPECIAL SESSIONS. Of the First Department.

August 27. The Justices of this Court have appointed Edmon L. Gill, of No. 49 Carmin street, a Process Server in the Clerk's office of this Court, at a salary of \$1,200 per annum, to take effect September 1 1902.

LAW DEPARTMENT.

August 28. Appointed Gertrude P. Fitzpatrick, of No. 406 Willoughby avenue, Brooklyn, N. Y., a Stenographer and Typewriter at an annual salary of \$900, to take effect on the first day of September, 1902. This appointment is for the probationary period provided for by the rules of the Municipal Civil Service Commission.

TENEMENT HOUSE DEPARTMENT.

August 28. Resigned—Thomas F. McMackin, 151 East Fiftieth street, New York City, Inspector of Tenements. Resigned—George B. Clark, 970 Union avenue, New York City, Inspector of Tenements.

Both of these resignations to take effect at the close of the day on August 28, 1902.



OFFICIAL DIRECTORY.

CITY OFFICERS.

STATEMENT OF THE HOURS DURING which the Public Offices in the City are open for business, and at which the Courts regularly open and adjourn, as well as of the places where such offices are kept and such Courts are held together with the heads of Departments and Courts:

EXECUTIVE DEPARTMENT.

Mayor's Office. No. 5 City Hall, 9 A. M. to 4 P. M.; Saturdays, 10 A. M. to 12 M. Telephone 1929 Cortlandt. SETH LOW, Mayor. JAMES B. REYNOLDS, Secretary. WILLIAM J. MORAN, Assistant Secretary. JOHN GAVERDING, Chief Clerk.

Bureau of Licenses.

9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M. Telephone, 706 Cortlandt. GEORGE WHITFIELD BROWN, JR., Chief of Bureau. Principal Office, Room 1, City Hall. HARRY OSWALD CAREY, Deputy Chief, Boroughs of Manhattan and The Bronx.

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THE CITY RECORD OFFICE, and Bureau of Printing, Stationery and Blank Books.

No. 3 City Hall, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M. Telephone 467 Cortlandt.

\$238,477 25

RUSSELL BLEECKER, Secretary.

OF EIGHTY-FIRST STREET, FROM LEXINGTON AVENUE TO PARK AVENUE.

The Engineer's estimate of the quantities is as follows: 1,410 square yards of asphalt pavement, including binder course, 4,430 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 5. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF EIGHTY-SECOND STREET, FROM PARK AVENUE TO MADISON AVENUE.

The Engineer's estimate of the quantities is as follows: 1,370 square yards of asphalt pavement, including binder course, 4,370 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 6. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF ONE HUNDRED AND THIRTY-SECOND STREET, FROM LENOX AVENUE TO SEVENTH AVENUE.

The Engineer's estimate of the quantities is as follows: 2,710 square yards of asphalt pavement, including binder course, 2,710 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 7. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF NINETEENTH STREET, FROM BROADWAY TO RIVERSIDE DRIVE.

The Engineer's estimate of the quantities is as follows: 2,690 square yards of asphalt pavement, including binder course, 2,690 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 8. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF EIGHTY-NINTH STREET, FROM AMSTERDAM AVENUE TO RIVERSIDE DRIVE.

The Engineer's estimate of the quantities is as follows: 4,440 square yards of asphalt pavement, including binder course, 4,450 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 9. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF FIFTIETH STREET, FROM SIXTH TO SEVENTH AVENUE.

The Engineer's estimate of the quantities is as follows: 4,570 square yards of asphalt pavement, including binder course, 2,270 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 10. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF TWENTY-NINTH STREET, FROM BROADWAY TO EIGHTH AVENUE.

The Engineer's estimate of the quantities is as follows: 6,490 square yards of asphalt pavement, including binder course, 6,490 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 11. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF FORTY-FOURTH STREET, FROM THIRD AVENUE TO LEXINGTON AVENUE.

ENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF FORTY-FOURTH STREET, FROM THIRD AVENUE TO LEXINGTON AVENUE.

The Engineer's estimate of the quantities is as follows: 1,510 square yards of asphalt pavement, including binder course, 1,530 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 12. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF ONE HUNDRED AND TWENTY-THIRD STREET, FROM PLEASANT AVENUE TO PARK AVENUE.

