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ANNUAL REPORT
OF THE
STREET DEPARTMENT



OF THE
CITY OF BOSTON.
1895.


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1895



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ANNUAL REPORT
OF THE
STREET DEPARTMENT

With Compliments of

Benj. W. Wells,

Superintendent of Streets.



BOSTON:
ROCKWELL AND CHURCHILL, CITY PRINTERS.
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Boston, Street Sweeper,

June 3, 1898,

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HON. JOSIAH QUINCY,
Mayor of the City of Boston:

SIR: In compliance with the Revised Ordinances, the annual report of the operations and expenses of the Street Department for the year 1895 is herewith respectfully submitted.

ORGANIZATION.

The work of the department during the past year has been carried on under the same organization that was effected when the consolidated department was created in 1891, with the exception that, as recommended in the last report of the department, a Street-Watering Division has been established, and the work of street watering, formerly carried on by the Paving Division, with a foreman in charge, now devolves upon the Deputy Superintendent of this division.

By the provisions of Chapter 449 of the Acts of 1895, the Ferry Department, on July 1, 1895, became a part of the Street Department, and was on that date organized as the Ferry Division.

The several divisions of the department are as follows:

- The Central Office.
- Bridge Division.
- Boston and Cambridge Bridges.
- Ferry Division.
- Paving Division.
- Sanitary Division.
- Sewer Division.
- Street-Cleaning Division.
- Street-Watering Division.

Each of the above divisions, with the exception of the Central Office Division and the Boston and Cambridge Bridges, is in charge of a Deputy Superintendent.

The Boston and Cambridge Bridges are managed by two commissioners, the Superintendent of Streets being the commissioner for the city of Boston, the other commissioner being appointed by the Mayor of the city of Cambridge.

Much confusion has in past years resulted from the fact that the district lines were differently drawn in the several divisions, while the work of one division in a district often required the coöperation of another; the openings made by a foreman of the Sewer Division, in a district, require the attention of the paving foreman, and in the central portion of the city, the district foreman of paving assists the district foreman of the street cleaning in times of storm. Formerly the district of one division overlapped and included portions of several districts of another division.

The organization has been much improved, the work simplified, and coöperation made more easy by the rearrangement of the city into new Street Department districts which are the same for all divisions, the order for which was issued as follows :

CITY OF BOSTON — STREET DEPARTMENT.

DESCRIPTION OF DISTRICTS, 1895.

The city of Boston is hereby divided into Street Department districts, ten in number, described and bounded as follows :

DISTRICT No. 1. *South Boston.* — Bounded southerly upon District No. 6, Dorchester; namely, from a point on the N. Y. & N. E. R.R., north of Massachusetts avenue, in the line of the extension of Willow court; thence by and including Willow court and Mt. Vernon street, to the N. Y., N. H., & H. R.R.; thence by the line of Carson street extended to the harbor.

DISTRICT No. 2. *East Boston and Breed's Island.*

DISTRICT No. 3. *Charlestown.*

DISTRICT No. 4. *Brighton.* — Bounded easterly upon District No. 9, Back Bay; namely, from the Charles river by and including St. Mary's street.

DISTRICT No. 5. *West Roxbury.* — Bounded northerly upon District No. 7, Roxbury; namely, from Brookline line by and including Chestnut street to Perkins, Perkins street to Centre, Centre street to Paul Gore, Paul Gore street to Lamartine, Lamartine street to Boylston, Boylston street to Washington, Washington street to Seaver, Seaver street to Blue Hill avenue; bounded easterly upon District No. 6, Dor-

chester; namely, by and not including Blue Hill avenue to Back street, by and including Back street to Hyde Park line.

DISTRICT No. 6. *Dorchester*. — Bounded westerly upon Districts Nos. 5 and 7, West Roxbury and Roxbury; namely, from Hyde Park line by and not including Back street to Blue Hill avenue, by and including Blue Hill avenue to Brookford street, Brookford street to Hartford, Hartford street to Robin Hood, Robin Hood street to Magnolia, Magnolia street to Dudley, by and not including Dudley street to N. Y. & N. E. R.R., N. Y. & N. E. R.R. to South Bay, North of Massachusetts avenue; thence bounded northerly by District No. 1, South Boston; namely, by and including Willow court and Mt. Vernon street to the N. Y., N. H., & H. R.R.; thence by the line of Carson street extended to the harbor.

DISTRICT No. 7. *Roxbury*. — Bounded southerly upon District No. 5, West Roxbury; namely, from the Brookline line by and not including Chestnut street to Perkins, Perkins street to Centre, Centre street to Paul Gore, Paul Gore street to Lamartine, Lamartine street to Boylston, Boylston street to Washington, Washington street to Seaver, Seaver street to Blue Hill avenue; bounded easterly by District No. 6, Dorchester; namely, by and not including Blue Hill avenue to Brookford street, Brookford street to Hartford, Hartford street to Robin Hood, Robin Hood street to Magnolia, Magnolia street to Dudley, by and including Dudley street to N. Y. & N. E. R.R., N. Y. & N. E. R.R. to Norfolk avenue; bounded northerly by District No. 8, South End; namely, by and not including Norfolk avenue to Hampden street, Hampden street to line of East Lenox produced, by this line and not including East Lenox street to Lenox, Lenox street to Tremont, Tremont street to Camden, Camden street to N. Y., N. H., & H. R.R.; bounded northerly and westerly by District No. 9, Back Bay; namely, from N. Y., N. H., & H. R.R. by and not including Gainsborough street to Huntington avenue, Huntington avenue to Tremont street, Tremont street to the Brookline line.

DISTRICT No. 8. *South End*. — Bounded southerly by District No. 7, Roxbury; namely, from N. Y. & N. E. R.R. by and including Norfolk avenue to Hampden street, Hampden street to line of East Lenox produced, East Lenox street to Lenox, Lenox street to Tremont, Tremont street to Camden, Camden street to N. Y., N. H., & H. R.R.; bounded westerly by District No. 9, Back Bay; namely, by N. Y., N. H., & H. R.R. to Church street, by and including Church street to Boylston; bounded northerly by District No. 10, West End and North End; namely, by and including Boylston street to Tremont, Tremont street to Court, Court street to State, State street to Kilby, Kilby street to Oliver, Oliver street to Fort Point Channel.

DISTRICT No. 9. *Back Bay*. — Bounded southerly upon District No. 7, Roxbury; namely, from the Brookline line by and including Tremont street to Huntington avenue, Huntington avenue to Gainsborough street, Gainsborough street to N. Y., N. H., & H. R.R.; bounded easterly by District No. 8, South End; namely, by the N. Y., N. H., & H. R.R. to Church street, by and not including Church street to Boylston; bounded northerly by District No. 10, West End and North End; namely, by and including Boylston street to Arlington, Arlington street to Beacon, Beacon street to Otter, Otter street to Charles River; bounded westerly by District No. 4, Brighton; namely, from Charles river by and not including St. Mary's street to the Brookline line.

DISTRICT No. 10. *West End and North End*. — Bounded southerly by Districts Nos. 9 and 8, Back Bay and South End; namely, from Charles river by and not including Otter street to Beacon, Beacon street

to Arlington, Arlington street to Boylston, Boylston street to Tremont, Tremont street to Court, Court street to State, State street to Kilby, Kilby street to Oliver, Oliver street to Fort Point Channel.

(Signed)

B. T. WHEELER,

Superintendent of Streets.

The result anticipated has been fully realized, and especially has this been demonstrated in the Street-Cleaning Division, whose district lines most sadly needed alteration, having been practically unchanged since their first establishment by Superintendent Forristall, of the old Health Department. Economy of operation and increased efficiency resulted from the change, and the consequent reorganization, as is shown in the report of the Deputy Superintendent (Appendix F); the average cost of cleaning streets per mile, exclusive of supervision, last year, under old system, was \$12.57; this year, under new organization, \$11.80; the average cost, inclusive of supervision, yard and stable expenses, etc., last year, \$15.61; this year, after reorganization, \$14.40, showing saving of \$0.77 per mile in actual work of cleaning, and an additional saving of \$0.44 per mile in supervision.

Increased efficiency of the administrative force of the Sewer Division has been obtained by the removal of the offices to the Probate Building, Court square. Previous to this the Deputy Superintendent, clerks, and permit office of the Sewer Division were in City Hall, Room 44, the chief engineer, district engineers, and draughtsmen in six small dimly lighted rooms in a wooden addition in the rear of No. 14 Beacon street; here all the working and many record plans were necessarily kept, and much time consumed in travel over nearly one-quarter of a mile intervening between these offices and City Hall, plans for immediate reference being required by the Superintendent many times daily. Had fire swept these offices, the loss to the city would have been immeasurable. The office of the Street-Watering Division and of the Permit Office of the Paving Division were in the Old Court-House, and this separation of the two permit offices of the department in different buildings made needless confusion and annoyance for the public. By the occupancy of the Probate Building, a fire-proof structure of four stories, which was entirely renovated, the entire Sewer Division offices were consolidated upon the three upper floors, much-needed room and light acquired for draughting, and proper fire-proof storage given for plans. Upon the lower floor were located the permit office of the

Paving Division and the Street-Watering Division, and this building being entirely occupied by offices of the Street Department, was connected with the general office of the Superintendent of Streets in City Hall by an iron covered bridge, bringing them, to all intents and purposes, under the roof of City Hall and within the personal reach of the Superintendent. Events have proved that had it not been for this consolidation of forces and increased working space, it would have been impossible to have carried on the engineering and administration of the vast amount of sewer construction undertaken this year.

PURCHASING.

Early in the year a change was inaugurated in the methods and forms of purchasing supplies for the departments, the office of Purchasing Agent was abolished and the Superintendent became personally responsible, as he should be, in all matters of expense charged to the appropriation of this department; these methods resulted in reducing the amounts purchased by deputies, foremen, and others to a minimum. New forms of duplicate bills were introduced; before a bill is now passed for payment the signature has been obtained of the foreman who received the goods, of the chief clerk of the division ordering, of the Deputy Superintendent, the purchasing clerk, and the Superintendent of Streets.

Responsibility for the order, receipt, quality, and price is therefore fully fixed. The results obtained are made apparent by a comparison of the percentages of the total annual expenditure paid for bills and for labor last year and this, showing a saving of some $6\frac{1}{2}$ per cent. in bills, which consequently gave opportunity for an increased percentage of expenditure in labor upon the streets: a part of this saving has been so expended and the balance of the appropriation, \$24,822.37, has been returned to the city treasury.

YARDS AND STABLES.

In South Boston, the stables, yards, and offices of the Paving, Street-Cleaning, and Sanitary divisions are upon leased property, the Sewer Division yard and Paving wharf are upon city property included in the limits of the Strandway, which must soon be vacated, and the Bridge Division is obliged to rent a stable and has no fit accommodations for office and storehouse. A piece of land with wharf privileges should be purchased and buildings for the use of these four divisions erected upon it.

In East Boston, the quarters of the Paving and Sewer

divisions on city land are inadequate and unsatisfactory and the buildings must soon be rebuilt; the city owns no wharf privilege, although in the district all supplies of paving and crushed stone must reach it by water; there is no yard for the Sanitary and Street-Cleaning divisions; the collection of ashes and offal therefore must be done by contract, and the Charlestown street-cleaning force journeys to East Boston in order to give it an aspect of cleanliness twice a week. These conditions should be changed and a location provided on the water-front for these four divisions, with suitable buildings for each.

The Back Bay district has in its yard no stable accommodations except for the driving-horse of the foreman, and consequently all teams here employed are hired; sufficient room should be provided to give stabling to the minimum number of horses required.

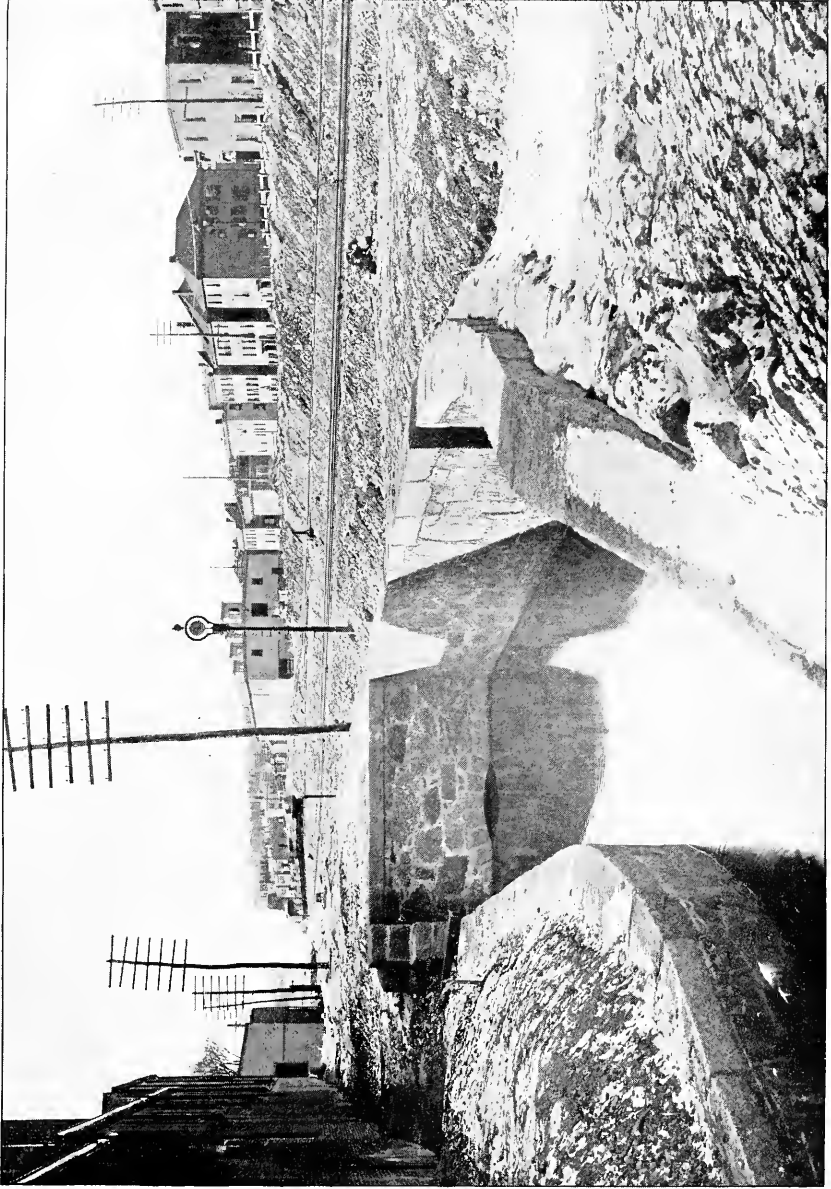
Attention is also called to the entirely inadequate quarters at the Main and Intercepting Sewer yard on Massachusetts avenue, near Albany street. Negotiations were opened during the year for the purchase of the buildings of the New England Construction Company, on the city land at Gibson street, Dorchester, for this purpose, but were not satisfactorily terminated.

The city should and could economically maintain a sufficient force of horses to do its entire work at the periods of ordinary demand, and the hiring of teams should be eliminated as far as possible, and a certain and considerable saving would then accrue to the city.

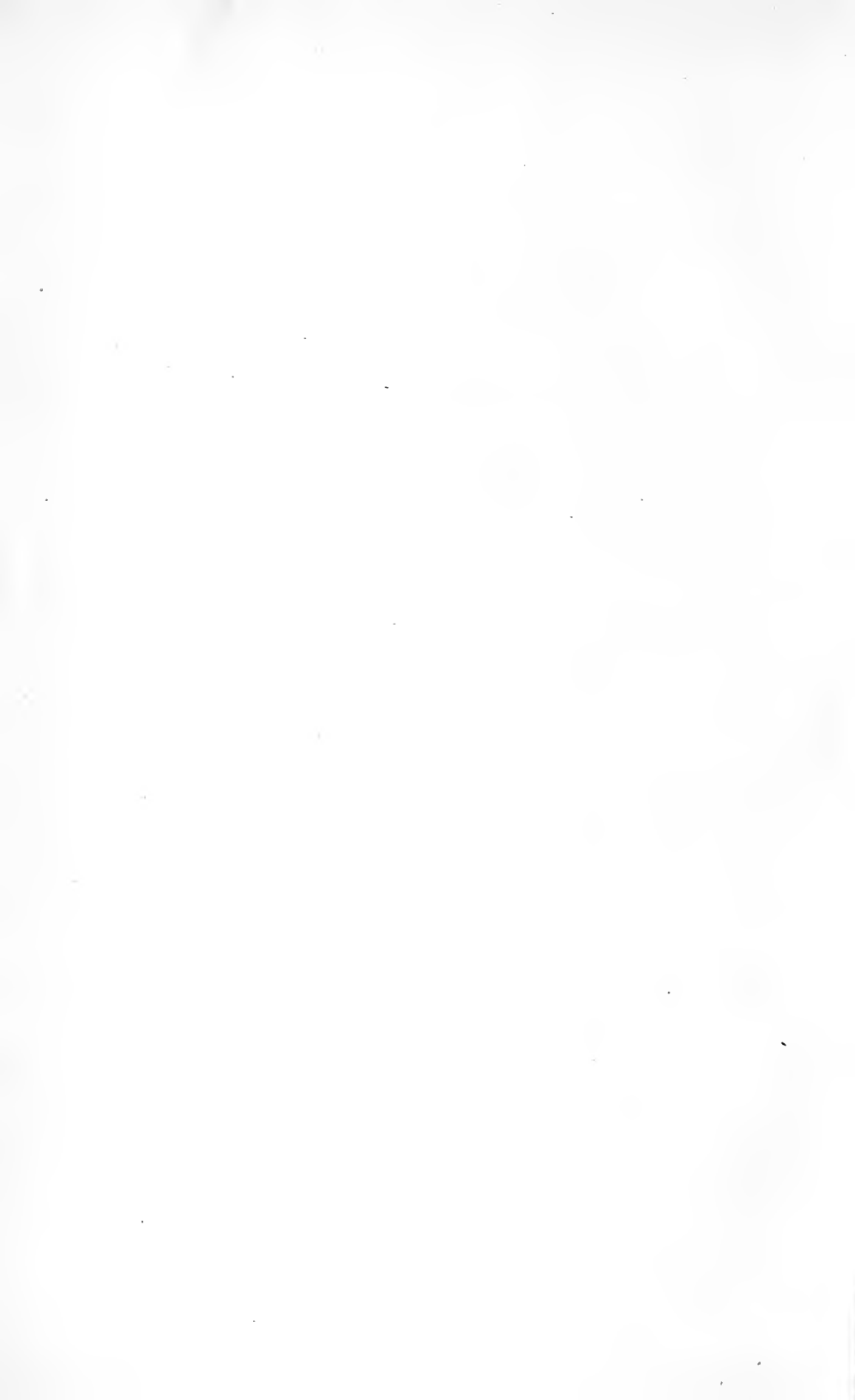
But the accommodations are at present insufficient, and no money is available for additions either to stable or stock; the maintenance appropriation, which is the only one available, being severely taxed to replace with sufficient rapidity the horses who outlive their usefulness or become injured in the city's employ. Additional stables and stock of 75 horses in the different divisions are required, and would result in an annual saving of about \$150 per single team (horse and man), besides giving employment to an equal number of citizens. A better service would be obtained than of the under-paid alien in charge of the hired horse of none too active character.

STONY BROOK.

The question of the relation of Stony brook to the extension of Columbus avenue and the raising of the tracks of the Providence Division of the N. Y., N. H., & H. R.R. Co. was quite fully discussed in last year's report; and as the result of the studies made at that time it was decided, for



STONY BROOK,—NORTHERLY END OF LOW-GRADE COVERED CHANNEL, SHOWING NECESSITY OF THE CONTINUATION OF THE IMPROVEMENT.



the reasons therein set forth, to locate the channel proposed by the Stony Brook Commission of 1886 within the lines of the avenue, and to build it between the existing portion of the same channel which now ends at the Inlet Chamber and the section of improved channel built during the year by the N. Y., N. H., & H. R.R. Co. from near Ritchie street to 400 feet south of Boylston street, as a part of the construction of the avenue, and it has been so ordered by the Street Commissioners in their order of construction of the avenue.

The necessity for extending the Commissioner's channel down to meet that now ending at the Inlet Chamber is clearly shown by the photograph inserted in this report, showing the arch of the channel nearly submerged, and the channel entirely inaccessible for cleaning out or the removal of obstructions, accumulations of lumber, rubbish, etc.

The scheme discussed for building a low level sewer, in connection with this channel, for those portions of West Roxbury which cannot be sewered by extensions of the existing system of sewers has also been adopted, and a portion of it 2,092.5 feet long has been built on the haunch of the arch of the channel built last season by the N. Y., N. H., & H. R.R. Co., and the bill for the same has been paid by the city. Another portion of the low level sewer has been built in Tremont street, between the Roxbury Crossing and Texas street, the sewer being built inside of the existing 7 feet \times 7 feet channel of Stony brook, and paid for by the abutter, as a part of the cost of diverting the brook around his premises. Plans are in progress for the construction of those sections of Columbus avenue between the Roxbury Crossing and Ritchie street, in which the Stony-brook channel and the West Roxbury low level sewer form a part of the system.

This channel, carrying the sewer, should be built in advance of any other work of construction on this part of the avenue, because it requires the deepest excavation; its construction should certainly precede the laying of any large water-mains.

As a portion of, or possibly the entire present course of, the brook between the Inlet Chamber and the land of the Highland Foundry Company will probably have to be followed in building the new channel, and as this location is parallel and adjoining that of the Providence Division, this portion of the channel should be built before the railroad company begins to build its retaining-wall for raising its tracks, which will be begun by midsummer.

The discussion in last year's report upon the route to be followed in building the new channel from the corner of Pynchon street (or Columbus avenue) and Centre street to Amory

street, and thence to connect with the northerly end of the new channel just built by the N. Y., N. H., & H. R.R. Co., proceeded upon the assumption that the present location of the brook would be followed, and the cost of building the connecting link between the last-mentioned portion of the new channel and the portion to be built in Columbus avenue, ending near Ritchie street, was included in the estimate of cost, but this portion was not included in the order of construction by the Board of Street Commissioners. But now, on account of the removal of buildings and additional takings made by the railroad company at the corner of Centre and Amory streets, a shorter route may be found by following Centre street from its present intersection with Pyncheon street to the easterly side of the railroad location, thence along the easterly side of this location to the northerly end of the channel, as already built by the railroad company. This route is about 250 feet shorter than the present route of the brook, which would represent a saving of about \$20,000, based upon the figures of the Commission of 1886, and would probably result in a larger saving, as a large amount of ledge, and also the handling of the water of the brook during construction, would be avoided; this last consideration is one which would be highly appreciated by contractors. This portion of the channel should not be built until the grade of Centre street has been lowered by the railroad company in order to carry it under their proposed bridge, but should be done immediately after and before Centre street is resurfaced.

An additional reason for promptness is that the old channel between Centre and Ritchie streets cannot be filled in (and Columbus avenue cannot therefore be finished) until the new channel is completed.

The question as presented in last year's discussion is still an open one as to the adoption of means by which water shall be furnished to the Boston Belting Company, if a settlement of their claim to the water of the brook is not made. Such a settlement seemed probable in the latter part of the year, the Mayor being authorized by the City Council to make such arrangements as it was hoped would relieve the city of one complication of the Stony-brook problem, which has vexed it for so many years; but no agreement seems to have been reached.

The building of an auxiliary channel from the farthest point up stream of the low-grade channel as improved, has, however, been abandoned, and the water of the brook must be furnished, if at all, either by the erecting of a movable dam or the setting up of a pumping plant at the present Inlet Chamber.

The question of the treatment of Stony brook at one other point has arisen during the year; namely, at the Washington-street crossing of the N. Y., N. H., & H. R.R. near Forest Hills Station, occasioned by the proposed construction of the bridge abutments at this point necessary for the raising of the tracks of this railroad.

Two alternatives presented themselves: either to construct a section of the improved low-grade channel at this point, forming another pocket and settling basin, which a continuation of the improvement would not reach for many years, or to abandon this location, since after the construction of the abutments no excavation for such a purpose could safely be made between them. It was found that the construction of the section would be very expensive and difficult even at this time, and it was therefore decided that a preferable expedient would be to construct the conduit when future needs required, by extending it upon the easterly side of the railroad upon a taking to be made for that purpose, either within or without the railroad location, to a point at which it might cross under the proposed embankment of the railroad to join the existing channel upon the other side. This arrangement not only obviated the necessity of present outlay, for no immediate advantage, but the new location will undoubtedly avoid a pocket of quicksand existing near the present crossing, and result in far more economical construction without material increase in the length.

The consent of the railroad by its chief engineer has been obtained to the crossing of its right of way with this channel, "provided the city will agree to bear all the expense, when the conduit is constructed, in protecting the company's tracks," etc. — a usual and satisfactory condition.

"THE BOULEVARDS."

The four avenues, Blue Hill, Columbus, Huntington, and Commonwealth extension, which have come to be popularly known as "The Boulevards," have required a large amount of engineering, draughting, and supervision, and that portion upon which construction has been ordered by the Street Commissioners has been divided for purposes of reference and contract into 38 sections; these include the whole of the proposed avenues except that portion of Blue Hill avenue, from Walk Hill street to Milton line, which crosses the N. Y. & N. E. R.R., and upon which construction will not be ordered until the grade-crossing problem is solved at this point.

Contracts, forty-two in number, have been let as required

by law, and work commenced either upon sewer construction or grading, in some cases both, upon every one of these 38 sections, except four on Columbus avenue lying between Roxbury Crossing and Centre-street bridge, for which distance the avenue is laid out over the existing Pyncheon street.

Because of the fact that the operations of the N. Y., N. H., & H. R.R. in raising its tracks between these points might inconvenience public travel, it seemed unwise to disturb the paved surface of the street and thus increase the burden upon heavy traffic in this vicinity, while either end of the avenue required such extensive work and was so far from completion. It is in these four sections, moreover, that Stony brook must go, and much additional time was required for the completion of the plans and the working out of details. There seems to be now no good reason why operations should not commence in the early spring upon the important work of these sections, which includes the provision for Stony brook before referred to.

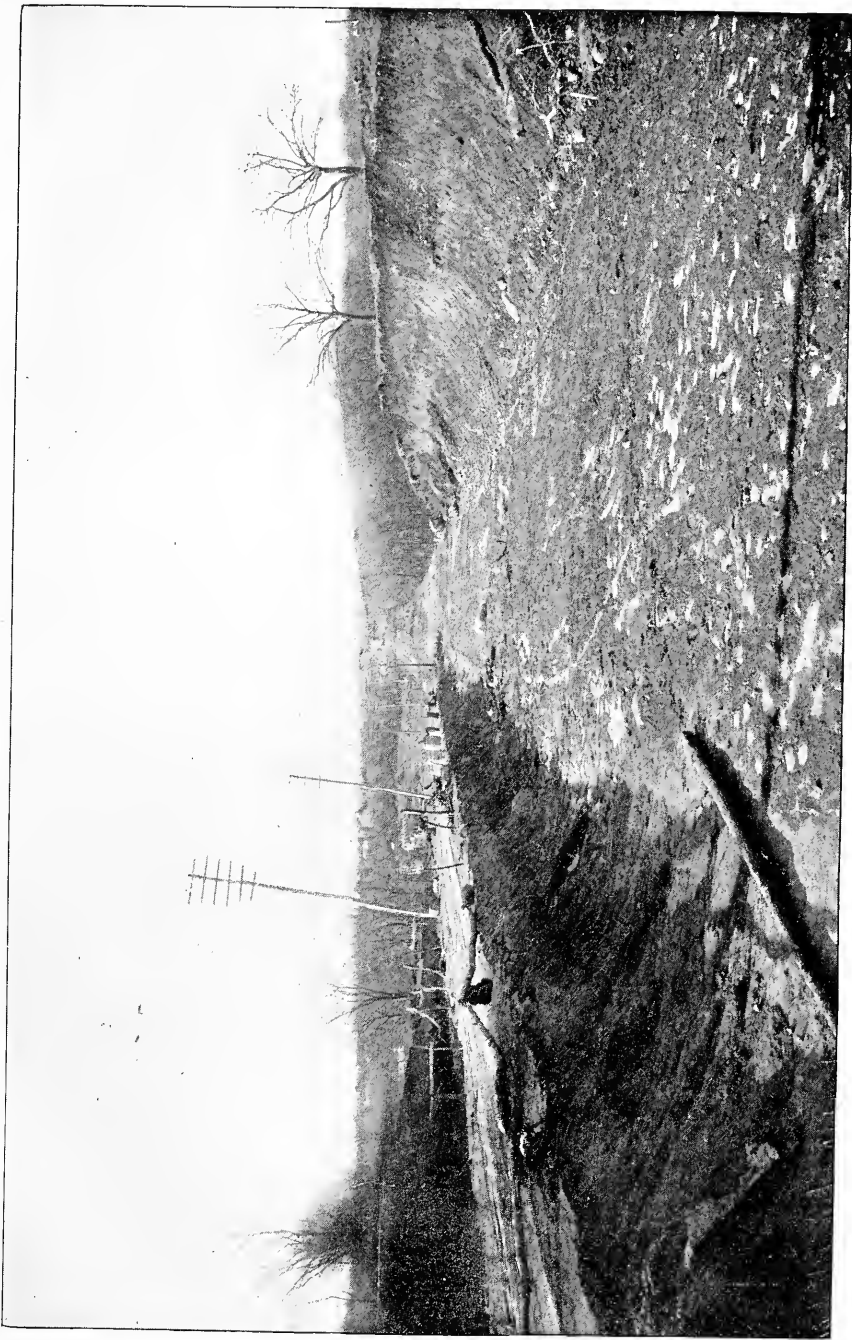
In connection with the construction of these avenues, the West End Street Railroad Company has agreed, because of the privilege of location, to loan the entire width of all the reserved spaces to a depth of eight inches, at its sole cost and expense.

COMMONWEALTH AVENUE.

Work upon that portion of Commonwealth avenue which many years ago was laid out under the general law, has been continued during the year. Early in the season the short portion of the southerly roadway between Beacon street and Cottage Farm at the bridge remaining uncompleted was graded, and the roadway opened to travel.

The widening of the bridge has been commenced. From the bridge to Brighton avenue the southerly roadway will be used as a speedway, and this is entirely subgraded, edge-stones set, and gutters paved and partly gravelled with loose material for this purpose; a few days only of good weather will serve to complete it. The portion of the northerly roadway between the bridge and St. Paul street has been graded, curbing set, and gutters paved and constructed of Telford macadam, completing this section of the work.

Beyond the intersection of Brighton avenue the character of the avenue changes, having no loamed reservation for street railway, but a wide central roadway instead, with winding side-roads on either hand. The westerly roadway has been graded, and a Telford road, with paved barrel-gutters, has been constructed to Warren street; a portion of it requires binding and rolling only. The easterly roadway



BLUE HILL AVENUE,—LOOKING SOUTH.
(Blue Hill scarcely discernible in the middle distance.)

has been subgraded to Warren street, and constructed from Brighton avenue to Harvard avenue, with Telford macadam and paved barrel-gutters.

A balance of \$87,227.88 remains unexpended of an appropriation of \$170,000, which it was estimated would complete the avenue to Warren street, and which appears to be more than amply sufficient. The surplus may be used to continue the work beyond Warren street.

The principal features of the work of the year may be summarized as follows:

Paving with granite blocks, and regulating 35 streets, or parts of streets, in various districts.

Construction of Telford macadam roadways on Commonwealth avenue, from Cottage-Farm bridge to Warren street; on Talbot avenue, from Wells avenue to Washington street, and on Harvard avenue, Norway street, Parker street, and St. Germain street.

Construction of sewers and grading upon Blue Hill, Columbus, Commonwealth extension, Huntington, and Brighton avenues.

Constructing three other macadam streets, under Chapter 323 of the Acts of 1891, and commencing eight others.

Setting 51,669 linear feet of new edgestone, and laying 20,632 square yards of new brick sidewalks, and 12,295 square yards of new granolithic sidewalks, besides resetting and regulating 113,806 linear feet of edgestone, and relaying 72,360 square yards of brick sidewalk.

Increasing our asphalt pavements by 17,933 square yards.

The completion of Chelsea-street bridge; the rebuilding of Chelsea, north, with new steel retractile draw; the extension of the pier and widening of Cottage-Farm bridge, and the construction of Gold-street bridge.

Building over 33 miles of sewers and 570 catch-basins and drop inlets, repairing 561 and cleaning 6,509 catch-basins, removing therefrom about 18,264 cubic yards of filthy material.

Cleaning about 11,419 miles of streets, removing 122,544 loads of dirt.

Sprinkling 338.13 miles of streets during the season.

Collecting and removing 336,886 loads of house-dirt and ashes.

Collecting and removing 51,327 loads of house-offal.

During the year, work has been completed upon streets, five in number, previously laid out and commenced under Chapter 323 of 1891, etc., and work has been commenced and prosecuted upon eleven others, upon which construction

has been ordered; one only, Audubon road, has not been begun, as the date of the order (Nov. 7, 1895) made it impracticable.

The work begun last year upon Boylston-street extension has also been prosecuted.

The report of the Executive Engineer, which follows, alludes to the work of the Central Office, and includes a statement of the general finances of the department, with appropriations and expenditure from loans for special work, together with a valuable table of prices that obtained upon a contract basis.

Attention is also called to the general work of the divisions, under the special division headings following.

In addition to this report, seven appendices are herewith submitted, in which will be found the reports of the several Deputy Superintendents, showing the expenditures of each division in detail. They are as follows:

- Appendix A — Bridge Division.
- “ B — Ferry Division.
- “ C — Paving Division.
- “ D — Sanitary Division.
- “ E — Sewer Division.
- “ F — Street-Cleaning Department.
- “ G — Street-Watering Division.
- “ H — Former Superintendents and Document Numbers.

Respectfully submitted,

B. T. WHEELER,
Superintendent of Streets.

BOSTON, February 1, 1896.

MR. B. T. WHEELER, *Superintendent of Streets*:

DEAR SIR: I herewith respectfully submit the annual report of the operations and expenses of the Street Department, the same being a full statement thereof for the year 1895.

CENTRAL OFFICE DIVISION.

EXPENSES OF THE CENTRAL OFFICE.

For the current expenses of the Central Office the City Council appropriated the sum of twenty thousand dollars (\$20,000), which was expended as follows:

Salaries	\$15,620 10
General office expenditures	2,695 69
	<hr/>
Total	\$18,315 79

leaving a balance of sixteen hundred fifty-four dollars and twenty-one cents (\$1,654.21), which was transferred to the city treasury.

FINANCIAL STATEMENT OF THE STREET DEPARTMENT APPROPRIATION.

From February 1, 1895, to January 31, 1896.

MAINTENANCE.

APPROPRIATION.		Appropriations and Transfers during 1895.	Revenue.	Total Credits.	Expenditures for the twelve months ending January 31, 1896.	Balances January 31, 1896.
Street Department:						
Central Office		\$20,000 00		1 \$20,000 00	\$18,315 79	\$1,684 21
Bridge Division		120,000 00		2 120,000 00	119,718 00	284 00
Boston and Cambridge Bridges		13,000 00		3 13,000 00	12,537 83	462 67
Ferry Division		210,000 00		4 210,000 00	203,971 30	88 70
Paving Division		692,000 00	\$18 56	5 692,018 56	683,899 42	8,119 14
Sanitary Division		435,000 00		6 435,000 00	432,178 82	2,821 48
Sewer Division		289,000 00		7 289,000 00	280,896 07	8,403 93
Street-Cleaning Division		306,000 00		8 306,000 00	305,998 90	1 50
Street Watering Division		80,000 00		9 80,000 00	76,424 70	3,575 30
Total		\$2,165,000 00	\$18 56	\$2,165,018 56	\$2,140,177 63	10 \$24,840 93
1 Appropriation 1895-6 \$20,000 00						
2 Appropriation 1895-6 \$120,000 00						
3 Appropriation 1895-6 \$15,000 00						
Transferred to Sanitary Division 2,000 00						
4 Consolidated with Street Department July 1, 1895. Expenditures shown for full financial year from Feb. 1, 1895. \$750,000 00						
5 Appropriation 1895-6 18 56						
Repaving for Corporations 18 56						
Transferred to Street-Cleaning Division \$35,000 00						
Transferred to Sanitary Division 23,000 00						
\$58,000 00						
\$692,018 56						
6 Appropriation 1895-6 \$400,000 00						
Transferred from Paving Division \$23,000 00						
“ “ Sewer Division 5,000 00						
“ “ Street Watering Division, 5,000 00						
“ “ Boston and Cambridge Bridges 2,000 00						
35,000 00						
\$435,000 00						
7 Appropriation 1895-6 \$300,000 00						
Transferred to Street-Cleaning Division \$6,000 00						
“ “ Sanitary Division 5,000 00						
11,000 00						
\$289,000 00						
8 Appropriation 1895-6 \$250,000 00						
Transferred from Paving Division \$35,000 00						
“ “ Street Watering Division 15,000 00						
“ “ Sewer Division 6,000 00						
56,000 00						
\$206,000 00						
9 Appropriation 1895-6 \$100,000 00						
Transferred to Street-Cleaning Division \$15,000 00						
“ “ Sanitary Division 5,000 00						
20,000 00						
\$80,000 00						
10 Transferred to City Treasury \$24,840 93						

Comparative Table showing Cost of Maintenance of the Street Department since Organization.

DIVISION.	1891-2. (13 months.)	1892-3.	1893-4.	1894-5.	1895-6.
Central Office	\$16,050 00	\$18,793 60	\$20,805 96	\$20,884 29	\$18,315 79
Bridge	123,010 63	128,954 37	133,159 24	130,137 21	119,716 00
Boston and Cambridge Bridges	11,866 42	11,079 76	11,493 16	11,986 85	12,537 33
Ferry					209,911 30
Paving	872,936 40	915,460 99	745,681 52	715,608 62	683,839 42
Sanitary	² 509,342 24	469,370 74	481,300 63	467,459 02	432,778 52
Sewer	446,222 69	560,808 19	373,517 38	304,133 40	280,596 07
Street Cleaning	³ 215,929 33	288,320 42	308,707 30	301,477 41	305,998 50
Street Watering	104,263 62	94,507 80	99,430 16	87,169 08	76,424 70
Totals	\$2,299,621 33	\$2,487,095 87	\$2,174,095 35	\$2,038,855 91	⁴ \$2,140,177 63

¹ Nine months only.² Includes street cleaning for four months to May 1, 1891.³ Nine months only, but includes expenditure for Street Police, May 1 to July 10, 1891 — \$464.41.⁴ For comparison, deduct Ferry Division, not before shown, making total — \$1,830,266.33.

Bridge Division Specials.

OBJECT OF APPROPRIATION.	Appropriations, Balances, and Transfers.	Expended from Feb'y 1, 1895, to Jan. 31, 1896.	Balances on hand Jan. 31, 1896.
Charles-river Bridge, draw	\$8,100 00	\$5,175 84	\$2,924 16
Chelsea Bridge North, rebuilding, etc. . .	40,000 00	26,738 36	13,261 64
Chelsea-street Bridge, rebuilding, etc. . .	18,414 92	14,154 44	4,260 48
Gold-street Bridge	25,000 00	6,402 42	18,597 58
Totals	\$91,514 92	\$52,471 06	\$39,043 86

Ferry Division Specials.

OBJECT OF APPROPRIATION.	Appropriations, Balances, and Transfers.	Expended from Feb'y 1, 1895, to Jan. 31, 1896.	Balances on hand Jan. 31, 1896.
Awning, North Ferry, East Boston side .	\$1,000 00	. . . . .	\$1,000 00
Ferryboat " East Boston," remodelling .	4,998 73	\$4,998 73	
South Drop, South Ferry, Boston side . .	7,000 00	6,903 91	96 09
Totals	\$12,998 73	\$11,902 64	\$1,096 09

Paving Division Specials.

OBJECT OF APPROPRIATION.	Appropriations, Balances, and Transfers.	Expended from Feb'y 1, 1895, to Jan. 31, 1896.	Balances on hand Jan. 31, 1896.
Arklow st.	\$800 00	. . . . .	\$800 00
Bellflower st.	934 31	\$934 31	
Bond st.	1,091 18	1,091 18	
Bunker Hill st.	1,527 85	1,161 66	366 19
Charter st.	4,790 80	4,790 80	
Columbus ave.	7,100 00	. . . . .	7,100 00
Commonwealth ave.	175,641 99	88,414 11	87,227 88
Congress and I sts.	14,142 00	3,575 22	10,566 78
Dartmouth st.	360 35	360 35	
Hanover st.	3,827 66	. . . . .	3,827 66
Henchman st.	2,136 32	2,136 32	
Lewis-st. extension	4 50	4 50	
McLellan st.	7,090 00	1,243 60	5,756 40

Paving Division Specials. — *Concluded.*

OBJECT OF APPROPRIATION.	Appropriations, Balances, and Transfers.	Expended from Feb'y 1, 1895, to Jan. 31, 1896.	Balances on hand Jan. 31, 1896.
Melville ave.	\$7,500 00	\$7,500 00	
Prince st.	2,985 37	2,985 37	
Saratoga st.	25,000 00	52 90	\$24,947 10
Talbot ave. }	36,370 59	26,698 97	9,671 62
Talbot ave. }			
Wall st.	5,000 00		5,000 00
Warren st.	600 00	600 00	
Washington st.	23,632 09	23,632 09	
Totals	\$320,445 01	\$165,181 38	\$155,263 63

¹ Draft of \$5,450.91 retained.

Street Improvements.

OBJECT OF APPROPRIATION.	Appropriations, Balance and Transfers.	Expended from Feb. 1, 1895, to Jan. 31, 1896.	Balances on hand Jan. 31, 1895.
Street Improvements, Aldermanic District No. 6 .	\$13,480 66	\$13,480 66	
Street Improvements, Wards 1 and 2	51,971 57	29,474 62	\$22,496 95
Street Improvements, Ward 3	20,784 09	7,777 28	13,006 81
Street Improvements, Ward 4	23,333 67	21,690 51	1,643 16
Street Improvements, Ward 5	18,118 35	12,992 50	5,125 85
Street Improvements, Ward 6	2,150 98	2,150 98	
Street Improvements, Ward 6, 7, and 8	43,211 36	43,211 36	
Street Improvements, Wards 7 and 8	7,551 92	7,551 92	
Street Improvements, Ward 9	5,000 00	5,000 00	
Street Improvements, Wards 9 and 10	50,000 00	44,149 76	5,850 24
Street Improvements, Ward 11	25,000 00	25,000 00	
Street Improvements, Ward 12	36,758 62	14,249 30	22,509 32
Street Improvements, Ward 13	25,000 00	4,065 05	20,937 95
Street Improvements, Ward 14	3,196 55	3,196 55	
Street Improvements, Wards 14 and 15	50,000 00	22,679 13	27,320 87
Street Improvements, Ward 15	4,132 80	3,241 41	891 39
Street Improvements, Ward 16	25,000 00	10,381 92	14,618 08
Street Improvements, Wards 17 and 18	67,658 06	62,571 07	5,086 99
Street Improvements, Wards 19 and 22	50,000 00	34,142 78	15,857 22
Street Improvements, Ward 20	23,636 81	12,747 45	12,889 36
Street Improvements, Ward 21	25,000 00	25,000 00	
Street Improvements, Ward 23	25,000 00	25,000 00	
Street Improvements, Wards 23 and 25	4,999 77	4,999 77	
Street Improvements, Ward 24	50,000 00	49,469 40	530 60
Street Improvements, Ward 25	25,000 00	20,590 89	4,409 11
Totals	\$677,985 21	\$504,811 31	\$173,173 90

Sewer Division Specials.

OBJECT OF APPROPRIATION.	Appropriations, Balances, and Transfers.	Expended from Feb. 1, 1895, to Jan. 31, 1896.	Balances on hand Jan. 31, 1896.
Forest avenue Section, Temporary Sewer Outlet, etc	\$19,400 00	\$2,283 35	\$17,116 65
Stony Brook, Damages.	5,050 00	5,025 00	25 00
Sewer Outlet, Low Level, West Roxbury District, Sewers, South Boston	21,000 00 1,266 25	13,175 36 388 74	7,824 64 877 51
Totals	\$46,716 25	\$20,872 45	\$25,843 80

Laying Out and Construction of Highways.*Expenditures.*

Sewer construction	\$404,162 78
Street construction	85,453 81
Totals	<u>\$489,616 59</u>

Blue Hill and other Avenues.*Expenditures.*

OBJECT OF APPROPRIATION.	Street Construction.	Sewer Construction.	Totals.
Blue Hill ave.	\$19,994 95	\$44,865 80	\$64,860 75
Columbus ave.	4,516 83	36,546 68	41,063 51
Commonwealth ave.	15,920 19	19,886 64	35,806 83
Huntington ave.	24,910 12	50,271 32	75,181 44
Totals	\$65,342 09	\$151,570 44	\$216,912 53

Recapitulation of Expenditures for the Twelve Months ending January 31, 1896.