The Engineer's estimate of the quantities is as follows: 9,500 square yards asphalt pavement, including binder course, 9,580 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 13. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF SECOND AVENUE, FROM TWENTY-SECOND STREET TO TWENTY-THIRD STREET.

The Engineer's estimate of the quantities is as follows: 1,190 square yards of asphalt pavement, including binder course, 1,000 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 14. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF NINETEENTH STREET, FROM THIRD AVENUE TO FOURTH AVENUE.

The Engineer's estimate of the quantities is as follows: 3,000 square yards of asphalt pavement, including binder course, 3,020 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 15. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF FIFTY-NINTH STREET, FROM PARK AVENUE TO MADISON AVENUE.

The Engineer's estimate of the quantities is as follows: 1,590 square yards of asphalt pavement, including binder course, 1,150 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 16. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF MONTGOMERY STREET, FROM WATER STREET TO DIVISION STREET.

The Engineer's estimate of the quantities is as follows: 3,910 square yards of asphalt pavement, including binder course, 3,950 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 17. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF FORTY-FIRST STREET, FROM BROADWAY TO SEVENTH AVENUE.

The Engineer's estimate of the quantities is as follows: 570 square yards of asphalt pavement, including binder course, 570 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 18. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF WALL STREET, FROM PEARL STREET TO WATER STREET.

ENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF WALL STREET, FROM PEARL STREET TO WATER STREET.

The Engineer's estimate of the quantities is as follows: 490 square yards of asphalt pavement, including binder course, 490 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 19. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF SEVENTEENTH STREET, FROM THIRD AVENUE TO FOURTH AVENUE.

The Engineer's estimate of the quantities is as follows: 2,900 square yards of asphalt pavement, including binder course, 2,900 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 20. REGULATING AND REPAVING WITH ASPHALT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF FOURTEENTH STREET, FROM FIFTH AVENUE TO UNIVERSITY PLACE.

The Engineer's estimate of the quantities is as follows: 2,220 square yards of asphalt pavement, including binder course, 2,220 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 21. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF SIXTH AVENUE TO SEVENTH AVENUE.

The Engineer's estimate of the quantities is as follows: 3,430 square yards of asphalt pavement, including binder course, 3,430 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 22. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF MONROE STREET FROM PIKE STREET TO MARKET STREET.

The Engineer's estimate of the quantities is as follows: 2,000 square yards of asphalt pavement, including binder course, 2,010 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 23. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF ONE HUNDRED AND TWENTY-FOURTH STREET, FROM SEVENTH AVENUE TO EIGHTH AVENUE.

The Engineer's estimate of the quantities is as follows: 2,690 square yards of asphalt pavement, including binder course, 2,700 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 24. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF EIGHTY-EIGHTH STREET, FROM FIRST AVENUE TO SECOND AVENUE.

The Engineer's estimate of the quantities is as follows: 2,250 square yards of asphalt pavement, including binder course, 2,260 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 25. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF MADISON STREET, FROM PIKE STREET TO RUTGERS STREET.

The Engineer's estimate of the quantities is as follows: 2,600 square yards of asphalt pavement, including binder course, 2,700 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 26. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF FIFTH STREET, FROM FIRST AVENUE TO SECOND AVENUE.

The Engineer's estimate of the quantities is as follows: 2,390 square yards of asphalt pavement, including binder course, 2,300 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 27. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF FORTY-SECOND STREET FROM SECOND AVENUE TO THIRD AVENUE.

The Engineer's estimate of the quantities is as follows: 4,090 square yards of asphalt pavement, including binder course, 3,580 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 28. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF HOUSTON STREET FROM SHERIFF STREET TO COLUMBIA STREET, INCLUDING INTERSECTION OF SHERIFF STREET; ALSO SHERIFF STREET FROM HOUSTON STREET TO SECOND STREET.

The Engineer's estimate of the quantities is as follows: 920 square yards asphalt pavement, including binder course, 920 square yards of old stone pavement, to be relaid as foundation, or in approaches, etc.

No. 29. REGULATING AND REPAVING WITH GRANITE PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF FORTY-FOURTH STREET, FROM LEXINGTON AVENUE TO DEWEY PLACE.

The Engineer's estimate of the quantities is as follows: 990 square yards of granite pavement with paving cement joints, 170 cubic yards of concrete, 590 linear feet new curbstone, furnished and set, 20 linear feet old curbstone redressed, rejointed and reset.

No. 30. FOR REGULATING AND GRADING, SETTING CURBSTONES AND FLAGGING SIDEWALKS IN NEW ELM STREET, FROM CITY HALL PLACE TO GREAT JONES STREET (BETWEEN PRINCE AND GREAT JONES STREETS).

The Engineer's estimate of the quantities is as follows: 2,000 cubic yards of earth excavation, 2,050 linear feet of new curbstones to furnish and set, 50 linear feet of old curbstones to reset and redress, 7,200 square feet of new flagging to furnish and lay, 400 square feet of old flagging to relay.

The amount of security required is \$1,500. Time for the completion of the work and the full performance of the contract is 60 days. The bidder will state the price of each item or article contained in the specifications or schedules article contained or hereto annexed, per linear foot, square foot, square yard, cubic yard, or other unit of measure. The extensions must be made and footed up, as the bids will be read from the total, and awards made to the lowest bidder. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Blank forms, specifications and any further information can be obtained at the office of the Commissioner of Public Works, Bureau of Highways, No. 21 Park row, Borough of Manhattan. JACOB A. CANTOR, Borough President.

THE CITY OF NEW YORK, August 27, 1902. 827, 83

See General Instructions to Bidders on the last page, last column of the "City Record."

THE CITY RECORD.



OFFICIAL JOURNAL OF THE CITY OF NEW YORK

There shall be published daily, Sundays and legal holidays excepted, under a contract to be made as hereinafter provided, a paper to be known as the *CITY RECORD*. And said *CITY RECORD*, and the newspapers now by law designated as corporation newspapers in the present City of Brooklyn, shall be the only papers to be included within the term corporation newspapers, as the same is used anywhere in this act; . . . There shall be inserted in said *CITY RECORD* nothing aside from such official matters as are expressly authorized. . . . All advertising required to be done for the City, except as in this act otherwise specially provided, and all notices required by law or ordinance to be published in corporation papers, shall be inserted at the public expense only in the *CITY RECORD*, and the publication therein shall be a sufficient compliance with any law or ordinance requiring publication of such matters or notices. . . . The Comptroller shall cause a continuous series of the *CITY RECORD* to be bound as completed, quarterly, and to be deposited with his certificate thereon in the office of the Register of Deeds of the County of New York in the County Clerk's office of said County, and in the office of the City Clerk, and copies of the contents of any part of the same, certified by such Register, County Clerk, or City Clerk, shall be received in judicial proceedings as prima facie evidence of the truth of the contents thereof.—§ 1526. *Greater New York Charter*.

VOL. XXX.

PART VIII.

AUGUST, 1902

BOARD OF CITY RECORD

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NEW YORK

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1902

Bay Twenty-third street, Brooklyn, bill of costs, 5045.
 Broadway, between One Hundred and Third street and One Hundred and Fourth street, Manhattan, application for Rapid Transit Commission, 5090.
 Gaiting place, Brooklyn, application for opening, 4846.
 Havemeyer street, Brooklyn, report, 5090.
 Hemlock street, Brooklyn, application for opening, 4846.
 Lincoln avenue, Brooklyn, application for opening, 4846.
 Little West Twelfth street and Nineteenth street, North river, Manhattan, land between, report, 4770.
 New York Avenue, Brooklyn, application, 5465.
 Pier, old 12, East river, bill of costs, 4770.
 Pilling street, Brooklyn, report, 5569.
 St. Nicholas Park, Manhattan, report of appraisal, 4798.
 Sterling place, Brooklyn, Commissioners appointed, 5465.
 Union street, Brooklyn, report, 4770.
 White Plains road, report, 4925.
 Fourth avenue, Manhattan, application, 5089.
 Fourteenth street, Brooklyn, Commissioners appointed, 5465.
 Nineteenth street, Brooklyn, Commissioners appointed, 5465.
 Seventy-third street, Brooklyn, report, 5426.
 Eighty-third street, Brooklyn, application for opening, 5045.
 One Hundred and Sixty-third street, lands for bridge across, report, 4902.

SURROGATES, KINGS COUNTY—

Chambers and hours, 4762.