OBJECT OF APPROPRIATION.	Current Ex- penses for the twelve months ending Jan. 31, 1896.	Special Appropriations.	Totals.
Street Department:			
Central Office	\$18,315 79		\$18,315 79
Bridge Division	119,716 00	\$52,471 06	172,187 06
Boston and Cambridge Bridges	12,537 33		12,537 33
Ferry Division	209,911 30	11,902 64	221,813 94
Paving Division	683,899 42	165,181 38	849,080 80
Sanitary Division	432,778 52		432,778 52
Sewer Division	280,596 07	20,872 45	301,468 52
Street Cleaning Division	305,998 50		305,998 50
Street Watering Division	76,424 70		76,424 70
Street Improvements		504,811 31	504,811 31
Laying Out and Construction of Highways		489,616 59	489,616 59
Blue Hill and other Avenues		216,912 53	216,912 53
Totals	\$2,140,177 63	\$1,461,767 96	\$3,601,945 59

Street-building under Chap. 323 of the Acts of 1891, as amended by Chap. 418 of the Acts of 1892.

STREET.	Paving.	Sewer.	Totals.
Abbotsford st., Walnut ave. to Harold st.		\$1,472 81	\$1,472 81
Arundel st., Mountfort st. to Beacon st.	\$92 17	13 76	105 93
Bay State road, Sherborn st. to Granby st.	58 90	3,680 32	3,739 22
Boylston st., Boylston road to Brookline ave.	40,665 11	16,290 97	56,956 08
Brighton ave., Commonwealth ave. to Cambridge st.	3,341 49	7,060 78	10,402 27
Geneva ave., Westville st. to Dorchester ave.	3 00	2,190 71	2,193 71
Granby st., Commonwealth ave. to Charles river	72 50	607 64	680 14
Greenbrier st., Bowdoin st. to Bloomfield st.		1,560 27	1,560 27
Harvard ave., Commonwealth ave. to Brookline line	5,195 64	4,494 55	9,690 19
Ivy st., St. Mary's st. to Mountfort st.	2,149 42	98 40	2,247 82
Josephine st., Geneva ave. to Ditson st.		1,798 54	1,798 54
Kenmore st., Commonwealth ave. to Newbury st.	1,906 86	358 12	2,264 98
Lauriat ave., Blue Hill ave. to Tucker st.		6,787 18	6,787 18
Mountfort st., Ivy st. to Audubon road	127 50	42 01	169 51
Newbury st., Charlesgate West to Brookline ave.	602 65		602 65

Street-building under Chap. 323, etc. — *Concluded.*

STREET.	Paving.	Sewer.	Totals.
Norway st., Falmouth st. to W. Chester park, now Massachusetts ave.	\$5,442 89	\$104 67	\$5,547 56
Parker st., Westland ave. to Huntington ave.	12,595 12	667 09	13,262 21
Sherborn st., Commonwealth ave. to Charles river	6,780 92	465 98	7,246 90
St. Alphonsus st., Tremont st. to Calumet st.		3,088 25	3,088 25
St. Germain st., Massachusetts ave. to Dalton st.	6,419 64	97 35	6,516 99
Totals	\$85,453 81	\$50,879 40	\$136,333 21

For Boylston street, see also Chap. 402 of the Acts of 1892, and Chap. 439 of the Acts of 1894.

For Brighton avenue, see also Chap. 268 of the Acts of 1895.

INCOME.

Statement showing the amount of bills and cash deposited with City Collector, less bills withdrawn, for the year ending January 31, 1896, by the several divisions of the Street Department :

Central Office	\$85 00
Bridge Division	1,753 97
Boston and Cambridge Bridges	1,151 85
Ferry Division	169,584 85
Paving Division	8,614 54
Sanitary Division	42,985 53
Sewer Division	237,235 79
Street-Cleaning Division	6,465 26
Street-Watering	972 10
	<u>\$468,848 89</u>

Statement showing the amount paid into the city treasury during the same period on account of the several divisions of the Street Department :

Central Office	\$85 00
Bridge Division	1,630 40
Boston and Cambridge Bridges	1,151 85
Ferry Division	169,584 85
Paving Division	29,668 82
Sanitary Division	43,629 80
Sewer Division	142,232 30
Street-Cleaning Division	2,135 51
Street-Watering	1,576 62
	<u>\$391,695 15</u>

**List of Contracts from February 1, 1895, to January 31,
1896, made by the Street Department.**

Paving-Blocks.

CONTRACT.	Awarded to	Dated	Price per M.
Large paving-blocks, 300,000	Rockport Granite Co.,	March 5, 1895.	\$57 90

Spruce Lumber.

DISTRICT.	Awarded to	Dated	Price per M. ft. B. M.	Price for Planing per M ft.
Brighton	G. Fuller & Son,	February 26.	\$15 25	\$1 00
South Boston	Curtis & Pope Lumber Co.	" "	14 95	0 95
East Boston	" "	" "	15 95	0 95
Charlestown	" "	" "	15 95	0 95
West Roxbury	" "	" "	16 00	0 95
Dorchester	" "	" "	15 88	0 95
Roxbury	" "	" "	15 45	0 95
City Proper	" "	" "	14 95	0 95
Harvard Bridge, 170 M spruce	Geo. W. Gale Lumber Co.	July 8.	15 18	

Beach Gravel.

DISTRICT.	Awarded to	Dated	Price per ton.
City	James Brown, Agent.	Feb. 27, 1895.	\$0 57 delivered on wharves.

Coal.

CONTRACT.	Awarded to	Dated	Price per ton, 2,240 lbs.
1,500 tons, Pumping Station, Dorchester	Garfield & Proctor Coal Co.	Feb. 27, 1895.	\$3 36
2,000 tons, Pumping Station, Dorchester	"	Sept. 4, 1895.	2 98½

Iron Castings.

CONTRACT.	Awarded to	Dated.	Price per 100 lbs.
Iron Castings	Osgood & Hart.	March 2, 1895.	\$1 30

Bank Gravel and Sand.

CONTRACT.	Awarded to	Dated.	PRICE.			
			Gravel. A.	Gravel. B.	Sand. A.	Sand. B.
Brighton, District 4	W. Scollans	March 15, 1895	\$1.70	\$0.85	\$1.80	\$0.90
City Proper, Districts 8, 9, and 10	W. Scollans, gravel only	March 15, 1895	1.55	0.80		
City Proper, Districts 8, 9, and 10	Owen Nawu, sand only	March 15, 1895			1.80	0.70
West Roxbury, District 5	James Doonan	March 15, 1895	1.00	0.50	1.00	0.50
Dorchester, District 6	J. J. Nawn	March 15, 1895	1.40	0.70	1.65	0.80
Roxbury, District 7	O. Nawn	March 15, 1895	1.60	0.80	1.80	0.85
South Boston, District 1	R. S. Brine & Co.	March 26, 1895	1.59	0.79½	1.59	0.79½
East Boston, District 2	L. F. Leary	March 26, 1895	1.58	0.79	1.58	0.79
Charlestown, District 3	P. O'Riorden	March 26, 1895	1.78	0.89	1.60	0.80

EXPLANATION OF LETTERS.

- A. — Double loads.
- B. — Single loads.

Paving Bricks (Sidewalks).

AWARDED TO	Dated.	District.	Price per 1,000.
Parry Bros.	May 8, 1895	No. 1	\$9.85
Parry Bros.	May 8, 1895	No. 4	10.40
Parry Bros.	May 8, 1895	No. 8	9.45
Parry Bros.	May 8, 1895	No. 9	9.45
Parry Bros.	May 8, 1895	No. 10	9.45
A. Gove & Co.	May 8, 1895	No. 2	9.75
O. S. Foster.	May 8, 1895	No. 3	10.00
Curtis & Pope Lumber Co.	May 8, 1895	No. 5	11.00
F. A. Merriam & Co.	May 8, 1895	No. 6	9.70
F. A. Merriam & Co.	May 8, 1895	No. 7	10.20

North River and Granite Flagging.

CONTRACT.	Dated.	PRICE PER SQ. FT.	
		On wharves.	On streets.
J. Cuddihy	Feb. 28, 1895	\$0.31½	\$0.33½
Rockport Granite Co.	Feb. 28, 1895	0.32½	0.35½

Lease of Land, etc.

CONTRACT.	Lessor.	Dated.	Price.
Crusher lot, Washington street, West Roxbury	M. Keegan	April 16, 1895	\$50 per year.
Flats and docks for public landings, East Boston	East Boston Dry Dock Co.	July 10, 1895	\$250 per year, payable quarterly.

Lease of Stable.

CONTRACT.	Lessor.	Dated.	Price.
Stable on Vale street, South Boston	Choate Burnham Est., by C. T. Gallagher, Trustee	June 19, 1895	\$600 per year, payable monthly.
Stable on Vale street "	Choate Burnham Est., by C. T. Gallagher, Trustee	Oct. 29, 1895	\$600 per year, payable monthly.

Lease of Ledge Lots, Quarrying Stone, etc.

CONTRACT.	Lessor.	Dated.	Terms.
Lease of ledge lot for quarrying and removing stone from Kenney street, near Day ¹	J. W. Kenney	March 12, 1895	\$0.15 per ton.
Lease of ledge lot for quarrying and removing stone from Rossetter street ²	W. J. Emerson	March 12, 1895	\$0.25 per ton.
Furnishing and delivering stone to Dimock-street crusher	P. F. Lonergan	March 28, 1895	\$0.79 per ton.
Furnishing and delivering stone to Washington-street crusher, West Roxbury	J. A. Whittemore's Sons	April 1, 1895	\$0.60 per ton.
Quarrying and furnishing stone from Commonwealth avenue	A. McMurtry	Dec. 2, 1895	\$1.35 per cu. yd. at ledge.

¹ Extended for three years, from Feb. 1, 1896.

² Extended for two years, from Feb. 1, 1896.

Collecting and Removing House-Offal.

CONTRACT.	Awarded to	Dated.	Price.
W. Roxbury District	G. T. Barnes	March 25, 1895	\$1,488 per year for three years.
Dorchester District	J. McShane	Jan. 16 to May 10, 1895.	\$5 per day per team.
Dorchester District	J. McShane	May 11, 1895	\$7,500 per year for two years.
Brighton District	D. B. Merrill.	April 29, 1895	\$2,000 per year for three years.
East Boston District	T. Mulligan	Dec. 23, 1895	\$8,000 per year for three years.

Collecting and Removing Ashes.

CONTRACT.	Awarded to	Dated.	Price.
Dorchester District	J. McShane	April 10, 1895	\$3,885 per year for two years.
West Roxbury District	M. E. Nawn	April 10, 1895	\$1,700 per year for two years.

Bridge Strengthening, New Bridges, etc.

CONTRACT.	Awarded to	Dated.	Price.
Rebuilding Draw Foundation, Chelsea bridge (North)	A. Bellevue & Co.	May 23, 1895	\$19,260 00
Steel Draw, Chelsea bridge (North)	Penn Bridge Co.	May 27, 1895	\$6,000 00
Draw Trucks, Chelsea bridge (North)	Atlantic Works	May 25, 1895	\$1,674 00
Wheels, Chelsea bridge (North)	Sweet Car Wheel & Foundry Co.	June 12, 1895	\$0 03 per lb., and \$1 00 for threading.
Repairing Charles-river bridge	J. N. Hayes & Co.	June 14, 1895	\$2,213 00
Middle Pier, Cottage Farm bridge	D. S. Crockett & Co.	July 25, 1895	\$8,800 00
Steel Beams, Cottage Farm bridge	Page, Newell, & Co.	Aug. 7, 1895	\$0.02125 per lb.
Steel Superstructure, Cottage Farm bridge	Boston Bridge Works	Aug. 14, 1895	\$2,600 00
Granite for Bridge Seats and Parapet, Cottage Farm bridge	Cape Ann Granite Co.	Aug. 28, 1895	\$1,839 00
Parapet, Cottage Farm bridge	D. S. Crockett	Sept. 23, 1895	\$500 00
Rebuilding 53 feet, Chelsea bridge (North)	A. Bellevue & Co.	Oct. 5, 1895	\$1,200 00
Electric Motor and Apparatus for Draw, Chelsea bridge (North)	Gen. Elec. Co.	Nov. 5, 1895	\$565 00, plus $\frac{1}{2}$ of 1% insurance.
Foot-bridge, Roxbury Crossing	Josiah Shaw	June 10, 1895	\$975 00
Bridge Abutments, Gold-street bridge	F. H. Biasedell	June 10, 1895	\$1,850 00
Superstructure, Gold-street bridge	Boston Bridge Works	June 11, 1895	\$1,570 00
Raising buildings and building foundations, Gold-street bridge	F. H. Biasedell	Aug. 19, 1895	\$1,950 00
Replanking, Harvard bridge	W. L. Miller	Sept. 3, 1895	\$546 00

Artificial Stone Sidewalk.

CONTRACT.	Awarded to	Dated.	Price.
On Beacon st., cor Raleigh and cor Deerfield st.	W. A. Murrfeldt	Apr. 11, 1895	6 cts. per square foot.
State st., cor. Congress st.	E. L. Caton	Apr. 20, 1895	6 cts. per square foot.
221 to 229 Federal st.	Simpson Bros.	May 1, 1895	6 cts. per square foot.
13 and 26 Peter Parley st.	Simpson Bros.	May 1, 1895	6 cts. per square foot.
4, 6, 8, 10, 12 Ruthven st., and 346 Walnut ave.	W. A. Murrfeldt	May 6, 1895	6 cts. per square foot.
99 State st.	W. A. Murrfeldt	May 7, 1895	6 cts. per square foot.
875 Beacon st.	Simpson Bros.	May 10, 1895	6 cts. per square foot.
West Park st.	Simpson Bros.	May 10, 1895	6 cts. per square foot.
Millet st.	Simpson Bros.	May 10, 1895	6 cts. per square foot.
51 and 52 North Market st.	Simpson Bros.	May 17, 1895	6 cts. per square foot.
Stockton st.	W. H. Jenkins Company	May 6, 1895	6 cts. per square foot.
Milk, cor. Broad st.	Simpson Bros.	May 17, 1895	6 cts. per square foot.
Heath st., cor. Pyncheon st.	Simpson Bros.	May 17, 1895	6 cts. per square foot.
Harvard, cor. Waterloo st.	Simpson Bros.	May 17, 1895	6 cts. per square foot.
Egleston st.	J. Uffiel & Co.	May 21, 1895	6 cts. per square foot.
38 and 39 Howland st.	W. A. Murrfeldt	May 25, 1895	6 cts. per square foot.
36 Bradlee st.	W. A. Murrfeldt	May 25, 1895	6 cts. per square foot.
Parker and Haviland st.	W. A. Murrfeldt	May 31, 1895	6 cts. per square foot.
30 and 32 Alexander st.	W. A. Murrfeldt	May 31, 1895	6 cts. per square foot.

Artificial Stone Sidewalk. — *Continued.*

CONTRACT.	Awarded to	Dated.	Price.
20-34 Bradlee st.	W. A. Murtfeldt	June 4, 1895	6 cts. per square foot.
Hancock and Derne st.	Simpson Bros.	May 31, 1895	6 cts. per square foot.
W. Park st.	Simpson Bros.	May 31, 1895	6 cts. per square foot.
Ivy st.	Simpson Bros.	May 31, 1895	6 cts. per square foot.
21 Algonquin st.	E. L. Caton	June 6, 1895	6 cts. per square foot.
Gaston st. and Blue Hill ave.	Simpson Bros.	June 24, 1895	6 cts. per square foot.
43 Crawford st.	W. A. Murtfeldt	June 25, 1895	6 cts. per square foot.
Wahnut ave.	W. A. Murtfeldt	June 25, 1895	6 cts. per square foot.
H street	Aberthaw Cons. Company	June 25, 1895	6 cts. per square foot.
321 and 323 Blue Hill ave.	Simpson Bros.	June 26, 1895	6 cts. per square foot.
32-33 Algonquin st.	E. L. Caton	June 25, 1895	6 cts. per square foot.
Howard ave. and Dewey st.	Aberthaw Cons. Company	July 10, 1895	6 cts. per square foot.
Wahnut ave.	Simpson Bros.	July 10, 1895	6 cts. per square foot.
Massachusetts ave. and Haviland st.	W. A. Murtfeldt	July 10, 1895	6 cts. per square foot.
55 Bowdoin ave.	W. A. Murtfeldt	July 10, 1895	6 cts. per square foot.
Ruthven st.	W. A. Murtfeldt	July 10, 1895	6 cts. per square foot.
Hooper st.	W. H. Jenkins Company	July 10, 1895	6 cts. per square foot.
216 Blue Hill ave.	W. H. Jenkins Company	July 10, 1895	6 cts. per square foot.
Bicknell st.	W. H. Jenkins Company	July 18, 1895	6 cts. per square foot.

Artificial Stone Sidewalk. — *Continued.*

CONTRACT.	Awarded to	Dated.	Price.
12-28 Chandler st.	Simpson Bros.	July 18, 1895 . . .	6 cts. per square foot.
80 Gardner st.	W. A. Murtfeldt.	July 31, 1895 . . .	6 cts. per square foot.
36 and 38 Washington st., W. Roxbury	W. A. Murtfeldt.	July 31, 1895 . . .	6 cts. per square foot.
424 Washington st., Dorchester	W. A. Murtfeldt.	July 31, 1895 . . .	6 cts. per square foot.
27 Howland st.	W. A. Murtfeldt.	July 31, 1895 . . .	6 cts. per square foot.
34 Sagamore st.	W. H. Jenkins Company.	July 31, 1895 . . .	6 cts. per square foot.
41-51 Holborn st.	W. H. Jenkins Company.	July 31, 1895 . . .	6 cts. per square foot.
Glenway st.	Simpson Bros.	July 31, 1895 . . .	6 cts. per square foot.
367 Walnut ave.	Simpson Bros.	July 31, 1895 . . .	6 cts. per square foot.
22-30 Egleston st.	J. Ufheil & Co.	Aug. 5, 1895 . . .	6 cts. per square foot.
36 Homestead st.	J. Ufheil & Co.	Aug. 5, 1895 . . .	6 cts. per square foot.
7-13 Bay State road	Simpson Bros.	Aug. 13, 1895 . . .	6 cts. per square foot.
270 Blue Hill ave.	Simpson Bros.	Aug. 13, 1895 . . .	6 cts. per square foot.
Milk and Kilby sts.	W. A. Murtfeldt	Aug. 15, 1895 . . .	6 cts. per square foot.
Bowdoin st.	W. A. Murtfeldt	Aug. 15, 1895 . . .	6 cts. per square foot.
Bradlee st.	W. A. Murtfeldt	Aug. 15, 1895 . . .	6 cts. per square foot.
Faneuil Hall sq.	Simpson Bros.	Aug. 22, 1895 . . .	6 cts. per square foot.
Bicknell st.	W. H. Jenkins Company	Aug. 26, 1895 . . .	6 cts. per square foot.
Welles ave.	W. H. Jenkins Company	Aug. 26, 1895 . . .	6 cts. per square foot.

Artificial Stone Sidewalk. — *Continued.*

CONTRACT.	Awarded to	Dated.	Price.
37-39 Holburn st.	W. A. Murtfeldt	Aug. 26, 1895	6 cts. per square foot.
90 Gardner st.	Simpson Bros.	Aug. 25, 1895	6 cts. per square foot.
Dennis, cor. Winthrop st.	Simpson Bros.	Aug. 25, 1895	6 cts. per square foot.
Mayfield st.	W. H. Jenkins Company	Aug. 26, 1895	6 cts. per square foot.
Mayfield st.	Simpson Bros.	Aug. 29, 1895	6 cts. per square foot.
60-66 Reed st.	Simpson Bros.	Sept. 3, 1895	6 cts. per square foot.
58 Pinckney st.	Simpson Bros.	Sept. 3, 1895	6 cts. per square foot.
42 Mather st.	W. A. Murtfeldt	Sept. 3, 1895	6 cts. per square foot.
68-78 Brent st.	W. A. Murtfeldt	Sept. 3, 1895	6 cts. per square foot.
Warren and Brunswick sts.	W. H. Jenkins Company	Sept. 30, 1895	6 cts. per square foot.
12 Gaston st.	W. A. Murtfeldt	Sept. 20, 1895	6 cts. per square foot.
29 Cobden st.	W. A. Murtfeldt	Sept. 20, 1895	6 cts. per square foot.
Humboldt ave.	W. A. Murtfeldt	Sept. 20, 1895	6 cts. per square foot.
Walnut ave.	Simpson Bros.	Oct. 1, 1895	6 cts. per square foot.
608-678 Dudley st.	Simpson Bros.	Oct. 1, 1895	6 cts. per square foot.
98 Magnolia st.	Simpson Bros.	Oct. 1, 1895	6 cts. per square foot.
14 and 66 Brent st.	Simpson Bros.	Oct. 1, 1895	6 cts. per square foot.
71-75 Bowdoin ave.	Simpson Bros.	Oct. 1, 1895	6 cts. per square foot.
62 Hartford st.	Simpson Bros.	Oct. 1, 1895	6 cts. per square foot.

Artificial Stone Sidewalk. — *Continued.*

CONTRACT.	Awarded to	Dated.	Price.
35-51 Gardner st.	Simpson Bros.	Oct. 1, 1895	6 cts. per square foot.
Kenwood st.	Simpson Bros.	Oct. 1, 1895	6 cts. per square foot.
67-83 Gardner st.	W. A. Murfeldt	Oct. 8, 1895	6 cts. per square foot.
43 Ocean st.	W. A. Murfeldt	Oct. 8, 1895	6 cts. per square foot.
Crawford st.	W. A. Murfeldt	Oct. 8, 1895	6 cts. per square foot.
46-50 Gardner st.	Simpson Bros.	Oct. 9, 1895	6 cts. per square foot.
3175 Washington st.	Simpson Bros.	Oct. 9, 1895	6 cts. per square foot.
Meridian and Paris st.	Simpson Bros.	Oct. 9, 1895	6 cts. per square foot.
35-39 H st.	Aberthaw Cons. Co	June 25, 1895	6 cts. per square foot.
Howard ave.	Aberthaw Cons. Co.	July 10, 1895	6 cts. per square foot.
Gardner st.	Simpson Bros.	Oct. 14, 1895	6 cts. per square foot.
Cushing ave. and Upham st.	Simpson Bros.	Oct. 18, 1895	6 cts. per square foot.
Dudley st.	Simpson Bros.	Oct. 18, 1895	6 cts. per square foot.
4 Sydney st.	Simpson Bros.	Oct. 18, 1895	6 cts. per square foot.
Bradlee st.	Thomas J. Hind	Oct. 22, 1895	6 cts. per square foot.
10-12 Daimathia st.	T. J. Hind	Oct. 29, 1895	6 cts. per square foot.
Washington st., near Harvard	T. J. Hind	Oct. 22, 1895	6 cts. per square foot.
5-7 Devon st.	T. J. Hind	Oct. 11, 1895	6 cts. per square foot.
Harvard st.	W. H. Jenkins Co.	Oct. 24, 1895	6 cts. per square foot.

Artificial Stone Sidewalk. — *Concluded.*

CONTRACT.	Awarded to.	Dated.	Price.
7 Romsey st.	W. H. Jenkins Co.	Oct. 24, 1895	6 cts. per square foot.
877 Beacon st.	Simpson Bros.	Oct. 1, 1895	6 cts. per square foot.
41-43 Algonquin st.	M. Taylor, Jr.	Oct. 28, 1895	6 cts. per square foot.
10-12 Dalmatia st.	T. J. Hind	Oct. 22, 1895	6 cts. per square foot.
Devon st.	T. J. Hind	Oct. 29, 1895	6 cts. per square foot.
Bradlee st.	W. A. Murtfeldt	Oct. 31, 1895	6 cts. per square foot.
121 and 126 Crawford st.	W. A. Murtfeldt	Oct. 31, 1896	6 cts. per square foot.
120-122 Howard ave.	W. H. Jenkins Co.	Nov. 26, 1895	6 cts. per square foot.
Mather st., cor. Allston	Simpson Bros.	May 1, 1895	6 cts. per square foot.
Mather, No. 42.	W. A. Murtfeldt	Sept. 3, 1895	6 cts. per square foot.

Paving with Trinidad Asphalt.

CONTRACT.	Awarded to	Dated.	Price.
Spring st., Poplar to Leverett	Barber Asphalt Paving Co.	May 20, 1895	(A) \$2.65 per square yard.
Chambers st., Brighton to Charles	Barber Asphalt Paving Co.	May 20, 1895	(A) \$2.65 per square yard.
Bond st.	Barber Asphalt Paving Co.	May 20, 1895	(A) \$2.65 per square yard.
Tilston st., Salem to Wiggin	Barber Asphalt Paving Co.	Aug. 14, 1895	(B) \$3.00 per square yard.
Edinboro' st., Essex to Bench	Barber Asphalt Paving Co.	Aug. 14, 1895	(B) \$3.00 per square yard.
Brimmer st., Beacon to Pinckney	Barber Asphalt Paving Co.	Aug. 31, 1895	(B) \$3.00 per square yard.
Pinckney st., Charles through Brimmer	Barber Asphalt Paving Co.	Aug. 31, 1895	(B) \$3.00 per square yard.
N. Marguin st., Cooper to Thacher	Barber Asphalt Paving Co.	Sept. 10, 1895	(B) \$3.00 per square yard.
Harrison ave., from 85 ft. south of East Newton to 100 ft. east of Springfield	Barber Asphalt Paving Co.	Oct. 17, 1895.	(B) \$3.00 per square yard.
Harrison-ave. Ext. of above	{ Relaying old asphalt { Barber Asphalt Paving Co.. . . .	. . . . .	\$2.00 per square yard.
Chambers st., Brighton to Auburn	Barber Asphalt Paving Co.	Nov. 7, 1895.	(B) \$3.00 per square yard.
Chambers st., Auburn to Charles	Barber Asphalt Paving Co.	July 1, 1895.	(B) \$3.00 per square yard.
Oxford st.	Barber Asphalt Paving Co.	July 1, 1895.	(A) \$2.65 per square yard.
	Barber Asphalt Paving Co.	April 26, 1895.	(C) \$0.40 per square yard.

(A) Wearing surface on existing base and binder course. (B) Concrete base and wearing surface. (C) Binder course on existing base.

Paving with Sicilian Rock Asphalt.

CONTRACT.	Awarded to	Dated.	Price.
Prince st., Hanover to Bennett ave.	H. Gore & Co.	July 1, 1895	(B) \$3.00 per square yard.
Whitmore st.	Boston Asphalt Co.	Aug. 14, 1895	(B) \$3.00 per square yard.
Barton st., Leverett to Milton	Boston Asphalt Co.	Aug. 14, 1895	(B) \$3.00 per square yard.
Fabian st., Newland to Ivanhoe	Boston Asphalt Co.	Sept. 10, 1895	(B) \$3.00 per square yard.
Athens st., Second to A st.	Boston Asphalt Co.	Oct. 9, 1895	(A) \$2.65 per square yard.
Warren st., Windthrop to Soley, Charlestown	Boston Asphalt Co.	Sept. 10, 1895	(B) \$3.00 per square yard.
Massachusetts ave., south side, Washington to Albany st.	H. Gore & Co.	May 14, 1895	(C) \$0.40 per square yard.

(A) Binder course on existing base and wearing surface. (B) Concrete base and wearing surface. (C) Binder course on existing base.

Paving and Regulating.

CONTRACT.	Awarded to	Dated.	Price.
Charter st., Unity to Jackson ave., paving with granite blocks, Portland cement grout joints	C. L. Ward	May 29, 1895	\$0.44½ per sq. yd.
Henchman st., Commercial to Charter, paving with granite blocks, Portland cement grout joints	J. B. O'Rourke & Co.	June 18, 1895	\$0.40 " "
Billerica st.	A. A. Libby & Co.	Aug. 9, 1895	Paving and granite blocks and grouting joints, \$0.42; resetting edgestone, \$0.08; relaying brick sidewalk, \$0.18.

Paving and Regulating. — Continued.

CONTRACT.	Awarded to	Dated.	Prices.
Castle st., paving with granite blocks, Portland cement, gROUT JOINTS	James Grant & Co.	Aug. 9, 1895	\$0.42 per sq. yd.
Ohio st., barring stone, sub-grading, paving with granite blocks, and gROUT JOINTS	James Grant & Co.	Aug. 9, 1895	\$0.58 " " "
D st., between Second and Eighth sts., excavating material, and sub-grading; furnishing bed; all material removed to be delivered on Bellflower st.	Collins & Han	Sept. 23, 1895	Paving with granite blocks, gROUT JOINTS, \$0.60; resetting edgestone, \$0.20; relaying brick sidewalk, \$0.38.
Commonwealth ave., between Harvard ave. and Warren st., excavating material and sub-grading.	Joseph F. Wilson	Sept. 25, 1895	Paving gutters with granite blocks, \$0.35; sub-grading for Telford, \$0.20.
Commonwealth ave., bet. Brighton and Harvard ave., excavating material and sub-grading.	Joseph F. Wilson	Sept. 19, 1895	Paving gutters with granite blocks, \$0.35; sub-grading for Telford, \$0.20.
Charles st., west side, Pinckney to Cambridge st.	H. Gore & Co.	Sept. 17, 1895	Con. base, \$0.75 per sq. yd.; paving with granite blks. and gROUT JOINTS, \$0.42; resetting edgestones, 0.08; relaying brick sidewalk, 0.18; relaying old gran. blk. pav. and flag, 0.25.
Merchants row, State to North st.	A. A. Libby & Co.	Sept. 19, 1895	Con. base, \$0.75; paving with gran. blks. and gROUT JOINTS, \$0.42; resetting edgestones, 0.08; relaying brick sidewalk 0.18; relaying old gran. blks. and flag, 0.25.
Devonshire st., Franklin to Milk st.	J. Grant & Co.	Sept. 19, 1895	Con. base, \$0.75; barring and loading old blocks, etc., paving with gran. blks. and gROUT JOINTS, \$0.67; resetting edgestones, \$0.08; relaying old gran. blks. and flag, \$0.25; relaying brick sidewalk, \$0.18.
Columbus ave., Park sq. to Ferdinand st.	H. Gore & Co.	Oct. 5, 1895	(A) \$2.25; (B) \$1.00; (E) \$0.25; (F) \$0.43; (G) \$2.25.
West st., Tremont to Washington st.	H. Gore & Co.	Oct. 5, 1895	(A) \$2.25; (E) \$0.25; (F) \$0.43; (G) \$2.25.
Summer st., Washington to Devonshire st.	J. Grant & Co.	Nov. 7, 1895	Con. base, \$0.75; paving with cement gROUT JOINTS, \$0.42; relaying crossoalks, etc., \$0.25.

Paving and Regulating. — *Concluded.*

CONTRACT.	Awarded to	Dated.	Price.
Summer st., Devonshire to Federal st.	J. Grant & Co.	Nov. 21, 1895	Con. base, \$0.75; paving with large blks. and grouting joints, \$0.32; resetting edgestones, \$0.08; relaying sidewalks, \$0.08; relaying flag. crosswalks, \$0.25.
Huntington ave., opposite Mechanic Building	J. B. O'Rourke & Co.	Sept. 23, 1895	(a) Excavating and rem. of loam and trees, \$90.00. (b) Excavating and setting edgestone, \$0.18 per lin. ft. (c) Excavating and paving gutters, \$0.35 per sq. yd. (d) Excavating and paving brick sidewalk, \$0.23 per sq. yd.
Huntington ave., from Blagdon to Gainsborough st., west side	J. B. O'Rourke & Co.	Oct. 14, 1895	(e) Excavating and rem. of loam and trees, \$350.00. (f) Excavating and setting edgestone, \$0.21 per lin. ft. (g) Excavating and paving gutters, \$0.33 per sq. yd. (h) Excavating and paving brick sidewalk, \$0.23 per sq. yd.
Summer st., repaving	Work done by City and paid for by W. E. St. Ry. Co. and Edison Electric Ill. Co.	Nov. 5, 1895	\$0.33 per sq. yd.
Columbus ave., repaving	Work done by the City and paid for by the W. E. Ry Co.	Oct. 5, 1895	Granite blocks, \$40 per M. Concrete base, \$5.00 per cu. yd. Furnishing and preparing bed, \$0.15 per sq. yd. Paving with cement, grout joint, \$0.75 per sq. yd.

EXPLANATION OF LETTERS.

- A — Price per sq. yd. for laying granite blocks with cement base and Portland cement grout joints.
 B — Price per sq. yd. for laying granite blocks with gravel.
 E — Edgestone. F — Brick sidewalks. G — Flagging crosswalks.

Excavating and Removing Material, Grading, etc.

Under Chap. 323 of Acts of 1891, as amended, and Chap. 334, Act of 1895.

CONTRACT.	Awarded to	Dated.	Price.
Commonwealth ave., Sects. 5 and 7	W. T. & R. A. Davis	July 30, 1895	(A) \$0.22 per cubic yard; (B) \$0.30; (C) \$0.17; (D) \$100.00
Commonwealth ave., Sects. 2 and 3	H. P. Nawn	July 30, 1895	(A) \$0.37 per cubic yard; (B) \$0.15; (C) \$0.20; (D) \$50.00
Blue Hill ave., Sect. 1	H. P. Nawn	Aug. 2, 1895	(A) \$0.34 per cubic yard; (B) \$0.15; (C) \$0.15; (D) \$50.00.
Blue Hill ave., Sects. 7, 8, and 9	Davern & Cronin	Aug. 2, 1895	(A) \$0.30 per cubic yard; (B) \$0.25; (C) \$0.30; (D) \$100.00.
Blue Hill ave., Sects. 14, and 15	H. P. Nawn	Aug. 2, 1895	(A) \$0.34 per cubic yard; (B) \$0.20; (C) \$0.15; (D) \$50.00.
Blue Hill ave., Sects. 3, 4, and 5	Collins & Ham	Oct. 11, 1895	(A) \$0.37½ per cubic yard; (B) \$0.20; (C) \$0.44; (D) \$100.00.
Commonwealth ave., Sects. 1 and 2	J. D. Gennaro	Oct. 11, 1895	(A) \$0.29 per cubic yard; (B) \$0.20; (C) \$0.20; (D) \$50.00; (E) \$0.44.
Commonwealth ave. extension, Sects. 4 to 8 included	N. McBride	Nov. 26, 1895	(A) \$0.33 per cubic yard; (B) \$0.33; (D) ledge, \$1.29 per cubic yard; (E) \$50.00.
Blue Hill ave., Sect. 1, rock	J. McDonald	Nov. 9, 1895	\$1.35 per cubic yard.
Blue Hill ave., Sects. 6 and 7, and parts of 5 and 8	Collins & Ham	Dec. 6, 1895	(A) \$0.42 per cubic yard; (B) \$0.15; (C) \$0.75 (hauling stone); (D) ledge, \$0.30; cutting trees, \$75.00.
Blue Hill ave., Sects. 9 and 10, and parts of 8 and 11	J. D. Gennaro	Dec. 13, 1895	(A) \$0.33½ per cubic yard; (B) \$0.25; (D) ledge, \$1.10; cutting trees, \$25.00.
Blue Hill ave., part of Sects. 11, and Sects. 12 and 13	H. P. Nawn	Dec. 13, 1895	(A) \$0.34 per cubic yard; (B) \$0.10; (D) ledge, \$1.30; (E) cutting trees, \$50.00.
Blue Hill ave., Sects. 14 and 15	Davern & Cronin	Dec. 31, 1895	(A) \$0.44 per cubic yard; (B) \$0.20; (C) \$0.30; (D) ledge, \$1.00; (E) cutting trees, \$25.00; (F) hauling stone, \$0.50.
Huntington ave., removing surplus material	D. F. O'Connell	May 13, 1895	\$0.36 per lin. ft. of trench.
Heath st., removing surplus material	D. F. O'Connell	July 10, 1895	\$0.30 per lin. ft. of trench.
Huntington ave., Sects. 2 and 3, furnishing filling	W. Scollans	Jan. 3, 1896	\$0.79½ per cubic yard.

Excavating and Removing Material, Grading, etc. — Concluded.

CONTRACT.	Awarded to	Dated.	Price.
Commonwealth ave., between St. Paul st. and Cottage Farm Bridge, furnishing filling	Wm. Scollans	Aug. 9, 1895	\$0.90 per double load of 40 cubic ft.
Commonwealth ave., Sect. 2 and 3, rock excavation, etc.	H. P. Nawn	Dec. 12, 1895	\$1.75 per cubic yard.

(D) — Cutting down trees.

(C) — Hauling loam.

(B) — Extra haul.

Street Construction under Chap. 323, Acts of 1891, as amended by Chap. 418, Acts of 1892, and Acts referring thereto.

CONTRACT.	Awarded to	Dated.	Prices.
Norway st., Ward 11, Tel. macadam road	Quimby & Ferguson	May 6, 1895	(A) \$0.80; (B) \$0.11; (C) \$0.20; (D) \$2.00; (F) \$0.18; (G) \$1.00; (J) \$4.50; (M) \$0.82.
Harvard ave., Ward 25, Tel. macadam road	W. Scollans	Oct. 1, 1895	(A) \$0.28; (B) \$0.14; (C) \$0.20; (D) \$2.25; (F) \$0.18; (H) \$0.80; (J) \$4.75; (M) \$0.80.
Brighton ave., Sect. 2, Tel. macadam road	Doherty & Connors	Nov. 4, 1895	(A) \$0.35; (B) \$0.41; (C) \$0.35; (D) \$2.05; (F) \$0.33; (H) \$0.35; (J) \$4.65; (N) \$150.
Brighton ave., Sect. 1, Tel. macadam road	Doherty & Connors	Nov. 4, 1895	(A) \$0.31; (B) \$0.39; (C) \$0.33; (D) \$2.00; (F) \$0.31; (H) \$0.31; (J) \$4.50; (N) \$450.00.
Blue Hill ave., Sects. 2 and 3, Tel. macadam road	Davern & Cronin	Nov. 18, 1895	(A) \$0.44; (B) \$0.20; (C) \$0.06; (D) \$2.50; (E) \$0.30; (F) \$1.75; (H) \$0.15; (J) \$5.00; (L) \$2.00; (N) \$10.00.
Kenmore st., Ward 22, macadam road	Doherty & Connors	July 15, 1895	(A) \$0.20; (C) \$0.14; (D) \$2.00; (F) \$0.29; (G) \$0.95; (J) \$4.35; (M) \$0.77.
Sherborn st., Ward 22, macadam road	Doherty & Connors	July 15, 1895	(A) \$0.25; (C) \$0.19; (D) \$2.01; (F) \$0.27; (H) \$0.15; (J) \$4.25; (M) \$0.79.

EXPLANATION OF LETTERS.

A — Sub-grading. B — Telford base. C — Macadam. D — Granite block gutters. F — Edgestone. G — Brick sidewalk. H — Gravel sidewalk. J — Flagging crosswalk. M — Gravel furnished. N — Removing trees, etc.

**Sewer Construction under Chap. 323, Acts of 1891, as amended by Chaps. 418 and 402, Acts of 1892,
and Chap. 334, Acts of 1895.**

CONTRACT.	Awarded to	Dated.	Prices.
Sewer and connections, Blue Hill ave., Section 1 . . .	D. E. Lynch	Nov. 22, 1895 . . .	<p>(A) \$0.60 per lin. ft. earth excavation and refill in trench for 24-in. pipe; (B) \$0.20 per lin. ft. for laying 24-in. Akron pipe, double thick culvert, laying only; (C) \$0.93 per lin. ft. for laying 24-in. double thick Akron pipe, excavation and refill included; (D) \$0.82 per lin. ft. for laying 18-in. Akron pipe, excavation and refill included; (E) \$0.85 per lin. ft. for laying 15-inch Akron pipe, excavation and refill included; (F) \$0.59 per lin. ft. for laying 12-in. Akron pipe, excavation and refill included; (G) \$0.61 per lin. ft. for laying 6-in. Akron pipe house-drain excavation and refill included; (H) \$0.48 per lin. ft. for laying 15-in. Akron pipe, excavation and refill included; (I) \$0.34 per lin. ft. for laying 12-in. Akron pipe catch-basin drain, excavation and refill included; (J) \$0.28 per lin. ft. for laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (K) \$38.00 each for building manholes; (L) \$8.50 per cu. yard for rock excavation; (M) \$6.50 per cu. yard, for all Portland cement concrete in place; (N) \$4.50 per cu. yard for all American rubble-stone masonry laid in mortar; (O) \$0.10 per lin. ft. for all 6-in. drain-pipe; (P) \$0.30 each for laying pipe connections in existing brick sewer; (AAA) \$40 each for building catch-basin, excavation and refill included; (ZZZ) \$15.00 each for building drop inlets, excavations and refill included.</p>

Sewer Construction under Chap. 323, Acts of 1891, etc. — Continued.

CONTRACT.	Awarded to	Dated.	Price.
Sewer and connections, Blue Hill ave., Sect. 2 and part of Sect. 3	J. P. O'Connell	Dec. 31, 1895	(A) \$0.30 per lin. ft. earth excavation and refill in trench for 24-in. pipe; (B) \$0.20 per lin. ft. for laying 24-in. double thick Akron pipe culvert, laying only; (C) \$0.50 per lin. ft. for laying 12-in. Akron pipe excavation and refill included; (D) \$0.35 per lin. ft. for laying 18-in. Akron pipe catch-basin drain, excavation and refill included; (E) \$0.35 per lin. ft. for laying 15-in. Akron pipe catch-basin drain, excavation and refill included; (F) \$0.40 per lin. ft. for laying 12-in. Akron pipe catch-basin drain, excavation and refill included; (G) \$0.30 per lin. ft. for laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (H) \$30.00 each for building manholes; (I) \$0.60 per cu. yard for all loose rock excavation; (M) \$3.60 per cu. yard for all solid rock excavation; (N) \$3.50 per cu. yard for all Portland cement concrete in place; (O) \$3.50 per cu. yard for all Arceon cement concrete in place; (V) \$0.16 per lin. ft. for all 6-in. drain-pipe; (AA) \$28.00 each for building catch-basins, excavation and refill included; (ZZ) \$12.00 each for building drop inlets, excavation and refill included.
Sewer and connections, Blue Hill ave., Sect. 5	Quimby & Ferguson.	Aug. 5, 1895	(D) \$0.48 per lin. ft. for laying 12-in. Akron pipe, excavation and refill included; (E) \$0.39 per lin. ft. for laying 6-in. Akron pipe house drain, excavation and refill included; (F) \$0.40 per lin. ft. for laying 12-in. Akron pipe catch-basin drain, excavation and refill included; (G) \$0.30 per lin. ft. for laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (K) \$28.00 each for each manhole; (L) \$4.00 per cu. yd. for all rock excavation; (V) \$0.16 per lin. ft. for all 6-in. drain-pipe; (AAA) \$35 each for all catch-basins, excavation and refill included.
Sewer and connections, Blue Hill ave., Sect. 6	J. Dolan	July 16, 1895	(A) \$2.50 per lin. ft. for earth excavation and refill for culvert 5 ft. X 4 ft. 5 in.; (B) \$1.25 per lin. ft. for earth excavation and refill for culvert 5 ft. X 4 ft. 8 in.; (D) \$1.10 per lin. ft. for laying 15-in. Akron pipe, excavation and refill included; (E) \$0.69 per lin. ft. for laying 12 in. Akron pipe, excavation and refill included; (F) \$0.40 per lin. ft. for laying 15-in. Akron pipe catch-basin drain, excavation and refill included; (G) \$0.70 per lin. ft. for

laying 12-in. Akron pipe catch-basin drain, excavation and refill included; (H) \$0.30 per lin. ft. for laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (K) \$33.00 each for manholes; (L) \$5.00 per cu. yd. for all rock excavation; (M) \$15.00 per cu. yd. for all brick masonry laid in American cement mortar; (O) \$2.50 per cu. yd. for all concrete in place; (P) \$3.50 per cu. yd. for all rubble-stone masonry laid in mortar; (Q) \$1.25 per sq. yd. for rubble stone paving in culvert; (R) \$3.00 per cu. yd. for granite covering stones; (V) \$0.16 per lin. ft. for all 6-in. drain-pipe; (A.A) \$37.00 each for all catch-basins, excavation and refill included; (ZZ) \$15.00 each for all drop inlets, excavation and refill included.

(A) \$1.00 per lin. ft. earth excavation and refill for 3 ft. x 3 ft. 4 in. culvert; (D) \$0.50 per lin. ft. laying 12-in. Akron pipe, excavation and refill included; (E) \$0.25 per lin. ft. laying 15 in. Akron pipe catch-basin drain, excavation and refill included; (F) \$0.27 per lin. ft. laying 12-in. Akron pipe catch-basin drain, excavation and refill included; (G) \$0.30 per lin. ft. laying 10-in Akron pipe catch-basin drain excavation and refill included; (K) \$30.00 each for manholes; (L) \$5.00 per cu. yard rock excavation; (P) \$4.50 per cu. yard rubble-stone masonry laid in mortar; (Q) \$2.50 per sq. yard rubble-stone paving in culvert; (R) \$7.00 per cu. yard granite covering-stones; (V) \$0.16 per lin. ft. for all 6-in. drain pipe; (A.A) \$40.00 each for catch-basins, excavation and refill included; (ZZ) \$15.00 each for drop inlets, excavation and refill included.

(A) \$2.50 per lin. ft. earth excavation and refill for 8 ft. x 8 ft. culvert; (D) \$0.40 per lin. ft. laying 12-in. Akron pipe, excavation and refill included; (E) \$0.38 per lin. ft. laying 18-in. Akron pipe catch-basin drain, excavation and refill included; (F) \$0.38 per lin. ft. laying 15 in Akron pipe catch-basin drain, excavation and refill included; (G) \$0.25 per lin. ft. laying 12 in. Akron pipe catch-basin drain, excavation and refill included; (H) \$0.25 per lin. ft. laying 10 in. Akron pipe catch-basin drain, excavation and refill included; (K) \$50.00 each manhole; (L) \$4.00 per cu. yard all rock excavation; (M) \$10.00 per cu. yard all brick masonry; (N) \$5.00 per cu. yard all American cement concrete; (O) \$4.00 per cu. yard all rubble-stone concrete; (P) \$4.50 per all 6-in. drain-pipe; (A.A) \$40.00 each building catch-basins; (ZZ) \$15.00 each building drop inlets.

Sewer and connections, Blue Hill ave., Sect. 8 D. O'Connell July 30, 1895

Sewer and connections, Blue Hill ave., Sect. 10 D. O'Connell Oct. 11, 1895

Sewer Construction under Chap. 323, Acts of 1891, etc. — Continued.

CONTRACT.	Awarded to	Dated.	Price.
Sewer and connections, Blue Hill ave., Sect. II	D. O'Connell	Sept. 12, 1895.	<p>(D) \$0.70 per lin. ft. laying 15-in. Akron pipe, excavation and refill included; (E) \$0.47 per lin. ft. laying 12-in. Akron pipe, excavation and refill included; (F) \$0.32 per lin. ft. laying 15-in. Akron pipe catch-basin drain, excavation and refill included; (G) \$0.22 per lin. ft. laying 12-in. Akron catch-basin drain, excavation and refill included; (H) \$0.25 per lin. ft. laying 10-in. Akron pipe, excavation and refill included; (K) \$35.00 each building manholes; (L) \$5.00 per cu. yd. all rock excavation; (V) \$0.16 per lin. ft. all 6-in. drain-pipe; (AA) \$40.00 each building catch-basins, excavation and refill included; (ZZ) \$15.00 each building drop inlets, excavation and refill included.</p>
Sewer and connections, Blue Hill ave., Sect. 12.	D. E. Lynch	Sept. 4, 1895	<p>(D) \$0.45 per lin. ft. laying 12-in. Akron pipe, excavation and refill included; (E) \$0.51 lin. ft. laying 30-in. Akron pipe catch-basin drain, excavation and refill included; (F) \$0.24 per lin. ft. laying 20-in. Akron pipe catch-basin drain, excavation and refill included; (G) \$0.24 per lin. ft. laying 18-in. Akron pipe catch-basin drain, excavation and refill included; (H) \$0.24 per lin. ft. laying 15-in. Akron pipe catch-basin drain, excavation and refill included; (I) \$0.22 per lin. ft. laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (K) \$35.00 each building manholes; (L) \$6.00 per cu. yd. all rock excavation; (V) \$0.16 per lin. ft. 6-in. drain-pipe; (AA) \$38.00 each building catch-basins; (ZZ) \$15.00 each building drop inlets.</p>
Sewer and connections, Columbus ave., Sect. 1.	Quimby & Farguson	Aug. 20, 1895	<p>(A) \$1.98 per lin. ft. earth excavation, 3ft. 6 in. X 3 ft. 8½ in. trench; (D) \$0.95 per lin. ft. laying 18-in. Akron pipe, excavation and refill included; (E) \$0.43 per lin. ft. laying 18-in. Akron pipe catch-basin drain, excavation and refill included; (F) \$0.38 per lin. ft. laying 15-in. Akron pipe catch-basin, excavation and refill included; (G) \$0.42 per lin. ft. laying 12 in. Akron pipe catch-basin drain, excavation and refill included; (H) \$0.30 per lin. ft. laying 10-in. Akron pipe catch-basin drain, excavation and refill included.</p>

vation and refill included; (K) \$12.00 each building man-holes; (L) \$5.00 per cu. yard all rock excavation; (M) \$4.50 per cu. yard all brick masonry in American cement mortar; (N) \$4.50 per cu. yard all brick masonry in Portland cement mortar; (O) \$5.00 per cu. yard all concrete in place; (R) \$24.00 per M ft. B. M. all spruce lumber; (V) \$0.20 per lin. ft. all 8-in. pipe underdrain; (W) \$0.24 per lin. ft. driven below cutting-off grade all spruce piles; (Y) \$0.10 each laying pipe connections in brick sewers; (VY) \$0.16 per lin. ft. all 6-in. drain-pipe; (AA) \$18.00 building catch-basins, excavation and refill included; (ZZ) \$15.00 building drop inlets, excavation and refill included.

(A) \$1.85 per lin. ft. earth excavation, 3 ft. 6 in. X 3 ft. 8 $\frac{1}{2}$ in. trench; (B) \$1.60 per lin. ft. earth excavation 2 ft. 6 in. X 3 ft. trench; (D) \$0.55 per lin. ft. laying 24-in. Akron pipe catch-basin drain, excavation and refill included; (E) \$0.85 per lin. ft. laying 18-in. Akron pipe, excavation and refill included; (F) \$0.50 per lin. ft. laying 18 in. Akron pipe catch-basin drain, excavation and refill included; (G) \$0.40 per lin. ft. laying 15 in. Akron pipe catch-basin drain, excavation and refill included; (H) \$0.40 per lin. ft. laying 10 in. Akron pipe catch-basin drain, excavation and refill included; (K) \$13.50 each, building man-holes; (L) \$5.00 per cu. yd. all rock excavation; (M) \$3.25 per cu. yd. all brick masonry in American cement mortar; (N) \$3.25 per cu. yd. all brick masonry in Portland cement mortar; (O) \$4.00 per cu. yd. all concrete in place; (R) \$25.00 per M ft. B. M. all spruce lumber; (V) \$0.20 per lin. ft. all 8-in. drain-pipe laid; (W) \$0.23 per lin. ft. of pile driven below cutting-off grade; (AA) \$20.00 each building catch-basins, excavation and refill included; (VY) \$0.16 per lin. ft. all 6-in. drain-pipe laid; (ZZ) \$12.50 each building drop-inlets, excavation and refill included.

Quimby & Ferguson Oct. 22, 1895

Sewer and connections, Columbus ave., Sect. 2

Sewer Construction under Chap. 323, Acts of 1891, etc. — Continued.

CONTRACT.	Awarded to	Dated.	Price.
Sewer and connections, Columbus ave., Sect. 3.	J. P. O'Connell	Dec. 23, 1895.	<p>(A) \$1.35 per lin. ft. earth excavation, 2 ft. 6 in. X 3 ft. trench; (B) \$1.25 per lin. ft. earth excavation, 2 ft. 6 in. X 3 ft. trench; (C) \$0.48 per lin. ft. laying 24-in. Akron pipe catch-basin drain, excavation and refill included; (D) \$0.70 per lin. ft. laying 18-in. Akron pipe, excavation and refill included; (E) \$0.75 per lin. ft. laying 15-in. Akron pipe, excavation and refill included; (F) \$0.35 per lin. ft. laying 15-in. Akron pipe catch-basin drain, excavation and refill included; (G) \$0.75 per lin. ft. laying 12-in. Akron pipe, excavation and refill included; (GG) \$2.50 per lin. ft. laying 12 in. iron pipe, excavation and refill included; (H) \$0.30 per lin. ft. laying 12-in. Akron pipe catch-basin drain, excavation and refill included; (I) \$0.30 per lin. ft. laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (J) \$0.75 per lin. ft. laying 8-in. Akron pipe house drain, excavation and refill included; (JJ) \$0.75 per lin. ft. laying 6-in. Akron pipe house drain, excavation and refill; (K) \$15.00 each building manholes; (L) \$5.00 per cu. yard all rock excavation; (M) \$4.60 per cu. yard all brick masonry in American cement mortar; (N) \$4.60 per cu. yard all brick masonry in Portland cement mortar; (O) \$4.00 per cu. yard all concrete in place; (P) \$0.75 per lin. ft. laying 18-in. Akron pipe in Terry st., excavation and refill included; (R) \$26.00 per M. ft. B. M. all spruce lumber; (V) \$0.15 per lin. ft. all 8-in. drain-pipe; (W) \$0.16 per lineal foot of pile driven below cutting-off grade; (Y) \$0.10 each laying pipe connections; (AA) \$20.00 each building catch-basins, excavation and refill included; (VV) \$0.16 per lin. ft. all 6-in. drain-pipe; (ZZ) \$7.00 each building drop inlets, excavation and refill included.</p>
Sewer and connections, Columbus ave., Sect. 9.	J. P. O'Connell	Nov. 4, 1895.	<p>(D) \$0.60 per lin. ft. laying 12-in. Akron pipe, excavation and refill included; (E) \$0.50 per lin. ft. laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (F) \$0.55 per lin. ft. laying 8-in. Akron pipe house drain, excavation and refill included; (G) \$0.65 per lin. ft. laying 6-in. Akron pipe house drain, excavation and refill included; (K) \$35.00 each building man-</p>

Sewer and connections, Commonwealth ave., Sect. 1,	J. Dolan	July 16, 1895	holes; (L) \$4.50 per cu. yd. all rock excavation; (AA) \$40.00 each building catch-basins, excavation and refill included; (KK) \$10.00 for building flushing-pipe.
			(D) \$0.60 per lin. ft. laying 10-in. Akron pipe, excavation and refill included; (E) \$0.40 per lin. ft. laying 15-in. Akron pipe catch-basin drain, excavation and refill included; (F) \$0.50 per lin. ft. laying 18-in. Akron pipe catch-basin drain, excavation and refill included; (G) \$0.40 per lin. ft. laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (K) \$20.00 each building manholes; (L) \$4.90 per cubic yard all rock excavations; (R) \$30.00 per M ft. B. M. spruce lumber; (AA) \$38.00 each building catch-basins; (ZZ) \$15.00 each building drop inlets.
Sewer and connections, Commonwealth ave., Sect. 2, north side	D. O'Connell	July 18, 1895	(D) \$0.55 per lin. ft. laying 10-in. Akron pipe, excavation and refill included; (E) \$0.40 per lin. ft. laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (K) \$30.00 each building manholes; (L) \$0.25 per cubic yard all rock excavation; (R) \$30.00 per M ft. B. M. spruce lumber; (AA) \$35.00 each building catch-basins; (ZZ) \$12.00 each building drop inlets.
Sewer and connections, Commonwealth ave., Sect. 2, south side	J. Dolan	Oct. 15, 1895	(D) \$0.45 per lin. ft. laying 10-in. Akron pipe, excavation and refill included; (E) \$0.25 per lin. ft. laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (F) \$0.45 per lin. ft. laying 18-in. Akron pipe catch-basin drain, excavation and refill included; (K) \$25.00 each building manholes; (L) \$3.50 per cubic yard all rock excavation; (R) \$30.00 per M ft. B. M. spruce lumber; (AA) \$35.00 each building catch-basins; (ZZ) \$11.00 each building drop inlets.
Sewer and connections, Commonwealth ave., Sect. 3,	J. Dolan	Jan. 14, 1896	(D) \$0.37 per lin. ft. laying 10-in. Akron pipe, excavation and refill included; (K) \$30.00 each manhole; (L) \$4.00 per cubic yard all rock excavation.
Sewer and connections, Commonwealth ave., Sect. 4	D. O'Connell	July 23, 1895	(D) \$0.65 per lin. ft. laying 10-in. Akron pipe, excavation and refill included; (E) \$0.35 per lin. ft. laying 12-in. Akron pipe catch-basin drain, excavation and refill included; (F) \$0.55 per lin. ft. laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (K) \$37.00 each building manholes; (L) \$5.00 per cubic yard all rock excavations; (AA) \$25.00 each building catch-basins; (ZZ) \$14.00 each building drop inlets.

Sewer Construction under Chap. 323, Acts of 1891, etc. — Continued.

CONTRACT.	Awarded to	Dated.	Price.
Sewer and connections, Commonwealth ave., Sect. 6,	D. O'Connell	July 30, 1895	(I) \$0.30 per lin. ft. laying 10-in. Akron pipe, excavation and refill included; (K) \$30.00 each building manholes; (L) \$5.00 per cubic yard all rock excavation.
Sewer and connections, Commonwealth ave., Sect. 8,	D. O'Connell	July 30, 1895	(I) \$0.68 per lin. ft. laying 10-in. Akron pipe, excavation and refill included; (E) \$0.45 per lin. ft. laying 10-in. Akron pipe catch-basin drain excavation and refill included; (K) \$30.00 each building manholes; (L) \$5.00 per cubic yard all rock excavation; (AA) \$40.00 each building catch-basins; (ZZ) \$15.00 each building drop inlets.
Sewer and connections, Huntington ave., Sect. 1	D. F. O'Connell	Aug. 5, 1895	(D) \$0.75 per lin. ft. laying 12-in. Akron pipe, excavation and refill included; (H) \$0.60 per lin. ft. laying 12-in. Akron pipe catch-basin drain, excavation and refill included; (F) \$0.57 per lin. ft. laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (G) \$0.60 per lin. ft. laying 8-in. Akron pipe house drain, excavation and refill included; (H) \$0.60 per lin. ft. laying 6-in. Akron pipe house drain, excavation and refill included; (K) \$36.00 each building manholes; (AA) \$47.00 each building catch-basins; (ZZ) \$18.00 each building drop inlets.
Sewer and connections, Huntington ave., Sect. 2	H. P. Nawn	Aug. 9, 1895	(A) \$3.00 per lin. ft. earth excavation, 3 ft. X 4 ft. trench, excavation and refill included; (B) \$3.30 per lin. ft. earth excavation, 2 ft. 6 in. X 3 ft. trench, excavation and refill included; (C) \$1.00 per lin. ft. laying 12-in. Akron pipe, excavating and refill included; (D) \$3.00 per lin. ft. laying 12-in. iron pipe; (E) \$1.00 per lin. ft. laying 12-in. Akron pipe catch-basin drain, excavation and refill included; (F) \$0.75 per lin. ft. laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (G) \$0.75 per lin. ft. laying 8-in. Akron pipe house drain, excavation and refill included; (H) \$637.00 for building the regulator and sump, manhole, and pipe connections at Bryant st.; (K) \$30.00 each building manhole; (L) \$5.00 per cu. yd. all rock excavation; (M) \$6.75 per cu. yd., all brick masonry laid in A. m. cem. mortar; (N) \$7.00 per cu. yd. all brick masonry laid in Portland

con. mortar; (O) \$4.00 per cu. yd. all concrete in place; (E) \$30.00 per M ft. B. M. spruce lumber; (V) \$0.10 per lin. ft. all 8-in. drain-pipe; (W) \$0.15 per lin. ft. all spruce piles; (AA) \$35.00 each building catch-basins, excavation and refill included; (ZZ) \$25.00 each building drop inlet, excavation and refill included.

(A) \$3.33 per lin. ft. earth excavation for 2 ft. 6 in. X 3 ft. trench, excavation and refill included; (D) \$2.75 per lin. ft. laying 18-in. Akron pipe, excavation and refill included; (E) \$2.75 per lin. ft. laying 12-in. Akron pipe, excavation and refill included; (F) \$0.70 per lin. ft. laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (G) \$0.70 per lin. ft. laying 8-in. Akron pipe house drain, excavation and refill included; (K) \$20.00 each taking down and rebuilding old manholes; (M) \$4.50 per cu. yd. all brick masonry in American cement mortar; (N) \$7.00 per cu. yd. all brick masonry in Portland cement mortar; (O) \$5.35 per cu. yd. all concrete in place; (R) \$30.00 per M ft. B. M. all spruce lumber; (W) \$0.27 per lin. ft. spruce pile driven below cutting-off grade; (AA) \$22.00 each building catch-basins, excavation and refill included; (KK) \$30.00 each for taking down and drawing over manholes.

(D) \$0.90 per lin. ft. laying 12-in. Akron pipe, excavation and refill included; (E) \$0.60 per lin. ft. laying 10-in. Akron pipe catch basin drain, excavation and refill included; (F) \$0.72 per lin. ft. laying 8-in. Akron pipe house drain, excavation and refill included; (G) \$0.65 per lin. ft. laying 6-in. Akron pipe house drain, excavation and refill included; (K) \$28.00 each building manholes; (L) \$4.00 per cu. yd.; (AA) \$40.00 each catch-basins, excavation and refill included.

(A) \$0.80 per lin. ft. earth excavation, 22 in. X 33 in. trench, excavation and refill included; (D) \$0.38 per lin. ft. laying 12 in. Akron pipe, excavation and refill included; (E) \$0.50 per lin. ft. laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (F) \$0.65 per lin. ft. laying 8-in. Akron pipe house-drain, excavation and refill included; (K) \$12.00 each building manholes; (L) \$4.00 per cu. yd. all rock excavation; (M) \$5.00 per cu. yd. all brick masonry on brick sewer; (AA) \$18.00 each building catch-basins, excavation and refill included.

Aug. 20, 1895

Collins & Ham

Sewer and connections, Huntington ave., Sect. 3

Aug. 12, 1895

D. O'Connell

Sewer and connections, Huntington ave., Sect. 4

July 19, 1895

D. O'Connell

Sewer and connections, Huntington ave., Sect. 5

Sewer Construction under Chap. 323, Acts of 1891, etc. — Continued.

CONTRACT.	Awarded to	Dated.	Price.
Sewer and connections, Huntington ave., Sect. 6 . . .	D. F. O'Connell	Nov. 11, 1895	(A) \$1.11 per lin. ft. earth excavation, in 2 ft. 6 in. × 3 ft. trench, excavation and refill included; (D) \$0.45 per lin. ft. laying 24-in. Akron pipe catch-basin drain, excavation and refill included; (E) \$0.67 per lin. ft. laying 12-in. Akron pipe, excavation and refill included; (F) \$0.67 per lin. ft. laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (G) \$0.72 per lin. ft. laying 8-in. Akron pipe house-drain, excavation and refill included; (K) \$33.00 each building manholes; (M) \$11.50 per cu. yd. all brick masonry laid in American cement mortar; (N) \$12.75 per cu. yd. all brick masonry laid in Portland cement mortar; (AA) \$43.00 each building catch-basins, excavation and refill included; (KK) \$10.00 each taking down and drawing over old manholes.
Sewer, Chestnut Hill ave., outlet for Commonwealth ave., Ward 25	F. A. Snow	Nov. 20, 1895	(D) \$0.50 per lin. ft. laying 12-in. Akron pipe, excavation and refill included; (E) \$0.15 per lin. ft. laying 10-in. Akron pipe, excavation and refill included; (F) \$0.15 per lin. ft. laying 18-in. Akron pipe catch-basin drain, excavation and refill included; (K) \$40.00 each building manholes; (L) \$4.00 per cu. yd. all rock excavation.
Sewer and connections, Harvard ave., Ward 25	F. A. Snow	June 1, 1895	(A) \$1.75 per lin. ft. earth excavation 5 ft. × 6 ft. culvert, excavation and refill included; (D) \$0.30 per lin. ft. laying 18-in. Akron pipe, excavation and refill included; (E) \$1.00 per lin. ft. laying 15-in. Akron pipe, excavation and refill included; (F) \$0.60 per lin. ft. laying 20-in. Akron pipe catch-basin drain, excavation and refill included; (G) \$0.70 per lin. ft. laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (H) \$0.70 per lin. ft. laying 8-in. Akron pipe house-drain, excavation and refill included; (K) \$35.00 each building manholes; (M) \$12.00 per cu. yd. all brick masonry laid in American cement; (N) \$5.00 per cu. yd. all American cement concrete in place; (O) \$6.00 per cu. yd. all Portland cement concrete in place; (P) \$5.00 per cu. yd. all rubble-stone masonry; (A) \$25.00 each building manholes; (ZZ) \$15.00 each building drop inlets

Sewer connections, Kenmore st., Ward 22	J. B. O'Rourke & Co	June 11, 1895	(E) \$0.49½ per lin. ft. building 12-in. Akron pipe catch-basin excavating and refill included; (F) \$0.50 per lin. ft. building 6-in. Akron pipe house-drain, excavating and refill included; (K) \$34.00 each building manholes; (L) \$5.00 per cu. yd. all rock excavation.
Sewer and connections, Sherborn st., Ward 22	J. B. O'Rourke & Co.	June 11, 1895	(E) \$0.49½ per lin. ft. building 12-in. Akron pipe catch-basin drain, excavation and refill included; (F) \$0.46½ per lin. ft. building 10-in. Akron pipe catch-basin drain, excavation and refill included; (O) \$3.50 per cu. yd. all concrete in place; (A.A) \$55.00 each building catch-basins; (ZZ) \$14.00 each building drop inlets.
Sewer and connections, Boylston st., Ward 22	H. P. Nawn	Aug. 22, 1895	(A) \$4.00 per lin. ft. earth excavation, 2 ft. 8 in. × 3 ft. 6 in. trench, excavation and refill included; (E) \$102.00 for laying 16-in. iron pipe and building one manhole; (F) \$240.00 for laying 16-in. iron pipe and building one manhole; (G) \$50.00 for building tide-gate manhole; (M) \$6.00 per cu. yard all brick masonry laid in American cement mortar; (N) \$6.00 per cu. yard all brick masonry laid in Portland cement mortar; (O) \$4.00 per cu. pard all concrete in place; (R) \$30.00 per M. ft. B. M. spruce lumber; (V) \$0.15 per lin. ft. all 8-in. drain-pipe, excavation and refill included; (W) \$0.22 per lin. ft. for piles driven below cutting-off grade.
Sewer and connections, Brighton ave., Sect. 1, Ward 25	D. F. O'Connell	Sept. 10, 1895	(D) \$0.81 per lin. ft. laying 12-in. Akron pipe, excavation and refill included; (E) \$0.79 per lin. ft. laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (F) \$0.72 per lin. ft. laying 8-in. Akron pipe house drain, excavation and refill included; (G) \$2.00 each taking out pipe in old sewer and replacing with Y branches; (H) \$1.00 each inserting slants into old brick sewer; (A.A) \$43.00 each building catch-basins, excavation and refill included; (ZZ) \$18.00 each building drops inlets, excavation and refill included.
Sewer and connections, Brighton ave., Sect. 2, Ward 25	D. O'Connell	Sept. 10, 1895	(D) \$1.10 per lin. ft. laying 12-in. Akron pipe, excavation and refill included; (E) \$0.50 per lin. ft. laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (F) \$0.75 per lin. ft. laying 8-in. Akron pipe house drain, excavation and refill included; (H) \$0.30 each inserting slants into old brick sewer; (K) \$35.00 each building manholes; (V) \$0.16 per lin. ft. all 6-in. drain-pipe; (A.A) \$42.00 each building catch-basins; (ZZ) \$13.00 each building drop inlets.

Sewer Construction under Chap. 323, Acts of 1891, etc. — *Continued.*

CONTRACT.	Awarded to	Dated.	Price.
Sewer and connections, Grubly st., Ward 22	D. O'Connell	Sept. 11, 1895	(D) \$0.60 per lin. ft. laying 18-in. Akron pipe catch-basin drain, excavation and refill included; (E) \$0.45 per lin. ft. laying 12-in. Akron pipe catch-basin drain, excavation and refill included; (F) \$0.40 per lin. ft. laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (O) \$4.00 cu. yd. all concrete in place; (L) \$30.00 per M. ft. B. M. all spruce lumber; (AA) \$44.00 each building catch-basins, excavation and refill included; (ZZ) \$15.00 each building drop inlets.
Sewer and connections, Bay State road, Ward 22	Collins & Ham	Sept. 11, 1895	(D) \$0.75 per lin. ft. laying 18-in. Akron pipe, excavation and refill included; (E) \$0.34 per lin. ft. laying 13-in. Akron pipe catch-basin drain, excavation and refill included; (F) \$0.30 per lin. ft. laying 12-in. Akron pipe catch basin drain, excavation and refill included; (G) \$0.25 per lin. ft. laying 8-in. Akron pipe house drain, excavation and refill included; (K) \$29.00 each building manholes; (O) \$5.00 per cu. yd. all concrete in place; (R) \$30.00 per M. ft. B. M. all spruce lumber; (AA) \$38.00 each building catch-basins, excavation and refill included; (ZZ) \$15.00 each building drop inlets, excavation and refill included.
Sewer and connections, Lauriat ave., Ward 24	I. P. Nawn	Sept. 26, 1895	(A) \$2.50 per lin. ft. earth excavation 8 ft. X 8 ft. culvert, excavation and refill included; (B) \$2.00 per lin. ft. earth excavation 8 ft. X 6 ft. 8 in. culvert, excavation and refill included; (C) \$1.75 per lin. ft. earth excavation 4 ft. X 4 ft. culvert, excavation and refill included; (D) \$0.95 per lin. ft. laying 18-in. Akron pipe, excavation and refill included; (E) \$0.70 per lin. ft. laying 15 in. Akron pipe, excavation and refill included; (F) \$0.80 per lin. ft. laying 12-in. Akron pipe, excavation and refill included; (G) \$0.75 per lin. ft. laying 15-in. Akron pipe catch basin drain, excavation and refill included; (H) \$0.50 per lin. ft. laying 12-in. Akron pipe catch-basin drain, excavation and refill included; (I) \$0.50 per lin. ft. laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (J) \$0.50 per lin. ft. laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (K) \$35.00 each building manholes;

(L) \$2.50 per cu. yd. all rock excavation; (M) \$10.00 per cu. yd. all brick masonry laid in American cement mortar; (N) \$4.00 per cu. yd. all brick masonry laid in Portland cement mortar; (O) \$4.00 per cu. yd. all American cement concrete in place; (P) \$4.00 per cu. yd. all rubble-stone masonry laid in mortar; (Q) \$1.00 per sq. yd. all rubble-stone paving in 4 ft. X 4 ft. culvert; (R) \$0.60 per cu. yd. granite covering-stone; (AA) \$40.00 each building catch-basins; (BB) \$0.50 per lin. ft. laying 6-in. Akron house drain; (ZZ) \$15.00 each building drop inlets.

(E) \$0.60 per lin. ft. laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (F) \$0.60 per lin. ft. laying 8-in. Akron pipe house drain, excavation and refill included; (L) \$4.50 per cu. yard all rock excavation; (AA) \$10.00 each building catch basins, excavation and refill included.

(A) \$0.55 per cu. yd. earth excavation in trench; (D) \$0.10 per lin. ft. laying 12-in. pipe sewer; (E) \$0.45 per lin. ft. laying 10 in. Akron pipe catch-basin drain, excavation and refill included; (F) \$0.10 per lin. foot laying 8-in. and 6-in. Akron pipe house drain, excavation and refill included; (K) \$43.00 each building manholes; (L) \$3.44 per cu. yd. all rock excavation; (AA) \$44.00 each building catch-basins; (BB) \$0.50 each for taking out lengths of pipe and replacing.

(A) \$2.70 per lin. ft. earth excavation, 5 ft. X 4 ft. 6 in. culvert, excavation and refill included; (F) \$0.70 per lin. ft. laying 12-in. Akron pipe, excavation, and refill included; (E) \$0.72 per lin. ft. laying 6 in. Akron pipe house drain, excavation and refill included; (F) \$0.65 per lin. ft. laying 12-in. Akron pipe catch-basin drain, excavation and refill included; (G) \$0.45 per lin. ft. laying 10-in. Akron pipe catch basin drain, excavation and refill included; (K) \$50.00 each building manholes; (L) \$5.00 per cu. yd. all rock excavation; (M) \$7.00 per cu. yd. all brick masonry; (P) \$7.00 per cu. yd. all rubble-stone masonry; (Q) \$1.45 per sq. yd. all rubble-stone paving; (R) \$5.50 per cu. yd. granite covering-stone; (AA) \$50.00 each, building catch-basins; (ZZ) \$25.00 each building drop inlets.

Oct. 4, 1895

D. O'Connell

Sewer and connections, Abbotsford st., Ward 21

Oct. 15, 1895

J. C. Coleman

Sewer and connections, St. Alphonsus st.

Oct. 28, 1895

D. E. Lynch

Sewer and connections, Josephine st., Ward 24

Sewer Construction under Chap. 323, Acts of 1891, etc. — *Concluded.*

CONTRACT.	Awarded to	Dated.	Price.
Sewer and connections, Greenbriar street, Ward 24.	Collins & Ham	Nov. 4, 1895	<p>(A) \$0.75 per lin. ft. laying 12-in. Akron pipe, excavation and refill included; (E) \$0.30 per lin. ft. laying 6-in. Akron pipe house drain, excavation and refill included; (F) \$0.60 per lin. ft. laying 18-in. Akron pipe catch-basin drain, excavation and refill included; (G) \$0.45 per lin. ft. laying 15-in. Akron pipe catch-basin drain, excavation and refill included; (H) \$0.40 per lin. ft. laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (K) \$27.00 each building manholes; (L) \$4.75 per cu. yd. all rock excavation; (A.A) \$37.00 each building catch-basins.</p>
Sewer and connections, Geneva avenue, Ward 24	D. F. O'Connell	Nov. 15, 1895	<p>(A) \$1.20 per lin. ft. earth excavation in culvert, excavation and refill included; (B) \$1.34 per lin. ft. earth excavation in culvert, excavation and refill included; (C) \$1.40 per lin. ft. laying 30-in. Akron pipe culvert, excavation and refill included; (D) \$0.40 per lin. ft. laying 15-in. Akron pipe catch-basin drain, excavation and refill included; (E) \$0.27 per lin. ft. laying 12-in. Akron pipe catch-basin drain, excavation and refill included; (F) \$0.33 per lin. ft. laying 10-in. Akron pipe catch-basin drain, excavation and refill included; (G) \$0.38 per lin. ft. laying 6-in. Akron pipe house drain; (L) \$4.00 per cu. yd. all rock excavation; (M) \$5.25 per cu. yd. all brick masonry; (P) \$4.75 per cu. yd. all rubble-stone paving; (Q) \$1.50 per sq. yard all rubble-stone covering-stone; (R) \$10.00 per cu. yard granite covering-stone; (Y) \$2.00 each laying pipe connections; (A.A) \$43.00 each building catch-basins; (Z) \$13.00 each, building drop inlets.</p>

Sewer Construction under the General Law.

Chap. 402 of 1892.

CONTRACT.	Awarded to	Dated.	Price.
Willow st., Ward 23	D. O'Connell	June 18, 1895.	(E) \$0.69 per lin. ft.; (K) \$28.00 each; (L) \$4.80 per cu. yd.; (V) \$0.16 per lin. ft.
Milton st., Ward 24	D. O'Connell	April 29, 1895	(E) \$1.08 per lin. ft.
Jamaicaway, Ward 23	F. X. Saucier	Aug. 22, 1895	(D) \$1.10 per lin. ft.; (E) \$1.00 per lin. ft.; (K) \$33.00 each; (L) \$4.00 per cu. yd.
Elmira st., Ward 25	T. J. Young & Co.	Nov. 15, 1895	For laying 12-in. Akron pipe, \$0.80 per lin. ft.; for building manhole, \$40.00 each; for all rock excavation, \$5.00 per cu. yd.; for all spruce lumber, \$30.00 per M, B. M.; for all 6-in. drain-pipe, \$0.16 per lin. ft.
Elmira st., Ward 25	T. J. Young & Co.	Dec. 7, 1895	For laying 12-in. Akron pipe, \$0.80 per lin. ft.; for building manholes, \$40.00 each; for all rock excavation, \$5.00 per cu. yd.; for all spruce lumber, \$30.00 per M, B. M.; for all 6-in. drain pipe, \$0.25 per lin. ft.

EXPLANATION OF LETTERS.

- (D) 15-in. Akron drain-pipe.
- (E) 12-in. Akron drain-pipe.
- (K) Manholes.
- (L) Rock excavation.
- (V) 6-in. drain-pipe.

Miscellaneous Agreements.

AGREEMENT.	Awarded to	Dated.	Price.
Sale of tug "William Woolley"	E. J. Dickers	April 15, 1895 . .	\$1,000.
Removing old cement house on Sect. 1, Blue Hill avenue	H. P. Nawn	Sept. 19, 1895 . .	\$300.
Removing wooden house on Sect. 14, Blue Hill ave.	H. P. Nawn	Sept. 19, 1895 . .	\$100.
Alterations of Huntington-ave. bridge	Boston Bridge Works	Nov. 7, 1895 . .	\$0.03½ per lb. Oct. 24, 1895, the Water Department agreed to pay one-half cost of the work.
West Roxbury low-level sewer	N. Y., N. H., & H. R. R. Co.	May 1, 1895 . .	\$12.45 per cu. yard all invert and sewer arch masonry; \$11.35 for all brick masonry supporting walls, and \$5.00 per cu. yard for concrete.
Furnishing and driving piles, Breed st., East Boston	A. A. Hersey	Jan. 6, 1895 . .	\$1.94 per pile.
Retaining walls, Gold st., South Boston	F. H. Blaisdell	Nov. 5, 1895 . .	\$7.00 per cu. yard; \$0.30 per cu. yard, excavation handled once.
Raising buildings and building walls, etc., Gold st.	F. H. Blaisdell	Aug. 19, 1895 . .	\$1,950.
Repairing sidewalk, Winthrop bridge	J. N. Haycs & Co.	Jan. 15, 1895 . .	Foreman, \$4.00 per day; engineer, \$17.00 per week; Mr. Hayes, \$3.50 per day; men, \$3.00 per day, plus 15%; pile-driver, \$10.00 per day. S. H. hard pine, \$20.00 per M ft.
Removing channel of Stony Brook from lands of Thos. Sproules, and on lands of Boston Belting Co. . . . .	. . . . .	Nov. 14, 1895	Boston Belting Company and T. Sproules agree to pay the City of Boston the entire cost of this work.
Removing channel of Stony Brook from lands of Samuel Emmes . . . . .	. . . . .	Aug. 12, 1895	Samuel Emmes agrees to pay the City of Boston the entire cost of this work.
Iron fence at foot of Sherborn street.	P. J. Dinn	Oct. 7, 1895	\$118.00.

Furnishing straight edgestone	Public Institutions	March 30, 1895	\$0.62 per lin. ft.
Furnishing fire-proof brick at Cottage Farm Bridge	Boston Fire Proofing Co.	Aug. 22, 1895	\$10.00 per M.
Electric light at South Ferry	Boston Electric Light Co.	Oct. 25, 1895	\$300.00.
Hickory Brooms	Hickory Broom Fiber Co.	April 12, 1895	\$17.50 per broom.
Constructing Regulator, Tank, and Sewer for North Market street . . . . .	. . . . .	Nov. 15, 1895	Public Buildings Department agrees to pay the actual cost of this work.
Removing wooden building, Blue Hill ave., cor. Morton street	D. E. Lynch	Oct. 28, 1895	\$100.00.
Furnishing tools, materials, and labor for repairs to North pier, South Ferry	J. N. Hayes Co.	Dec. 17, 1895	\$1,326.50.
Building Abutments and Bridge under N. Y., N. H., & H. for Geneva avenue	N. Y., N. H., & H. R. R. Co.	Jan. 27, 1896	The City of Boston agrees to pay the cost of this work, provide a contract, satisfactory in plan, and price bid is submitted to the Superintendent of Streets for approval, preliminary to the execution of the work.
One propeller wheel, bore and key seat, put on boat "East Boston"	Lockwood Manufacturing Co.,	Sept. 5, 1895	8c. per lb.; 7c. per lb. allowed for old composition wheel.
Painting Ferry-boat "East Boston"	J. H. Lally	Aug. 30, 1895	\$235.00.
Painting Ferry boat "Revere"	J. H. Lally	Sept. 9, 1895	\$250.00.
Painting Ferry-boat "Ben Franklin"	J. H. Lally	Oct. 3, 1895	\$250.00.
Furnishing tools, material, and labor to build pile bulkhead, West Newton street	August Bellevue & Co.	Aug. 10, 1895	\$344.00.

EMPLOYMENT OF LABOR.

During the year ending February 1, 1896, 122 applications were made upon the Civil Service Commission for 428 employees of various grades, and 671 names were submitted by them, of which number 442 were given employment in the several divisions; of the 442 persons employed, 36 were appointed provisionally (Civil Service, Rule 36), 5 were given non-competitive examinations, 2 promoted, and 93 were veterans.

During the year 131 persons were transferred to this department from other city departments: making a total of 573 persons employed during the year.

Notices of 319 discharges from the department rolls were sent to the Commission.

The department records show that there are 3,044 persons eligible for employment in the various divisions, and of that number 2,531 were upon the pay rolls on the week ending January 23, 1896.

On July 1, 1895, the list of Ferry Division employees (195) was added to the department register.

The following table shows the classification of all employees of the Street Department on the rolls January 23, 1896, as recorded by the Civil Service Clerk of the department:

Grade and Number of Employees in the Street Department.

TITLE.	DIVISIONS.								Total.
	Central Office.	Bridge.	Ferry.	Paving.	Sanitary.	Sewer.	Street-Cleaning.	Street-Watering.	
Superintendent	1								1
Deputy		1	1	1	1	1	1	1	7
Executive engineer	1								1
Clerks	2	1	2	6	4	8	4		27
Foremen		2	1	10	5	10	7		35
Sub-foremen		3		27	6	15	18		69
Inspectors				21	13	31			65
Civil engineers				1		5			6
<i>Carried forward</i>	4	7	4	66	29	70	30	1	211

Grade and Number of Employees, etc. — *Continued!*

TITLE.	DIVISIONS.								Total.
	Central Office.	Bridge.	Ferry.	Paving.	Sanitary.	Sewer.	Street-Cleaning.	Street-Watering.	
<i>Brought forward</i>	4	7	4	66	29	70	30	1	211
Draughtsmen						13			13
Transitmen				2		5			7
Levelmen				4		9			13
Rodmen				7		25			32
Aid or tallymen				1	2				3
Blacksmiths and assistants			2	19	5	2	2		30
Boiler-maker			1						1
Bracers						12			12
Brick-slingers						2			2
Boys		7		2		13		1	23
Broom-makers							6		6
Captain			11		1				12
Carpenter and assistants		8	7	20		8	2		45
Coal-passers						4			4
Chief of draw-bridges		1							1
Draw-tenders		20							20
Assistant draw-tenders		33							33
Deck-hands			24			2			26
Dumpers					18		7		25
Chief engineers			1			1			2
Engineers and assistants		15	14	15		15			59
Feeders					5				5
Firemen			15			5			20
Flushers						3			3
Gatemen			16			4			20
Harness-makers				3	4				7
Helpers					174		62		236
Horse-shoers					3				3
Hostlers		1				5			6
Iron-worker						1			1
Janitors			8			1			9
<i>Carried forward</i>	4	92	103	139	241	200	109	2	890

Grade and Number of Employees, etc. — *Concluded.*

TITLE.	DIVISIONS.								Total.
	Central Office.	Bridge.	Ferry.	Paving.	Sanitary.	Sewer.	Street-Cleaning.	Street-Watering.	
<i>Brought forward</i>	4	92	103	139	241	200	109	2	890
Janitresses			4						4
Laborers			8	575		312			895
Lamp-lighters			2						2
Ledgmen						14			14
Machinists			3			2			5
Masons (stone and brick)						29			29
Masons (tenders)						1			1
Mate						1			1
Measurer				1					1
Messengers	2	4	1	12	5	4	2	1	31
Oilers			3			7			10
Patch-pavers and assistants				31					31
Painters		3			5				8
Pilots			11			1			12
Pipe-layers						2			2
Powdermen				4					4
Rigger						1			1
Steam-drillers				7		1			8
Stenographer	1								1
Stone-cutters				15		3			18
Storekeeper						1			1
Sweepers							123		123
Stablemen				12	6	5	4		27
Teamsters		1		75	161	24	65		326
Tollmen			11						11
Watchmen		3	4	13	3	18	2		43
Weighers				3					3
Wharfingers				3					3
Wheelwrights					2				2
Yardmen				7	10	5	2		24
Totals	7	103	150	897	433	631	307	3	2,531

The table of former superintendents and document numbers of the annual reports at the end (Appendix II) will be found of convenient reference for general use in connection with the history of department work in past years.

Respectfully submitted,

HENRY B. WOOD,

Executive Engineer.

BRIDGE DIVISION.

The total number of bridges in Boston in the care of the Bridge Division, not including culverts, is one hundred and thirteen. Thirty-four of these are wholly supported by railroad corporations. Four — Harvard, Canal, Prison-Point, and West Boston bridges — all connecting Cambridge, are in the care of two commissioners, one appointed by the City of Cambridge, the Superintendent of Streets being the Boston Commissioner, *ex-officio*. The remainder, seventy-five in number, are supported, wholly or in part, by the City of Boston, and are in the care of this division, including twenty-three tide-water bridges, with draws, alone requiring for their operation seventy draw-tenders, assistant draw-tenders, and engineers. A complete and systematic record of the openings of the draw bridges, giving numbers and time of openings and other data, appears in Appendix A.

The following table shows the amounts expended from the maintenance appropriation of the Bridge Division for the past five (5) years :

1891 (13 months)	.	.	.	.	\$123,010 63
1892	.	.	.	.	128,954 37
1893	.	.	.	.	133,159 24
1894	.	.	.	.	130,137 21
1895	.	.	.	.	119,716 00

There has not been an accident or a break-down inconveniencing public travel during the year. Charles-river bridge was closed to public travel from June 19 to Aug. 1, while extensive repairs, under the direction of the City Engineer, were made, and Mystic-river bridge, over that river and the B. & M. R.R. tracks, which has been closed to public travel during all of the year previous to Jan. 1, '96, while in process of building, has been reopened to the public. Something has been done toward modifying the smoke and hot-cinder nuisance, so very disagreeable to pedestrians, and often so disastrous to horses and vehicles on Broadway and the Dartmouth-street bridges, by the erection of a shield on either side of both these bridges, which has thus far given most satisfactory results. Broadway bridge, because of its very large span, has always been very dark at night until

this year. In coöperation with the Lamp Department, a large electric light has been placed in the exact centre of the draw by a device which works perfectly, permitting the opening of the draw without disconnecting the electric current, lighting up not only the roadway, but the waterway as well, and proving a great convenience to navigation.

Attention is again called to the necessity of proper headquarters for the South District of this division, which is still located on Foundry street, in a small building which has to suffice as an office and storehouse, the stable and storehouse of the district having been entirely destroyed by the strengthening of Broadway Bridge nearly two years ago. A portion of a stable, situated some distance away, was leased as temporary quarters and has been occupied ever since. Proper accommodations are badly needed in order that supplies may be purchased in quantity and arrangement made to properly protect them and check their delivery, as well as for stable purposes.

Of the bridges of greater importance but two are now operated by hand-power — Malden and Mount Washington-avenue — and one, Meridian-street, by horse-power; rather primitive methods for these advanced times, and it is expedient that these be added to the list of those now operated by electric motors, of which there are three — Chelsea North, Dover, and Federal street bridges. The others use steam, but experience indicates electricity to be the best from every standpoint. The cost of coal for engines is a very considerable item in the expense of the division, while the cost of electricity is very trifling; the cost of repairs on engines far exceeds that on motors. There is the further consideration of space and cleanliness, all favorable to the motor. After making some inquiries, and investigation with reference to Warren bridge, it appears that complete electric power could be installed there for about \$2,000. The boilers and engines could be sold, and a saving of about \$700 per annum made on coal, and something additional saved on repairs, indicating a mistaken economy in retaining the engines.

One bridge has been added to those in the care of the division — a temporary foot-bridge over the N. Y., N. H., & H. R.R. at Roxbury Crossing, erected during the year at a cost of \$981, charged to the maintenance account.

Constructive work in the Bridge Division, for which money is provided by loan, has been of unusual proportions during the past year. The rebuilding of Chelsea-street bridge, commenced last year, has been completed, and in addition to the work done by the B. & M. R.R., at Chelsea bridge, the draw over the North channel has been entirely rebuilt. Charles

river-bridge draw pier has been remodelled and rebuilt. Gold-street bridge abutments and iron superstruction have been completed, and Cottage Farm bridge is in process of construction.

The amount of expenditures for permanent improvements from loans provided, has been as follows during the last five (5) years :

1891 (13 months)	\$41,317 53
1892	14,068 80
1893	13,466 92
1894	18,795 39
1895	52,471 06

The following statement of the City Engineer contains the main features of the special work of construction assigned to him by this department for engineering supervision :

CITY OF BOSTON, ENGINEERING DEPARTMENT,
50 CITY HALL, January 31, 1896.

MR. B. T. WHEELER, *Superintendent of Streets* :

SIR: I herewith submit the following report of the work done under my direction for the Bridge Division of the Street Department during the year 1895.

The following are the principal items of work done :

Charles-river Bridge. — A contract was made June 14, 1895, with J. N. Hayes & Co., for repairing the draw and draw foundation. The cost of the entire work was \$4,259.51.

Chelsea Bridge North. — May 23, 1895, a contract was made with Augustus Bellevue & Co. to rebuild the draw foundation, about fifty-four feet of bridge, and the wharf, and to lengthen the up-stream pier fifty feet, and the down-stream pier sixty feet ; under another contract the same firm rebuilt the wood-work of the bridge above the piles for a length of fifty-three feet. The draw has been replaced by a new steel draw of the retractile style, built by the Penn Bridge Company of Beaver Falls, Penn. ; it is operated by electricity, the motor being furnished by the General Electric Company ; the draw has been in use since December 28, 1895. The total cost of the work charged to this appropriation to February 1, 1896, was \$33,827.91.

Chelsea-street Bridge. — As mentioned in the last annual report, the pile structure was rebuilt by B. F. Nay & Co., and the steel draw was built by the Boston Bridge Works. The bridge was opened to team-travel February 26, 1895. The cost of the contract-work on the pile bridge was

\$15,241.53; on the steel draw, \$8,450. The sheathing of the bridge and draw was done by the Bridge Division.