SURROGATES, NEW YORK COUNTY—

Chambers and hours, 4762.

SURROGATE, QUEENS COUNTY—

Chambers and hours, 4762.

TAXES AND ASSESSMENTS, DEPARTMENT OF—

Appointments, 4837.
 Assessment rolls, open for inspection, 4764.
 Report, quarterly, June 30, 5427.

THE BRONX, BOROUGH OF—

Adams place, regulating, grading, curbing, flagging, building approaches, fences, paving, planting trees, 5075.
 Advertisements, 4793, 4809, 4919, 4935, 4951, 4975, 4992, 5017, 5041, 5066, 5086.
 Bathgate avenue, sewers, 5073.
 Belmont street, regulating, grading, curbing, flagging, laying crosswalks, 5075.
 Belmont place, regulating, grading, paving, curbing, laying crosswalks, fencing, planting trees, 5075.
 Cambreling avenue, laying out extension of, 4894.
 College avenue, opening, 4894.
 Columbus avenue, change of grade, 4894.
 Coster street, acquiring title, 5073.
 Crescent avenue, regulating, grading, curbing, flagging, laying crosswalks, 5075.
 Dawson street, acquiring title, 5072.
 Garden street, regulating, grading, curbing, flagging, fences, etc., 5077.
 Grote street, regulating, grading, curbing, flagging, laying crosswalks, building approaches, planting trees, 5075.
 Hawkstone street, acquire title, 5077.
 Hoe street, change of grade, 4894; regulating, grading, etc., 5073.
 Home for Incurables, Belmont place, regulating, grading, curbing, flagging, etc., in front of, 5074.
 Johnson avenue, regulating, grading, paving, curbing, flagging, 4894.
 Minutes, 5071.
 Monroe avenue, regulating, grading, paving, curbing, flagging, etc., 5074.

Morris avenue, regulating, grading, flagging, laying crosswalks, erecting fences, 4894, 5077.
 Norwood (Decatur) avenue, regulating, grading, curbing, building approaches, fences, 5075.
 Oak Tree place, regulating, grading, curbing, flagging, paving, laying crosswalks, 5077.

PROPOSALS ADVERTISED FOR:

Grading Grand Boulevard, 4894, 5120.
 Forage, furnishing and delivering, 4765.
 Paving with asphalt pavement, Forest avenue, Park avenue, Washington avenue, 4765; One Hundred and Forty-ninth street, One Hundred and Sixty-ninth street, St. Ann's avenue, Brook avenue, One Hundred and Forty-sixth street, 4895.
 Regulating, grading, paving, flagging, curbing, One Hundred and Seventy-fifth street, Ittner place, One Hundred and Sixty-eighth street, Mount Hope place, One Hundred and Sixty-fifth street, One Hundred and Sixty-first street, Lorillard place, Denman place, One Hundred and Seventy-second street, Beaumont avenue, Cambreling avenue, One Hundred and Seventieth street, 4895; One Hundred and Seventy-fourth street, 4896; One Hundred and Seventy-ninth street, 5120.
 Sewers, Washington avenue, Third avenue, 4765; Hughes avenue, Mohegan avenue, Chisholm street, One Hundred and Seventy-second street, One Hundred and Seventy-seventh street, One Hundred and Sixty-eighth street, Burnside avenue, One Hundred and Sixty-sixth street, Daly avenue, Walton avenue, 4895; Signal place (Two Hundred and Third street), 5120.
 Prospect avenue, paving, planting of trees, 5075.
 Report, weekly, July 16, 4788; July 23, 4928; July 30, 5014; August 6, 5083.
 Bureau of Buildings, July 12, 4800; August 2, 4889; July 26 and August 9, 5100.
 St. Paul's place, receiving basins, 4894.
 Southern Boulevard, regulating, grading, setting curbs, flagging, 4894.
 Vyse avenue, sewer, 5078.
 Washington avenue, planting trees, receiving basins, 5077.
 White Plains road, regulating and grading, curbstones, fences, paving, 5071.
 Willis Avenue Bridge, acquire title to lands for approach, 5077.
 One Hundred and Fifty-fourth street, sewer, 4894.
 One Hundred and Fifty-seventh street, fencing lots, 4894.
 One Hundred and Sixtieth street, fencing lots, 4894.
 One Hundred and Sixty-second street, change of grade, 4894.
 One Hundred and Sixty-fourth street, regulating, grading, curbing, flagging, paving, laying crosswalks, 5074.
 One Hundred and Sixty-fifth street, sewer, regulating, grading, building steps, 5074.
 One Hundred and Seventy-seventh street, regulating, grading, macadamizing, etc., 5076.
 One Hundred and Seventy-eighth street, sewer, 5073.
 One Hundred and Eighty-second street, regulating, grading, curbing, flagging, building approaches, fences, etc., 5075, 5076.
 One Hundred and Eighty-fourth street, regulating, grading, curbing, flagging, paving, planting trees, etc., 5075.
 One Hundred and Eighty-fifth street, regulating, grading, paving, curbing, flagging, etc., 5074.
 One Hundred and Eighty-sixth street, regulating, grading, curbing, paving, laying crosswalks, etc., 5076.
 One Hundred and Eighty-eighth street, regulating, grading, paving, curbing, flagging, etc., 5076.