Cottage Farm Bridge (over the Boston & Albany Railroad). — During the past year the following work has been done on the northerly section of the bridge: The middle pier has been extended 210 feet 6 inches, and the parapets on the abutments set by David S. Crockett & Co., the stone for the parapets being furnished by the Cape Ann Granite Company; two steel girders have been built and set in position by the Boston Bridge Works; 20-inch steel beams have been furnished by Page, Newell, & Co., but are not yet in place; and hollow bricks and skewbacks have been furnished by the Boston Fire Proof Company.

Gold-street Bridge. — Under an order from the Street Department, dated May 13, 1895, plans and specifications were prepared for a bridge over the tracks of the New York & New England Railroad at Gold street.

A contract for the abutments was made with Frank H. Blaisdell, dated June 11, 1895, for the sum of \$1,850, and subsequently an agreement was made with him for building two short return-walls at the ends of the west abutment. Work was begun July 1 and completed about January 1. The total amount paid under these two agreements was \$2,333.45.

A contract was made with the Boston Bridge Works, dated June 11, 1895, for the superstructure of the bridge, for the sum of \$1,570, and the work was completed January 20, 1896.

This department was also requested to see that the work of raising the building on the northerly side of Gold street, adjoining the east abutment, was carried out in accordance with an agreement made by the Street Department with F. H. Blaisdell, dated September 18, 1895. This work was finished early in January, satisfactory to the Building Department, and a final estimate made January 24, 1896, for the sum of \$2,082.37.

West Newton-street Bulkhead. — A timber bulkhead was built across the end of West Newton street abutting on the line of the Boston & Albany Railroad, under a contract with A. Bellevue & Co., for the sum of \$344.

Temporary Foot-bridge at Roxbury Crossing. — A wooden foot-bridge was built over the tracks of the New York, New Haven, & Hartford Railroad at Roxbury Crossing, on Tremont street, under a contract with Josiah Shaw, dated June 11, 1895, at a cost of \$981.

Yours respectfully,

[Signed]

WILLIAM JACKSON,
City Engineer.

Details of expenditures, income, and operations will be found in Appendix A.

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**Comparative Table showing net cost of the maintenance of the
Bridge Division to the City of Boston.**

	Expenditures.	Income.	Net Cost.
1891 (13 months)	\$123,010 63	\$1,183 40	\$121,827 13
1892	128,954 37	516 61	128,437 76
1893	33,159 24	1,687 00	131,472 24
1894	130,137 21	1,598 62	128,538 59
1895	119,716 00	1,753 97	117,962 03

BOSTON AND CAMBRIDGE BRIDGES.

CANAL OR CRAIGIE'S BRIDGE.

The sidewalk on the south side of the Cambridge end should have been rebuilt this year; but not having sufficient appropriation to do the work in a thorough manner, it has been temporarily repaired. It will be necessary to rebuild it next year.

The piles on the Cambridge end have been in place about 100 years. They are now very much decayed on the upper part where the salt water does not reach them. The piles in four bents have been pieced out and new hard-pine girders and trusses have been firmly bolted to them.

The current repairs have been made, such as painting and sheathing the draw, cleaning roadway and sidewalks; and repairs on boiler and machinery to move the draw.

The above work has been attended to by the men on the bridge. The roadway of the bridge has been watered with salt water.,

HARVARD BRIDGE.

The roadway has been replanked for the entire length of the bridge with 2-inch spruce plank, costing \$1,519.41 for each city.

It will be necessary to do this work every year.

The West End Street Railway Company replanked the space between their tracks with 3-inch spruce, which makes a much smoother surface for travel than the 2-inch plank did which was formerly there.

The asphalt sidewalks are in poor condition and are to be relaid next summer by the contractors, at their expense, in accordance with the terms of the contracts, which require them to keep the sidewalks in good repair for five years.

The iron-work on this bridge is in bad condition from rust. It will have to be painted in 1896.

The men employed on the bridge have done all the cleaning without extra cost to the two cities. They also clean all the lamps and make all small repairs.

PRISON-POINT BRIDGE.

The draw on this bridge is in very bad condition. It is almost impossible to raise it. It is not proposed to expend

much money on the bridge at the present time, as the grade crossing of the Boston & Maine Railroad at this point is to be abolished. A commission has been appointed, and the proposed changes include a new highway bridge and draw built at a higher grade. It is expected that the work will be completed within three years.

Current repairs have been attended to, such as planking and sheathing draw, etc.

WEST BOSTON BRIDGE.

In October a portion of the bridge near the draw on the Cambridge side commenced settling. It was found that the piles in three bents, or sections, had settled about five inches and were still going down. Twelve new piles were driven: five in one section, four in another, and three in another. The work was done from the top of the bridge, taking one side at a time, by placing a scow on the outside of the bridge with an engine on it with the pile-driver on the bridge. The work was done without interruption to travel, and without frightening horses, as would have been done if the engine had been placed on the bridge in the usual manner. ✓

After driving the piles from above, the work was finished under the bridge by bolting extra girder caps to the piles that were driven. Sixty-six braces, 3×12 spruce, 20 and 25 feet long, were firmly secured to piles distributed in different bents. ✓

The wheel-guard on both sides of the draw, the entire length, has been renewed with hard pine-timber. On the side of the wheel-guard, an iron plate 4 inches wide $\frac{3}{8}$ inches thick, has been bolted to the timber for the whole length of the draw to protect the wood-work and to keep teams from injuring the draw.

The bridge is very weak in places. It has to bear a great strain when the ice is breaking up in the spring. Next year it will need a thorough repairing, and possibly more piles will have to be driven.

When this bridge was rebuilt it was not expected there would be such an amount of travel over it as there is at the present time, especially such heavy teaming and such heavy electric cars. The spaces between bents of piles are 18 and 19 feet, and they should be not more than 16 feet.

The men on the bridge do the ordinary repairs, looking after the cleaning, keep the machinery for moving the draw in good condition, their engine-house clean, and do all painting of wood and iron work on the draw and house.

The roadway of the bridge has been watered with salt water.

The West End Street Railway Company relaid their track the entire length of the bridge in October, and, in so doing, relaid the paving on the sides of the rails in a satisfactory manner.

IN GENERAL.

The usual statement is appended of the number of draw openings and the number of vessels which passed through, also table showing the traffic over bridges in September.

The amount of revenue received for rents, dockage, repairs to West End Street Railway Company's tracks, etc., during the year, has been \$2,303.70, one-half, \$1,151.85, has been paid to each city.

Number of Times the Draws in Canal, Harvard, Prison-Point, and West Boston Bridges have been opened, and the number of Vessels which have passed through, for the year ending January 31, 1896.

DATE.	Canal or Craigie's.		Harvard.		Prison-Point.		West Boston.	
	Number of Draw Openings.	Number of Vessels Passed Through.	Number of Draw Openings.	Number of Vessels Passed Through.	Number of Draw Openings.	Number of Vessels Passed Through.	Number of Draw Openings.	Number of Vessels Passed Through.
February 1, 1895, to January 31, 1896.								
February, 1895	32	48	6	6	3	3	11	13
March	108	217	32	49	14	19	60	88
April	445	417	110	148	24	36	132	210
May	394	476	81	120	23	31	119	178
June	406	558	122	176	27	37	207	372
July	443	539	207	262	41	53	262	388
August	410	440	208	270	10	10	287	441
September	387	425	136	167	26	36	230	321
October	421	421	257	298	52	73	242	355
November	337	459	153	37	37	55	175	298
December	304	317	119	148	36	52	113	168
January, 1896	142	215	23	34	17	23	31	55
Total	3,829	4,532	1,454	1,715	309	428	1,879	2,887

Statement showing Traffic on Bridges.

DATE. 1895.	Bridge.	Pedestrians.	Teams.	Car Passengers. ¹	Bicycles.
Sept. 17, 6 A.M. to 8 P.M.	Canal	5,816	6,036	13,949	141
	Harvard	2,140	2,818	12,491	2,005
	Prison-Point	1,946	1,952	.....	.....
	West Boston	4,837	3,558	21,510	162
	Totals	14,739	14,364	47,950	2,308

¹ 6 A.M. to 12 midnight.

The following is a statement of the payments made by the City of Boston on account of the Canal, Harvard, Prison-Point, and West Boston Bridges, from February 1, 1895, to January 31, 1896 :

Amount of appropriation for financial year of 1895-96	\$15,000 00
November 29, 1895, transferred to Sanitary Division	2,000 00
	<hr/>
	\$13,000 00
Amount expended to January 31, 1896	12,537 33
	<hr/>
Balance January 31, 1896	\$462 67

Classification of Expenses.

February 1, 1895, to January 31, 1896.	Canal or Craigie's Bridge.	Harvard Bridge.	Prison-Point Bridge.	West Boston Bridge.	General Account.	Totals.
Salaries draw-tenders and others	\$1,247 50	\$1,272 00	\$235 71	\$1,250 00	\$250 00	\$4,255 21
Lumber	361 75	1,388 94	68 10	261 52		2,080 31
Electric lighting	287 52	1,144 03		517 49		1,949 04
General repairs	269 36	485 46	116 76	621 47		1,493 05
Inspection	112 50	235 00	50 00	195 00		492 50
Cleaning bridges	196 20	36 20		260 25		486 65
Watering "	175 00			175 00		350 00
Paving "	81 22			200 70		281 92
Ironwork	85 63	9 20	33 78	144 31		272 92
Fuel	117 92	13 33		86 73		217 98
Tools and hardware	26 65	87 50	7 41	29 70		151 26
Electric current for motor		150 00				150 00
Sundries and small supplies	43 53	50 34		19 01		112 88
Electric-light repairs		82 50				82 50
Travelling expenses					60 05	60 05
Printing and stationery					46 22	46 22
Water-rates	16 00		5 50	11 00		32 50
Paint and painting	3 13			19 21		46 22
Totals	\$3,023 91	\$4,848 50	\$517 26	\$3,791 39	\$356 27	\$12,537 33

Table of expenditures for maintenance for the last five (5) years :

1891 (13 months)	\$11,866 42
1892	11,079 76
1893	11,493 16
1894	11,986 85
1895	12,537 33

FERRY DIVISION.

On July 1, 1895, the Ferry Department was consolidated with the Street Department, and has been operated since that time as the Ferry Division, with a Deputy Superintendent in charge. Of the seven ferry-boats belonging to the division, six are in active use each week-day: three at the North and three at the South Ferry; one is kept as a spare boat; three are used on Sundays—two at the North and one at the South Ferry.

The following table shows the amount expended for maintenance by the Ferry Division for the last five (5) years :

1891 (13 months)	\$216,867 81
1892	211,567 19
1893	213,746 76
1894	212,988 13
1895	209,911 30

The boats of the division are from twenty-five to five years of age, and while their condition is good, each one of them having been thoroughly overhauled and painted during the past year, they should unquestionably be taken out, stripped, calked, and coppered, as some of them have not been out of the water for nine years. One of them, the "Ben Franklin," has been built up twelve (12) inches, in order to fit the drops, and the "East Boston," although five years old, has been first put in commission this year.

The head-house at the South Ferry, East Boston side, is not a credit to the city, especially as to its sanitary arrangements, which have been complained of by the Board of Health; and the coal-shed at this place is old, and its fall is not unlikely at any time.

The improvement in the service and equipment since May 1, 1895, the cost of which has been charged to maintenance, may be here referred to. A third boat has been operated at the North Ferry, as it had been apparent for some time that it was necessary for the proper service of the public, and it has been run every day except Sundays, from 7 A.M. to 7 P.M., entailing an additional expenditure from maintenance of some \$8,000.

The spare dock on the South Ferry, East Boston side, has been dredged at an expense of \$600. This dock is used to

haul off boats that are to undergo repairs, and there was so little water in it at low tide that the boats rested on the bottom. One of the boats ("East Boston") was never in this dock, as it was unsafe to put her in there, and she always had to be laid at an outside wharf.

Passenger supplementary drops have been put in on South Ferry on both sides, same as at North Ferry, at a cost of about \$1,200. These were needed very badly, and should have been put in years ago, as their absence has undoubtedly been the cause of many accidents and subsequent payment of damage.

Another improvement was the running of the second boat at North Ferry at night, until 12 o'clock. Formerly it stopped at 11 o'clock, thereby discommoding hundreds of people.

By order of United States Steamboat Inspectors, the life-boats have been removed from over the wheel-houses to forward end of canopies on all of the boats, and a skiff, with water-tight compartments, has been put on each end of canopies on ladies' side, so now each boat is equipped with a life-boat and two skiffs. These have cost about \$700.

The drops and piers at both ferries have been equipped with electric lights, superseding the old-fashioned lanterns and gas. This is one of the greatest improvements that could have been made at small expense, and it has proved an unqualified success.

During the year a pass system has been introduced on the ferries, principally for the purpose of obtaining an account of the number of teams and foot-passengers carried free, but also to restrict as far as possible the unwarranted free use of the boats. Return is now made by gatemen and collectors, of travel of this class, amounting to 2,406 teams in seven months, and 13,077 foot-passengers in three months, the time during which this method has been in operation.

The constructive work, which is paid for from loans provided for permanent improvements, has not been large during the year; the remodelling of the "East Boston" has been completed, and a new drop constructed for the South Ferry and put in place.

The amount of expenditure from loans provided for permanent improvements during the last five (5) years has been as follows:

1891 (13 months)	.	.	.	.	\$78,030 05
1892	.	.	.	.	21,498 82
1893	.	.	.	.	35,623 89
1894	.	.	.	.	11,452 91
1895	.	.	.	.	11,902 64

The following statement of the City Engineer contains the main features of the special work of construction assigned to him by this department for engineering supervision :

CITY OF BOSTON, ENGINEERING DEPARTMENT,
50 CITY HALL, January 31, 1895.

MR. B. T. WHEELER, *Superintendent of Streets* :

SIR: I herewith submit the following report of the work done under my direction for the Ferry Division of the Street Department during the year 1894.

North Ferry Pier. — March 27, 1895, a contract was made with W. H. Ellis & Co., for extending the middle pier at the East Boston side of the North Ferry. The pier was extended 30 feet at a cost for contract work of \$1,775.60.

New Drop. — A contract was made by the Superintendent of Ferries, June 20, 1895, with William McKie, to build a new ferry drop to replace the old one at the southerly side of the Boston landing of the South Ferry for \$5,611. The old drop was delivered to the Ferry Division, its machinery being removed to the new drop, and the necessary changes of the foundation and landing being made.

Yours Respectfully,

[Signed]

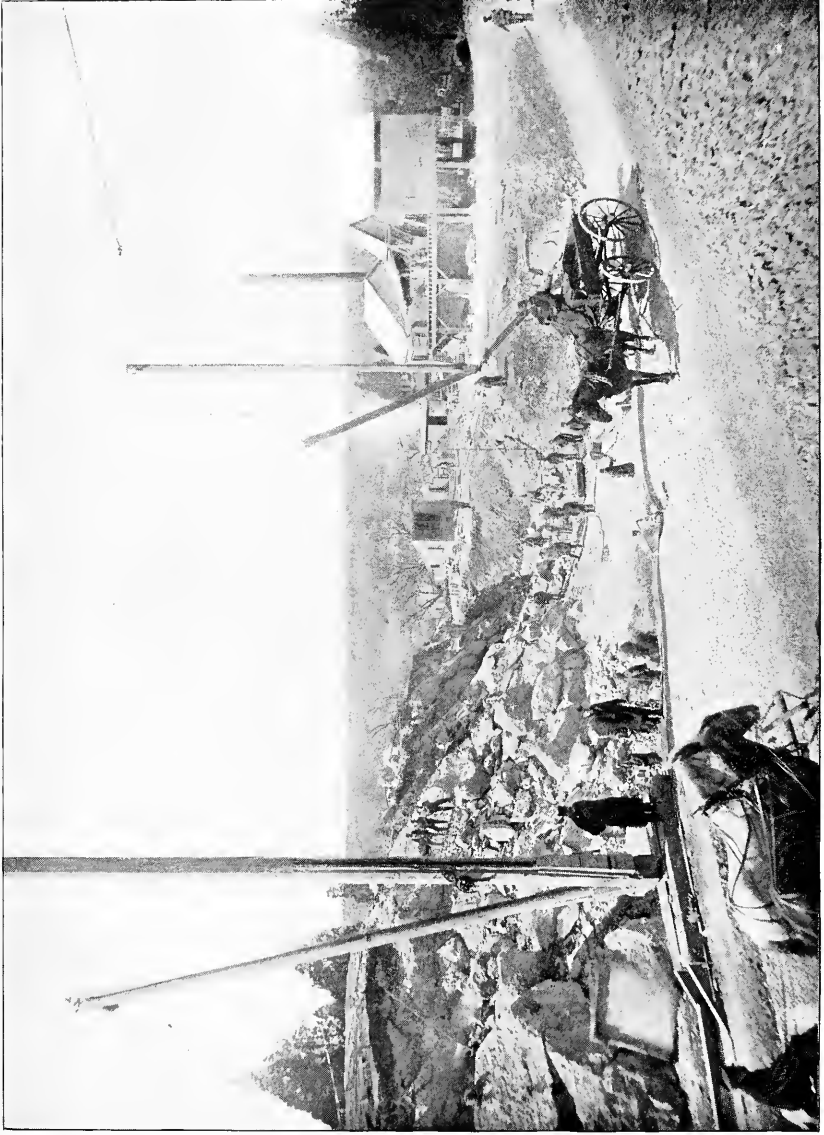
WILLIAM JACKSON,
City Engineer.

An increase in the receipts of this year over last, results from an increase of foot-passengers carried of 648,469, and of teams, 30,270, and amounts to \$14,084.66.

Details of expenditure, income, and table of travel will be found in Appendix B.

Comparative Table showing net cost of maintenance of Ferry Division to the City of Boston.

	Expenditures.	Income.	Net Cost.
1891 (13 months)	\$216,867 81	161,942 80	54,925 01
1892	211,567 19	154,660 65	56,906 54
1893	213,746 76	152,069 54	61,677 22
1894	212,988 13	155,502 87	57,485 26
1895	209,911 30	169,584 85	40,326 45



KENNEY-STREET LEDGE AND STONE-CRUSHING PLANT.



PAVING DIVISION.

The following table shows the amount expended for maintenance of the Paving Division and from special appropriations derived from loans for the last five (5) years, not including the cost of street-watering, to be found on another page :

	Maintenance.	Specials.	Totals.
1891 (13 months) .	\$872,936 40	\$1,014,324 26	\$1,887,260 66
1892.....	915,460 99	962,889 09	1,878,350 08
1893.....	745,681 52	707,801 49	1,453,483 01
1894.....	715,608 62	839,713 78	1,555,322 40
1895.....	683,899 42	823,011 70	1,506,911 12

The following table shows the length of public highways and the character of pavements, February 1, 1896 :

Length in Miles.

	Sheet Asphalt.	Asphalt Blocks.	Block.	Brick.	Cobble.	Telford and Macadam.	Gravel.	Not graded.	Total.
In previous Report .	7.04	0.85	78.79	0.42	3.15	219.89	129.10	13.73	452.12
February 1, 1896.									
City Proper	*7.11	0.85	††42.52	0.42	2.23	27.40	0.38	. . .	80.35
Charlestown	0.05	. . .	8.80	. . .	. . .	13.76	0.03	0.04	22.68
East Boston . . . . .	. . .	. . .	4.42	. . .	0.14	4.58	17.80	0.18	27.12
South Boston	0.53	. . .	12.43	. . .	0.05	22.06	1.55	3.74	40.36
Roxbury	0.37	. . .	8.06	. . .	0.01	57.83	12.93	2.85	82.05
W. Roxbury . . . . .	. . .	. . .	0.09	. . .	. . .	34.61	40.57	1.44	76.71
Dorchester . . . . .	. . .	. . .	3.47	. . .	. . .	50.57	32.82	1.34	88.20
Brighton . . . . .	. . .	. . .	. . .	. . .	. . .	17.39	19.29	1.96	38.64
Total	8.06	0.85	79.79	0.42	2.43	228.29	125.57	11.55	456.11

NOTE.—The above districts refer to areas enclosed by the original boundary lines.

* Of this amount, 0.85 miles = asphalt blocks.

† Of this amount, 2.69 miles = granite block paving on concrete, with pitch joints.

†† Of this amount, 0.75 miles = granite blocks on concrete, with cement grout joints.

Total length of public streets, 456.11 miles.

There have been laid out and accepted by the Street Commissioners during the year 3.91 linear miles ; only six square

feet have been discontinued; corrections to previous measurements on account of revision and correction of previous tables from all causes, show an increase of 0.08 miles; making a total net increase of 3.99 miles. Street widenings and relocations have been ordered to the extent of 163,223 square feet.

Not included in the above table, there are about 142 miles of private ways and alleys which are not under the care of this department.

The rate of increase from year to year is shown in the following table:

1859.....	111.50 miles.	1884.....	874.10 miles.
1871.....	201.32 "	1885.....	379.60 "
1872.....	207.4 "	1886.....	383.55 "
1873.....	209.24 "	1887.....	390.30 "
1874.....	313.90 "	1888.....	392.72 "
1875.....	318.58 "	1889.....	397.84 "
1876.....	327.50 "	1890.....	404.6 "
1877.....	333.2 "	1891.....	409.6 "
1878.....	340.39 "	1892.....	434.59 "
1879.....	345.19 "	1893.....	443.34 "
1880.....	350.54 "	1894.....	447.65 "
1881.....	355.5 "	1895.....	452.12 "
1882.....	359.85 "	1896.....	456.11 "
1883.....	367.99 "		

Areas of Pavements.

The following table shows the area of pavements in square yards, arranged by districts:

	Asphalt	Block.	Brick.	Cobble.	Telford and Macadam.	Gravel.	Not graded.	Totals.
Feb. 1, 1895.	121,713	1,700,699	5,166	36,966	3,997,799	2,123,460	374,677	8,360,480
Feb. 1, 1896.								
City Proper,	*117,617	††908,432	5,166	24,037	516,999	9,721	411	1,582,383
Charlest'n,	786	198,118	.....	.....	204,506	161	1,073	404,944
E. Boston . . . . .	.....	101,144	.....	2,867	99,071	328,689	3,555	535,326
S. Boston	7,740	261,332	.....	1,192	384,242	30,903	77,857	733,266
Roxbury	* 6,559	172,463	.....	408	1,040,364	213,984	87,193	1,520,971
W. Roxb'y. . . . .	.....	2,067	.....	.....	591,386	627,669	21,347	1,242,469
Dorchester, . . . . .	.....	74,594	.....	.....	898,129	539,925	62,877	1,575,525
Brighton . . . . .	.....	.....	.....	.....	447,441	311,342	62,204	820,987
Total	132,702	1,178,050	5,166	28,504	4,182,438	2,062,394	316,517	8,445,871

* Of this amount, 14,208 sq. yds. = asphalt blocks.

† Of this amount, 54,121 sq. yds. = granite-block paving on concrete, with pitched joints.

†† Of this amount, 14,342 sq. yds. = granite-block paving on concrete, with cement grout joints.

Total area of public streets, 8,445,871 sq. yds.

Edgestones and Sidewalks—New Edgestones. (Lin. ft. set.)

YEAR.	City Proper.	Roxbury.	South Boston.	East Boston.	Dorchester.	West Roxbury.	Brighton.	Charlestown.	Total.
1891	8,236	22,693	11,724	4,131	18,138	4,617	2,032	2,227	73,798
1892	9,222	25,506	9,631	11,238	36,859	9,970	9,001	2,804	114,231
1893	1,118	14,979	4,372	1,969	10,587	4,795	3,981	. . . .	41,804
1894	1,916	39,324	521	816	6,544	1,568	1,323	694	52,706
1895	2,990	17,053	2,097	1,146	15,205	8,319	4,191	668	51,669
Total . .	23,482	119,555	28,348	19,300	87,333	29,269	20,528	6,393	334,208

New Brick Sidewalks. (Sq. yds. laid.)

YEAR.	City Proper.	Roxbury.	South Boston.	East Boston.	Dorchester.	West Roxbury.	Brighton.	Charlestown.	Total.
1891	3,881	9,098	3,628	2,176	1,478	967	377	120	21,725
1892	10,423	20,231	4,484	12,847	10,462	2,905	1,068	3,451	65,871
1893	964	5,912	751	2,197	2,412	350	. . . .	175	12,761
1894	1,537	11,533	2,706	2,115	453	834	. . . .	437	19,615
1895	4,103	6,246	1,946	1,151	2,146	1,734	2,908	408	20,632
	20,908	53,020	13,505	20,486	16,951	6,790	4,353	4,591	140,604

**Full List of Streets now Paved with Trinidad Asphalt.
City Proper.**

Name.		Length. Feet.	Area. Sq. yds
Albany st.	From East Concord st. to East Springfield st.	450	2,700
Arch st.	From Franklin st. to Milk st.	426	1,267
Ash st.	From Bennet st. to Nassau st.	230	409
Barton court	From Brighton st. to Barton st.	134	179
Beacon st.	From Charles st. through Arlington st.	870	3,800
“ “	From Dartmouth st., within 150 ft. of Gloucester st.	1,744	9,277
“ “	From 68 ft. of Gloucester st. to Massachusetts ave.	1,019	5,391
Bennet st.	From 90 feet west of Harrison ave. to 162 ft. east of Washington st.	180	300
Bond st.	From Hanson st. to Milford st.	192	410
Brattle sq.	From Brattle st. to Elm st.	281	670
Brighton st.	From Leverett st. to Allen st.	845	1,737
Brimmer st.	From Beacon st. to Pinckney st.	1,094	3,272
Central st.	From Broad st. to Kilby st.	313	869
Chambers st.	From Green st. through Poplar st.	460	1,050
“ “	From Brighton st. to Charles st.	271	589
Charter st.	From Hanover st. to Unity st.	318	636
Cherry st.	From Washington st. to Shawmut ave.	334	594
Clark st.	From Hanover st. toward North st.	120	227
Columbus ave. . . .	From B. & A. R.R. bridge through Massachusetts ave.,	3,505	15,578
Congress sq.	From State st. through P. O. ave.	110	160
Cooper st.	From North Margin st. to Endicott st.	166	516
“ “	From Endicott st. to Charlestown st.	200	600
Court st.	From Washington st. to Court sq.	231	642
Court sq.	From Court st. to Court st.	665	1,883
Davis st.	From Washington st. to Harrison ave.	323	646
Dartmouth st. . . .	From Boylston st. to Newbury st.	266	2,058
Doane st.	From Kilby st. to Broad st.	312	624
Edinboro' st.	From Essex st. to Beach st.	470	908
Endicott st.	From Cooper st. through Thacher st.	312	1,005
Exchange pl.	From Congress st. to Kilby st.	244	678
Groton st.	From Washington st. to Shawmut ave.	335	558
Hanover ave.	From Hanover st. to North st.	307	266
Harrison ave.	From East Newton st. to East Springfield st.	626	1,850
“ “	From East Springfield st. to Roxbury line		130
Hollis st.	From Tremont st. toward Washington st.	276	521

Streets Paved with Trinidad Asphalt. — *Concluded.*
City Proper.

Name.		Length Feet.	Area. Sq. yds.
Hudson st.	From Beach st. to 90 ft. of Curve st. (Minus Kneeland and Harvard sts.)	1,407	3,938
Indiana pl.	From Shawmut ave. to Washington st.	343	686
Kilby st.	From State st. to Milk st.	648	2,628
Malcolm st.	From Mt. Vernon st. to Chestnut st.	261	290
Massachusetts ave.	From Tremont st. to Columbus ave., S'y road	534	1,621
“ “ .	From Tremont st. to Shawmut ave., “	940	2,934
“ “ .	From Shawmut ave. to Washington st. “	710	994
Moon st.	From between North square and Fleet st.	182	384
North Bennet st. .	From Hanover st. to Salem st.	552	920
North Margin . . .	From Thatcher st. to Stillman st.	295	1,157
Oxford st.	From Beach st. to Essex st.	432	735
Parmenter st. . . .	From Hanover st. to Salem st.	279	764
Pineknay st. . . .	From Charles st. through Brimmer st.	271	710
Poplar st.	From Chambers st. to Charles st.	1,188	2,442
Spring st.	From Poplar st. to Leverett st.	447	877
Stillman st.	From between Salem st. to Endicott st. (on cobble) .	150	417
Stoddard st.	From Howard st. to Court st. (on cobble)	135	150
Sun-court st. . . .	From North st. to Moon st.	151	218
Taylor st.	From Dwight st. to Milford st.	193	300
Thacher st.	From Charlestown st. to Endicott st.	203	562
Tileston st.	From between Hanover st. and Wiggin st.	417	470
Warrenton st. . . .	From Eliot st. to Tremont st.	670	1,587
“ “	From Shawmut ave. to Washington st.	468	910
Water st.	From Congress st. through Battery-march st.	325	975
Wiggin st.	From North Bennett st. to Tileston st.	107	119
Whitmore st. . . .	From Kneeland st. to Harvard st.	250	418

South Boston.

D st.	From West Fifth st. to Gold st.	126	448
E st.	From Third st. to Bolton st.	111	419
Rogers st.	From Dorchester st. to Preble st.	360	480
West Sixth st. . . .	From west of C st. toward D st.	95	316
West Third st. . . .	From west of E st. through E st.	185	769

Roxbury.

Cabot st.	From Tremont st. to Vernon st.	1,955	6,559
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Charlestown.

Austin st.	From between Seminary pl. to Lawrence st.	144	421
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Streets Paved with Sicilian Rock Asphalt.**City Proper.**

Name.		Length. Feet.	Area. Sq. yds.
Ash st.	Nassua st. to Oak st.	225	435
Barton st.,	Leverett st. to Milton st.	403	613
Charles st.	From between Revere st. to Cambridge st.	191	225
Decatur st.	From Washington st. to Harrison ave.	370	781
Dwight st.	From Shawmut ave. to Tremont st.	716	781
Fabin st.	From Newland st. to Ivanhoe st.	422	615
Fay st.	From Dover st. to Harrison ave.	318	560
Mason st.	From point 213 feet south of West street, a distance of 231 feet southerly.	231	480
Massachusetts ave..	From Washington st. to Albany, Southerly roadway	1,327	3,953
Motte st.	From Harrison ave. to Washington st.	332	516
Pemberton sq.	In front of Court-House.	323	1,365
Prince st.	Hanover st. to Bennett ave.	285	638

South Boston.

Athens st.	From B st. to C st.	515	748
Athens st.	From Second st. to A st.	616	916
W. Broadway	From 206 ft. east of easterly line of Dorchester ave. to A st.	350	1,944
W. Broadway	From Gardner pl. to 150 ft. east.	150	648

Charlestown.

Warren st.	From Winthrop st. to Soley st.	128	365
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**Streets Paved with Granite Blocks, Pitch, and Pebble
Joints, on an American Concrete Base.**

City Proper.

Name.		Length. Feet.	Area. Sq. yds.
Bedford st.	From Chauncy st. to Columbia st.	480	1,650
Cambridge st.	From Bowdoin sq. through Joy st.	721	2,347
Causeway st.	From Nashua st. to Haverhill st.	692	3,807
Chardon st.	From Bowdoin sq. to Merrimac st.	738	2,578
Charles st.	From Beacon st. to Pinckney st.	964	3,856
Charles st.	From Pinckney st. through Revere st., one side.	243	486
Charles st.	From between Revere st. to Cambridge st.	411	844
Court st.	From Court sq. to Scollay sq.	100	267
Devonshire st.	From State st. to Milk st.	650	2,133
Eliot st.	From Washington st. to Pleasant st.	1,183	4,634
Exchange st.	From State st. to Dock sq.	335	589
Harrison ave.	From Beach st. toward Essex st.	338	2,146
India st.	From State st. to Central st.	126	921
Kingston st.	From Summer st. to Bedford st.	308	933
School st.	From Washington st. to Tremont st.	570	1,298
Tremont st.	From Scollay sq. to Boylston st.	2,826	12,675
Washington st.	From Cornhill through Eliot st.	3,504	12,967

**Streets Paved with Granite Blocks, with Portland cement,
Grout and Pebble Joints, on American concrete base.**

City Proper.

Name.		Length. Feet.	Area. Sq. yds.
Charles st.	From Pinckney st., through Revere st.	243	486
Charles st.	From Revere st. to Cambridge st.	411	1,395
Columbus ave.	From Park sq., about 100 ft. beyond Ferdinand st.	825	4,950
Devonshire st.	From Milk st. to Franklin st.	435	1,468
Merchants row.	From State st. to N. Market st.	417	2,077
Merchants row.	From N. Market st. to North st.	152	397
N. Market st.	At Merchants row	95	465
Summer st.	From Washington st. to Federal st.	1,523	1,918
West st.	From Washington st. to Tremont st.	486	1,186

The following statement of the City Engineer contains the main features of the special work of construction assigned to him by this department for engineering supervision :

CITY OF BOSTON, ENGINEERING DEPARTMENT,
50 CITY HALL, January 31, 1896.

MR. B. T. WHEELER, *Superintendent of Streets* :

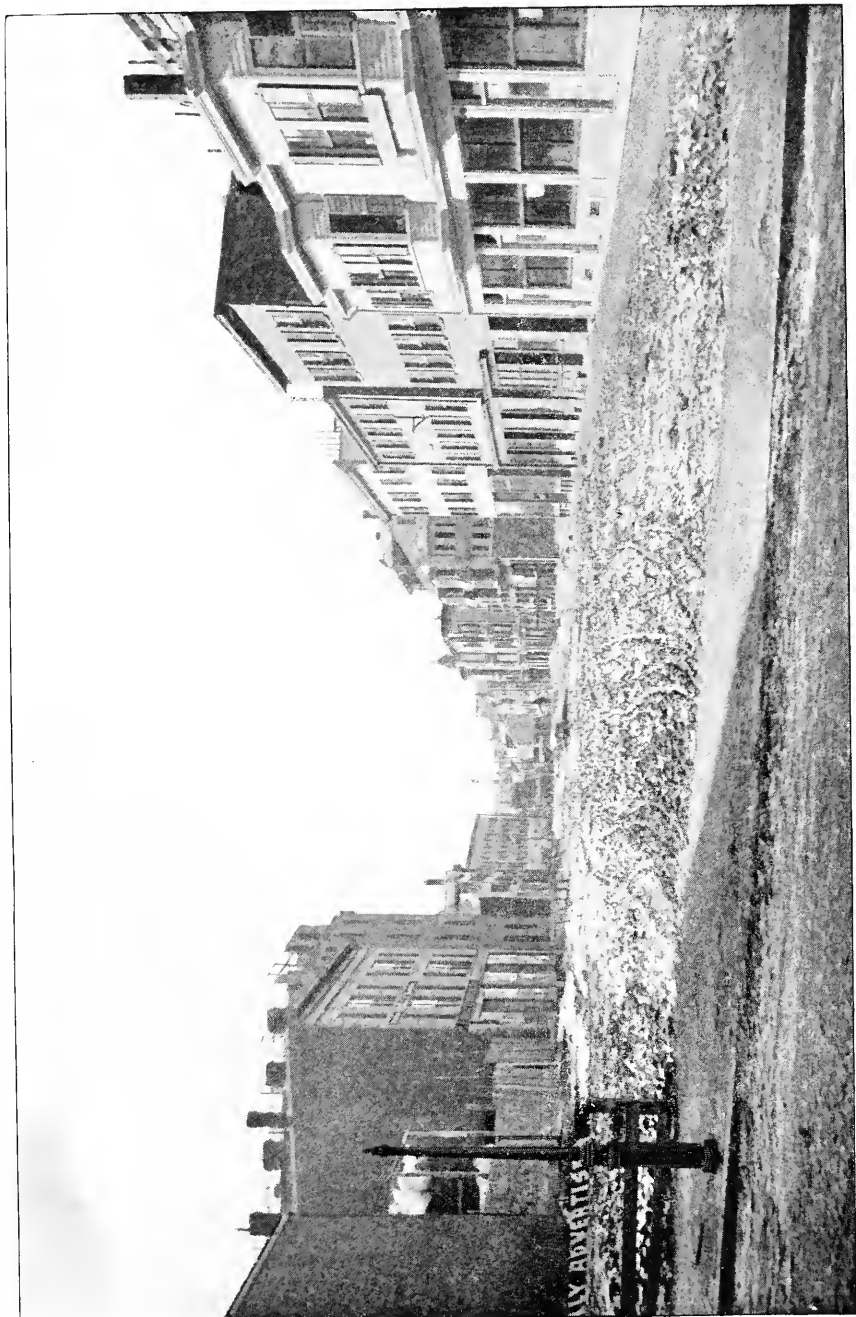
SIR: I herewith submit the following report of the work done under my direction for the Paving Division of the Street Department during the year 1895.

The work done is similar to that heretofore, with the addition of a large amount of work upon the five main avenues, the construction of which was authorized by the Legislature of 1895, Chapters 268 and 334, referring back to Chapter 323 of the Acts of 1891; namely, Blue Hill avenue, Columbus-avenue extension, Huntington avenue, Commonwealth-avenue extension, and Brighton avenue. These acts require the construction of sewers, gas, and water pipes in each avenue, with house connections for all abutting lots. The construction of these, together with other miscellaneous structures, such as water-main pipes, underground wires, and surface drains, intended to forestall the necessity for breaking up the surface of the finished street, require a large amount of labor to be performed before the surfacing of the street can be commenced.

In these avenues, a very large amount of this preliminary work has been done. Early in the year estimates were made of the cost of construction of these avenues, exclusive of sewers and land damages, upon a definite plan, and such rough grading as could be done in advance of sewer construction was commenced then as fast as the sewer construction was completed; contracts were made for grading. The work of grading has been in progress during the winter, and with a single exception, all the rough grading contemplated at present is under contract and should be completed by June 1, 1896. The exception referred to consists of about 20,000 cubic yards of surplus material on Blue Hill avenue opposite Franklin park. A part of this material can be used to supply a deficiency in Columbus avenue, and it is probable that the remainder can be used for contemplated improvements in the near vicinity.

BLUE HILL AVENUE.

The portion of the avenue laid out under the act commences at Washington street or Grove Hall, and follows the course of the old Blue Hill avenue to the Neponset river at



COLUMBUS AVENUE, — LOOKING SOUTH—WEST FROM PRENTISS STREET, TOWARD ROXBURY CROSSING,
AFTER REMOVAL OF BUILDINGS.

Mattapan, a distance of 2.86 miles, nearly in a straight line. The part between Washington and Walk Hill streets, a distance of 2.21 miles, has been ordered to be constructed. The part under construction borders on Franklin Park for a distance of 2,670 feet, and Franklin Field, a distance of 1,340 feet. It is 120 feet wide throughout, and will be built for the greater part of its length with two roadways, each 32.5 feet wide, a central reservation 25 feet wide for street-cars, and two sidewalks, each 15 feet wide. The sidewalk will have a loamed space 5 feet in width next the roadway, and the central reservation will be loamed and grassed.

In front of Franklin Park this construction will be varied and provision made for easy access to the park. The roadways are to be built of Telford macadam, with paved gutters, but with edgestone from Washington street to the circle at Talbot avenue only. Ten contracts for rough grading have been made, seven of which are not completed at this date. One of these contracts includes the road construction opposite the main entrance to Franklin Park, and calls for completion of this section by August 1, 1896.

Provision has been made for saving all stone suitable for use in constructing roadways, but a large part of the rock excavated is of such inferior quality as to be only suitable for filling. The estimated quantities of grading to be done under these contracts, and the corresponding cost of doing the work, is as follows :

Earth excavation	.	.	100,796.77	cubic yards.
Rock excavation	.	.	28,600	cubic yards.

The average prices to be paid are as follows :

Earth excavation	.	.	\$0.356	per cubic yard.
Rock excavation	.	.	1.023	per cubic yard.

The total amount paid to contractors for work done to February 1, 1896, is \$18,663.35.

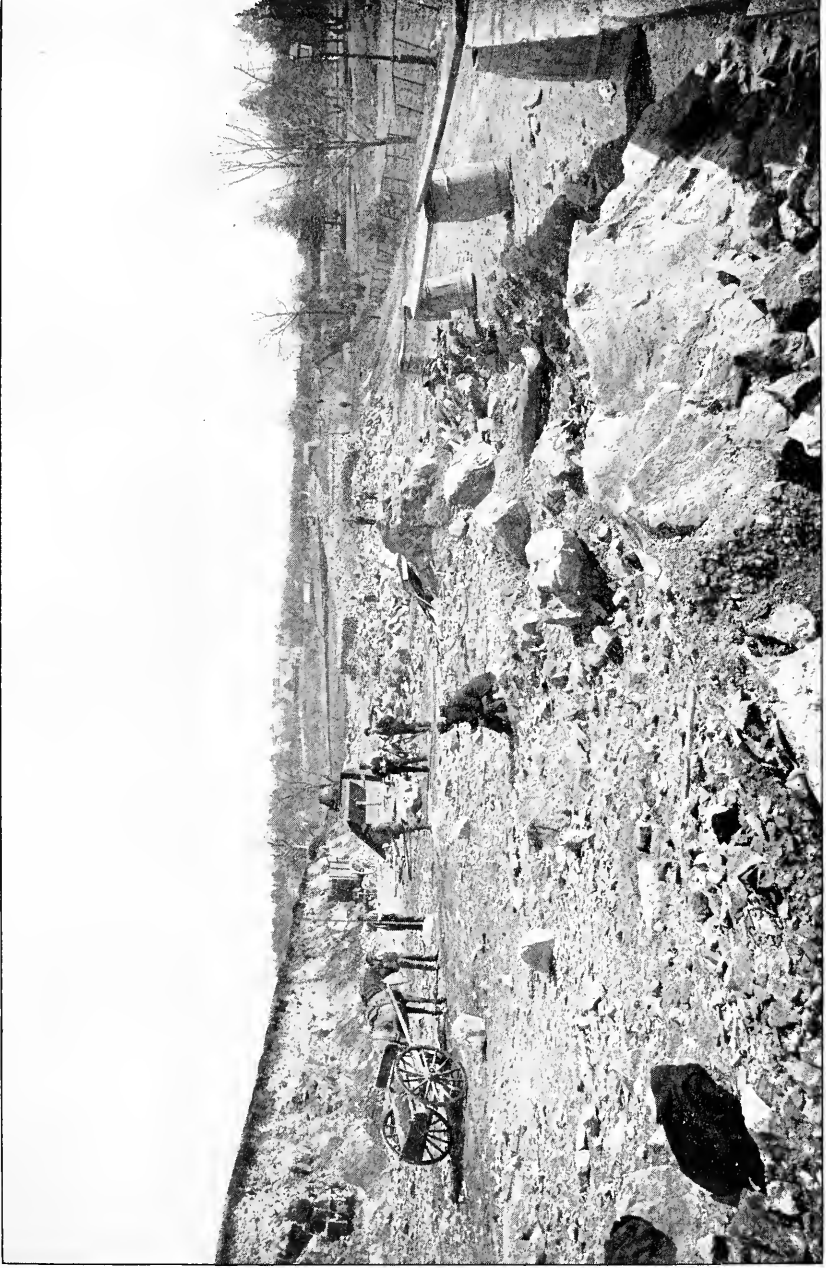
COLUMBUS AVENUE EXTENSION.

This avenue extends from Northampton street to Franklin Park, by the way of Roxbury Crossing, along Pyncheon to Centre street, then through vacant land to and across Washington street and by way of Seaver street to Franklin Park, — a total distance of 2.21 miles. It is generally 80 feet wide, and is to be built without a special reservation for a street railway. The section between Roxbury Crossing and Hogbridge is about 3,105 feet in length and includes the pres-

ent and prospective site of Stony brook; the improvement of the brook will necessarily precede the construction of the road, and, with the exception of the removal of the buildings, filling cellars, etc., no work has been or can be done at present. It is intended to pave this section with granite blocks. From Roxbury Crossing to the old part of the avenue, the roadway will be of asphalt. From Centre street to the park the roadway will be of Telford macadam. The only work done by this department has been the rough grading between Washington and Centre streets. A considerable part of the avenue will be in readiness for road-making on the opening of the working season, and with the exception of the Pyncheon street section the work will be practically finished during 1896.

HUNTINGTON AVENUE.

This avenue extends from Copley square, along the line of the old avenue to Tremont street, and thence follows the former location of Tremont street to the Brookline line, at the Parkway, a distance of 2.25 miles. From Copley square to Massachusetts avenue, a distance of 3,240 feet, the boundary lines are unchanged, but the avenue will be rebuilt with a reserved space 25 feet wide for street cars, two roadways, paved with granite blocks, each 25 feet wide, and two sidewalks, paved with bricks, each 12½ feet wide. From Massachusetts avenue to Tremont street, a distance of 1.15 miles, the avenue is widened to 100 feet, laid out in the same manner and built with Telford macadam roadways and gravel sidewalks. The part of Tremont street renamed Huntington avenue, 2,563 feet in length, has been widened to a general width of 80 feet. In this section there will be no reservation for street-cars. Roadways will be built of Telford macadam, and the sidewalks, which will be 13 feet wide, will be built of gravel. The preliminary underground work is well advanced on this avenue, and it is expected that the surfacing can be begun early in the season. The work done by this department was the resetting of the edgestones and the regulating of the sidewalks on the northerly side, between Copley square and Massachusetts avenue, and the depositing of about 10,000 cubic yards of filling between Gainsborough street and Longwood avenue. This will not complete the filling between these points, and the balance of about 15,000 cubic yards will be supplied from the surplus on the remaining parts of the avenue. The gravel filling referred to is being furnished for \$0.79¼ per cubic yard, and the work will be completed in February, 1896.



COMMONWEALTH-AVENUE EXTENSION,—LOOKING EAST FROM THE HILL, NEAR NEWTON LINE.

BRIGHTON AVENUE.

This avenue extends from Commonwealth avenue to Union square, Allston, a length of 0.67 miles. It is 100 feet wide, and will be built with a central reservation 25 feet in width for a street railway, two roadways, the northerly one 30 feet wide and the southerly one 25 feet wide, and two sidewalks each 10 feet wide. The roadways are to be built of Telford macadam.

Preliminary underground work is well advanced and the surfacing is under contract, conditioned to be completed on September 1, 1896. Amount paid to contractors for grading, to February 1, 1896, is \$2,467.63.

COMMONWEALTH AVENUE EXTENSION.

Commonwealth avenue has been extended from Chestnut Hill avenue, Brighton, to the Newton line, there connecting with the Newton boulevard; the extension is 0.71 mile in length and 120 feet in width. It is to be built with a central reservation 25 feet in width for a street railway, two roadways, the northerly one 25 feet wide and the southerly one 40 feet wide, and the two sidewalks each 15 feet wide. The roadways are to be built of Telford macadam. Four contracts for rough grading have been let, one of which is still unfinished. A large quantity of excellent stone for road construction has been found, and there will be a considerable surplus of stone and of loam available for other avenues. Trap rock of excellent quality is now being delivered at the city stone-crusher near by, and is being crushed and piled for future use. Eleven thousand one hundred and fifty cubic yards of surplus filling has been delivered on the adjoining section of Commonwealth avenue. The rough grading, including rock excavation, will be completed early in the season, and it is expected that the underground work can be completed in time to allow of the entire completion of the avenue during 1896. The total amount of earth excavation is estimated at 35,732 cubic yards, and of rock excavation at 9,200 cubic yards. Earth excavated and delivered within three-quarters of a mile has cost an average of \$0.284 per cubic yard; earth delivered on the adjoining section of Commonwealth avenue, hauled about one mile, has cost \$0.228 extra per cubic yard for hauling. Rock excavation, including breaking, hauling, and piling, has cost an average of \$1.30 per cubic yard measured in the cut. The total sum paid to the contractors for grading, to February 1, 1896, is \$14,070.79.

The table showing lengths and areas of paving on accepted

streets has been carefully revised and compared with the list of streets in Boston, published by the Street Commissioners. As has been before stated, there is and can be no complete and authoritative list of public streets in Boston. The older streets have become public in many instances without record, and frequently the status of streets and alleyways has been questioned in the interest of abutters. The manuscript list in this office, and from which the table has been made, is as nearly complete as it can be made at this date. In this connection it should be stated that 3,600 square yards of asphalt pavement, commenced (the concrete base only being laid) in 1894 and completed in 1895, have been credited to 1894 in the tables.

Block-stone pavement has been laid with concrete 6 inches thick with a cushion coat of sand about $1\frac{1}{2}$ -inches thick. The material used for filling joints, adopted by the Street Department, was pebbles and Portland cement grout. The cement grout has been mixed with sand in varying quantities for experimental purposes. The proportion of one part cement to one-fourth part of fine house sand was found to give the best results, and was adopted for most of the work done. The quantity of cement used varied greatly on different jobs, the average of all work so done being 9.94 square yards of pavement per cask of cement, at a cost for cement of \$0.231 per square yard. The cost of filling joints in this manner has been about \$0.20 less than the sum paid in 1894 for pitch and pebble joints.

Street paving, on old and new streets, has been supervised in all cases where requested, and the following quantities have been laid under contracts supervised by this department:

Block-stone pavement, on a concrete base, laid with Portland cement grout joints, 14,428 square yards, at an average cost of about \$4.25 per square yard.

Block-stone pavement, on a gravel base, laid with Portland cement grout joints, 11,405.6 square yards, at an average cost of about \$3.10 per square yard.

Block-stone pavement, on a gravel base, laid with gravel joints, 13,579 square yards, at an average cost of about \$2.75 per square yard.

Trinidad sheet asphalt, with a binder course of asphaltic cement concrete, on an American cement concrete base, 10,639.3 square yards, at an average cost of about \$3.65 per square yard.

Sicilian rock asphalt, on an American cement concrete base, 7,293.7 square yards, at an average cost of about \$3.65 per square yard.

Edgestones set, 36,093 linear feet; brick sidewalks laid, 20,621.5 square yards; gravel sidewalks constructed, 1,835 square yards; flagging crosswalks laid, 2,217 square yards.

The following is a statement of the streets paved and constructed, for which plans were made and grades given, and the work supervised:

Ash Street. — From Oak to Nassau street was paved by H. Gore & Co. with Sicilian rock asphalt, with a base course of bituminous concrete on the existing cobble-stone pavement. Before putting down the base course, the old cobble-stone pavement was relaid by H. Gore & Co.

Barton Street. — From Leverett to Milton street was paved with Sicilian rock asphalt on an American cement concrete base. The old pavement was removed and the sub-grading was done by the Paving Division. The concrete base and asphalt surface was laid by the Boston Asphalt Company. The edgestones were reset and the brick sidewalks relaid by H. Gore & Co. The pavement removed was old cobble-stones and granite blocks.

Billerica Street. — From Causeway to Minot street was paved with large granite blocks, on a gravel base, with Portland cement grout joints. The old pavement was removed and sub-grading done by the Paving Division. The roadway was paved, brick sidewalks relaid, and edgestones reset by A. A. Libby & Co. The pavement removed was old cobble-stones.

Bond Street. — From Hanson to Milford street was paved with Trinidad asphalt, with asphaltic cement concrete binder on an American cement concrete base. The street was sub-graded by the Paving Division. The concrete base and asphalt surface was laid by the Barber Asphalt Paving Company. The edgestones were reset and brick sidewalks relaid by T. H. & W. A. Payson. The former surface was macadam.

Brimmer Street. — From Beacon to Pinckney street was paved with Trinidad asphalt, with asphaltic cement concrete binder on an American cement concrete base. The sub-grading was done by the Paving Division. The concrete base and asphaltic surface were laid by the Barber Asphalt Paving Company. Edgestones were reset, brick sidewalks and flagging cross-walks were relaid by T. H. & W. A. Payson. The former surface was macadam.

Chambers Street. — From Brighton to Charles street was paved with Trinidad asphalt, with asphaltic cement concrete binder. That portion from Brighton street through Auburn street has an American cement concrete base; that portion

from Auburn to Charles street was laid on old cobble-stone pavement. The concrete base and asphalt surface were laid by the Barber Asphalt Paving Company. Sub-grading was done by the Paving Division. Edgestones were reset, brick sidewalks and flagging cross-walks relaid by T. H. & W. A. Payson. The former pavement was old cobble-stones.

Charles Street (easterly side). — From Pinckney to Cambridge street, including the easterly track of the West End Street Railway, and also the four-foot space between the tracks, was paved with large granite blocks, with Portland cement grout joints, on an American cement concrete base. The old pavement was removed and sub-grading done by the Paving Division. Concrete base and block paving was laid, edgestones reset, and brick sidewalks relaid by H. Gore & Co. The former pavement was old granite blocks. The West End Street Railway, by agreement, paid for the work done in their tracks. Work in front of the Eye and Ear Infirmary, which had been postponed on account of unfavorable weather the previous season, was completed. The crushed stone, which was used to make the street passable temporarily, was taken off and about four inches of the concrete base was removed and replaced with four inches of Portland cement concrete, on which $2\frac{1}{2}$ inches of Sicilian rock asphalt was laid by H. Gore & Co.

Charter Street. — From Unity street to Jackson avenue was paved with large granite blocks, on a gravel base, with Portland cement grout joints. The old pavement was removed and the sub-grading done by the Paving Division. The roadway was paved, brick sidewalks relaid, and edgestones reset by C. L. Ward. The pavement removed was old cobble-stones.

Columbus Avenue. — From Park square to beyond Ferdinand street was paved with large granite blocks, on an American cement concrete base, with Portland cement grout joints. The old pavement was removed, the sub-grading done, the concrete base laid, the roadway paved, edgestones reset, and brick sidewalks relaid by H. Gore & Co. The West End Street Railway, by agreement, paid for the work done in their tracks. Two new catch-basins were built. The former pavement was old granite blocks.

Devonshire Street. — From Franklin to Milk street was paved with large granite blocks, on an American cement concrete base, with Portland cement grout joints. The old pavement was barred out and loaded, the sub-grading was done, concrete base laid, the roadway paved, and flagging cross-walks laid by James Grant & Co. The Paving Division

furnished teams for carting away surplus material. The former pavement was old granite blocks.

Edinboro' Street. — From Essex to Beach street was paved with Trinidad asphalt, with an American cement concrete base and asphaltic cement concrete binder, by the Barber Asphalt Paving Company. The sub-grading was done by the Paving Division. The edgestones were reset and brick sidewalks relaid by P. Brennan & Co. The former surface was macadam.

Fabin Street. — From Newland to Ivanhoe street was paved with Sicilian rock asphalt, with an American cement concrete base, by the Boston Asphalt Company. The sub-grading was done by the Paving Division. Edgestones were reset, brick sidewalks and cross-walks relaid, by H. Gore & Co. The former pavement was cobble-stones.

Harrison Avenue (westerly side). — From about 85 feet south of East Newton street to about 100 feet south of East Springfield street, and (easterly side) from East Newton street, through Stoughton street, was paved with Trinidad asphalt, on an American cement concrete base, with asphaltic cement binder, by the Barber Asphalt Paving Company. The sub-grading was done by the Paving Division. The former pavement was granite blocks.

Henchman Street. — From Charter to Commercial street was paved with large granite blocks, on a gravel base, with Portland cement grout joints. The sub-grading was done by the Paving Division. The roadway was paved, edgestones reset, brick sidewalks and flagging cross-walks relaid by J. B. O'Rourke & Co. The former surface was macadam.

Lancaster Street. — From Causeway to Merrimac street was paved with large granite blocks, on a gravel base, with Portland cement grout joints. The sub-grading was done by the Paving Division. The roadway paved, edgestones reset, brick sidewalks and flagging cross-walks relaid by John Turner & Co. The former pavement was asphalt, so worn that the cobble-stones on which it was laid were exposed for large areas.

Massachusetts Avenue (southerly side). — From Washington to Albany street was paved with Sicilian rock asphalt, on an American cement concrete base, by H. Gore & Co. Work on the above, which had been postponed on account of unfavorable weather the previous season, was completed in June, 1895. A part of the asphalt surface, which was laid in 1894, was taken up and relaid, the surface of the concrete base scraped off and repaired, in part with Portland cement concrete, and in part with an asphaltum concrete binder.

Merchants Row. — From State to North street was paved with large granite blocks, on an American cement concrete base, with Portland cement grout joints. The sub-grading was done by the Paving Division. The concrete base put down, paving laid, edgestones reset, brick sidewalks and flagging cross-walks relaid, by A. A. Libby & Co. The former pavement was granite blocks.

North Margin Street. — From Thatcher to Stillman street was paved with Trinidad asphalt, on an American cement concrete base, with asphaltic cement concrete binder, by the Barber Asphalt Paving Company. The sub-grading was done by the Paving Division, edgestones were reset, and brick sidewalks were repaved by T. H. & W. A. Payson. The former pavement was part cobble-stones, part old asphalt on cobbles, and part macadam.

Otis Street. — From Summer street to Winthrop square was paved with large granite blocks, on gravel base, with Portland cement grout joints. The old pavement was barred out and loaded, the sub-grading was done, the roadway paved, and the flagging cross-walks relaid by James Grant & Co. The Paving Division furnished teams for carting away the surplus materials. The former pavement was old granite blocks.

Oxford Street. — From Beach to Essex street was paved with Trinidad asphalt, on existing macadam, with asphaltic cement binder and base course, by the Barber Asphalt Paving Company.

Pinckney Street. — From Charles through Brimmer street was paved with Trinidad asphalt, on an American cement concrete base, with asphaltic cement concrete binder, by the Barber Asphalt Paving Company. The sub-grading was done by the Paving Division. The edgestones were reset, and the brick sidewalks repaved by T. H. & W. A. Payson. The former surface of the street was macadam.

Prince Street. — From Hanover street to Bennett avenue was paved with Sicilian rock asphalt, on an American cement concrete base, by H. Gore & Co. The existing block pavement was removed, and the sub-grading done by the Paving Division. Edgestone were reset, brick sidewalks and flagging cross-walks were relaid by H. Gore & Co. The old paving-blocks were used on Barton street and on Noyes place. The former pavement was old granite blocks.

Spring Street. — From Poplar to Leverett street was paved with Trinidad asphalt, with asphaltic cement concrete base course and binder, on existing cobble-stone pavement, by the Barber Asphalt Paving Company. The edgestones were reset, and the brick sidewalks and flagging crosswalks

relaid by J. Turner & Co. The former pavement was cobble-stones.

Summer Street (northerly side). — From Washington to Federal street, with the exception of a part at High street, was paved with large granite blocks; on an American cement concrete base, with Portland cement joints. The sub-grading was done by the Paving Division. The paving was laid, the edgestones reset, and the brick sidewalks and flagging cross-walks relaid by James Grant & Co. By agreement, the West End Street Railway Company paid for 1,438.7 square yards, at the rate of \$0.38 per square yard; and the Edison Electric Illuminating Company paid for 936.3 square yards, at the rate of \$0.38 per square yard. The former pavement was old granite blocks.

Tileston Street — From Salem to Wiggin street was paved with Trinidad asphalt, on an American cement concrete base, with asphaltic cement concrete binder, by the Barber Asphalt Paving Company. The sub-grading was done, the edgestones were reset, and the brick sidewalks relaid by the Paving Division. The former pavement was old cobble-stones.

Warren Street (Charlestown). — From Winthrop to Soley street was paved with Sicilian Rock asphalt, on an American cement concrete base, by the Boston Asphalt Company. The sub-grading was done by the Paving Division. The edgestones were reset, the brick sidewalks and flagging crosswalks relaid by John Turner & Co. The pavement removed was old granite blocks.

West Street. — From Tremont to Washington street was paved with large granite blocks, on an American cement concrete base, and Portland cement grout joints. The old pavement was removed, the sub-grading done, the concrete base laid, the paving laid, the edgestones reset, the brick sidewalks and flagging cross-walks relaid by H. Gore & Co. The former pavement was old granite blocks.

Whitmore Street. — From Kneeland to Harvard street was paved with Sicilian rock asphalt, on an American cement concrete base, by the Boston Asphalt Company. The sub-grading was done by the Paving Division. The edgestones were reset and the brick sidewalks and flagging crosswalks relaid by H. Gore & Co. The former pavement was macadam.

NEW STREETS.

Construction on the following streets has been done under Chapter 323 of the Acts of the Legislature of Massachusetts of 1891, and Acts in amendment thereof or in addition

thereto. Five of them; namely, Boylston street, Ivy street, Norway, Parker, and St. Germain streets were commenced in 1894.

Boylston Street. — From Boylston road to Brookline line is about 2,070 feet long. The work of filling to sub-grade was begun on this street in 1894 and completed April 27, 1895, at a total cost of \$47,819.37, at the rate of \$0.62½ per cubic yard. The contractor was John O'Brien. No contracts have yet been made for constructing the street, as extensive sewer construction upon piles is in progress.

Harvard Avenue. — From Commonwealth avenue to the Brookline town line is about 550 feet long. The contract for constructing this avenue was awarded to William Scollans. Work was commenced October 19, 1895, and completed December 21, 1895, at a total cost of \$3,313.09. This is a Telford macadam road, with gravel sidewalks; the base is eight inches and the surface four inches in thickness. Telford stone and crushed stone was furnished and delivered by the city; the edgestones were furnished by the city and hauled by the contractor.

Ivy Street. — From St. Mary to Mountfort street, not including the Audubon road intersection, is about 772 feet long. Work was begun on this street in 1894 and completed June 15, 1895, at a total cost of \$7,322.44. It is a 6-inch macadam road with brick sidewalks. The contractors were James Grant & Co. Crushed stone was furnished and delivered by the city; the edgestones were furnished by the city and hauled by the contractor.

Kenmore Street. — From Commonwealth avenue to Newbury street is about 239 feet long. The contract for constructing this street was awarded to Doherty & Connors. Work was begun July 22, 1895; and completed August 12, 1895, at a total cost of \$974.23. It is a 6-inch macadam road with brick sidewalks. The crushed stone was furnished and delivered by the city; edgestones were furnished by the city and hauled by the contractors.

Norway Street. — From Massachusetts avenue to Falmouth street is about 610 feet long. The contract for constructing the street was awarded to Quimby & Furguson. Work was begun May 21, 1895, and completed August 7, 1895, at a total cost of \$3,162.27. This is a Telford macadam road, with brick sidewalks, the base is eight inches and the surface four inches in thickness. Telford stone and crushed stone were furnished and delivered by the city; the edgestones were furnished by the city and hauled by the contractors.

Parker Street. — From Huntington avenue to Westland avenue is about 1,687 feet long. Work was begun on this

street in 1894, as noted above, and completed June 19, 1895, at a total cost of \$23,850.26. The contractors were Doherty & O'Leary. It is a Telford macadam road, with brick sidewalks; the base is ten inches and the surface six inches in thickness. The contractors furnished all materials used in constructing this street.

St. Germain Street. — From Massachusetts avenue to Dalton street is about 749 feet long. Work was begun on this street in 1894, and completed June 8, 1895, at a total cost of \$4,923.36. The contractors were Quimby & Ferguson. It is a Telford macadam road, with brick sidewalks; the base is eight inches and the surface four inches in thickness.

Sherborn Street. — From Commonwealth avenue to Charles river is about 464 feet long. The contract for constructing this street was awarded to Doherty & Connors. Work was begun July 23, 1895, and completed October 5, 1895, at a total cost of \$4,214.21. This is a 6-inch macadam road, with gravel sidewalks. In addition to the above work, a capstone and iron fence were placed upon the sea-wall at the river; the capstone was furnished and laid by Joseph Ross for \$4.92 per lin. foot for 64 feet, or \$315. The iron fence, built and erected by P. J. Dinn, for \$118, is 63 feet 9 inches long. Crushed stone was furnished and delivered by the city; edgestones were furnished by the city and hauled by the contractor.

GRADING STREET-RAILWAY TRACKS.

The grades for tracks in the following streets have been determined and furnished to the street railway companies. On streets marked * the surveys were made and levels taken by the railway companies.

WEST END STREET RAILWAY.

Battery Street. — From Commercial street to North Ferry.

Brighton Avenue. — From Commonwealth avenue to Cambridge street.

* *Brookline Avenue.* — From Longwood avenue to the Fenway.

* *Caldwell, Perkins, and Brighton Streets* (Charlestown). — From Main to Cambridge street.

* *Chelsea Street* (Charlestown). — From Bunl er Hill street to Vine street.

Columbus Avenue. — From Park square to beyond Ferdinand street.

* *Commonwealth Avenue.* — From St. Paul street o beyond Essex street.

East Sixth Street. — From N street to O street.

Harvard Avenue. — From Commonwealth avenue to Brookline line.

Huntington Avenue. — From 200 feet north of Vancouver street to beyond Longwood avenue.

Longwood Avenue. — From Autumn street to Huntington avenue.

Lowell Street. — From Causeway street to Brighton street.

* *Norfolk Street.* — From Washington street to the N. Y. & N. E. R.R. bridge.

P Street. — From Fourth street to Sixth street.

* *Shawmut Avenue.* — From Dover street to Roxbury street.

* *Summer Street.* — From Washington street to Kingston street.

Summer Street. — From Kingston street to Federal street.

* *Warren Street.* — From Dudley street to Grove Hall.

Washington Street. — From Parsons street to Oak square.

NORFOLK SUBURBAN STREET RAILWAY.

* *River Street.* — From Blue Hill avenue to the Lower Mills.

LYNN & BOSTON STREET RAILWAY COMPANY.

* *Chelsea Street.* — From Vine street to Scotts court.

MISCELLANEOUS WORK.

Ashmont Street and Dorchester Avenue Bridge. — Plan and proposed grades for additions to the bridge over the N. Y., N. H., & H. R.R. (Old Colony System), necessitated by the construction of the Talbot-avenue extension.

Algonquin and Bradlee Streets. — Plan of proposed park curbing for planting space.

Sherborn Street. — Plans of proposed granite capstone for sea-wall, and also for iron fence.

Catch-Basins. — Details of coping and gutter stones for corners, Bradlee pattern.

Riverside Gravel Bank, (Anburndale). — Plan and cross-section of bank for gravel used for filling on Boylston-street extension.

Harrison Avenue (From East Newton street to East Springfield street). — Plan showing limits of asphalt pavement under guarantee.

Commonwealth Avenue (at Washington street.) — Plan and cross-section of ledge for measurement.

Chelsea Street (at Scotts court). — Plan and profile showing grades of edgestone for the B. & M. R.R. Company.

Surveys, plans, and estimates for improving and paving the following streets have been made :

Barton Street. — From Lowell street to Minot street.

Beacon Street. — From Arlington street to Dartmouth street.

Doane Street. — From Kilby street to Broad street.

Garland Street. — From Washington street to Shawmut avenue.

Harrison Avenue. — From Harvard street to Kneeland street.

Lowell Street. — From Causeway street to Brighton street.

Newbury Street. — From Arlington street to Dartmouth street.

Surveys and plans were made for work upon the following streets : grades and lines given, but the work of construction was not supervised by this department :

Austin Street (Charlestown). — From the Fitchburg Railroad track to the B. & M. R.R. track was paved with large granite blocks on a gravel base with gravel joints.

Barrett Street. — From Fulton street to North street was paved with large granite blocks, on a gravel base, with Portland cement grout joints ; the old pavement was removed and the sub-grading done by the Paving Division. The roadway was paved, the edgestones reset, and the brick sidewalk relaid by A. A. Libby & Co. The former pavement was of cobble-stones.

Barton Street. — From Leverett street to Lowell street was paved with granite blocks taken from Prince street and from part of Barton street. The blocks were laid on a gravel base with gravel joints. The old pavement was taken up and sub-grading done by the Paving Division. The roadway was paved, the edgestones reset, and the brick sidewalks relaid by J. Turner & Co. The pavement removed was of old granite blocks.

Castle Street. — From Washington street to Tremont street was paved with granite blocks, on a gravel base, with Portland cement grout joints. The sub-grading was done by the Paving Division ; the roadway was paved, the edgestones reset, brick sidewalks and crosswalks relaid by James Grant & Co. The old pavement was taken up and relaid.

Commonwealth Avenue. — From Cottage Farm bridge to Warren street, lines and grades were given and measurements made for a large amount of work done upon this part of the avenue by the Street Department.

East Eighth Street. — From H street to K street was paved with large granite blocks on a gravel base, with gravel joints. The sub-grading was done by the Paving Division. The roadway was paved, edgestones reset, brick sidewalks and cross-walks relaid by J. B. O'Rourke & Co. Two new catch-basins were built. The former surface was macadam.

East Sixth Street (northerly side). — From N street to O street was paved with large granite blocks, on a gravel base, with gravel joints. The sub-grading was done by the Paving Division. The roadway was paved, edgestones reset, and the brick sidewalks and flagging crosswalks relaid by J. B. O'Rourke & Co. The former surface was macadam.

Lewis Street. — From Commercial street to North street was paved with large granite blocks, on a gravel base, with Portland cement joints. The sub-grading was done by the Paving Division. The roadway was paved, the edgestones reset, and the brick sidewalks and flagging cross-walks relaid by A. A. Libby & Co. The former pavement was cobblestones.

Maverick Street. — From Chelsea street to the B. & M. R.R. crossing was paved with large granite blocks, on a gravel base, with gravel joints. The sub-grading was done by the Paving Division. The roadway was paved, the edgestones reset, and the brick sidewalks relaid by C. L. Ward. The former pavement was part cobble-stone and part macadam.

P Street. — From Fourth street to Sixth street was paved with large granite clocks, on a gravel base, with Portland cement grout joints. The sub-grading was done by the Paving Division. The roadway was paved, the edgestones reset, and the brick sidewalks relaid by J. B. O'Rourke & Co. The former surface was macadam.

The work done by the Surveying Division of this department, for the Street Department, has been almost exclusively in the giving of street lines and grades, for setting and re-setting curbstone, laying brick sidewalks, and the measurement of the work so constructed, together with the measurement of some granite paving-work, not supervised by this department, on Baldwin, Burbank, Bristol, D, Chambers, Merrimac, Oak, Richards, and Wapping streets.

The total amount of work measured by the Surveying Division for the Street Department during the year is as follows:

Edgestone set and reset, lin. ft.	. . .	129,382
Block stone paving, sq. yds.	. . .	60,473
Round-stone paving (gutters) sq. yds.	. . .	32,941
Brick sidewalk paving, sq. yds.	. . .	68,701
Artificial stone sidewalks, sq. yds.	. . .	12,295
Asphalt paving, sq. yds.	. . .	1,297
Coal-tar concrete walks, sq. yds.	. . .	183

Yours respectfully,

[Signed]

WILLIAM JACKSON,

City Engineer.

In addition to the work above described in detail, in the report of the City Engineer, street construction and resurfacing has been carried on by the permanent force of the Division and is given below by districts in the approximate order of construction.

District No. 1.

SOUTH BOSTON.

STREET.	Limits.	Kind of Work.	Length, Feet.	Area sq. yds.
B st.	First to Third.....	Mac.	500	2,146
H st.	Sixth to Ninth.....	"	857	3,494
D st.	First to Third.....	"	500	2,017
Seventh st.	I to K	"	644	2,561
I st.	Sixth to Ninth.....	"	857	3,365
K st.	Seventh to water front.....	"	882	3,460
Fifth st.	E to Dorchester ave.	"	2,166	8,346
Dexter st.	Ellery to Dorchester ave.	Grav.	325	848
Ellery st.	Dexter to Swett	"	210	467
Ward st.	Preble to Dorchester st.	"	520	1,124
E st.	Broadway to Sixth.....	Mac.	891	3,494
Eighth st.	E to D.....	"	520	1,600
Sixth st.	B to Dorchester ave.	"	1,920	7,381
Fourth st.	E to D.....	"	513	2,179
C st.	Seventh to Baxter.....	"	153	691
Baxter st.	C to D.....	Grav.	541	1,278
E st.	First to Broadway	Mac.	867	3,405
Baxter st.	D to E.....	Grav.	522	1,483
Fourth st.	Dorchester to ladder-house..	Mac.	135	510
K st.	Fourth to Fifth.....	"	264	1,125
Eighth st.	D to R.R.	"	253	829
Mt. Vernon st.	Boston to Dorchester ave.	"	1,100	4,156
Athens st.	C to E.....	"	864	1,248
Silver st.	A to Dorchester ave.	Grav.	400	578
Gold st.	E to F.....	"	512	825
Silver st.	E to F.....	"	513	826
F st.	Broadway to Eighth.....	Mac.	1,606	6,067
Baldwin st.	Granite to A.....	Blocks on grav.	253	731
Gold st.	Dorchester to F	Mac.	553	799
Emerson st.	Dorchester to Third.....	"	307	1,159
Richards st.	Granite to A.....	Blocks on grav.	256	739
Athens st.	Dorchester to F.....	Mac.	752	1,086
F st.	Broadway to Second.....	"	597	2,383
Athens st.	Second to A	Asphalt....	617	916
Third st.	H to I.....	Mac.	400	1,510
D st.	Seventh to Eighth.....	Blocks on grav.	294	1,337
Congress st.	B.B. ground to C.....	Graded and mac.	1,250	6,945
Second st.	L to O.....	Mac.	1,095	6,082
Swett st.	120 ft. beyond Ellery to R.R.	"	1,360	6,045
Vale st.	Burnham st. to Water.....	Graded and grav.	345	997
Total.....	.....	.....	.....	94,232

Granite blocks on gravel.....	2,807	sq. yds.
Macadam	82,083	"
Asphalt.....	916	"
Gravel.....	8,426	"

94,232 sq. yds.

District No. 2.

EAST BOSTON.

STREET.	Limits.	Kind of Work.	Length, Feet.	Area sq. yds.
Sumner and Webster sts.	Over B., R.R., & L. R.R.....	Graded and grav.	300	1,133
Gove st.	Meridian to Chelsea	Grav.....	605	2,017
Paris st.	Gove st., 400 ft. easterly	"	400	1,333
Decatur st.	Havre to Border.....	"	598	2,126
Maverick st. ...	Meridian to Border	"	1,006	3,466
White st.	Meridian to Brooks	"	817	3,440
Marion st.	Eutaw to Eutaw	"	750	2,583
Marion st.	Eutaw to Lexington.....	"	466	1,770
Brooks st.	Trenton to Eagle.....	"	772	2,745
Brooks st.	Eutaw to White	"	215	764
Bennington st.	Chelsea to Byron.....	Mac.	3,680	14,030
Blackinton st.	Leyden to Walley	Graded and grav.	252	728
Falcon st.	Brooks to Putnam	Mac.	686	2,592
Eagle st.	Prescott to Putnam	Grav.	510	1,907
Condor st.	Meridian to Brooks	"	843	3,185
Saratoga st.	Putnam to Prescott	"	616	2,053
Gladstone st. ...	At Walley 200 ft.....	"	200	578
Walley st.	Leyden to Gladstone.....	Graded and grav.	280	1,058
Saratoga st.	Chelsea to Moore.....	Mac.	2,349	8,874
Bennington st.	Byron to Winthrop Junction inclusive square	Graded and grav.	3,751	14,135
Walley st.	Bennington to Leyden	Graded and grav.	1,111	4,197
Marion st.	Chelsea to Morris.....	Grav.	147	555
				<hr/> 75,269

Macadam.....25,496 sq. yds.

Gravel49,773 "

75,269 sq. yds.

District No. 3.

CHARLESTOWN.

STREET.	Limits.	Kind of Work.	Length, Feet.	Area sq. yds.
Jenner st.	Bow to Front.	Mac.	238	555
Moulton st. ...	Bunker Hill to Bainbridge...	"	460	1,533
Bainbridge st. .	Decatur to Moulton.	"	166	498
Mishawum st. .	Main to Rutherford ave.	"	336	859
Hudson st.	Chelsea to Water.	"	272	423
Belmont st. ...	Medford to Bunker Hill.	"	598	1,794
Mill st.	Rutherford ave. to Hancock..	"	420	947
Monument sq.	(east side).	"	465	1,757
Alford st.	End of block pav. to Everett line	Grav.	2,114	7,249
Winthrop st. ...	Warren to Monument sq.	Mac.	745	2,483
School st.	Main to Sumner st.	"	508	1,130
Tibbetts Town- way.	(entire length).	Graded and mac.	423	705
Corey st.	Moulton to Bedford.	Graded and mac.	727	1,616
Bunker Hill st.	Main to Sackville.	Graded and mac.	2,050	9,200
Foss st. ....	.....	Grav.	321	1,038
Wapping st. ..	Water to Chelsea.	Blocks on gravel. . .	457	1,117
Chelsea st.	Vine to Medford.	Repaved blocks on grav.	1,150	6,133
Albion pl.	(entire length)	Grav.	347	887
Essex st.	Rutherford ave. to junct. of Mill.	Mac.	794	2,661
				42,585

Granite blocks on gravel 7,250 sq. yds.
 Macadam 26,161 sq. yds.
 Gravel 9,174 sq. yds.

42,585 sq. yds.

District No. 4.

BRIGHTON.

STREET.	Limits.	Kind of Work.	Length, Feet.	Area sq. yds.
N. Beacon st..	Union sq. to Market st.	Mac.	3,280	12,978
Western ave...	Market st. to Barry's corner.	"	4,397	14,931
Washington st.	Cambridge st. to Oak sq.	"	4,818	24,454
Commonwealth avenue	Cottage Farm to St. Paul st., south side.....	Excav. and graded ..	1,150	4,472
Commonwealth avenue	Cottage Farm to St. Paul st., north side	Tel. mac...	1,000	5,000
Fairbanks st...	.....	Graded and grav.....	1,183	3,418
Winship st. ..	Union st. to Washington st...	Mac.	1,120	5,476
Pomero y st...	.....	Grav.....	336	962
Commonwealth avenue	Brighton ave. to Warren, west side	Tel. mac...	4,700	13,578
Commonwealth avenue	Brighton ave. to Harvard ave., east side	" " ..	1,905	5,503
Commonwealth avenue	Harvard ave. to Allston, east side	Sub-graded.	1,850	5,345
				96,117

Treford macadam.....	24,081	sq. yds.
Macadam.....	57,839	" "
Gravel	4,380	" "
Grading	9,817	" "
	<u>96,117</u>	sq. yds.

District No. 5.

WEST ROXBURY.

STREET.	Limits.	Kind of Work.	Length, Feet.	Area sq. yds.
St. John st. . . .	Centre to Rockview	Mac.	958	2,446
Ophir st. . . . .	.....	" . . . . .	549	1,403
Danforth st. . . .	(entire length)	"	827	2,389
Centre st.	May to Allandale	"	3,520	10,169
Paul Gore st. . . .	Chestnut to Centre	"	1,543	4,458
Boylston st.	Centre to Lamartine	"	2,611	6,648
Orchard st.	(entire length)	Grav.	1,566	4,524
Pond st.	May to Orchard	Mac.	1,335	3,918
Catharine st. . . .	(formerly Spruce st.), st. widened	"	895	2,585
March ave.	Bellevue to Park	"	492	1,041
Wren st.	Rutledge to Oriole	"	1,257	3,631
Bellevue st.	Centre to Oriole	Grav.	2,231	6,445
South st.	So. Walter to Wash.	Mac.	2,100	7,940
Allandale st. . . .	Centre to Sprague estate	Grav.	300	867
Lamartine st. . . .	At Boylston, widening	Mac.	180	680
Green st.	R.R. to Washington	"	778	2,247
Glen road	Washington to Forest Hills . .	"	565	1,632
South Fairview st. . . . .	.....	Filled and graded	806	2,350
Bellevue st.	Oriole to Martin	Grav.	1,145	3,308
Maple st. . . . .	.....	Mac.	1,989	5,525
S. Walter st. . . . .	.....	Graded and grav.	538	1,586
Hewlett st. . . . .	.....	Filled and graded	1,677	4,888
Burr st.	Boylston to Spring	Grav.	577	1,474
Centre st.	Paul Gore to Burroughs	Mac.	3,535	15,711
				<u>97,867</u>

Macadam 72,425 sq. yds.
Gravel 18,204 " "
Grading 7,238 " "

97,867 sq. yds.

District No. 6.

DORCHESTER.

STREET.	Limits.	Kind of Work.	Length, Feet.	Area sq. yds.
Pearl st.	Pleasant to Dorchester ave. .	Mac.	796	1,808
Taylor st.	Neponset ave. to Rice st.	“	550	1,100
Thornley st. . .	Pleasant to Dorchester ave. . .	“	785	2,206
Rockwell st. . .	Milton ave. to Washington . .	“	1,290	4,873
Lyndhurst st. . .	Washington Allston	“	1,254	3,623
Adams st.	Codman to beyond Minot. . . .	“	1,050	4,400
Tremlett st. . .	Hooper to Waldeck	“	573	2,340
Kenwood st. . .	Washington to Allston	“	1,292	3,733
Walnut st.	Ericson to R.R.	“	1,624	4,400
Bicknell st. . .	Harvard to White	“	648	2,450
Faulkner st. . .	entire length	Graded	509	1,301
Pleasant st. . . .	Thornley to Town-Meeting sq.	Mac.	1,540	6,300
Wrentham st. . .	(entire length)	“	1,019	2,944
Bruce st.	from Wrentham	“	518	1,500
Wheatland ave.	Whitfield to R.R.	“	830	3,400
Spencer st. . . .	Park to Wheatland	“	657	1,898
Millet st.	500 feet from Wheatland	“	500	1,445
Edson st.	Norfolk to Milton ave.	“	1,189	3,435
Maxwell st. . . .	Milton to Capen	“	940	2,716
Capen st.	Norfolk to Evans	“	664	1,918
Evans st. ....	.....	Graded	2,354	6,800
Greenheys st. . .	(entire length)	Mac.	404	1,167
Salcombe st. . .	.....	Graded	725	1,961
Talbot ave.	Welles ave. to Washington . .	Tel. mac. . . .	1,220	6,777
Adams st.	Meeting-House Hill to Field's Corner	Mac.	2,316	6,381
Ashmont st. . . .	West from Adams	“	300	1,000
East Cottage st.	Dorchester ave. to Town- Meeting sq.	“	578	2,184
Dudley st.	Stoughton st. to R.R.	“	1,020	4,533
Morton st.	Oakridge to River st.	“	1,645	5,061
Melville st. . . .	Dorchester ave. to Washing- ton	“	2,924	11,046
McLellan st. . . .	Eric ave. to White	Graded and stoned	780	2,053
Oakland st. . . .	Mattapan sq. to R.R.	Widened and graded . .	1,300	4,911
Quincy st.	Blue Hill ave. to Columbia . .	Mac.	2,642	7,632
				119,896

Telford macadam 6,777 sq. yds.
 Macadam 96,093 “
 Grading 17,026 “

119,896 sq. yds.

District No. 7.

ROXBURY.

STREET.	Limits.	Kind of Work.	Length, Feet.	Area sq. yds.
Ruggles st....	Parker to Cabot.....	Mac.	3,140	11,862
Warren st....	Haywood to Savin	"	255	1,615
Culvert st....	Tremont to Cabot.....	"	630	1,820
Woodbine st....	.....	" .....	1,060	3,062
Warwick st. . .	(entire length).....	Grav.	1,366	3,946
Quincy st....	Blue Hill ave. to Warren....	Mac.	1,226	4,198
Gaston st....	Blue Hill ave. to Warren....	"	1,073	3,042
Burney st....	Tremont to Delle ave.....	Filled and graded. .	305	881
Eldora st....	.....	Grav.	440	1,124
Madison st....	.....	Mac.	481	1,051
Sunset st....	Hillside to Parker Hill ave..	Grav.	413	1,055
Sterling st....	Westminster to Shawmut av.	Mac.	430	1,624
Hammond st..	(entire length).....	Grav.	1,120	4,230
Humboldt ave.	Townsend to Waumbeck	Mac.	975	4,333
Vine st....	.....	" .....	581	1,678
Greenville st..	Winthrop to Dudley	"	903	2,408
Prescott .....	.....	" .....	316	702
Morley st....	.....	Grav.	334	592
Adams st....	Dudley to Yeoman.....	Mac.	780	2,340
Leon st....	.....	" .....	355	790
Hazelwood st..	.....	" .....	379	971
Lawn st....	.....	Grad. and grav.	1,454	4,202
Maywood st..	.....	Mac.	1,267	3,660
Ottawa st....	.....	" .....	735	2,123
Glenwood st..	.....	Grav.	523	988
Hunneman st..	Harrison ave. to Washington.	Graded and mac.	511	1,473
Sachem st....	.....	Grav.	350	1,011
Judson st....	Julian to Cottage	Mac.	410	1,184
Weston st....	Cabot to Tremont.....	"	368	1,022
Maple st.	At Georgia.....	"	190	549
Townsend st..	Harold to Warren	"	1,845	5,330
Fenno st....	.....	Graded and Grav.	394	876
Bower st....	Humboldt ave. to Warren...	Mac.	1,130	3,264
Walnut ave...	Townsend to Ruthven.....	"	1,665	6,839
Tabor st....	Harrison ave. to Winslow....	"	225	500
Washington st.	Bartlett to Guild.....	Rep'd, blks. on grav..	590	1,967
Buena Vista st.	.....	Mac.	200	445
Cunard st....	Tremont to Cabot.....	Graded and Mac.	188	710
Windsor st....	Cabot to Warwick	Mac.	661	608
Parker st....	Tremont to Parker Hill ave..	"	1,495	3,748
Tremont st....	Walpole to Coventry, west side	Rep'd, blks. on grav..	322	787
Thorndike st..	.....	Mac.	612	2,312
				96,925

Granite blocks on gravel..... 2,754 sq. yds.
 Macadam..... 75,266 " "
 Gravel..... 18,024 " "
 Grading..... 881 " "

96,925 sq. yds.

District No. 8.

SOUTH END.

STREET.	Limits.	Kind of Work.	Length, Feet.	Area sq. yds.
Massachusetts ave.	Shawmut ave. to Washington,	Mac.	360	978
Massachusetts ave.	Columbus ave. to N.Y., N.H., & H. R.R.	"	480	3,695
Massachusetts ave.	Harrison ave. to Washington	"	688	2,030
Massachusetts ave.	Harrison ave. to Albany.	"	618	1,820
Oak st.	Albany to Hudson	Blocks on gravel ..	145	419
Waltham st. . .	Tremont to Harrison ave. . .	Mac.	1,370	4,846
Clarendon st. . .	Tremont to Warren ave.	"	385	1,711
Montgomery st.	Tremont to Clarendon	"	230	870
W. Newton st.	Columbus ave. to R.R.	"	1,467	5,613
Bristol st.	In front of engine-house.	Blocks on gravel ..	100	290
Chandler st. . .	Columbus ave. to Berkeley ..	Mac.	1,103	4,955
Hanson st. ....	.....	" .....	628	2,093
Bradford st. . .	.....	" .....	586	1,270
E. and W. Canton sts.	(entire length)	"	3,624	13,005
Burbank st. . .	.....	Blocks on gravel ..	72	160
Warren ave. . .	Columbus ave. to Berkeley ..	Mac.	2,355	13,750
Milford st. ....	.....	" .....	640	2,133
Pembroke st. . .	.....	" .....	1,453	5,489
Norfolk ave. . .	Magazine to Cottage	"	2,472	7,099
Compton st. . .	Washington to Shawmut ave.	Blocks on gravel ..	308	960
Lincoln st.	Essex to Tufts, repaved	Blocks on gravel ..	211	938
Flagg st. ....	.....	Grad. and grav. . .	457	812
Essex pl.	Repaved	Blocks on gravel ..	194	323
Buckingham st.	.....	Mac.	627	1,602
Wellington st..	.....	" .....	449	1,650
				78,506

Granite blocks on gravel 2,930 sq. yds.
 Macadam 74,764 " "
 Gravel 812 " "

78,506 sq. yds.

District No. 9.

BACK BAY.

STREET.	Limits.	Kind of Work.	Length, Feet.	Area sq. yds.
Newbury st....	Arlington to Massachusetts ave.....	Mac.	4,742	18,968
Beacon st.	Arlington to Dartmouth.....	"	1,652	9,466
St. James ave. ....	.....	" .....	1,118	4,184
Raleigh st.....	Beacon to Charles river	"	320	956
Boylston st....	Arlington to Clarendon.....	"	1,200	6,700
Massachusetts ave.....	Harvard Bridge to N. Y., N. H., & H. R.R.	"	3,929	26,382
Dartmouth st..	Commonwealth ave. to Newbury	"	278	2,162
Dartmouth st..	Boylston to Warren ave.	"	2,190	10,770
Westland ave..	Massachusetts ave. to Parker st.	"	1,056	6,336
St. Stephen st.	Massachusetts ave. to Gainsboro'	"	588	2,221
Trinity sq.	St. James ave. to Huntington ave.....	"	360	1,180
Marlboro' st...	Arlington to Fairfield, sides only.....	"	3,732	8,300
W. Newton st.	N. Y., N. H., & H. R.R. to Huntington ave.....	"	580	2,191
Francis st.	Huntington ave. to Brookline st.	"	1,540	5,820
Parker st.	Westland ave. to Boylston...	"	1,040	3,930
Longwood ave..	Brookline ave. to Parkway..	"	847	3,011
				112,577

Macadam 112,577 sq. yds.

District No. 10.
WEST AND NORTH ENDS.

STREET.	Limits.	Kind of Work.	Length, Feet.	Area, sq. yds.
Blossom st.	Cambridge to Parkman	Mac.	360	1,080
Spruce st.	Beacon to Chestnut	"	283	566
Chambers st.	Ashland to Poplar	Blocks on gravel	355	710
Derne st.	Temple to Bowdoin	Mac.	150	317
Allston st.	Bowdoin to Somerset	"	353	1,068
Bowdoin st.	Cambridge to Bulfinch pl.	"	275	839
Chestnut st.	Charles to Walnut	"	1,015	3,158
Temple st.	Cambridge to Derne	"	614	1,296
Stanford st.	Cambridge to Green	"	450	823
Sheafe st.	Salem to Snowhill	"	454	807
Walnut st.	Beacon to Mt. Vernon	"	463	1,132
River st.	Chestnut to Mt. Vernon	"	260	578
Mt. Vernon st.	Charles to Brimmer	"	450	1,650
Joy st.	Beacon to Myrtle	"	765	1,785
Merrimac st.	Chardon to Stanford	Blocks on gravel	712	2,373
Mt. Vernon st.	Joy to Walnut	Mac.	300	850
Bowdoin st.	Beacon to Bulfinch	"	1,005	2,154
Ashburton pl.	Bowdoin to Somerset	"	338	858
N. Grove st.	Cambridge to Fruit	"	525	1,667
Beaver st. . . . .	.....	" . . . . .	164	474
				24,185

Granite blocks on gravel 3,083 sq. yds.

Macadam 21,102 "

24,185 sq. yds.

A general recapitulation of the work for the year gives the following result :

Granite blocks on concrete, cement grout joints	14,428	square yards.
Granite blocks on gravel, cement grout joints	11,405.6	" "
Granite blocks on gravel, gravel joints (inc. gutters),	79,055.6	" "
Round blocks on gravel, gravel joints (gutters)	32,941	" "
Asphalt on concrete base	19,230	" "
Telford macadam surface	41,945	" "
Other macadam surface	649,123	" "
Gravel surface	108,793	" "
Filled and graded only	34,962	" "
Edgestone set and reset	165,475	lin. feet.
Brick sidewalks laid and relaid	92,992	square yards.
Artificial stone sidewalks laid	12,295	" "
Crosswalks laid	2,217	" "

Details of expenditure, income, and operation will be found in Appendix C.