One Hundred and Eighty-ninth street, regulating, grading, curbing, paving, flagging, etc., 5076.
 One Hundred and Ninety-first street, sewer, 5073; regulating, grading, curbing, flagging, paving, etc., 5076.
 Two Hundred and Second street (Lower place), sewer, 5073.
 Two Hundred and Fourth street, regulating, grading, etc., 5078.

TREASURER, KINGS COUNTY—

Office and office hours, 4762.

WATER SUPPLY, DEPARTMENT OF—

Advertisements, 4793, 4809, 4875, 4898, 4924, 4940, 5424, 5463, 5545, 5569, 5585, 5609.
 Appointment, 4869.
 Changes in working force, 5805.
 Expenditures, 4760.
 Liabilities, 4760.
 Office and office hours, 4761.
PROPOSALS ADVERTISED FOR:
 Rollers, Baldwin, L. I., 4765.
 Lubricating oils, 4765.
 Pumping station, oils, 4765, 5510.
 Engine, coal and boiler house, Jerome Park Reservoir, 5545.
 Water mains, for furnishing, delivering and laying, in Bainbridge avenue, Beach avenue, Boscobel avenue, Clinton avenue, College avenue, Daly avenue, Franklin avenue, Hughes avenue, Inwood avenue, Jackson avenue, Jerome avenue, Marion avenue, Morris avenue, Walton avenue, Washington avenue, and River avenue; in One Hundred and Fortieth street, One Hundred and Forty-fourth street, One Hundred and Fiftieth street, One Hundred and Sixty-fourth street, One Hundred and Sixty-seventh street, One Hundred and Seventy-first street, One Hundred and Eighty-second street, One Hundred and Eighty-third street, One Hundred and Eighty-seventh street and Two Hundred and Sixtieth street; in Clinton place, Lorillard place, Mount Hope and Wilkins place, and in Kingsbridge road and Bronx and Pelham parkway, 4991; in Lexington avenue, Park avenue, Riverside avenue, Sherman avenue, First avenue, Fifth avenue and Twelfth avenue; in Academy street, Broad street, Cannon street, Duane street, Emerson street, Hawthorne street, Liberty street, Manhattan street, Reade street, Roosevelt street, Fourth street, Twenty-fourth street, Twenty-eighth street, Twenty-ninth street, Sixty-third street, Eighty-third street, One Hundred and Fifth street, One Hundred and Tenth street, One Hundred and Twelfth street, One Hundred and Sixteenth street, One Hundred and Twenty-fourth street, One Hundred and Twenty-seventh street, One Hundred and Thirtieth street, One Hundred and Thirty-ninth street, One Hundred and Fortieth street, One Hundred and Forty-ninth street and One Hundred and Eightieth street, and in Boulevard Lafayette, 5392.

Public money received and deposited, 5005.

REPORTS:

Monthly, June, 4760.
 Quarterly, March 31, 4815.
 Weekly, July 19, 5005.
 Yearly, December 31, 1901, 4984.
 Water main, temporarily shut off, 5609.

TENEMENT HOUSE DEPARTMENT—

Appointments, 4760, 4788, 4837, 4869, 4949, 5014, 5110, 5188, 5537, 5561, 5578, 5601.