STREET OPENINGS.

A fertile source of annoyance to the travelling public, the real-estate owner and this department, is the subject of street openings. The recent acts by which streets are constructed and assessed upon the abutters, provide that service-pipes for sewer, water, and gas shall be laid to the sidewalk line, and that the street shall not be again opened for the space of two years, "except in case of obvious necessity." An ordinance of the city of Boston provides that when about to construct or resurface a street, the Superintendent shall give notice to all persons authorized to place any structure in such street, and after the completion of the work shall not permit an opening to be made therein for the space of one year, "except in case of obvious necessity."

It is apparent at once that the construction of the words 'obvious necessity' must be a much disputed subject.

There is still a larger number of streets, which have no legislative protection, but whose constant reopening and repair of surface thereafter is a continual drain upon the public treasury.

The landholder, who is about to construct a building, and who claims not to have seen the published notice, requires water, gas, and sewer connections, and while in most cases he has been careless or indifferent in providing himself with these necessities to a tenantable building, the blame is usually charged to the contractor or to some one for whom the owner does not feel personally responsible; and a claim is made that no encouragement is given for the development of property and increased taxation if the owner is compelled to hold his property useless for a year or a portion thereof.

There is a certain claim of right in this, and it may be said that real-estate owners have a right to these necessities at all reasonable seasons of the year; granted that such openings should be permitted in a newly surfaced street, some method other than those at present in vogue must be employed to protect the department and the tax-payer against increased outlay and expense on this account. The difficulty is not that the corporation or persons so opening *cannot*, but that they *do not* replace the pavement in as good condition as when originally laid.

The remedy, then, seems to be, that every party, having the right to open the streets, be required to make a deposit with the City Treasurer, upon which this department may draw for the expense in making the pavement good with its own force, and that this deposit be renewed from time to time as required by the department, no permit being issued

until such deposit is made. This, in itself, would have a salutary effect in causing the exercise of greater care in complying with the regulations of the department, and would make it possible to restore the surface to its original condition without expense to the department and the public.

In an attempt with the authority the department now has to get the best results possible from the work of the companies opening the streets, the following regulations and instructions were issued:

CITY OF BOSTON.

STREET DEPARTMENT — PAVING DIVISION.

Instructions for Inspectors.

Inspectors are to be appointed by the Superintendent of Streets, and are to have charge, under the direction of the Deputy Superintendent of the Paving Division, of all openings made in, and obstructions of, the public streets of the City of Boston, by corporations having the right to lay, maintain, or repair rails, wires, pipes, or conduits therein.

Inspectors are to be paid by the corporation whose work they have in charge at the rate of \$3.00 per day of nine hours. When their services are required for ten hours, they are to receive 30 cents for the tenth hour; for all time over this, and for all work on Sundays and holidays, they are to receive "time and a half," or 45 cents per hour. When corporations are excavating trenches over time, they will not require the service of an Inspector; but when they are back-filling or surfacing the street, the Inspector must be present.

The Inspector must make a daily report, in writing, to the Deputy Superintendent of the Paving Division of the work of which he is in charge; and he must also be on his work from 7 A.M. to 5 P.M. There is to be only one Inspector on a trench, and he is to be held responsible for the condition of the trench.

In the refilling of trenches the best of the excavated material is to be carefully replaced in the trenches, and thoroughly consolidated by ramming.

Paved Streets. — The trenches are to be refilled and paved to an even longitudinal grade, and in case this method leaves any sags or depressions in the existing roadway, within a distance of ten feet from the side of the trench, such sags are to be taken up and repaired with material of the same character and quality. If any of the paving stones are broken, or are unfit for use, they must be replaced with large granite blocks of the standard specifications of the Street Department.

Macadam Streets. — The trenches are to be refilled to an even longitudinal grade, and all macadam material is to be replaced on top of the trench; and in case the macadam has been wasted, or is insufficient to make a depth of eight inches, new crushed stone is to be furnished. In case this method leaves sags or depressions in the present roadway, within a distance of ten feet from the side of the trenches, such sags are to be refilled with crushed stone, and the whole surface of the trench and the sags which have been refilled are to be covered with gravel binder, thoroughly wet down, and rolled to a hard, uniform surface.

The above directions apply also to gravel streets, except that a good quality of coarse gravel shall be used instead of broken stone.

The above directions apply to all ordinary work; and inspectors are to carefully examine all permits that are granted for opening trenches,

in order to see whether they contain special instructions for doing the work; and in case such special instructions are given, the Inspectors are to see that they are carefully followed.

The Inspectors can allow parties opening streets under a permit to tunnel under crossings; but after the pipes are laid and the back-filling commences, the Inspectors must see that the tunnel is broken down, and the crossings carefully relaid.

In case any corporation refuses to obey these instructions, the Inspector on the work is to take the permit, and report to the Deputy Superintendent of the Paving Division; and this shall be a revocation of the company's right to open the streets.

B. T. WHEELER,
Superintendent of Streets.

BOSTON, June 5, 1895.

Twenty thousand four hundred and forty eight (20,448) permits were granted during the past year to open streets. The excavations made under these permits aggregate 266.4 miles in length, and show the extent of this work.

The Street Department has been accustomed to grant to the various gas and other companies, whose work would in certain cases admit of no delay, a so-called "emergency permit," which allowed excavations to be made without special permission being obtained, the only requirement being that a daily return of openings made under this form of permit should be forwarded to the office of the superintendent.

Five thousand and ninty four (5,094) openings of an average length of six feet each were made under "emergency permits" for breaks in water and gas pipes which were alleged to require immediate attention. These openings were made under 106 permits.

In addition to the above permits, various other permits have been issued to pedlers, mechanics, and others, for different purposes, fifteen thousand eight hundred and thirty six (15,836) in number; making the total number of permits issued thirty six thousand two hundred and eighty four (36,284).

SMOKE NUISANCE.

A review of the work of the past year, in enforcing the statutes for the abatement of the smoke nuisance in the City of Boston shows very good results not alone in the adoption of many patent devices and the use of smokeless fuels, but since the passage of the new law, operative on July 1, 1895, owners of estate have shown a very liberal spirit in the matter. This is mainly due to the persistent work of the observers and the almost constant patrolling of the city, which is divided into districts, more especially the congested or business portion. This section of the city has been receiving

special attention, the observers patrolling some part of it every day; and so familiar have they become with the condition and location of the various stacks that any slight change is immediately noticed and steps are at once taken to find out the causes. This diligence on the part of the observers has resulted in the discovery of two places using a cheap and inferior grade of fuel, presumably on trial.

It was formerly the custom to bring the complaints to the attention of the engineer in an effort to keep them within bounds, but of late these complaints have been brought directly to the attention of the owners, and frequent visits have resulted in changes which have been very beneficial to the community and in the direction of economy.

While the work performed by the observers and the frequent visits to the owners has had a most salutary effect, and tends to keep in check a great deal of carelessness heretofore exhibited by the stokers, yet the increased consumption of coal, made so by the additional demands on the plant, and in some cases, the addition of work beyond the capacity of the boilers, makes the usefulness of the patrol system more and more pronounced.

During the past year 11 complaint notices were served and 12 inspections made, making a total of 330 notices served and 312 inspections completed. This shows 18 more notices served than inspections made, which may be classified as follows: Error, 1; duplicates, 2; refused to give information, 3; moved or closed down, 12.

In the latter part of 1894, it was very evident that the law of 1893, Chap. 353, entitled "An Act to Abate the Smoke Nuisance in Large Cities," was very lenient, and to say the least, somewhat inoperative, in view of which the matter was taken up by many merchants doing business in the central section of the city, who were affected by the then existing smoke nuisances, and a bill embodying their ideas was submitted to the Legislature of 1895, and was referred to the Committee on Cities. After a two days' hearing, the Merchants Association, being represented by Hon. A. E. Pillsbury, the soft coal dealers and consumers by Mr. E. W. Burdett, and the City of Boston by Corporation Counsel A. J. Bailey, the committee reported a bill — House Document, No. 1048 — now known as Chap. 389, entitled "An Act to Abate the Smoke Nuisance in the City of Boston." This Act was signed by the Governor in the latter part of May, to take effect July 1.

Immediately following the passage of said Act, the chief inspector waited upon the owners or representatives of a number of boiler plants that were likely to become amenable to

the law, sooner or later, when the demand on their plant should happen to be increased, and called their attention to the new law, and of the intention of this department to strictly enforce the same.

The success of this method of notification was very gratifying, as in nearly every case visited a disposition was shown to comply with the law, either by the adoption of a smoke-consuming device or a change of fuel; in some cases it simply requiring a closer attention to the boilers, and a change in the method of firing by the stoker. In some instances the owners were willing to subject themselves to considerable expense, that they might, as law-abiding citizens, contribute to the public comfort and general cleanliness of the city.

The boiler plants, the owners or representatives of which have been interviewed in relation to the new law, are as follows:

- Badger, W. F., 535 Albany street.
- Bogart Laundry, Florence street, Roslindale.
- Boston Belting Company, Elmwood street.
- Boston Globe, Washington street.
- Boston Herald, Washington street.
- Boston & Albany R.R. (Mr. Taft), Chandler st.
- Boston & Albany R.R. (Mr. Taft), Lehigh street.
- Boston & Maine R.R. Electric Light Station, Minot street.
- Boston Towboat Company, Border street, E. B.
- Briggs, Hoffman, & Co., 31 Batterymarch street.
- Brigham & Co., 386 Tremont st.
- Carter Building, Water street.
- Castle Square Theatre (Mr. Savage), Tremont street.
- City Hospital, new (Mr. A. Shuman), Albany street.
- City Laundry, Lenox street.
- Claffin, Young, & Stanley, 107 Kingston street.
- Cobb Boston Tea Company, Court street., cor. Cornhill.
- Cold Blast Distilled Water Company, 140 Oliver street.
- Cotting, C. U., agent (Mr. Pope), 27 Brattle square.
- Court-House (Mr. Stebbins, superintendent), Pemberton square.
- Dammerall, J. W., 94 High street.
- Dana Estes, & Co., 196 Summer street.
- Dwinnell, Wright, & Co., 1 Hamilton street.
- Edison Electric Illuminating Company, Hawkins street.
- Exchange Building (Mr. Pope), 53 State street.
- Guyer Hat Company, 132 Hampden street.
- Hancock Inspirator Company, Watson street.
- Hall, C. E., & Co., 69 Charlestown street.

- Hathaway Buildings (Mr. Whittier), 612 Atlantic avenue
and 176 Summer street.
Holmes & Blanchard, 39 Charlestown street.
Hotel Reynolds, 623 Washington street.
Houghton & Dutton, Tremont street.
Howard Watch Company, Hampden street.
Johnson, H. A., & Co., 81 Commerce street.
Jordan, Marsh, & Co. (Mr. Waters), Washington street.
Kelley, Henry (Mr. Farrow), 175 Dudley street.
Keyes, B. B., 9 Quincy row.
Knight, A. A., 10 India street.
Krey & Co., 28 School street.
Locke & Knox, 226 Congress street.
Merchants National Bank, 28 State street.
Marston & Co., Brattle street.
Millen, C. A., 24 Beverly street.
Mills, W. & Co., 227 Washington street.
Minot & Co., 3-9 Randolph street.
Moulton Café, 24 Summer street.
Mudge & Son, 24 Franklin street.
Murray, B. H. (Drake's Mill), Border st.
New England Conservatory of Music, Newton street.
Oak Grove Artificial Ice Company, Ruggles street.
Oriental Tea Company, 89 Court street.
Paine Furniture Company, 48 Canal street.
Park Building (Mr. Pope), 2 Park square.
Paul, J. F., & Co., 373 Albany street.
Perry, A. W., Sullivan place.
Pfaff, H. & J., Pynchon street.
Pickett & Son, 74 Broad street.
Pray, J. H., Sons & Co., 646 Washington street.
Priest, C. M., 102 Dartmouth street.
Quincy House, Brattle street.
Riding Academy, Parker street.
Roessle Bros., Pynchon street.
Rogers Building, 209 Washington street.
Rogers, Burdett, & Co., 146 Franklin street.
Robbins, N., estate, 251 Causeway street.
Sammatt & Son, 154 Hanover street.
Sears Estate, 41 Arch street.
Shepard, Norwell, & Co., Winter street.
Shoe and Leather Exchange, Bedford street.
Sheplie DeL. & Co. (Mr. Pope), 131 Kingston street.
Smith Building (Turkish baths), Court square.
Smith's Brewery, Marginal street, E. B.
Standard Nipple Company, 434 Atlantic avenue.
Sturtevant Mills, Border street, E. B.

Sullivan, W. J., Swett street.

Swain, Earle, & Co., 67 Commercial street.

Tufts, J. W., & Co., 96 Portland street.

United States Hotel Company (Mr. Chapin), Lincoln, cor.
Tufts street.

University Building, Milton place.

Waitt, James T., 519 E. Eighth street, S. B.

Weeks, W. B. P., High, near Oliver street.

West End Power Station, Albany street.

Wood, A. M., 51 Beverly street.

Young, G. W., Albany, cor. Dedham street.

Of the above, the Cobb Boston Tea Company, City Hospital (new), J. W. Dammerall, Moulton Café, Pigott & Son, C. M. Priest, G. W. Sammett & Son, and United States Hotel Company, adopted the use of hard coal. Smoke-consuming devices were adopted by the following: Boston Globe, Briggs, Hoffman, & Co., Dwinnell, Wright, & Co., Guyer Hat Company, Hollis Cold Storage, Houghton & Dutton, Hutchins Church Organ Company, Krey & Co., H. & J. Pfaff, A. W. Perry, Rich Building, Nathan Robbins estate, Sears estate, 41 Arch street, Shepard, Norwell, & Co., R. H. White & Co., and G. W. Young.

H. & J. Pfaff and Shepard, Norwell, & Co. were equipped with a fire brick arch furnace, known as the "Central Draft Furnace," and in both plants the device was short-lived. G. W. Young, who burns mainly shavings, equipped his plant of two boilers with the "Lord Device," a steam and air arrangement, and the device not proving satisfactory has since been ordered out. Smith's Brewery, Marginal street, East Boston, was equipped with the "Andrews Hot Air Device," and a recent visit to the plant found it burned out. A. W. Perry, Sullivan place, was equipped with a patent deflector inserted in the smoke-flue, and the same has been recently taken out.

In addition to the above work, the observers were notified to report all upright boilers used by contractors, if burning soft coal. When these were found on principal thoroughfares, the owners attention was called to the new law, and also to the menace and nuisance likely to exist, and they invariably adopted the use of hard coal, that being particularly adapted to the upright type. Among these notified were the three subway contractors, Messrs. Jones & Meehan, Mr. Everson and Mr. Shaw, John S. Jacobs & Son, C. H. Williams, and Mr. Carson, Chief Engineer of the Boston Transit Commission.

OBSERVATIONS.

A large number of short observations, covering only a few firings, have been taken by the observers on various plants throughout the city since the passage of the new law, with a view of getting violators of the five-minute clause. When a violation is found, the attention of the boiler-plant owner is called to it, and assurances are received that the matter will receive his earliest attention. Other observations have been made at the request of boiler-plant owners, who having equipped their plant with devices, and before accepting the same, wished the city to pass upon them. These latter observations with reports are on file.

NOVA SCOTIA COAL.

The following table shows the number of tons and value of importations of Nova Scotia coal recorded at the port of Boston for the year ending Jan. 31, 1896, no coal being received from Feb. 1 to July 31.

Month.	Tons.	Value.
August	3,727	\$6,708
September	1,398	1,699
October	5,658	9,877
November	2,834	5,791
December	4,376	7,877
January, '96	3,777	6,799
Total	21,770	\$38,754

Apparently this coal in the main is sold outside the city limits, and the few plants in this city who have been found using it are located in out-of-the-way places, and are mixing it with hard coal screenings.

REGULATIONS COVERING PERMITS FOR NEW BOILERS.

As a result of our standing objection, filed with the Building Department, 135 boiler applications have been received and disposed of as follows :

House-heating furnaces and hot-water heaters (hard coal)	60
Signed to use hard coal	39
Adopted devices	13
Gas and other engines	9
Granted by department pending objections, two of which were for heating and three substitutes	8

Unsigned	3
Applications withdrawn	2
Screenings and soft coal mixed	1

 135

According to a recent ruling of the Corporation Counsel arrangements have been made for filing objections in each individual case with the Building Commissioner, and the boiler permit will not be granted until objection is waived by this department or objections overruled by the Board of Appeal. (Chap. 419, Acts of 1892.)

SPECIAL REPORTS.

- March 1. Report on attachment of Smith Setting under boilers on Devonshire Building, Devonshire, corner State street.
- March 7. Report on complaint against C. M. Priest, 102 Dartmouth street.
- March 14. Report on boiler plant connected with the Boston Water Board, 710 Albany street.
- April 12. Report with observations on plant of the D. S. McDonald Company, rear 50 Winter street.
- April 16. Report on boiler plant, Milton place, owned by the Boston University.
- April 26. Report on device in use at Hollis Cold Storage, 20 North street.
- May 3. Report on Church Cleansing Company, Kemble street, Roxbury; Moulton Café, 24 Summer street, and W. J. Sullivan, Swett street.
- May 21. Report on Sears estate, 41 Arch street.
- June 27. Report on hoisting boilers owned by John S. Jacobs & Son and Jones & Meehan.
- June 27. Report on Vieth's Spa, Washington street, corner Boylston square; Sears estate, 41 Arch street; Mudge & Son, Franklin street; E. F. Crosby, 470 Harrison avenue.
- June 27. Report on complaint made by the secretary of the Exchange Club, Milk street.
- June 28. Report on Houghton & Dutton, Tremont street.
- July 12. Report on J. W. Dammerall, 94 High street.
- July 24. Report on City Laundry, Lenox street.
- July 24. Report on Boston Towboat Company and Murray's Planing Mill, Border street, East Boston.
- July 31. General Report.
- August 8. Report on Boston Gaslight Company, Commercial street.

- August 9. Report on Guyer Hat Company, 132 Hampden street.
- August 12. Report on complaint against Wm. Mills & Co., 235 Washington street.
- August 15. Report on Sears estate, 41 Arch street.
- August 26. Report on Boston Bolt Company, 29-33 Purchase street.
- September 6. Report, with observations, on Houghton & Dutton, Tremont street.
- October 7. Report on C. M. Priest, 102 Dartmouth street.
- October 28. Report, with observations, on Sears estate, 41 Arch street.
- November 13. Report on Beacon Lamp Company, Parker, near Haviland street.
- December 2. Report on complaint of Bamber, Jacobs, & Louis, 31 Otis street.
- December 2. Report, with observations, on W. H. Elliott, Oak square, Brighton.
- December 14. Report on complaint against Owen Nawn, Paul Gore street, Jamaica Plain.
- January 21, 1896. Report, with observations, on Boston Gas Company, Commercial street.
- January 22. Report on Boston & Maine Electric Light Station, Minot street.
- January 27. Report, with observations, on Sears Building, Washington, corner Court street.

SANITARY DIVISION.

The work of the Sanitary Division includes the removal of house-offal and the removal of house and store dirt and ashes, accumulated from the burning of materials for heating buildings and for domestic purposes.

The following table shows the amounts expended for the maintenance of the Sanitary Division for the past five (5) years:

1891 (13 months)	.	.	.	.	.	\$509,342	24
1892	.	.	.	.	.	469,370	74
1893	.	.	.	.	.	481,300	63
1894	.	.	.	.	.	467,459	02
1895	.	.	.	.	.	432,778	52

But few complaints have been received concerning the failure of the division to promptly remove offal and ashes; investigation of these has usually shown that either offal has not been properly separated from ashes or other refuse, as is insisted upon by the department, or else that the receptacles were deposited in some inaccessible place, or were larger than the ordinances provide and the regulations of the department permit.

In order that householders might understand these regulations, and that easy access would be given employees to the receptacles, and the work not unnecessarily delayed, the following circular was issued:

CITY OF BOSTON.

STREET DEPARTMENT — SANITARY DIVISION.

Notice to Householdors.

Attention is called to the following sections of the revised ordinances of the City of Boston:

CHAPTER 43.

SECT. 14. No person shall keep in his house, or on his land, any house-offal, unless the same is placed in a suitable vessel, free from ashes and other refuse matter, and *so placed as to be easily removed.*

SECT. 17. No person shall place or keep, in or near any building, ashes or cinders in such a manner as to be liable to cause fire, nor mix them with other substances, nor place or keep them except in metallic vessels, *so placed as to be easily removed.*

The regulations of this department require that all receptacles for ashes or offal, shall be placed either at the curbstone or in an easily accessible place on the level of the lot on which the building stands.

Employees of this department are not supposed to enter cellars, cellars-ways, arcas, or bulkheads, for the removal of ashes or offal.

The use of receptacles larger than an ordinary flour barrel is strictly prohibited.

B. T. WHEELER,

Superintendent of Streets.

During the past few years the shops of the division at the South Yard had been almost entirely discontinued. These have now been reëstablished with competent mechanics upon the same basis as any journeyman shop in the city, and the repairs and some constructive work of this and other divisions has been done cheaply and well.

To the operation of these shops and the methods established there, is due in large measure the decreased expense of operating this as well as other divisions of the department. These consist of a wheelwright and blacksmith shop, paint shop, harness shop, and horse-shoeing shop, and a statement of the work performed will be found later in Appendix D.

The following table shows the number of loads of offal collected and removed in the last five (5) years, since re-organization as a division by the Street Department :

AMOUNT OF HOUSE-OFFAL REMOVED.

Year.	No. of Loads.
1891 (13 months)	46,742
1892	46,343
1893	51,415
1894	50,637
1895	51,327

Each load of offal is equivalent to fifty-seven (57) cubic feet and has a maximum weight of one and one-half ($1\frac{1}{2}$) tons at certain seasons of the year.

The above table does not include previous to the year 1893 the amount collected by contract in East Boston and Brighton, which amounted to about 5,100 loads per year. Of the amount (51,327 loads) collected during the year 1895, 3,732 loads were collected by the East Boston contractor, 1,419 loads were collected by the Brighton contractor, and 4,179 loads were collected by the Dorchester contractor, and 517 loads were collected by the West Roxbury contractor, leaving 41,480 loads collected by city teams.

The collection of this material is attended to in winter by an average regular force of 77 city offal carts and 169 men, and on contract work 16 offal carts and 32 men; making a

total of 93 offal carts and 201 men. At different times, and especially in summer, an approximate extra force of 21 teams and 42 men are employed.

The disposal has been made during the year in the following manner: The offal from the markets, and offal that is decayed, is put on board a scow and towed to sea; the offal of Charlestown is taken to the yard at Malden bridge and there disposed of to farmers; the offal of East Boston is collected by contractors, and is removed to Revere; the offal of the City Proper and South Boston is conveyed to the yard at the South End, and disposed of to farmers, who remove it daily; the offal of Roxbury and a part of West Roxbury is conveyed to the yard on Highland street, and disposed of to farmers; a portion of the collections of West Roxbury is collected by contract and removed to Needham; the offal of Brighton is collected by contract and disposed of outside of the district; the offal in Dorchester, commencing January 21, 1895, was delivered to the New England Construction Company, at its plant on Gibson street, under a contract made July 25, 1894, for reduction and final disposition; teams which had made the collection formerly, under a contract which was rendered void upon the operation of this plant, were hired by the day, and this continued until the complaints of the residents of the locality caused the plant to be adjudged detrimental to the public health, after an examination by the Board of Health, and the process was discontinued on April 18, 1895; since that time the offal has been collected by a contractor, who in turn sells it to farmers from his own offal-sheds near Commercial Point.

Collection and Disposal of Offal.

YEAR.	Total amount collected.	Amount sold.	Amount dumped on scow and towed to sea or wasted.	Per cent. wasted to total collection.	Amount of receipts from sales.
1891 ¹	42,616 loads.	40,492 loads.	2,124 loads.	5 per cent.	\$30,672 65
1892 ²	46,343 "	30,773 "	15,570 "	33 " "	21,282 82
1893 ³	46,276 "	30,824 "	15,363 "	30 " "	20,790 03
1894 ⁴	42,082 "	37,057 "	5,025 "	12 " "	26,262 40
1895 ⁵	41,480 "	36,620 "	4,860 "	12 " "	27,374 47

^{1 2 3} Twelve months. Above table does not include contracts in East Boston and Brighton.

⁴ In East Boston, 3,720 loads; Brighton, 1,539 loads; Dorchester, 3,296 loads; total, 8,555 loads, — collected during 1894 are not included in above table. For 1891 and 1892, East Boston and Brighton were estimated at 5,100 loads.

⁵ In East Boston, 3,732 loads; Brighton, 1,419 loads; Dorchester, 4,179 loads; West Roxbury, 517 loads; total, 9,847 loads, — collected during 1895, not included in above table.

The following table shows in convenient form the full force engaged in the collection of offal alone throughout the entire city :

The Force Employed.

CITY FORCE.		Hired teams.	CONTRACTORS' TEAMS.				Total.
			E. Boston.	Brighton.	Dorch'ter.	W. Roxbury.	
Sub-Foremen.....	2					1	3
Inspectors.....	5		1	1	1		8
Offal Clerks.....	1						1
Teamsters.....	68	7	6	2	6	2	91
Helpers.....	72	7	6	2	6	2	95
Dumpers.....	3						3
Totals.....	151	14	13	5	13	5	201

The experiment in the disposal of offal which resulted in the construction of the reduction plant of the New England Construction Company, demonstrated that public opinion will not permit the establishment of such a process in a settled portion of the community. The representatives of other processes, both of reduction and incineration, claim them odorless and unobjectionable, but even if this be true in itself, their establishment must result in the concentration of the offal collection at this point. When the present methods of disposal become detrimental to the health of the community, or are made impossible by legislative enactment, the plant of the process adopted should be located upon some island in the harbor, and the collection should be made in covered cans or detachable wagon bodies, and delivered on the water front at many and widely distributed points; it could then be taken by scow to the point of final disposition without rehandling, and the most objectionable feature of garbage collection thus obviated.

REMOVAL OF ASHES AND HOUSE-DIRT.

The removal of ashes, house and store dirt has been attended to during the year by a minimum force of 223 men and 93 city carts, also by 6 carts with an East Boston contractor, 5 carts with a South Boston contractor, 10 carts with a Dorchester contractor, and 3 carts with a West Roxbury contractor. At different times, and especially during

the winter months, an additional force of 37 teams and 74 men are employed.

This work shows a constant increase from year to year, as will be seen in the following table, and is an indication of the actual growth of the city :

AMOUNT OF ASHES, HOUSE AND STORE DIRT REMOVED.

Year.	No. of Loads.
1891 (13 months)	313,464
1892	303,878
1893	320,571
1894	326,798
1895	336,886

Each load of ashes contains about 40 cubic feet.

The following table shows in convenient form the force engaged in this collection throughout the entire city :

The Force Employed.

CITY FORCE.	Hired Teams.	CONTRACTORS' TEAMS.					Total.
		West So. Boston.	North Dorchester.	South Dorchester.	East Boston.	West Roxbury.	
Sub-Foremen	3					1	4
Inspectors	8	1	1		1		11
Tallymen	2						2
Teamsters	93	37	5	5	6	3	154
Helpers	96	37	5	5	6	3	157
Dumpers	21						21
Total	223	74	11	11	10	7	349

Comparative Statement of Number of Loads of Ashes Collected during 16 Weeks of the Summer and 16 Weeks of the Winter.

Summer.	Loads.	Winter.	Loads.	Difference for Winter.
May 2, 1891, to Aug. 21, 1891	76,625	Oct. 31, 1891, to Feb. 19, 1892	100,223	23,598
Apr. 30, 1892, " " 19, 1892	82,034	" 30, 1892, " " 12, 1893	166,772	24,738
" 29, 1893, " " 18, 1893	91,721	" 28, 1893, " " 16, 1894	106,851	15,130
" 27, 1894, " " 16, 1894	88,865	" 25, 1894, " " 7, 1895	116,915	28,050
" 26, 1895, " " 15, 1895	94,671	" 18, 1895, " " 6, 1896	121,873	27,202

Final Disposition of all material collected from February 1, 1894, to February 1, 1895, together with the portion of street-sweepings and cesspool-dirt, disposed of for other division by the Sanitary Division is shown in the following table :

	Amount collected.	Deposited on low lands.	Towed to sea.	Collected by contractors.	Sold to farmers.
	Loads.	Loads.	Loads.	Loads.	Loads.
Ashes, house and store dirt	336,886	180,347	103,501	53,038	
House-offal	51,327	.....	4,860	¹ 9,847	36,620
Street-sweepings	34,468	.....	34,468		
Cesspool dirt	1,758	.....	1,758		
	424,439	180,347	144,587	62,885	36,620

¹ This amount is included in the amount collected, 51,327; of the 9,847 loads, 3,732 were collected in East Boston, 1,419 in Brighton, 4,197 in Dorchester, and 517 in West Roxbury.

The total expenditures of the division, including work done for other divisions and paid for by them, was	\$465,188 88
Less amount so repaid	32,340 36
	<hr/>
	\$432,778 52
Cash paid and bills rendered to City Collector,	42,985 53
	<hr/>
Net cost of maintenance of Sanitary Division, February 1, 1895, to January 31, 1896	\$389,792 99

Details of expenditures, income, and operation will be found in Appendix D.

Comparative Table Showing Net Cost of Maintenance of the Sanitary Division to the City of Boston.

	Expended.	Income.	Net cost to City
1891 (13 months) ¹	\$509,342 24	\$45,485 29	\$463,856 95
1892	469,370 74	36,426 16	432,944 58
1893	481,300 63	32,056 27	449,244 36
1894	467,459 02	42,320 55	425,638 47
1895	432,778 52	42,985 53	389,792 99

¹ Including street-cleaning from January 1, 1891, to May 1, 1891, four months before the Street Cleaning Division was independently established.

SEWER DIVISION.

The maintenance force of this division is engaged in the operation and repair of the Main Drainage Works, at Old Harbor Point and Moon Island, as well as the repair and care of the entire sewer system of the city, including the flushing and cleaning of sewers and catch-basins.

The following table shows the amounts expended from the maintenance appropriation of the Sewer Division for the past five (5) years :

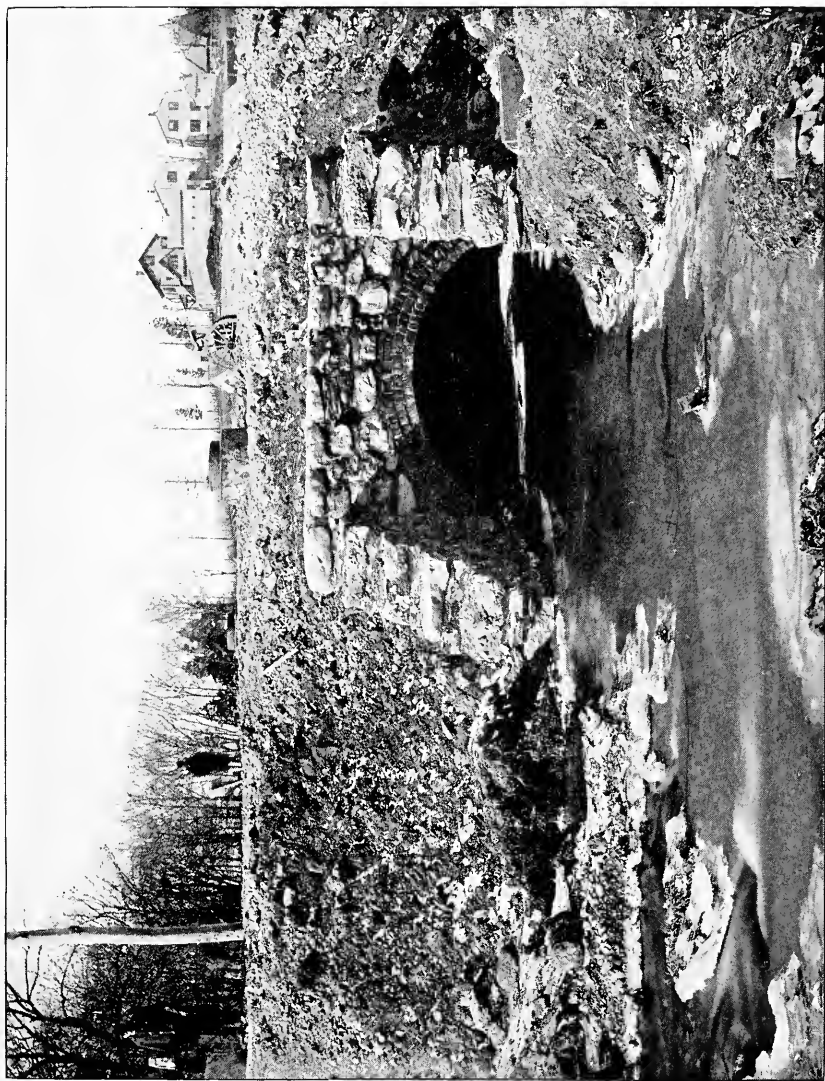
1891 (13 months)	.	.	.	.	\$446,222	69
1892	.	.	.	.	560,608	19
1893	.	.	.	.	373,517	38
1894	.	.	.	.	304,133	40
1895	.	.	.	.	280,596	07

The past year has been one of such unusual activity that the amount of sewer construction in 1894, previously the largest in the history of the division, has been exceeded in the number of lineal feet of sewer built by over fifty per cent. (50%).

The city has built with its own labor and by contract 139,200.09 linear feet of sewers, and designed and inspected 36,287.35 linear feet for private parties building under release; making a total for the year of 175,487.44 feet, or over thirty-three miles. The total mileage of sewers now built is 416.45, of which 22.93 miles are intercepting sewers. Many new catch-basins and culverts have been built and old ones repaired. Over sixteen miles of sewers have been cleaned and flushed, and 18,264.25 cubic yards of sludge removed from various catch-basins.

All sewers, with four exceptions, when the law under which they were constructed permitted, have been built by department day labor; the sewers in all streets laid out under Chap. 323 of 1891, and Acts amending and referring thereto, including "The Boulevards," have been built by contract, as well as all surface drains, catch-basins, and house connections therein, which will ever be required, carrying the latter to within the curb-line.

In addition to the $7\frac{1}{2}$ miles of boulevard, requiring two sewers, with house connections and a surface drain with con-



CULVERT AT CANTERBURY BRANCH, STONY BROOK,— BLUE HILL AVENUE.

necting catch-basins for nearly the entire distance, sewers, with house drains, or surface drains, or both, have been constructed in the following "Board of Survey" streets, so called :

Abbotsford street, Bay State road, Brighton avenue, Granby street, Greenbriar street, Geneva avenue, Harvard avenue, Josephine street, Kenmore street, Lauriat avenue, St. Alphonsus street, and Sherborn street.

SURFACE DRAINAGE.

The attention of the City Government and the public is again called to the subject of surface drainage and the necessity for legislation to protect natural water-courses from obliteration. It is unfortunately the fact that private interest is rapidly filling up these outlets which Nature provided for the surface drainage of the water-sheds, and considers itself injured when flooded thereby in time of storm; connecting the City of Boston in some unaccountable way with the injury, and unfairly demanding the construction of catch-basins for this flow to be connected with the public sewers.

A portion of the article on "Surface Drainage" published in the report of last year seems worthy of reproduction in an attempt to bring forcibly to public attention the necessity of immediate legislative action :

"While the sewers in the City Proper, East and South Boston, and Charlestown are, in the main, large enough to carry both the sewage and surface water, those of the outlying districts are altogether too small to take the surface water, the areas to be drained being enormously larger than in the districts first mentioned. As the sewer system has been extended, year by year, into these outlying districts, the sizes designed have been but little larger than what was necessary to serve the needs of the district at the time of building. For many reasons this policy has been unavoidable; the size of outlets limits the size of extensions, and scarcity of funds often makes it imperative to build a sewer smaller than good judgment would dictate, in order to reach some community where the public health is endangered for lack of sewerage.

"In many cases it would be not only financially impracticable but would show bad business judgment to sink large sums of money in building sewers large enough for all time, when the development of the district is uncertain or likely to be slow. The result of these various causes is, that the sewer system in Dorchester, West Roxbury, Brighton, and parts of Roxbury, while large enough in general to take care

of the house sewage and the street-water during light rains, is totally inadequate to carry off the surface-water of heavy rains.

"The state of things is growing constantly worse as the city grows, because, as new streets and houses are built, the proportions of impervious service from which the rain runs off rapidly, is being increased, causing the rainfall upon any given area to be concentrated and discharged in less time than in former years.

"The inadequacy of the sewer systems to carry the storm-water becomes, therefore, more apparent every year as this change in the character of the surface of the ground goes on. It is also apparent that it becomes correspondingly important to preserve and improve the natural water-courses to serve as carriers of the bulk of these floods, as the alternative to this is practically to rebuild the whole sewer system of the suburban districts upon a larger scale.

"In other words, we shall be compelled to regard our sewers as part of a partially separate system, although they were built and have been used upon the combined principle.

"By confining the sewers to the duty of carrying the house sewerage and the discharge from a limited number of catch-basins only, they will prove in most cases large enough, while the natural water-courses, supplemented by surface drains in the streets, will have to be developed into a system for carrying away the storm-water.

"It is also important to keep as much surface-water as possible out of the sewer system, for the additional reason that all water, whether sewerage or rain water, has to be lifted by the pumps of the intercepting system.

"But however much those whose business it is to care for the city's interest may be impressed with the importance of preserving the water-courses, it is very difficult to impress the general public with its importance. This department is constantly involved in contests with land-owners who are filling up and obliterating these water-courses, heedless of well-defined channels or conspicuous street culverts. And here comes in play that discouraging phase of human nature, in consequence of which men, who are honorable in their dealings with their fellows, seem to be able to make use of a much lower code of morals when they come to deal with that impersonal entity called the city.

"Although it may be explained to them that their course will entail upon the city in a few years an enormous expense for rebuilding the sewers of larger size, and although the law is perfectly clear that no man has a right to obstruct a

natural water-course and thereby damage his neighbor, still their personal gain outweighs these theoretical considerations, and they will persist in obliterating the channel, and will bring every political and other influence to bear to the end that the water which should flow in that channel be turned into the sewer, and have in many cases succeeded.

"No one can pretend that the land speculator suffers any hardship by not being allowed to improve his lot in this manner, because the depreciation in the value of the land caused by the presence of the water-course has undoubtedly been discounted in the purchase price in every transfer through which it has passed, and certainly no one can claim that he has any moral right to the increment of value added thus at the city's expense. Unfortunately, his legal right to it is clear if he can get the thing done, and therein lies the temptation.

"Now, the city's interest is such a vital one in this matter that it cannot afford to remain passive; its course must be more aggressive in the future, or many of the most important of these water-courses will be practically obliterated within a few years, as a perusal of the paragraphs describing their present condition will prove.

"The law, as it stands, gives the city no rights which are at all commensurate with its interest in the matter.

"The city's obligation is to keep a good and sufficient culvert in operation on every water-course which crosses a public street.

"If an abutter upon a water-course starts filling it in, the city can take no action until actual damage has resulted from flooding the street.

"This is the sum total of the city's duties and rights in regard to these channels."

Following this were suggestions for new legislation, the object of which would be to keep the existing channels open, also to improve the same without the necessity of making takings, and the consequent liability for damages; and also to enable the city to assess the cost of improvements upon lands abutting upon such stream.

This last phase of the question deserves further discussion.

Abutting lands are not the only lands benefited or served by an improvement of a water-course. Let us consider what are the causes which bring about the necessity of improving, that is, enlarging the capacity of a water-course. It is not only the desire to utilize, by building upon, the low lands near the brook, but it is the actual change in the nature of the surface of the entire valley or water-shed for

which the brook serves as the natural drain, caused by the grading, filling of hollows, construction of streets, houses, etc., whereby the proportion of impervious surface is increased, and the surface-water discharged more quickly into the water-courses, as previously explained.

Although the total quantity of water to be provided for is not increased, the effect is the same as though there were an actual increase, because the same quantity is discharged in less time; enlargement of the discharging channels therefore becomes necessary, for the channel must be equal to the maximum demand upon it, even if that demand be of short duration, or a flood ensues.

The service which such an enlarged water-course performs, then, is to drain off the surface-water of all the land, high as well as low, which lies within its water-shed; indeed the changes just described usually take place first upon the high lands, which are naturally occupied and developed before the low lands. It is evident, therefore, that the cost of enlargement should be assessed upon all the lands within the water-shed of that portion of the brook which is enlarged, and, in equity, the assessment should be confined to such lands as the city, outside of such water-shed, is not benefited or served in any way by the improvement. But the low lands, which have always been liable to be flooded, receive a benefit in addition to the service which the brook renders them in common with all the land of its water-shed, — they become habitable; whereas before the enlargement, which means deepening and lowering, of the brook they were not. Hence, a larger proportion of the cost of improvement should be assessed upon them than upon the high lands.

The difference in the valuation of the low lands, as shown by the assessors' books, in the year following the completion of the improvement, as compared with the valuation in the year before the improvement was begun, might fairly be considered as measuring the benefit received by them, and an assessment to defray the cost of the improvement might be made to equal this amount, the remainder of the cost of improvement, if any, being assessed equally upon all the lands within the water-shed, including the low lands; in the case of the latter, the last described increment of assessment (representing service) being added to the first described increment (representing benefit received), and constituting the total assessment upon the low lands; that upon the high lands being the increment which represents service only.

Details of expenditure, income, and operation of the Sewer Division will be found in Appendix E.

STREET-CLEANING DIVISION.

The Street-Cleaning Division has charge of the cleanliness of the public ways in the central portion of the city in which there are paved streets; namely, in seven districts, while the suburban districts — No. 4, Brighton; No. 5, West Roxbury, and No. 6, Dorchester — are cared for by the Paving Division.

The following table shows the amounts expended for the maintenance of the Street Cleaning Division for the past five (5) years:

1891 (9 months) ¹	.	.	.	.	\$215,929	33
1892	.	.	.	.	288,320	42
1893	.	.	.	.	308,707	30
1894	.	.	.	.	301,477	44
1895	.	.	.	.	305,998	50

STREET-CLEANING.

With an expenditure of \$305,998.50, this division has cleaned 11,418.99 miles of streets, removing 122,544 loads of street-dirt; has also cleaned 2,718.45 miles of paved gutters on macadamized streets, including special work on crossings, maintained 16 dumping-stations, removed excess of snow from pavements and crossings, paid special attention to the collection and removal of leaves in the fall of the year, maintained a paper-patrol in freezing weather and a push-cart patrol in the retail district, which has been extended during the year into the business section of Roxbury; and, besides making necessary repairs to its plant and purchasing the new stock needed, made a disposal at sea of 31,278 loads of street-dirt. The average cost of sweeping streets, including supervision, labor, yard, and stable expenses, *pro rata* of dumps, and removal, was, by improved organization and supervision, reduced from \$15.61 (the cost last year) to \$14.44 per actual mile of street swept, during the last eight and one-half months of the year. In the care of the three suburban districts, the Paving Division removed from macadamized streets, 22,636 single and 2,107 double loads of street-scrapings. After a severe snow-storm, the

¹ Duties performed by Sanitary Division and cost charged to its appropriation previous to May 1, 1891.

Paving Division force is called to the aid of the Street-Cleaning force, and the cost of snow removal by it is reported in Appendix C. The cost of snow removal by the Street-Cleaning Division will be found in Appendix F.

The following table shows the number of loads of street-sweepings removed each year during the last five years :

Year.	No. of Loads.
1891, (13 months) ¹	91,425
1892	106,829
1893	110,496
1894	95,478
1895 ²	122,544

The following shows the average force employed during the year on the New District basis :

District.	Average No. men employed.
Office, including Deputy-Superintendent	4
1, South Boston	34
2, East Boston } 3, Charlestown }	26
7, Roxbury	34
8, South End	78
9, Back Bay	20
10, West End and North End	66
Yard and stable	12
Push cart patrol	42
Total	316

The above-mentioned force use in carrying out the work of the division the following plant :

19 double-sweeping machines, 21 single-sweeping machines, 12 water-carts, 79 street-carts, 93 horses (owned by the division), 20 asphalt-scrapers.

Six of the above horses are driving-horses.

The push-cart patrol use :

Sixty-one push-carts, 82 extra barrels, 3 street-carts, 3 horses (all hired). Of the 61 push-carts, 37 are in daily service.

In addition to the above-mentioned carts, the division hires about 43 extra teams.

During the summer an extra single team and helper were hired, to empty the public waste-barrels located throughout the city.

¹ Including removal by the Sanitary Division four months previous to May 1, 1891.

² Includes waste-paper, 1,821 loads. Push-cart system, 5,356 loads.

The department owns three 3-horse sweeping-machines, which are stored in the yard of the Lockwood Man'g Company at East Boston. These were purchased in 1894, and were not found to operate successfully; they are designed for self-loaders, but are of no use to the department.

Special efforts have been made during the year for the abatement of the "paper nuisance" and kindred causes of unsightliness, due to the carelessness of abutters and the travelling public.

The following circular has been issued and given wide distribution :

CITY OF BOSTON.

STREET DEPARTMENT.

Notice to Occupants.

Your attention is hereby called to the following sections of the Revised Ordinances in relation to

Throwing or Sweeping Dirt of any kind into the Public Streets.

CHAPTER 43.

SECT. 38. No person shall, except in accordance with the permission of the Superintendent of Streets, or in accordance with the provisions of Section 42 of this Chapter (providing for the sanding of sidewalks), sprinkle, scatter, put, or place, any earth, dirt, gravel, sand, cinders, ashes, sawdust, salt, or mixture of salt, in or upon a street, nor shall any person, except in accordance with the permission of the Superintendent of Streets, remove any manure or dirt from any street.

SECT. 39. No person shall throw, or sweep into, or place or drop and suffer to remain in any street, any piece of hoop, board, wood, wire, paper, or any nails, sweepings, sawdust, soot, ashes, cinders, shavings, hair, manure, oyster shell, clam shell, lobster shell, card, hand-bill, or rubbish or filth of any kind, or any noxious or refuse liquid or solid matter or substance.

SECT. 103. Whoever violates any provision of this Chapter, shall be punished by a fine not exceeding twenty dollars for each offence, and not only the person actually doing the prohibited thing, but also his employer and every other person concerned in so doing, shall be punished by the said fine.

Sweeping store dirt to the sidewalks, and thence to the gutters, is in violation of the above ordinances. You are therefore notified to provide other measures for the removal of all sweepings and litter, as the above ordinances will be enforced.

B. T. WHEELER,

Superintendent of Streets.

If the existing ordinances regulating the conduct of the public with respect to cleanliness were faithfully observed and duly enforced, the task of the Street-Cleaning Division would be greatly lightened. With streets swept every night and patrolled during the day, no condition of cleanliness can

be preserved when the operations of the department are followed by a procession of the thoughtless, the indifferent, and the ignorant, casting from them into the street refuse of fruit, torn scraps of letters, destroyed after perusal, the daily papers, and everything which ceases to have a use, while they are conveniently near a public way.

The number of public waste-barrels has been largely increased during the year, and the tendency of fruit dealers and others selling goods, under a permit from this department, to throw refuse into the streets has been largely checked by the issuance of the following letter, and if compliance therewith has been refused the permit to sell has been revoked:

CITY OF BOSTON.

STREET DEPARTMENT.

BOSTON, _____ 189

DEAR SIR: Complaint having been made of the condition in which the street is kept in front of your premises, where you are doing business under a permit obtained from the Street Department, you are hereby notified that it will be necessary for you to procure a waste barrel, to be located in the immediate vicinity of your stand. In order that these barrels may be of uniform dimensions, color, and lettering, you will be obliged to purchase the same of the city of Boston. Application for one of these barrels must be made to the Deputy Superintendent of the Street-Cleaning Division, at his office at 14 Beacon street, within ten days from date.

Yours truly,

B. T. WHEELER,

Superintendent of Streets.

Details of expenditure, income, and operation will be found in Appendix F.

Comparative Table Showing Net Cost of the Maintenance of the Street-Cleaning Division to the City of Boston.

	Expenditures.	Income.	Net Cost.
1891 (9 months)	\$215,929 33	\$941 00	\$214,988 33
1892.....	288,320 42	8,256 37	280,064 05
1893.....	308,707 30	6,049 82	302,657 48
1894.....	301,477 44	8,163 77	293,313 67
1895.....	305,998 50	6,465 26	299,533 24

STREET-WATERING DIVISION.

This division was made a separate and distinct part of the Street Department, with a Deputy Superintendent in charge, March 6, 1895. Heretofore the street-watering has been conducted by the Paving Division, with a foreman in charge. That the change fixes responsibility and increases efficiency, the service rendered by the division during the year and the reduced expense will prove clearly.

The following sums have been expended for street-watering during the past five (5) years :

1891	.	.	.	.	.	\$104,263	62
1882	.	.	.	.	.	94,507	80
1893	.	.	.	.	.	99,430	16
1884	.	.	.	.	.	87,169	08
1895	.	.	.	.	.	76,424	70

In the past it was deemed proper that the watering in the Back Bay and the South End should be done by contract rather than day work. This method at best is unsatisfactory, as the division and the contractor would often be of counter opinions as to when the carts are needed, and the supervising force compelled to be constantly on the alert to provide for the conditions before their tardy appearance. A contract, in street-watering at least, no matter what rebates it contains for poor service, does not give the satisfaction that day work does. For this reason, after due consideration, day work was substituted for contract work in the Back Bay and the South End districts, with the gratifying result that the watering was better done in those localities and at an astonishingly smaller expense than formerly. The cost of watering the Back Bay under contract in 1894 was \$6,696.02; this year under day work the expense was \$4,990. The cost of watering the South End under contract in 1894 was \$5,128.50, against \$2,540 for day work this year. A saving in both districts of \$4,294.52 in day work over contract.

This saving in the South End is, of course, partly due to the discontinuance of the use of salt-water furnished by the contractor.

The past season was not excessively hot nor yet particularly wet. The greatest advantage was taken of the rain-fall.

Complaints made of the work of the division are of two kinds, one from the householder, who considers the flooding of the street from curb to curb only sufficient for his taste; the other, from drivers and cyclists who appreciate proper and intelligent street-watering to be the laying of the dust without soaking the street into mud.

Unusual attention has been given to the prevention of this flooding of macadam streets, a custom heretofore prevailing to the utter ruin of the street, but to the advantage of the water-cart owner since it permitted him to make fewer trips over his route, without complaint from the abutters because of dust; and it has been the constant aim of the division to acquire that happy medium so difficult to attain, which will give protection from dust to the abutters, and freedom from mud to the cyclist, meanwhile saving the city the thousands of dollars in the cost of maintenance which improper watering of its macadamized streets has always cost it.

Better results were made possible by more complete supervision, and to increase the efficiency of the inspecting force, its members were provided with bicycles. The effect of this improved organization has been to give much better watering in the districts where in the past negligence in watering was due to the large territory assigned to the inspectors, averaging over twenty-five miles each, and which it was impossible for them to cover twice a day as is now done with the aid of the bicycles. The utter absence of any grave street-watering complaint, the work of the year having been subject to the smallest number of complaints of any kind ever known, is unquestionably a remarkable testimonial to the efficiency attained by the division. It has been brought about with the assistance of the bicycle, and the excellent telephone system arranged with the inspectors whereby they are in communication with the Deputy Superintendent morning and noon.

There is still a false impression in some sections that the division waters paved streets, whereas the watering is done as formerly by the subscriptions of the abutters; this is because of the extra original cost of paved streets over macadam, and the further fact that it is possible to keep them clean by sweeping. Corporations are compelled to water after finishing their operations in paved streets. The division is always willing to assist the abutters in having any nuisance abated, and invariably the contractors are ready to meet the extra demand upon them in the matter of operations in paved streets.

The use of salt-water on macadam streets is impracticable

save in a very few locations, and is an undoubted injury to the better class of vehicles, and it has therefore been entirely discontinued.

Comparative Table Showing Net Cost of Maintenance of the Street-Watering Division to the City of Boston.

	Expenditure.	Income.	Net Cost.
1891 (13 months)...	\$104,263 62	\$0,000 00 ¹	\$104,263 62
1892	94,507 80	3,007 80 ²	91,500 00
1893	99,430 16	704 52	98,725 64
1894	87,169 08	906 77	86,262 31
1895	76,424 70	972 10	75,452 60

¹ No income was received by the city, the amount rendered for watering in front of schools, engine-houses, and police stations, being repaid to the division and deducted from expenditures.

² In 1891 and 1892 the School Committee paid for watering in front of school-houses, which they have refused to do since.

STREET DEPARTMENT.

ORGANIZATION, 1895.

Central Office Room 47, City Hall.

BERTRAND T. WHEELER, *Superintendent of Streets.*

HENRY B. WOOD, *Executive Engineer.*

BRIDGE DIVISION.

14 Beacon Street.

JOHN A. McLAUGHLIN, *Deputy Superintendent. (Until June 1, 1895.)*

JOHN P. WISE, *Deputy Superintendent. (June 1, 1895, to the present time.)*

FREDERICK H. SPRING, *Chief Clerk.*

BOSTON AND CAMBRIDGE BRIDGES.

BERTRAND T. WHEELER, *Commissioner for Boston (ex officio).*

WILLIAM J. MARVIN, *Commissioner for Cambridge.*

FERRY DIVISION.

North Ferry, East Boston.

WILLIAM J. BURKE, *Superintendent Ferry Department. (Until May 1, 1895.)*

THOMAS KELLOUGH, *Superintendent Ferry Department. (May 1 to July 1, 1895.)*

Ferry Department consolidated with Street Department, July 1, 1895.

THOMAS KELLOUGH, *Deputy Superintendent. (July 1 to the present time.)*

J. A. RAYCROFT, *Chief Clerk.*

PAVING DIVISION.

Room 44, City Hall.

DARIUS N. PAYSON, *Deputy Superintendent.*

BENJAMIN B. TREMERE, *Chief Clerk.*

SANITARY DIVISION.

12 Beacon Street.

CHARLES A. YOUNG, *Deputy Superintendent.*

M. J. MURRAY, *Chief Clerk.*

SEWER DIVISION.

Room 5, Probate Building.

HENRY W. SANBORN, *Deputy Superintendent.*

FRANK H. RICE, *Chief Clerk.*

E. S. DORR, *Chief Engineer.*

STREET-CLEANING DIVISION.

14 Beacon Street.

PHILIP A. JACKSON, *Deputy Superintendent. (Until March 22, 1895.)*

BENJAMIN M. CRAM, *Deputy Superintendent. (March 22, 1895, to the present time.)*

THOMAS McLAUGHLIN, *Chief Clerk.*

STREET-WATERING DIVISION.

Room 1, Probate Building.

M. EDWIN LIBBY, *Deputy Superintendent. (March 6, 1895, to the present time.)*

APPENDIX A.

REPORT OF THE DEPUTY SUPERINTENDENT OF THE
BRIDGE DIVISION.

14 BEACON STREET,
BOSTON, February 1, 1896.

MR. B. T. WHEELER, *Superintendent of Streets*:

DEAR SIR: I respectfully submit my annual report of the expenditures, income, and operation of the Bridge Division of the Street Department for the financial year ending January 31, 1896.

Respectfully yours,

JOHN P. WISE,
Deputy Superintendent.

FINANCIAL STATEMENT.

REGULAR APPROPRIATION.

Appropriation, 1895-6	\$120,000 00
Amount of expenditures from February 1, 1895, to January 31, 1896	119,716 00
Balance, transferred to Police Department	284 00
	<u>\$120,000 00</u>

OBJECTS OF EXPENDITURES.

Administration.

Office expenses:	
Printing	\$184 70
Stationery and postage	142 05
Office books	45 00
Engraving plates, etc., annual report	54 98
Envelopes, Superintendent of Streets	45 91
Atlas (Boston and Roxbury)	31 50
Telephone	157 65
Advertising (spruce)	6 50
Subscription (newspapers, etc.)	10 50
City map	10 00
Letter press	12 00
Typewriter and cabinet	110 25
Letter-book, bath, etc.	8 50
	<u>\$819 54</u>
<i>Carried forward,</i>	\$819 54

<i>Brought forward,</i>	\$819 54	
Brush, soap, etc.	5 60	
Directory	5 50	
Lease of index-book	2 50	
		<u>\$833 14</u>
Salary of John P. Wise, Deputy Superintendent, 7 months		1,750 00
Salary of J. A. McLaughlin, Deputy Superintendent, 5 months		1,250 00
Salaries of Chief Clerk, Messenger $9\frac{1}{3}\frac{6}{10}$ months, and Messenger $2\frac{1}{3}\frac{1}{10}$ months		2,793 33
Salaries of Chief of Draws and Bridges $8\frac{1}{3}\frac{9}{10}$ months; General Foreman, 11 weeks; Foreman, District No. 1, 20 weeks, and Foreman, District No. 2, 51 weeks		4,207 39
Salary of Clerk of Committee on Streets and Sewers, 10 weeks		287 60
Travelling expenses		20 00
Board of Deputy Superintendent's horse and horse-hire		356 14
		<u>\$11,497 60</u>
Amount expended, administration		<u>\$11,497 60</u>

TOTAL REGULAR EXPENDITURES.

Expenditures, administration	\$11,497 60
“ on tide-water bridges	86,984 38
“ on inland bridges	10,572 85
“ north yard and stable	4,007 32
“ south yard and stable	6,653 85
	<u>\$119,716 00</u>
Total amount expended for the year February 1, 1895, to January 31, 1896	<u>\$119,716 00</u>

FINANCIAL STATEMENT.

SPECIAL APPROPRIATIONS.

Amount of appropriations and transfers	\$91,514 92
Amount of expenditures, February 1, 1895, to January 31, 1896	52,471 06
	<u>\$39,043 86</u>
Balance unexpended	<u>\$39,043 86</u>

OBJECTS OF EXPENDITURES.

Special Appropriations.

Chelsea-street bridge, rebuilding.	
Contract with D. H. Andrews	\$8,450 00
Contract with B. F. Nay	4,432 93
Sundry bills and charges	1,271 51
	<u>\$14,154 44</u>
<i>Carried forward,</i>	<u>\$14,154 44</u>

STREET DEPARTMENT — BRIDGE DIVISION. 139

<i>Brought forward,</i>	\$14,154 44
Charles river bridge-draw, remodelling.	
Contract with J. N. Hayes & Co.	\$4,259 51
Sundry bills and charges	916 33
	5,175 84
Gold-street bridge.	
Contracts with F. H. Blaisdell	\$4,415 82
Contracts with D. H. Andrews	1,570 00
Sundry bills and charges	416 60
	6,402 42
Chelsea bridge, north, rebuilding draw.	
Contract with Penn. Bridge Co.	\$6,057 46
Contracts with Aug. Bellevue & Co	15,898 20
Sundry bills and charges	4,782 70
	26,738 36
	\$52,471 06
Total appropriations	\$211,514 92
Total expenditures	172,187 06
	\$39,327 86

INCOME.

The amount of bills deposited with the City Collector during the year was as follows :

Work done by this division	\$127 67
Damage caused to bridges	76 30
Rent for location of cable-houses	200 00
Rent of land and buildings	1,350 00
	\$1,753 97

A detailed statement of expenditures, and description of work performed follows, also a list of those bridges supported wholly or in part by the City of Boston ; statement of the public landing-places, etc. ; width of draw openings ; widths of bridges, roadway and sidewalks ; kind of pavement used ; number of draw openings made for navigation, and a census of traffic taken on some of the most important bridges.

TIDE-WATER BRIDGES.

Broadway bridge (over Fort Point Channel.)

Sheathed roadway of Foundry-street span and boxed in around girders. Sheathed roadway from Foundry street to the draw, also patched deck. Patched deck and sheathing on the draw several times, put in new oak headers, repaired latches and iron fence, and built new sand-box. Sheathed roadway and patched deck from the draw to Lehigh street. Sheathed roadway on Lehigh-

street span, boxed in around girders, put in new deck on north-erly sidewalk and new concrete walk on same. Repaired piers, waterways, engines, gas-pipes, water-pipes, pump, etc. Erected cinder and smoke fenders on span over the New York, New Haven, and Hartford railroad. Painted entire length of bridge on top two coats, inside of draw and engine-house two coats, and outside of tool-house two coats.

Carpenters	\$964 82	
Painters	559 51	
Lumber	1,360 44	
Nails	65 15	
Ironwork	314 85	
Cinder and smoke fenders	310 96	
Repairing engines	50 68	
Hardware	30 73	
Paint stock	118 90	
Plumbing	46 66	
Painting signs	102 00	
Repairing concrete walk	159 12	
Cement	4 50	
Repairing gas-pipes	56 03	
Teaming	6 00	
	<hr/>	\$4,150 35

Regular expenses :

Draw-tenders	\$5,806 50	
Substitutes	54 40	
Coal	168 80	
Gas	36 98	
Ice	6 00	
Small supplies	52 25	
	<hr/>	6,124 93

\$10,275 28

Cambridge-street bridge (from Brighton to Cambridge).

Sheathed roadway and draw, repaired sheathing and flaps, and painted boat.

Carpenters	\$43 00	
Painters	5 75	
Lumber	69 63	
Nails	4 20	
Ironwork	12 61	
Paint stock	1 23	
Car-fares	1 85	
	<hr/>	\$138 27

Regular expenses :

Draw-tender	\$365 56	
Coal	7 36	
Small supplies	3 92	
	<hr/>	376 84

\$515 11

Carried forward,

\$10,790 39

Brought forward,

\$10,790 39

Charles-river bridge (from Boston to Charles-town).

Patched deck and sheathing on draw several times, also sidewalk and fence, repaired track, sheaves, piers, waterway, draw-house and engine, put in new trucks, and new oak headers, painted top of draw one coat; draw-tender's house and engine-room two coats, and row-boat two coats.

Carpenters	\$578 00	
Painters	146 75	
Lumber	184 93	
Nails	12 73	
Ironwork	193 51	
Repairing engine	55 61	
Hardware	7 50	
Paint stock	31 35	
Paving	4 50	
Sand	2 50	
Plumbing	24 00	
Weather strips	12 96	
	<hr/>	\$1,254 34

Regular expenses :

Draw-tenders	\$4,291 02	
Substitutes	121 98	
Coal	308 16	
Gas	32 40	
Cordage	137 21	
Stove-pipe and repairing stove, .	51 00	
Lubricating oil	4 73	
Kerosene oil	3 38	
Ice	6 00	
Small supplies	48 56	
	<hr/>	5,004 44 ✓
		<hr/>
		6,258 78

Chelsea bridge [North] (over North channel, Mystic river).

Repaired sheathing, timbers, headers, and roof of draw-tender's house; painted draw-tender's house in-side two coats; red-leaded ironwork on new electric apparatus, and painted boat.

Carpenters	\$95 25	
Painters	111 72	
Lumber	5 48	
Nails	2 25	
Ironwork	54 44	
Paint stock	36 34	
Valve	4 00	
	<hr/>	\$309 48

Carried forward,

\$309 48

 \$17,049 17

<i>Brought forward,</i>	\$309 48	\$17,049 17
Regular expenses:		
Draw-tenders	\$2,392 69	
Substitutes	370 00	
Coal	156 43	
Electric lights	36 00	
Water	27 50	
Clock	4 75	
Ice	6 00	
Small supplies	29 51	
	<u>3,022 88</u>	
		<u>3,332 36</u>

Chelsea bridge [South] over South channel,
Mystic river).

Stripped entire roadway on draw, put in new hard-pine stringers and new deck of kyanized lumber, also new sheathing, replaced wheel-guards, calked the deck, repaired latches, screws, engines, water-tank and pipes, and furnished new signs for gates, pier, etc. Scraped all the ironwork on the draw, red-leaded underneath two coats, painted top of draw two coats, inside of draw-house two coats, engine-room and engine two coats, and boat two coats.

Carpenters	\$580 75	
Painters	504 13	
Lumber	903 51	
Nails	16 70	
Ironwork	75 86	
Repairing engines	154 09	
Hardware	28 80	
Paint stock	108 22	
Plumbing	139 11	
Painting signs	114 00	
Calking deck	50 37	
Throwing out pipes	9 00	
Advertising	40 04	
Paint brushes	8 50	
	<u>\$2,733 08</u>	

Regular expenses:		
Draw-tenders	\$3,439 17	
Substitutes	83 82	
Coal	193 74	
Gas	16 94	
Water	34 25	
Ice	6 00	
Small supplies	35 01	
	<u>3,808 93</u>	
		<u>6,542 01</u>

Carried forward,

\$26,923 54

<i>Brought forward,</i>		\$26,923 54
Chelsea-street bridge (from East Boston to Chelsea).		
Repairing iron fence on draw, and painting sign.		
Repairing fence	\$25 90	
Painting sign	4 00	
	<hr/>	\$29 90
Regular expenses:		
Draw-tender	\$299 00	
Supplies	6 72	
	<hr/>	305 72
		<hr/>
		335 62

Commercial Point or Tenean bridge, Dorchester.

Put in new deck, sheathed the roadway, and built new fence on the bridge.		
Carpenters	\$210 50	
Lumber	380 42	
Nails	15 07	
Ironwork	14 02	
Car-fares	6 25	
	<hr/>	\$626 26
Regular expenses:		
Draw-tender	50 00	
	<hr/>	676 26

Congress-street bridge (over Fort Point channel. Sheathed draw twice, repaired same and put in new oak headers at various times, repaired fence, concrete walk, latches, running-gear on draw, waterways, draw-house, built new gate in fence, put in repair foundation for machinery and making same secure, redecked the piers, repaired engines, water connections, and roof of house, painted draw-house and office inside, also painted boat.

Carpenters	\$1,034 38	
Painters	140 75	
Lumber	524 28	
Nails	25 68	
Ironwork	135 98	
Repairing engines	64 71	
Hardware	40 19	
Paint stock	30 15	
Plumbing	359 07	
Repairing concrete walk	66 25	
Throwing out pipes	10 55	
Cement	4 90	
	<hr/>	\$2,436 89
Regular expenses:		
Draw-tenders	\$5,282 05	
Substitutes	203 49	
	<hr/>	

<i>Carried forward,</i>	\$5,485 54	\$2,436 89	\$27,935 42
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<i>Brought forward,</i>	\$5,485 54	\$2,436 89	\$27,935 42
Coal	254 30		
Water	83 12		
Kerosene oil	44 60		
Waste	31 20		
Sand	6 25		
Ice	6 00		
Small supplies	50 59		
	<hr/>	\$5,961 60	
			8,398 49

11. 01 9

Dover-street bridge (over Fort Point channel).
 Sheathed roadway on Foundry-street span, and from there to and across the draw; repaired waterway, pier, water-pipes, and controller on the draw; painted entire bridge and top of draw two coats, also boat and new signs.

Carpenters	\$486 42		
Painters	1,190 50		
Lumber	611 12		
Nails	20 17		
Ironwork	192 45		
Hardware	20 08		
Paint stock	252 04		
Plumbing	84 92		
Painting signs	44 00		
Repairing controller	7 13		
Paint brushes	9 50		
	<hr/>	\$2,918 33	

Regular expenses:

Draw-tenders	\$5,714 70		
Substitutes	217 58		
Coal	25 68		
Stove-pipe and zinc	13 60		
Ice	6 00		
Small supplies	53 73		
	<hr/>	6,031 29	
			8,949 62

Essex-street bridge (from Brighton to Cambridge).

Repaired deck, sheathing, sidewalk, flaps, and sheathed draw.

Carpenters	\$229 44		
Lumber	289 96		
Nails	14 76		
Ironwork	44 07		
Hardware	2 04		
Car-fares	6 00		
	<hr/>	\$586 27	

Carried forward,

\$586 27	\$45,283 53
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<i>Brought forward,</i>	\$586 27	\$45,283 53
Regular expenses :		
Draw-tender	\$658 32	
Substitute	25 32	
Coal	11 04	
Small supplies	15 71	
	710 39	
		1,296 66

Federal-street bridge (over Fort Point channel).

Sheathed both roadways on draw twice, put in new oak headers, reset buoys, and repaired water-pipes; painted entire bridge on top and sides two coats, draw-house inside two coats, both motor-houses inside and out two coats, also building on pier, and new signs on draw and piers.

Carpenters	\$146 00	
Painters	281 50	
Lumber	184 14	
Nails	13 35	
Ironwork	213 88	
Hardware	7 82	
Paint stock	65 40	
Plumbing	126 07	
Setting buoys	190 50	
Painting signs	102 00	
	\$1,330 66	

Regular expenses :

Draw-tenders	\$5,742 97	
Substitutes	45 00	
Coal	36 72	
Gas	42 17	
Repairing stove	8 50	
Ice	6 00	
Small supplies	29 79	
	5,911 15	
		7,241 81

Granite bridge (from Dorchester to Milton).

Making and putting on flaps, and small repairs on machinery.

Carpenters	\$15 00	
Lumber	4 27	
Nails	1 80	
Ironwork	7 19	
	\$28 26	

Regular expenses :

Draw-tenders	\$239 20	
Supplies	2 50	
	241 70	
		269 96

Carried forward, \$54,091 96

Brought forward,

\$54,091 96

L-street bridge (over reserved channel at junction of Congress and L streets).

Repaired stage-float, sheathing, engines, relined water-tank, repaired water-closet and supply-pipes, and reset buoy, also painted boat, etc.

Carpenters	\$59 00	
Painters	45 25	
Lumber	88 56	
Nails	4 00	
Ironwork	80 28	
Repairing engines	45 02	
Hardware	23 39	
Paint stock	10 05	
Plumbing	184 46	
Setting buoy	50 00	
	<hr/>	\$590 01

Regular expenses:

Draw-tenders	\$4,337 07	
Substitutes	43 47	
Coal	247 72	
Water	162 62	
New stove	35 00	
Pipe and zinc	12 25	
Ice	6 00	
Small supplies	31 97	
	<hr/>	4,876 10

5,466 11

Malden bridge (from Charlestown to Everett).

Repaired deck, sheathing, centre-bearing of draw, waterway, and water-pipes, also painted boat, etc.

Carpenters	\$138 00	
Painters	22 25	
Lumber	24 46	
Nails	5 63	
Ironwork	36 40	
Hardware	9 09	
Paint stock	4 95	
Plumbing	83 60	
	<hr/>	\$324 38

Regular expenses:

Draw-tenders	\$3,163 90	
Substitutes	115 00	
Coal	24 78	
Gas	25 62	
Water	10 00	
Stove	13 00	
Ice	6 00	
Small supplies	11 42	
	<hr/>	3,369 72

3,694 10

Carried forward,\$63,252 17

<i>Brought forward,</i>	\$4,635 30	\$1,175 24	\$67,760 58
Coal	35 82		
Gas	60 04		
Repairing stove	15 37		
Pipe and zinc	28 50		
Clock	4 75		
Ice	6 00		
Rent of land	60 00		
Small supplies	33 11		
	<hr/>	4,878 89	
			6,054 13
Neponset bridge (from Dorchester to Quincy).			
Sheathed draw in part, and repaired hinges on flaps, and made general repairs on machinery.			
Carpenters	\$65 00		
Lumber	4 02		
Nails	1 75		
Ironwork	111 24		
Hardware	2 74		
	<hr/>	\$184 75	
Regular expenses :			
Draw-tender	\$398 84		
Supplies	75		
	<hr/>	399 59	
			584 34
North Beacon-street bridge (from Brighton to Watertown).			
Put in new deck on bridge, sheathed the same and patched sheathing on draw.			
Carpenters	\$210 00		
Lumber	403 91		
Nails	21 15		
Ironwork	1 12		
Car-fares	10 00		
	<hr/>	\$646 18	
Regular expenses :			
Draw-tender	\$74 88		
Execution of Court	126 11		
Small supplies	75		
	<hr/>	201 74	
			847 92
North Harvard-street bridge (from Brighton to Cambridge).			
Sheathed draw, repaired flaps, and reset buoy.			
Carpenters	\$38 00		
Lumber	73 20		
Nails	2 80		
Setting buoy	37 50		
	<hr/>	\$151 50	
Regular expenses :			
Draw-tender		365 56	
		<hr/>	517 06
<i>Carried forward,</i>			<hr/>
			\$75,764 03

Brought forward,

\$75,764 03

Warren bridge (from Boston to Charlestown).

Sheathed both draws three times, repaired fence, iron curb on sidewalk, road-gates, trucks and rails, put in new oak headers several times, repaired draw-tenders' house, engines, water-pipes, and relocated lines for signals; painted top and sides of draw, road-gates, and part of fence one coat, and boat two coats.

Capenters	\$493 50	
Painters	92 00	
Lumber	450 06	
Nails	45 25	
Ironwork	160 55	
Repairing engines	155 57	
Hardware	10 64	
Paint stock	18 48	
Plumbing	26 65	
Painting signs	73 00	
Relocating lines for signal	74 77	
Iron curb	11 97	
Slating	95 30	
Window-glass	3 34	
	-----	\$1,711 08

Regular expenses:

Draw-tenders	\$5,750 11	
Substitutes	80 00	
Coal	626 24	
Gas	66 92	
Ice	6 00	
Small supplies	43 89	
	-----	6,573 16

8,284 24

Western-avenue bridge (from Brighton to Cambridge).

Repaired planking and sheathing, new flaps put on and reset buoy.

Carpenters	\$82 00	
Lumber	168 00	
Nails	7 20	
Ironwork	29 41	
Setting buoy	37 50	
Car-fares	15 00	
	-----	\$339 11

Regular expenses:

Draw-tender	\$365 56	
Supplies	38	
	-----	365 94

705 05

Carried forward,

\$84,753 32

<i>Brought forward,</i>		\$84,753 32	
Western-avenue bridge (from Brighton to Watertown).			
Regular expenses:			
Draw-tender			74 88
Winthrop bridge (from Breed's island to Winthrop). ✓			
Patched sheathing and repaired fence.			
Carpenters	\$8 00		
Lumber	9 82		
Nails	1 35		
		\$19 17	
Regular expenses:			
Draw-tender	\$100 00		
Kerosene oil	10 08		
Brooms	1 34		
Small supplies	5 65		
		117 07	
			136 24
Sundry Expenditures on tide-water bridges.			
Worked lumber	\$5 95		
Oak	220 75		
Wedges	5 00		
Hardware	22 35		
Street Dept., tickets, mechanics	8 25		
West End, tickets, mechanics,	127 50		
		\$389 80	
Regular expenses:			
Chief draw-tender(11 weeks),	\$385 00		
Messenger	690 30		
Draw-tenders' books	75 23		
Steel shovels	24 00		
Silver badges	55 00		
Chairs	26 00		
Small supplies	6 09		
		1,261 62	
			1,651 42
Public landings.			
Repairs.			
Commercial Wharf:			
Ironwork		\$181 02	
Regular expenses:			
East Boston:			
Rent		187 50	
			368 52
Total expended on tide-water bridges			<u>\$86,984 38</u>

RECAPITULATION.

Table showing Expenditures on the Tide-water Bridges for the Year, February 1, 1895, to January 31, 1896.

NAME OF BRIDGE.	Repairs, Labor, Lumber, Iron- work, and Painting.	Regular Ex- penses, Sal- aries, Fuel, and supplies.	Total.
Broadway	\$4,150 35	\$6,124 93	\$10,275 28
Cambridge street	138 27	376 84	515 11
Charles river	1,254 34	5,004 44	6,258 78
Chelsea (North)	309 48	3,022 88	3,332 36
Chelsea (South)	2,733 08	3,808 93	6,542 01
Chelsea street	29 90	305 72	335 62
Commercial point	626 26	50 00	676 26
Congress street	2,436 89	5,961 60	8,398 49
Dover street	2,918 33	6,031 29	8,949 62
Essex street	586 27	710 39	1,296 66
Federal street	1,330 66	5,911 15	7,241 81
Granite	28 26	241 70	269 96
L street	590 01	4,876 10	5,466 11
Malden	324 38	3,369 72	3,694 10
Meridian street	1,008 70	3,499 71	4,508 41
Mount Washington avenue	1,175 24	4,878 89	6,054 13
Neposet	184 75	399 59	584 34
North Beacon street	646 18	201 74	847 92
North Harvard street	151 50	365 56	517 06
Warren	1,711 08	6,573 16	8,284 24
Western avenue (to Cambridge)	339 11	365 94	705 05
Western avenue (to Watertown)		74 88	74 88
Winthrop	19 17	117 07	136 24
Sundry expenditures	389 80	1,261 62	1,651 42
Public landings	181 02	187 50	368 52
Totals	\$23,263 03	\$63,721 35	\$86,984 38

INLAND BRIDGES.

Albany-street bridge (over Boston & Albany Railroad).

Sheathed roadway and made sundry repairs.

Carpenters	\$56 00
Painters	8 25
Lumber	101 69
Nails	7 50
Paint stock	1 20
	<hr/>

\$174 64

Allston bridge (over Boston & Albany Railroad, at Cambridge street).

Sheathed both roadways.

Carpenters	\$79 25
Lumber	176 88
Nails	5 40
Car-fares	5 00
	<hr/>

266 53

Athens-street bridge (over N. England Railroad).

Repaired sheathing and sidewalk.

Carpenters	\$3 50
Lumber	22 42
Nails	1 35
	<hr/>

27 27

Beacon-street bridge (over Boston & Albany Railroad).

Patched and sheathed roadway.

Carpenters	\$27 50
Lumber	8 02
Nails	75
	<hr/>

36 27

Beacon-street bridge (over outlet).

Patched and sheathed roadway.

Carpenters	\$15 50
Lumber	76 80
Nails	3 75
	<hr/>

96 05

Berkley-street bridge (over Boston & Albany Railroad).

Sheathed both roadways.

Carpenters	\$41 00
Lumber	52 62
Nails	1 80
	<hr/>

9 5 42

Berkeley-street bridge (over New York, New Haven, & Hartford Railroad, Providence Div.).

Sheathed roadway and patched deck.

Carpenters	\$152 75
Lumber	413 64
Nails	12 60
	<hr/>

578 99

Carried forward,\$1,275 17

Brought forward,

\$1,275 17

Blakemore-street bridge (over New York, New Haven, & Hartford Railroad, Providence Division).

Patched sheathing and repaired sidewalk. *

Carpenters	\$42 00
Lumber	54 56
Nails	3 60

100 16 ✓

Bolton-street bridge (over New England Railroad).

Sheathed roadway.

Carpenters	\$9 00
Lumber	10 84
Nails	90

20 74 ✓

Boylston-avenue bridge (over Stony brook.)

Patched sheathing.

Carpenters	\$25 25
Lumber	39 20
Nails	1 13

65 58 ✓

Boylston-street bridge (over Boston & Albany Railroad).

Stripped entire roadway, put in new deck of hard-pine, sheathed the same, and repaired sidewalks; scraped all iron work underneath roadway and sidewalks, and red-leaded the same two coats; scraped both iron fences and painted same two coats.

Carpenters	\$559 75
Painters	498 62
Removing rust	239 50
Watchman	70 00
Lumber	1,196 51
Nails	65 80
Lag-screws	4 96
Repairing scrapers and hammers	31 00
Paint brushes	11 60
Paint stock	127 81

2,805 55 ✓

Broadway bridge (over Boston & Albany Railroad).

Patched sheathing and sheathed both roadways, repaired deck around centre-chords, and painted same, also scraped the chords and red-leaded them two coats, painters and paint stock charged to Broadway draw-bridge.

Carpenters	\$96 75
Lumber	258 24
Nails	10 50

365 49 ✓

Carried forward,

\$4,632 69

Brought forward,

\$4,632 69

Canterbury-street culvert (at Ashland street).

Sheathed roadway.

Carpenters	\$10 00
Lumber	27 15
Nails	4 27
	<hr/>

41 42

Central-avenue bridge (from Dorchester to Milton, over Neponset river).

Sheathed roadway.

Carpenters	\$88 50
Lumber	106 96
Nails	6 60
	<hr/>

202 06

Columbus-avenue bridge (over Boston & Albany Railroad.)

Patched sheathing and sheathed both roadways.

Carpenters	\$69 00
Lumber	89 08
Nails	8 55
Bolts	3 33
	<hr/>

169 96

Cottage Farm bridge (over Boston & Albany Railroad at Commonwealth avenue).

Patched sheathing.

Carpenters	\$5 00
Lumber	15 02
Nails	95
	<hr/>

20 97

Cottage-street [foot] bridge (over flats, East Boston).

Bridge-tender	\$602 00
Coal	3 68
Sundries	2 35
	<hr/>

608 03

Dartmouth-street bridge (over Boston & Albany, and Providence Division of New York, New Haven, & Hartford Railroad).

Sheathed both roadways.

Carpenters	\$59 50
Lumber	172 22
Nails	5 40
	<hr/>

237 12

Dorchester-street bridge (over New York, New Haven, & Hartford Railroad, Plymouth Division).

Sheathed the roadway.

Carpenters	\$25 00
Lumber	24 73
Nails	3 41
	<hr/>

53 14

Carried forward,

\$5,965 39

Brought forward, \$5,965 39

Ferdinand-street bridge (over Boston & Albany Railroad).

Patched sheathing and sheathed the roadway.

Carpenters	\$16 50
Lumber	49 63
Nails	4 72

70 85

Florence-street bridge (over Stony brook).

Painted fence.

Painters	\$41 25
Paint stock	10 31

51 56

Huntington-avenue bridge (over Boston & Albany Railroad).

Patched sheathing at various times.

Carpenters	\$38 75
Lumber	43 59
Nails	3 60

85 94

Longwood-avenue bridge (from Roxbury to Brookline).

Patched sheathing and sidewalk.

Carpenters	\$7 00
Lumber	3 39
Nails	50

10 89

Massachusetts-avenue bridge (over Boston & Albany Railroad).

Sheathed roadway and patched sheathing.

Carpenters	\$44 25
Lumber	112 84
Nails	6 52

163 61

Massachusetts-avenue bridge (over New York, New Haven, & Hartford Railroad, Providence Division).

Patched sheathing and sheathed roadway.

Carpenters	\$14 75
Lumber	77 07
Nails	4 28

96 10

Mattapan bridge (from Dorchester to Milton, over Neponset river).

Sheathed roadway.

Carpenters	\$50 25
Lumber	112 58
Nails	5 41
Bolts	3 78

172 02

Carried forward,

\$6,616 36

Brought forward,

\$6,616 36

Powell-street culvert (West Roxbury).

Sheathed roadway.

Carpenters	\$25 00
Lumber	52 79
Nails	7 05

84 84

Roxbury Crossing [foot-bridge] (over New York, New Haven, & Hartford Railroad, at Tremont street).

Erected elevated foot-bridge.

Contract price	\$975 00
Building platform	6 00

981 00

Shawmut avenue bridge (over Boston & Albany Railroad).

Sheathed roadway and patched sheathing.

Carpenters	\$46 50
Lumber	112 95
Nails	9 45

168 90

Swett-street bridge (east of New England Railroad).

Repaired bulkhead, and sheathed the roadway with 3-inch spruce.

Carpenters	\$70 50
Watchman	12 50
Lumber	216 77
Nails	14 50
Kerosene	60

314 87

West Newton-street bridge (over New York, New Haven, & Hartford Railroad, Providence Division).

Sheathed the bridge.

Carpenters	\$30 00
Lumber	84 17
Nails	3 60

117 77

Sundry expenditures on inland bridges.

Labor on snow	\$774 45
Labor, bridge-cleaners	1,407 40
Sand for slippery walks	23 75
Lumber, sundry repairs	9 58
Nails, sundry repairs	4 68
Street Department, tickets, mechanics	4 25
West End, tickets, mechanics	65 00

2,289 11

Total expended on inland bridges \$10,572 85

RECAPITULATION.

*Table showing Expenditures on the Inland Bridges for the Year
February 1, 1895, to January 31, 1896.*

Name of Bridge.	Repairs, Labor, Lumber, Ironwork, and Painting.
Albany street	\$174 64
Allston	266 53
Athens street	27 27
Beacon street (over B. & A. Railroad)	36 27
Beacon street (over outlet)	96 05
Berkeley street (over B. & A. Railroad)	95 42
Berkeley street (over Providence Division)	578 99
Blakemore street	100 16
Bolton street	20 74
Boylston avenue	65 58
Boylston street (over B. & A. Railroad)	2,805 55
Broadway (over B. & A. Railroad)	365 49
Canterbury-street culvert (at Ashland street)	41 42
Central avenue	202 06
Columbus avenue	169 96
Cottage Farm	20 97
Cottage street	608 03
Dartmouth street	237 12
Dorchester street	53 14
Ferdinand street	70 85
Florence street	51 56
Huntington avenue	85 94
Longwood avenue	10 89
Massachusetts avenue (over B. & A. Railroad)	163 61
Massachusetts avenue (over Providence Division)	96 10
Mattapan	172 02
Powell street culvert	84 84
Roxbury Crossing	981 00
Shawmut avenue	168 90
Swett street (east)	314 87
West Newton street	117 77
Sundry expenditures	2,289 11
Total	<u>\$10,572 85</u>

REGULAR MAINTENANCE EXPENSES AT NORTH AND SOUTH YARDS.

NORTH YARD, DISTRICT NO. 1.

Warren Bridge.

Messenger	\$1,024 08	
Watchman	728 00	
Tools for carpenters	65 21	
Tools for painters	1 85	
Repairing buildings, carpenters	22 50	
Telephone	156 00	
Gas	30 24	
Repairing steam apparatus	39 28	
Lanterns	7 50	
Brooms	4 88	
Kerosene oil	8 50	
Ice	6 00	
Small supplies	16 12	
	<hr/>	\$2,110 16

STABLE, DISTRICT NO. 1.

Warren Bridge.

Teamster	\$774 89	
Hostler	624 75	
Feed	266 77	
Repairing wagon	7 30	
Repairing harnesses	26 45	
New harness	41 00	
Horseshoeing	84 62	
Veterinary service	12 00	
Small supplies	59 38	
	<hr/>	1,897 16
Total expended North Yard and Stable		<hr/> <u>\$4,007 32</u>

SOUTH YARD, DISTRICT NO. 2.

No. 45 Foundry Street.

Messenger	\$782 34
Watchman (15 weeks)	210 00
Boy (22 weeks)	225 75
Tools for carpenters	64 10
Tools for painters	163 46
Telephone	156 15
Coal	23 88
Painters' tool-house	45 00
Carpenters' tool-house	45 00
Repairing buildings, painters	69 58
Ladders	8 16
Plumbing	86 63
	<hr/>
<i>Carried forward,</i>	\$1,880 05

<i>Brought forward,</i>	\$1,880 05
Repairing stove	11 60
Ice	6 00
Furniture	24 00
Small supplies	30 31
	<hr/>
	\$1,951 96

STABLE, DISTRICT No. 2.

No. 64 Dorchester Avenue.

Teamster	\$737 00
Hostler	765 00
Stable boy (29 weeks)	355 25
Feed	577 49
Repairing wagons	48 60
“ buggies	43 25
“ sleighs	63 25
Sundry repairs on vehicles and harnesses by Sanitary Division	348 00
Horseshoeing	271 25
Two horses	390 00
Clipping horses	33 00
Rent of stable	600 00
Coal	17 82
Veterinary service	105 50
Colic medicine	30 00
Repairing harnesses	47 90
New harness	35 00
Fur robes	39 57
Grain-box	11 56
Small supplies	182 45
	<hr/>
	\$4,701 89
Total expended, South Yard and Stable	<hr/> <hr/> \$6,653 85

SPECIAL APPROPRIATIONS.

Chelsea-street bridge, rebuilding (East Boston to Chelsea).

Carpenters	\$208 25
Painters	44 25
Lumber	499 82
Ironwork	434 52
Nails	11 50
Car-fares	44 85
Specification blanks	3 82
Inspector	24 50
Contract with D. H. Andrews for work done and material furnished, building iron draw	8,450 00
	<hr/>
<i>Carried forward,</i>	\$9,721 51

<i>Brought forward,</i>	\$9,721 51
Contract with B. F. Nay & Co. for work done and material furnished, rebuilding bridge (fourth and final estimate)	4,432 93
Total expended January 31, 1896	\$14,154 44
Balance	4,260 48
Balance of appropriation on hand Feb. 1, 1895	<u>\$18,414 92</u>

Florence-street bridge (over Stony brook, West Roxbury).

Rebuilt bridge, sidewalks, and fence.

[Balance of work done paid for in 1894.]

Lumber	\$360 57
Ironwork	86 89
Nails	20 50
Car-fares	20 00

Charged to Street Improvements, Wards 23 and 25 . \$487 96

Charles-river bridge, draw, remodelling, etc. (Boston to Charlestown).

Advertising	\$41 46
Blank specifications	6 40
Inspector	170 00
Ironwork	83 35
Five bridge trucks	500 00
Teaming trucks	12 50
Steel rails	100 22
Car-fares	2 40
Contract with J. N. Hayes & Co. for work done and material furnished	4,259 51

Total expended January 31, 1896 \$5,175 84

Balance 2,924 16

Appropriation \$8,100 00

Gold-street bridge (over New England Railroad).

Rebuilding bridge.

Advertising	\$51 00
Blank specifications	9 60
Inspector	356 00
Contract with F. H. Blaisdell for work done and material furnished on bridge abutments	1,814 00

Carried forward, \$2,230 60

<i>Brought forward,</i>	\$2,230 60	
Contract with F. H. Blaisdell for work done and material furnished raising building \$1,950 00		
Extra work 132 37		
	2,082 37	
Contract with F. H. Blaisdell for work done and material furnished on retaining-wall,	519 45	
Contract with D. H. Andrews for work done and material furnished on super-structure	1,570 00	
	\$6,402 42	
Total expended January 31, 1896		18,597 58
Balance		
Appropriation		\$25,000 00

Chelsea bridge [North] rebuilding draw, etc.
(over North channel, Mystic river).

Advertising	\$143 70	
Blank specifications	72 68	
Inspector	704 00	
Resetting buoy, new chain, etc.	81 00	
Thirty-six chilled cast-iron wheels	436 99	
Bolts, nuts, washers, etc.	140 00	
Bridge-girders	56 00	
Spikes	18 00	
Spur and mitre gears	100 68	
Steel rails, fish-bars, and track-bolts	484 79	
Lead ballast	210 60	
Teaming gears, etc.	3 50	
Inspecting and testing at mill material for steel draw	85 65	
Car-fares	4 70	
Nine trucks, complete	1,674 00	
One G. E. 800 electric motor, controller, and switches	566 41	
Contract with Penn Bridge Co. for steel draw complete \$6,000 00		
Extra work 57 46		
	6,057 46	
Contract with Augustus Bellevue & Co., rebuilding 50 feet of bridge	1,200 00	
Contract with Augustus Bellevue & Co. for work done and material furnished (seven estimates)	14,698 20	
	\$26,738 36	
Total expended January 31, 1896		13,261 64
Balance		
Appropriation		\$40,000 00

[Work uncompleted.]

Cottage Farm bridge (over Boston & Albany
Railroad, at Commonwealth avenue).

Building new bridge.		
Advertising	\$54	68
Blank specifications	26	12
Inspectors	557	50
Car-fares, etc.	5	70
Inspecting and testing at mill material for 20-inch steel beams	241	09
Hollow brick and skews (first estimate).	500	00
Contract with David S. Crockett for work done and material furnished on centre pier	8,800	00
Contract with the Cape Ann Granite Company for parapet and bearing- courses	1,839	00
Contract with David S. Crockett, set- ting parapet	500	00
Contract with Page, Newell, & Co. for 20-inch steel beams	12,716	53
Contract with D. H. Andrews for steel superstructure for northerly section : Price	\$2,600	00
Work on girder "A" and floor	86	75
	<hr/>	2,686 75
Charged to Commonwealth avenue		<u>\$27,92 737</u>

[Work uncompleted.]

RECAPITULATION.

Amounts charged to Special Appropriations :		
Chelsea-street Bridge, Rebuilding	\$14,154	44
Street Improvements, Wards 23 and 25	487	96
Charles-river Bridge, Draw, remodelling, etc.	5,175	84
Cold-street Bridge	6,402	42
Chelsea Bridge (North), rebuilding draw, etc.	26,738	36
Commonwealth avenue	27,927	37
	<hr/>	
Total	<u>\$80,886</u>	<u>39</u>

LIST OF BOSTON BRIDGES.

I. — BRIDGES WHOLLY SUPPORTED BY BOSTON.

[In the list those marked with an asterisk (*) are over navigable waters, and are each provided with a draw.]

- Aggasiz road, in Back Bay Fens.
 Allston, over Boston & Albany Railroad at Cambridge street, Brighton.
 Ashland street, over N. Y., N. H., & H. Railroad, Providence Division, West Roxbury.
 Athens street, over New England Railroad.
 Audubon road, over Boston & Albany Railroad, Brookline Branch.
 Beacon entrance, Back Bay Fens, over Boston & Albany Railroad.
 Beacon street, over outlet to Back Bay Fens.
 Beacon street, over Boston & Albany Railroad.
 Berkeley street, over Boston & Albany Railroad.
 Berkeley street, over N. Y., N. H., & H. Railroad, Providence Division.
 Berwick-park (foot) bridge, over N. Y., N. H., & H. Railroad, Providence Division.
 Blakemore street, over N. Y., N. H., & H. Railroad, Providence Division.
 Bolton street, over New England Railroad.
 Boylston street, over Boston & Albany Railroad.
 Boylston street, over outlet to Back Bay Fens.
 *Broadway, over Fort-Point channel.
 Broadway, over Boston & Albany Railroad.
 Brookline avenue, over Boston & Albany Railroad.
 Byron street, over Boston, Revere Beach, & Lynn Railroad.
 *Castle Island, from Marine park, South Boston to Castle Island.
 *Charles river, from Boston to Charlestown.
 *Chelsea (South), over South channel, Mystic river.
 *Chelsea street, from East Boston to Chelsea.
 Columbus avenue, over Boston & Albany Railroad.
 *Commercial Point, or Tenean, Dorchester.
 Commonwealth avenue, over outlet to Back Bay Fens.
 *Congress street, over Fort-Point channel.
 Cornwall street, over Stony brook, West Roxbury.
 Cottage Farm, over Boston & Albany Railroad, at Commonwealth avenue.
 Cottage-street foot-bridge, over flats, East Boston.
 Dartmouth street, over Boston & Albany, and Providence Division of N. Y., N. H., & H. Railroad.
 *Dover street, over Fort-Point channel.
 *Federal street, over Fort-Point channel.
 Fen, Back Bay Fens.
 Ferdinand street, over Boston & Albany Railroad.
 Florence street, over Stony brook, West Roxbury.

- Gold-street foot-bridge, over New England Railroad.
 Huntington avenue, over Boston & Albany Railroad.
 Irvington-street foot-bridge, over N. Y., N. H., & H. Railroad,
 Providence Division.
 *L street, over Reserved channel at junction of Congress and L
 streets.
 Leyden street, over Boston, Revere Beach, & Lynn Railroad.
 Linden Park street, over Stony brook.
 *Malden, from Charlestown to Everett.
 Massachusetts avenue, over Boston & Albany Railroad.
 Massachusetts avenue, over N. Y., N. H., & H. Railroad, Provi-
 dence Division.
 *Meridian street, from East Boston to Chelsea.
 *Mt. Washington avenue, over Fort-Point channel.
 Neptune road, over Boston, Revere Beach, & Lynn Railroad.
 Public Garden foot-bridge.
 Roxbury Crossing, footbridge, at Tremont street, over N. Y., N. H.,
 & H. Railroad, Providence Division.
 Shawmut avenue, over Boston & Albany Railroad.
 Stony brook, Back Bay Fens.
 Swett street, east of New England Railroad.
 Swett street, west of New England Railroad.
 *Warren, from Boston to Charlestown.
 West Newton street, over N. Y., N. H., & H. Railroad, Provi-
 dence Division.
 West Rutland-square, foot-bridge, over N. Y., N. H., & H. Rail-
 road, Providence Division.
 Winthrop, from Breed's Island to Winthrop.

II. — BRIDGES OF WHICH BOSTON SUPPORTS THE PART WITHIN ITS LIMITS.

- *Cambridge street, from Brighton to Cambridge.
 Central avenue, from Dorchester to Milton.
 *Chelsea (North), from Charlestown to Chelsea.
 *Essex street, from Brighton to Cambridge.
 *Granite, from Dorchester to Milton.
 Longwood avenue, from Roxbury to Brookline.
 Mattapan, from Dorchester to Milton.
 Milton, from Dorchester to Milton.
 *Neponset, from Dorchester to Quincy.
 *North Beacon street, from Brighton to Watertown.
 *North Harvard street, from Brighton to Cambridge.
 Spring street, from West Roxbury to Dedham.
 *Western avenue, from Brighton to Cambridge.
 *Western avenue, from Brighton to Watertown.

III. — BRIDGES OF WHICH BOSTON PAYS A PART OF THE COST OF MAINTENANCE.

- Albany street, over Boston & Albany Railroad.
 Dorchester street, over N. Y., N. H., & H. Railroad, Plymouth
 Division.

Everett street, over Boston & Albany Railroad, Brighton.

*Harvard, from Boston to Cambridge.

*Canal, from Boston to Cambridge.

*Prison Point, from Charlestown to Cambridge.

*West Boston, from Boston to Cambridge.

The last four bridges are in the care of two Commissioners, one of whom is appointed by the City of Cambridge and the other by the City of Boston.

IV. — BRIDGES SUPPORTED BY RAILROAD CORPORATIONS.

1st. — Boston & Albany Railroad.

Harrison avenue.

Market street, Brighton.

Tremont street.

Washington street.

2d. — Boston & Maine Railroad, Eastern Division.

Mystic avenue.

Main street.

3d. — Boston & Maine Railroad, Western Division.

Mystic avenue.

Main street.

4th. — Boston, Revere Beach, & Lynn Railroad.

Everett street.

5th. — New England Railroad.

Dorchester avenue.

Harvard street, Dorchester.

Morton “ “

Norfolk “ “

Norfolk “ “

Silver street.

Washington street, Dorchester.

West Broadway.

West Fifth street.

West Fourth street.

West Second street.

West Sixth street.

West Third street.

6th. — New York, New Haven, & Hartford Railroad, Plymouth Division.

Adams street.

Ashmont street and Dorchester avenue.

Cedar Grove Cemetery.

Freeport street.

Savin Hill avenue.

7th. — New York, New Haven, & Hartford Railroad, Providence Division.

Beech street, West Roxbury.
 Bellevue street, West Roxbury.
 Canterbury street, West Roxbury.
 Centre street, or Hog Bridge, West Roxbury.
 Centre and Mt. Vernon streets, West Roxbury.
 Dudley avenue, West Roxbury.
 Park street, West Roxbury.

RECAPITULATION.

I.	Number wholly supported by Boston	58
II.	Number of which Boston supports the part within its limits	14
III.	Number of which Boston pays a part of the cost of maintenance	7
IV.	Number supported by railroad corporations :	
	1. Boston & Albany	4
	2. Boston & Maine, Eastern Division	2
	3. " " Western Division	2
	4. Boston, Revere Beach, & Lynn	1
	5. New York & New England	13
	6. New York, New Haven, & Hartford, Plymouth Division	5
	7. New York, New Haven, & Hartford, Providence Division	7
	Total number	<hr/> 113

List of Small Bridges or Culverts having Wooden Tops, which are repaired by Bridge Division. — Walls repaired and Openings cleaned by Sewer Division.

Those marked with (*) are over Stony brook.

LOCATION.	Span. <i>Feet.</i>	Height of Opening. <i>Feet.</i>	Length. <i>Feet.</i>	Side-walls.	Covering.
*Ashland street and Canterbury, West Roxbury	7.6	5.5	75	Stone	Wood.
Baker street, at Brook farm, West Roxbury	15.0	5.0	30	Stone	Wood.
Beech street, near Anawan avenue, West Roxbury	4.0	4.0	50	Stone	Wood.
*Boylston avenue, West Roxbury	15.0	9.5	30	Stone	Wood.
Brighton avenue, west of Essex street, Brighton	3.0	3.0	50	Wood	Wood and earth.
Gardner street, near Cow island, West Roxbury	5.0	5.5	33	Wood	Wood.
*Hyde Park avenue, West Roxbury	19.5	5.0	50	Stone	Wood.
Park street, west of Dorchester avenue, Dorchester	5.0	3.67	50	Stone	Wood.
Preston street, Dorchester	9.0	5.08	40	Wood	Wood and earth.
Summer street, near Spring-street station, West Roxbury	4.0	4.5	40	Stone	Wood.
Tencan street, near Fulton, Dorchester	6.25	6.25	40	Wood	Wood and earth.
*Williams street, West Roxbury	15.5	8.0	40	Stone	Wood.

PUBLIC LANDING-PLACES.

The following public landing-places have been built by the city, and are maintained and controlled by the Street Department :

Charles-river Bridge. — Size, 40 × 60. Built in 1890. Moored from city's property.

Essex-street Bridge. — Size, 9 × 23. Built in 1890. Moored from city's property.

East Boston, Public Landing. — Size, 18 × 30. Built in 1893. Moored at dock of East Boston Dry Dock Company. Dock and flats leased at \$200 per year.

Commercial Wharf. — Size, 30 × 50. Built by M. F. Sullivan ; contract dated January 1, 1892. Moored at dock of Commercial Wharf Corporation. Dock and flats leased November 30, 1891, at \$1,000 per year.

Federal-street Bridge. — Size, 20 × 30. Built by M. F. Sullivan, October 26, 1892. Moored from city's property.

CABLE-HOUSES.

The following is a list of cable-houses on bridges in charge of this division :

New England Telephone and Telegraph Company :

Charles-river bridge 2 houses.

Chelsea, south bridge 1 house.

Congress-street bridge 2 houses.

(Erected in 1882.)

Dover-street bridge 2 houses.

(Erected in 1894.)

American Telephone and Telegraph Company :

Federal-street bridge (erected in 1890) 1 house.

West End Street Railway Company :

Federal-street bridge 2 houses.

Warren bridge 2 houses.

(Erected in June, 1892.)

Dover-street bridge 1 house.

(Erected in 1895.)

Postal Telegraph Cable Company :

Congress-street bridge 2 houses.

(Erected in 1894.)

Boston Fire Department :

Dover-street bridge 1 house.

(Erected in 1895.)

DRAW-TENDERS' REPORTS.¹

Giving the Number of Vessels passing through the Drawbridges controlled by the City of Boston, from February 1, 1895, to January 31, 1896.

NAME OF BRIDGES.	STEAMERS.		SAILING VESSELS.			TUGS.			ALL OTHERS.			TOTAL NUMBER OF VESSELS.			Total Number of Carriages.	Total Number of Openings.
	By Day.	By Night.	By Day.	By Night.	Total.	By Day.	By Night.	Total.	By Day.	By Night.	Total.	By Day.	By Night.	Total.		
Broadway	11	5	2,089	1,026	3,115	1,924	355	2,279	643	173	816	4,007	1,559	6,226	1,902	4,328
Cambridge street			141	9	150	554	45	599	166	15	181	861	69	930	166	588
Charles river	41	4	2,054	761	2,815	3,029	612	3,641	2,005	487	2,492	7,129	1,864	8,993	2,611	6,490
Chelsea (North)	83	32	901	94	995	3,952	710	4,662	1,905	478	2,383	6,841	1,314	8,155	1,236	5,000
Chelsea (South)	31		778	69	847	2,031	244	2,275	900	84	984	3,740	397	4,137	1,056	3,109
Chelsea street			24		24	97	8	105	39	2	41	160	10	170	20	116
Commercial Point																
Congress street	270	113	3,145	1,029	4,174	6,517	1,369	7,886	2,212	626	2,838	12,144	3,137	15,281	3,435	8,191
Dover street	11	5	2,005	889	2,894	1,677	322	1,999	569	143	712	4,262	1,359	5,621	2,020	4,559
Essex street			152	6	158	684	37	721	231	11	242	1,067	54	1,121	202	720
Federal street	9	7	2,296	1,070	3,366	2,210	456	2,666	646	202	848	5,161	1,735	6,896	2,169	5,504

¹ West Boston, Prison Point, Canal (or Craigie's), and Harvard Bridges not included in these tables, being in the care of commissioners representing the two cities (Boston and Cambridge) connected by these bridges.

Draw-Tenders' Reports. — Concluded.

NAME OF BRIDGES.	STEAMERS.			SAILING VESSELS.			TUGS.			ALL OTHERS.			TOTAL NUMBER OF VESSELS.			Total Number of Carries.	Total Number of Openings.
	By Day.	By Night.	Total.	By Day.	By Night.	Total.	By Day.	By Night.	Total.	By Day.	By Night.	Total.	By Day.	By Night.	Total.		
Granite street				125	1	125	300	6	306	39	2	41	464	9	473	81	324
L street	2		2	423	118	541	2,535	597	3,132	1,605	523	2,128	4,565	1,238	5,803	688	3,590
Malden	2		2	253	20	273	1,357	292	1,649	917	319	1,236	2,529	601	3,130	763	1,656
Meridian	38	20	58	752	66	818	3,361	685	4,046	1,663	368	2,031	5,814	1,139	6,953	1,579	4,282
Mount Washington avenue .	54	15	69	2,645	1,054	3,699	4,086	1,033	5,119	1,605	624	2,229	8,390	2,726	11,116	2,905	6,244
Neponset				142	6	148	298	8	306	46	1	47	486	15	501	95	337
North Beacon street																	
North Harvard street				89	7	96	209	15	224	30	5	35	328	27	355	67	227
Warren	39	8	47	1,291	1,021	2,312	1,889	699	2,588	1,431	576	2,007	4,650	2,304	6,954	2,097	5,050
Western avenue to Cambridge				108	7	115	447	38	485	128	8	136	683	53	736	132	455
Western avenue to Watertown							7		7	7		7	14		14	5	14
Totals	591	209	800	19,413	7,253	26,666	37,164	7,501	44,665	16,757	4,647	21,434	73,955	19,610	93,565	23,229	60,984

Table showing the Widths of Openings for Vessels in all Bridges provided with Draws, in the City of Boston, January 31, 1896.

NAME OF BRIDGE.	Location.	Number of Openings.	Width.
Boston & Maine R.R., Eastern Division	Boston to Charlestown .	1	39 feet 8 inches.
Boston & Maine R.R., Eastern Division	Over Miller's river . . .	1	35 " 6 "
Boston & Maine R.R. (freight), Southern Division	Boston to East Cambridge	1	40 " 2 "
Boston & Maine R.R. (passenger), Southern Division	" " " "	1	39 " 7 "
Boston & Maine R.R., Western Division	Boston to Charlestown .	1	39 " 7 "
Boston & Maine R.R., Western Division	Over Miller's river . . .	1	36 " 0 "
Broadway	Over Fort Point channel,	1	43 " 3 "
Cambridge street	Brighton to Cambridge .	1	36 " 3 "
Canal (or Craigie's)	Boston to East Cambridge	1	36 " 1 "
Charles river	Boston to Charlestown .	1	36 " 0 "
Chelsea (south channel)	Charlestown to Chelsea .	1	38 " 9 "
Chelsea (north channel)	" " " "	1	44 " 10 "
Chelsea st. (East Boston side) . .	East Boston to Chelsea .	2	36 " 0 "
" " (Chelsea side) . . . . .	" " " " . . . . .	..	36 " 0 "
Commercial point (or Tenean) . .	Dorchester	1	24 " 0 "
Congress street (Boston side) . . .	Over Fort Point channel,	2	43 " 3 "
" " (South Boston side) . . . . .	" " " " . . . . .	..	43 " 11 "
Dover street . . . . .	" " " " . . . . .	..	36 " 10 "
Essex street	Brighton to Cambridge .	1	35 " 9 "
Federal street	Over Fort Point channel,	1	41 " 10 "
Fitchburg R.R.	Boston to Charlestown .	1	36 " 0 "
" " (for teaming freight)	" " " "	1	36 " 0 "
Grand Junction R.R.	Brighton to Cambridge .	1	35 feet 9 inches.
" " "	East Boston to Chelsea .	1	34 " 6 "
Granite	Dorchester to Milton . .	1	36 " 0 "

Table showing Width of Openings, etc. — *Concluded.*

NAME OF BRIDGE.	Location.	Number of Openings.	Width.
Harvard (Boston side)	Boston to Cambridge . .	2	36 " 6 "
" (Cambridge side)	" " "	36	" 8 "
L street	Over Reserved channel, South Boston	1	40 " 0 "
Malden	Charlestown to Everett .	1	43 " 4 "
Meridian st. (East Boston side) . .	East Boston to Chelsea .	2	59 " 2 "
" " Chelsea side)	" " " "	59	" 0 "
Mt. Washington ave. (Boston side) .	Over Fort Point channel,	2	42 " 3 "
" " " (South Boston side)	" " " "	42	" 3 "
Neponset	Dorchester to Quincy . .	1	36 " 0 "
New England R.R. (Boston side) .	Over Fort Point channel,	2	41 " 9 "
New England R.R. (South Boston side)	" " " "	40	" 9 "
New England R.R.'	Over South Bay	1	28 " 4 "
North Beacon street	Brighton to Watertown .	1	30 " 0 "
North Harvard street	Brighton to Cambridge .	1	36 " 0 "
New York, New Haven, & Hart- ford R.R.	Over Fort Point channel,	1	36 " 4 "
New York, New Haven, & Hart- ford R.R.	Dorchester to Quincy . .	1	36 " 0 "
Prison Point	Charlestown to Cam- bridge	1	36 " 0 "
Warren	Boston to Charlestown .	1	36 " 2 "
West Boston (Boston side)	Boston to Cambridge . .	2	36 " 6 "
" " (Cambridge side)	" " " "	36	" 1 "
Western avenue	Brighton to Cambridge .	1	36 " 0 "
" "	Brighton to Watertown,	1	35 " 10 "

Table showing Width of Bridges, kind of Roadways, Sidewalks, etc., on Tide-water Bridges, January 31, 1896.

NAME OF BRIDGE.	Width of Bridge.		ROADWAY.		SIDEWALKS.	
	Width.	Kind of roadway.	No.	Width.	Kind of walks.	
						<i>Ft. In.</i>	Ft. In.
Broadway	60 0	40 0	Plank	2 10 0	Coal-tar concrete.	
Cambridge street	40 0	33 2	“	1 6 0	Plank.	
Canal	64 0	48 0	Paved	2 8 0	Brick.	
Charles river	50 0	34 0	“	2 8 0	“	
Chelsea, North	49 0	40 0	“	1 8 0	Coal-tar concrete and plank.	
“ South	50 3	41 2	“	1 8 0	Plank.	
“ street	30 0 about	23 2 about	Plank	1 6 0	Plank.	
Commercial point	34 0	27 0	“	0		
Congress street	60 0	44 0	Paved	2 8 0	Coal-tar concrete.	
Dover street (over water) .	60 0	40 0	“	2 10 0	Asphalt.	
Essex street	31 0	22 8	Plank	1 7 6	Plank.	
Federal street	69 0	49 0	Paved	2 10 0	Asphalt.	
Granite	30 2	24 4	Plank	1 5 0	Plank.	
Harvard	69 4	51 0	“	2 9 2	Asphalt.	
L street	60 0	44 0	Paved	2 8 0	“	
Malden	40 0	32 0	“	1 7 0	Coal-tar concrete.	
Meridian street	50 0	36 0	“	2 7 0	“ “	
Mt. Washington avenue . .	61 0	39 6	“	2 10 9	“ “	
Neponset,	30 0	23 10	Plank	1 5 5	Plank.	
North Beacon street	31 0	25 2	“	1 5 0	“	
North Harvard street	28 2	26 7	“	0		
Prison Point	50 0	36 0	{ Plank part } { Paved part }	2 7 0	Coal-tar concrete.	
Warren	80 0	60 0	Paved	2 10 0	“ “	
Western ave. to Cambridge	33 2	26 3	Plank	1 6 0	Plank.	
“ “ “ Watertown	33 0	24 2	“	1 8 0	“	
Winthrop	24 2	19 10	“	1 3 7	“	
West Boston	50 0	36 0	Paved	2 7 0	Brick.	

DRAW-TENDERS' REPORTS.¹
Giving the Number of Vessels passing through the Drawbridges controlled by the City of Boston,
during the Years 1891, 1892, 1893, 1894, and 1895.

NAME OF BRIDGE.	Steamers.					Sailing Vessels.					Tugs.					All others.					Total number of Vessels.					Totals. Feb. 1, 1891, 10
	1891	1892	1893	1894	1895	1891	1892	1893	1894	1895	1891	1892	1893	1894	1895	1891	1892	1893	1894	1895	1891	1892	1893	1894	1895	
Broadway	4	8	6	16	3,325	3,118	2,959	2,800	3,115	1,874	1,709	1,840	1,935	2,279	455	626	664	795	816	5,158	5,461	5,471	5,536	6,226	27,852	
Cambridge street	2	. . . . .	. . . . .	. . . . .	325	236	149	109	150	775	733	608	523	599	312	269	186	205	181	1,414	1,228	.943	837	930	5,362
Charles river	44	29	30	34	45	3,231	2,800	2,503	2,815	2,907	2,854	3,175	2,942	3,641	2,144	2,010	2,352	2,271	2,492	8,326	7,693	8,247	7,750	8,993	41,009	
Chelsea (North)	124	35	57	66	115	981	717	898	1,141	965	4,109	2,899	3,422	3,841	4,062	2,503	1,205	1,697	1,631	2,383	7,717	4,856	6,074	6,679	33,481	
Chelsea (South)	8	85	80	51	31	1,016	1,037	1,130	850	847	3,023	2,923	2,540	1,810	2,275	1,460	986	1,328	1,083	984	5,507	5,031	5,078	3,794	23,547	
Chelsea street . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Commercial Point . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Congress street	294	298	361	277	333	5,132	4,896	4,071	4,080	4,174	7,647	7,411	7,626	7,886	2,622	2,834	2,694	2,850	2,838	15,012	13,675	15,137	14,833	15,281	75,938	
Dover street	13	10	6	6	16	2,652	2,557	2,415	2,355	2,894	1,211	1,505	1,574	1,557	1,949	425	544	618	711	712	4,301	4,616	4,613	4,629	23,780	
Essex street	4	13	23	4	. . . . .	403	247	180	134	158	1,054	704	717	639	721	537	287	218	244	242	1,998	1,251	1,138	1,021	6,529
Federal street	2	10	9	6	16	3,538	3,295	3,199	3,017	3,366	2,044	2,231	2,261	2,666	690	646	703	816	848	5,890	5,995	6,142	6,100	6,806	31,023	

Draw-Tenders' Reports. — Concluded.

NAME OF BRIDGE.	Steamers.				Sailing Vessels.				Tugs.				All others.				Total number of Vessels.				Totals. Rep. 1. 1891 to 1896.
	1892	1893	1894	1895	1892	1893	1894	1895	1892	1893	1894	1895	1892	1893	1894	1895	1892	1893	1894	1895	
Granite street					91	109	82	126	184	237	220	306	19	24	37	41	204	370	339	473	1,832
L. street			4	2			678	541			2,754	3,132			1,565	2,128			4,971	5,803	10,774
Malden	3	5	8	2	215	260	360	273	979	1,107	1,226	1,619	473	478	574	1,236	1,670	1,850	2,168	3,130	10,892
Meridian street	74	44	58	58	851	771	846	818	3,651	3,736	4,030	4,046	1,432	1,746	2,088	2,031	5,708	6,297	7,011	6,953	30,468
Mt. Washington avenue	70	79	87	69	3,923	3,822	3,432	3,699	5,094	4,741	4,782	5,119	2,199	2,080	2,246	2,229	11,286	10,731	10,547	11,116	54,470
Neponset					193	131	105	148	198	244	224	306		31	40	47	391	406	369	501	2,071
North Beacon street	1	1							8	1							4	2			7
North Harvard street					120	54	64	96	272	181	168	224	39	36	36	35	431	221	208	355	1,679
Warren	17	7	63	47	2,796	2,655	2,081	2,312	1,940	1,983	2,124	2,588	1,470	1,520	1,699	2,007	6,223	6,165	5,967	6,954	32,171
Western avenue to Cambridge					211	132	95	115	619	481	426	485	228	137	153	136	1,068	750	676	736	4,327
Watertown avenue to Watertown	1				12	6	7		15	18	28	7		14	20	7	28	38	55	14	172
Totals	654	710	667	800	27,310	26,245	24,757	26,666	35,709	36,232	39,275	44,665	15,285	16,555	19,151	21,434	78,967	79,742	83,890	93,565	418,055

¹ West Boston, Prison Point, Canal (or Craigie's), and Harvard Bridges, not included in these tables, being in the care of commissioners representing the two cities (Boston and Cambridge) connected by these bridges.

It will be noted that the largest outlay for maintenance was upon the Boylston-street bridge, over the Boston & Albany R.R., for cleaning and red-leading all the ironwork, and redecking and sheathing the same. This was done upon the recommendation of the City Engineer, and cost for labor and material, \$2,805.55.

All of the bridges requiring it have been painted during the year, and all of the draw-houses have had all sanitary necessities put in complete good order. Water has been connected at L-street bridge, and the water connections have been made more complete at Congress street, which will result in a considerable saving for water formerly bought of water-boats. The men's quarters at draw-houses have been renovated and repainted. The carpenters have done a great deal of work and done it well, the roadways on all the bridges being in excellent condition.

The names of each of the principal bridges have been painted and set up in conspicuous places on them.

Work upon the inland bridges, in addition to repairs, includes keeping them clean. They have been swept regularly and thoroughly, and in winter kept clear of snow.

APPENDIX B.

REPORT OF DEPUTY SUPERINTENDENT OF
FERRY DIVISION.

NORTH FERRY, EAST BOSTON, February 1, 1896.

MR. B. T. WHEELER, *Superintendent of Streets*:

DEAR SIR: I respectfully submit the annual report of the expenditures, income, and operations of the Ferry Division of the Street Department for the financial year ending January 31, 1896.

Respectfully yours,

THOMAS KELLOUGH,
Deputy Superintendent.

The Ferry Department ceased to exist by legislative enactment, July 1, 1895, but after that date its appropriation, property, and obligations were assumed by the Street Department, and it has been operated as the Ferry Division of that department. No report having been made, however, for the five months of its operation as the Ferry Department, the financial statement and report which follows are for the entire twelve months, since its last report:

FINANCIAL STATEMENT.

REGULAR APPROPRIATION.

Appropriation, 1894-5	\$210,000 00
Amount of expenditures from February 1, 1895, to January 31, 1896	209,911 30
Balance	<u>\$88 70</u>

OBJECTS OF EXPENDITURES.

Regular Appropriation.

Salaries and wages for running expenses	\$129,049 86
Salaries and wages for repairs	12,956 15
Fuel	26,299 08
Current expenses	18,956 64
Supplies for running expenses	3,966 54
Supplies for repairs	4,474 74
Repairs on boats	4,574 89
Repairs on buildings, piers, and drops	2,494 76
Tools and fixtures	19 77
Incidental expenses	242 44
Damages to persons and property	6,876 43
	<u>\$209,911 30</u>

FINANCIAL STATEMENT.

SPECIAL APPROPRIATIONS.

Amount of appropriations and transfers . . .	\$13,002 57
Less transfer	3, 84
	<u>\$12,998 73</u>
Amount of expenditures February 1, 1895, to January 31, 1896	\$11,902 64
Balance	<u>\$1,096 09</u>

OBJECTS OF EXPENDITURES.

Special Appropriations.

D. D. Kelly & Co., contract for remodeling ferry-boat " East Boston " . . .	\$4,188 09
Sundry bills for same	810 64
Wm. McKie, contract for building South drop, South Ferry	5,611 00
Sundry bills for same	1,292 91
	<u>\$11,902 64</u>
Total appropriations less transfers	\$222,998 73
Total expenditures	221,813 94
Balance	<u>\$1,184 79</u>

RECAPITULATION OF EXPENDITURES.

Running expenses	\$178,534 33
Repairs	24,500 54
Damage claims	6,876 43
Ferry steamer " East Boston "	4,998 73
South drop, South Ferry	6,903 91
	<u>\$221,813 94</u>

INCOME.

Cash Receipts from February 1, 1895, to February 1, 1896.

At Office :

Rent	\$2,516 49
Foot pass sales	1,284 50
Team ticket sales	1,051 50
Old material	68 05
Reimbursed damages	700 00
Free ferries, July 4	25 00
	<u>5,645 54</u>

From Tollmen :

For 11,519,898 foot-passengers, at 1c.	\$115,198 98
Team tickets	30,088 00
	<u>145,286 98</u>

Carried forward,

\$150,932 52

<i>Brought forward,</i>		\$150,932 52
From Gatemen:		
For 275,523 foot-passengers, at 1c.	\$2,755 23	
Teams	15,904 12	
		<u>18,659 35</u>
Total receipts for the year		<u>\$169,591 87</u>

STATEMENT SHOWING RECEIPTS AT EACH FERRY.

North Ferry.

From Tollmen.	Foot-passengers, at 1 cent.	Team Tickets.	Total.
No. 2	\$11,279 58	\$2,083 00	\$13,362 58
" 3	10,913 29	2,012 50	12,925 79
" 5	10,956 61	2,142 00	13,098 61
" 6	10,993 61	2,090 00	13,083 61
" 9	12,419 75	1,740 00	14,159 75
" 10	11,307 61	2,077 00	13,384 61
" 13	10,828 52	2,138 50	12,967 02
	<u>\$78,698 97</u>	<u>\$14,283 00</u>	<u>\$92,981 97</u>

From Tollmen		\$92,981 97
From Gatemen:		
For 161,442 foot-passengers, at 1c.	\$1,614 42	
For teams	7,085 55	
		<u>8,699 97</u>
Total at North Ferry		<u>\$101,681 94</u>

South Ferry.

From Tollmen.	Foot-passengers, at 1 cent.	Team Tickets.	Total.
No. 1	\$8,683 64	\$3,855 50	\$12,539 14
" 4	8,240 88	3,891 50	12,132 38
" 7	8,691 86	3,980 00	12,671 86
" 8	8,489 92	3,649 50	12,139 42
" 11	1,160 05	122 50	1,282 55
" 12	1,233 66	306 00	1,539 66
	<u>\$36,500 01</u>	<u>\$15,805 00</u>	<u>\$52,305 01</u>

From Tollmen		\$52,305 01
From Gatemen:		
For 114,081 foot-passengers, at 1c.	\$1,140 81	
For teams	8,818 57	
		<u>9,959 38</u>
Total at South Ferry		<u>62,264 39</u>

North and South Ferries as above	\$163,946 33
Tickets at office	\$2,336 00
Cash for running free ferries, July 4	25 00
	2,361 00
Total for tolls received in twelve months	\$166,307 33
Rent, old material, etc.	3,284 54
Total receipts for the year 1895	\$169,591 87

CASH STATEMENT.

From February 1, 1895, to February 1, 1896.

Dr.

To cash received	\$169,591 87
----------------------------	--------------

Cr.

By amount paid City Collector	\$169,584 85
“ rejected coin	7 02
	\$169,591 87

STATEMENT OF THE RECEIPTS.

From April 1, 1870,¹ to February 1, 1896.

Cash received for tolls from April 1, 1870, to February 1, 1892	\$3,627,710 75
Cash received for tolls from February 1, 1892, to February 1, 1893	151,775 28
Cash received for tolls from February 1, 1893, to February 1, 1894	149,388 61
Cash received for tolls from February 1, 1894, to February 1, 1895	152,950 04
Cash received for tolls from February 1, 1895, to February 1, 1896	166,307 33
	\$4,248,132 01
Cash received for rent	\$39,799 30
Cash received for old boats	15,246 71
Cash received for old material, etc.	8,324 13
	63,370 14
Total receipts for 25 years 10 months	\$4,311,502 15

¹ The City of Boston purchased the East Boston ferries April 1, 1870.

CASH STATEMENT.

*From April 1, 1870, to January 31, 1896.**Dr.*

To receipts from all sources	\$4,311,502 15
--	----------------

Cr.

By amount paid City Collector	\$4,310,841 23
By cash with tollmen and gate- men as capital	608 00
By counterfeit money and rejected coin in 25 years and 10 months	52 92
	<u> </u>
	\$4,311,502 15

EXPENDITURES.

From March 4, 1857, to April 1, 1870.

Amount charged to the East Boston Ferries by Auditor previous to purchase:

For avenues	\$250,000 00	
For repairs	65,815 68	
	<u> </u>	\$315,815 68
For Ferry property purchased April 1, 1870	276,375 00	
	<u> </u>	\$592,190 68
From April 1, 1870, to February 1, 1892	\$4,981,485 70	
From February 1, 1892, to Feb- ruary 1, 1893	233,066 01	
From February 1, 1893, to Feb- ruary 1, 1894	249,370 65	
From February 1, 1894, to Feb- ruary 1, 1895	224,441 04	
From February 1, 1895, to Feb- ruary 1, 1896	221,813 94	
	<u> </u>	5,910,177 34
		<u> </u>
		\$6,502,368 02

DEDUCT.

Amount paid into the City Treasury	4,310,841 23
	<u> </u>
Net cost of ferries to city to date, not including interest on loans	\$2,191,526 79

STATEMENT SHOWING THE ACTUAL STANDING OF FERRY DIVISION,
STREET DEPARTMENT, WITH THE CITY OF BOSTON, FEBRUARY
1, 1896.

Dr.

Amount paid previous to April 1, 1870	\$592,190 68
Amount paid from April 1, 1870, to February 1, 1896, as follows :	
Seven ferry steamers	371,956 04
New piers, buildings, and drops	357,918 35
Fuel	886,429 05
Repairs of all kinds	652,080 47
Salaries and wages	2,792,822 70
Tools and fixtures	11,920 68
Land from Lincoln wharf in 1887	5,562 52
Land from Battery wharf in 1893	10,000 90
All other expenditures	821,487 53
	<hr/>
	<u>\$6,502,368 02</u>

Cr.

By amount paid to the city for income	\$4,310,841 23
“ amount charged to ferry property for avenues that were laid out as streets, August, 1880, and which should be credited to this division,	250,000 00
“ paving avenues	11,530 84
“ amount received for rents previous to January 1, 1881, by Department of Public Buildings, and should be credited to this Division	60,277 56
“ estimated value of seven ferry steamers \$200,186 73	
“ less 6% for depreciation 12,011 20	
	<hr/>
	188,175 53
“ estimated value of real estate and franchise, as per last report, \$620,700 00	
“ estimated value for improvement since on South drop 6,900 00	
	<hr/>
	627,600 00
“ land from Lincoln wharf in 1887	5,562 52
“ land from Battery wharf in 1893	10,000 00
“ estimated value of tools and fixtures	6,000 00
“ estimated value of fuel on hand	2,691 32
“ estimated value of supplies on hand	2,505 59
“ amount expended on Eastern avenue wharf	1,499 46
“ cash on hand with employes as capital	608 00
“ amount due for rent	125 00
“ profit and loss for 25 years 10 months	1,024,950 97
	<hr/>
	<u>\$6,502,368 02</u>

STATEMENT SHOWING THE DIFFERENCE OF TRAVEL ON THE FERRIES FROM FEBRUARY 1, 1895, TO FEBRUARY 1, 1896.

	North.	South.
Foot-passengers, at 1 cent each	8,031,339	3,764,082
Foot-passengers by ticket	81,921	52,448
	<u>8,113,260</u>	<u>3,816,530</u>
One-horse teams	260,936	415,358
Two-horse teams	99,469	148,822
Three-horse teams	3,579	5,516
Four-horse teams	6,660	10,279
Two-horse carriages and hacks	4,634	5,715
Two-cent toll (at gate) hand-carts, etc.,	4,042	3,017
Seven-cent tolls		2
Fifteen-cent tolls	34	31
Twenty-cent tolls	4	
Thirty-cent tolls	24	6
Free teams in seven months	1,776	630
Free foot passengers in three months	12,864	213

Total Travel on both Ferries from January 1, 1891,¹ to January 1, 1896.

	(13 mos.) 1891.	From Feb. 1, 1892, to Feb. 1, 1893.	From Feb. 1, 1893, to Feb. 1, 1894.	From Feb. 1, 1894, to Feb. 1, 1895.	From Feb. 1, 1895, to Feb. 1, 1896. ²
One-horse teams	727,170	689,978	665,967	690,427	676,294
Two " "	228,287	219,354	202,323	204,667	248,291
Three " "	4,639	6,547	7,573	6,242	9,095
Four " "	14,273	13,180	16,641	14,503	16,939
Two-horse carriages and hacks	19,189	17,598	16,340	16,236	10,349
Two-cent tolls for hand carts, etc.	7,196	6,632	6,259	5,726	7,059
Drag-wheels, etc.	62	85	88	57	101
Foot-passengers	11,686,505	11,095,832	10,988,027	11,281,321	11,929,790

¹ For travel previous, see previous reports.

² Free travel not included, as follows:

Teams 2,406, — 7 months.
Foot 13,077, — 3 " "

TICKET STATEMENT.

Foot-passes outstanding February 1, 1895	186,696
Foot-passes sold during the year	128,450
Foot-passes delivered city employees on requisition,	7,000
	<u>322,146</u>
Received and destroyed during this year	134,369
	<u>187,777</u>

Team Tickets.

	1-Horse.	2-Horse.	3-Horse.	4-Horse.
Outstanding February 1, 1895 . . .	48,306	25,702	1,535	3,736
Sold during the year	409,216	218,880	7,222	15,900
Delivered city employees on re- quisition	2,128	480	.....
	459,650	245,062	9,257	19,636
Received and destroyed during year	408,117	214,927	7,271	15,292
Outstanding February 1, 1896 . . .	51,533	30,135	1,986	4,344

Pleasure Carriage Tickets.

	1-Horse.	2-Horse.
Outstanding February 1, 1895	11,170	3,274
Sold during year	76,660	10,980
Delivered city employees on requisition	1,000	
	88,830	13,354
Received and destroyed during year	74,701	10,526
Outstanding February 1, 1896	14,129	2,828

PLANT AND PROPERTY IN CHARGE OF THE FERRY DIVISION.

South Ferry, East Boston side, located at the terminal of Lewis street, covers an area of 68,725 square feet of land and water. On these premises there is one head-house, one coal-shed, one work-shop for carpenters, machinists, and blacksmith, one gate-room and oil-room, three piers, which form the two ferry slips, two drops and tanks, and one dock, where boats are laid when not in use or while undergoing repairs.

South Ferry, city side, located at the terminal of Eastern avenue, covers an area of 28,135 square feet, upon which is erected one head-house, with canopies extending over driveways, also boiler-room and gate-room, three piers, which form the two slips, and two drops and tanks.

North Ferry, city side, located at the terminal of Battery street, covers an area of 45,000 square feet of land and water, upon which is erected one head-house, with canopies, boiler-room, gate-room, store-shed, etc., three piers, which form the two slips, and two drops and tanks.

North Ferry, East Boston side, located at the terminal of Border street, covers an area of 62,138 square feet of land and water, upon which is erected one head-house, with canopy, boiler-room,

gate-room, oil-room, stable and coal-shed, three piers, which form two slips, two drops and tanks.

The wharf property adjoining the head-house on Eastern avenue was leased several years ago by the Ferry Department for \$4,000 per year. The whole premises are now sublet to the Institutions Department for \$2,000 per year.

Of the drops there are eight—two of them are new, one having been built in 1894 and the other in 1895.

Of the other six, four of them are in good condition, two are not so good.

The South drop on North ferry, Boston side, is poor, but perfectly safe.

The North drop on South ferry, Boston side, is in the same condition.

All the piers, twelve in number, are now in fair condition.

The North pier on South ferry, Boston side, has just been repaired at a cost of over \$1,300.

The several head-houses and buildings are in good condition, except the head-house and the coal-shed at the South ferry, East Boston side, which must soon be replaced by new ones.

The head-house on South ferry, Boston side, should be moved over to one side same as at North ferry, thereby making it safe and more convenient to foot-travel and greatly facilitating team traffic.

Battery street should be widened on westerly side between Commercial street and ferry gate. This has been agitated for a long time without success, but should be done.

With the coöperation of the Board of Police, patrol-boxes have been placed at each of the head-houses, and better protection thus secured to person and property of the patrons of the ferries.

APPENDIX C.

REPORT OF DEPUTY SUPERINTENDENT OF PAVING DIVISION.

ROOM 44, CITY HALL, BOSTON, February 1, 1896.

MR. B. T. WHEELER, *Superintendent of Streets*:

DEAR SIR: I respectfully submit my annual report of the expenditures and income of the Paving Division of the Street Department for the financial year ending January 31, 1896, showing the nature of the work, the number and variety of permits issued, and the details of expenditures involved in paving, macadamizing, and regulating the various streets.

Respectfully yours,

D. N. PAYSON,

Deputy Superintendent.

The following shows the total yearly expenditures of the Paving Division, according to the report of the Superintendent of Streets, for the last five (5) years:

1891 (13 months)	\$1,991,524 28
1892	1,972,857 88
1893	1,552,913 17
1894	1,642,491 48
1895	1,506,911 12
 Total	 <u>\$8,666,697 93</u>

FINANCIAL STATEMENT.

REGULAR APPROPRIATION.

Appropriation for 1895-96	\$750,000 00
Amount collected by City Collector for repairs made by Paving Division for different com- panies, etc.	<u>18 56</u>
	\$750,018 56
Amount of expenditures from Feb- ruary 1, 1895, to January 31, 1896	<u>\$683,899 42</u>
<i>Carried forward,</i>	<u>\$683,899 42</u> <u>\$750,018 56</u>

STREET DEPARTMENT—PAVING DIVISION. 187

<i>Brought forward,</i>	\$683,899 42	\$750,018 56
Transferred to Street Cleaning-Division	35,000 00	
Transferred to Sanitary Division	23,000 00	
Transferred to Common Council Contingent	1,665 71	
Transferred to Hospital Department,	3,017 92	
Transferred to Board of Aldermen,	2,043 75	
Transferred to City Clerk Department	38 11	
Transferred to Institutions Department	22 96	
Transferred to Police Department	1,330 69	
	<u>\$750,018 56</u>	
Total expenditures from regular appropriation	\$683,899 42	
Balance unexpended		<u>\$66,119 14</u>

Objects of Expenditure from the Regular Appropriation, classified by Districts, from February 1, 1895, to January 31, 1896.

Districts.	Repairs.	Snow.	Edgestones, Sidewalks, and Crossings.	Fences and Plank-walks.	A. Miscellaneous.	B. Executions of Court.	C. In Excess of Special Appropriation.	Total.
1. South Boston.....	\$12,687 71	\$7,320 08	\$7,191 55	\$1,560 84	.....	.....	.....	\$28,760 78
2. East Boston.....	11,057 48	4,534 00	4,133 57	296 52	.....	.....	\$1,593 07	21,614 59
3. Charlestown.....	9,163 85	6,549 49	3,553 72	689 99	.....	.....	.....	19,957 05
4. Brighton.....	29,771 57	4,837 94	1,281 94	1,226 11	.....	.....	.....	37,117 56
5. West Roxbury.....	54,271 67	7,020 63	2,767 70	1,705 69	.....	.....	15,735 75	81,501 44
6. Dorchester.....	68,377 39	7,224 18	7,617 81	925 65	.....	.....	577 04	84,722 07
7. Roxbury.....	71,888 69	8,308 85	18,511 14	2 583 51	.....	.....	9,296 54	110,588 73
8, 9, 10. City proper.....	92,958 10	37,624 78	27,150 08	3,643 87	.....	.....	37,855 17	199,232 00
11. ¹ Roxbury and West Roxbury.	1,739 41	1,388 53	157 30	7 70	\$87,100 46	.....	.....	3,292 94
Totals.....	\$351,915 82	\$84,809 08	\$72,364 81	\$12,639 88	\$87,100 46	\$10,011 80	\$65,057 57	\$683,899 42

A. See Schedule A for items.

B. See Schedule B for items.

C. This schedule shows amount of money spent in excess of the special appropriation, and taken from the maintenance appropriation; for items, see Schedule C and Special Appropriations.

¹ This district was abolished by the redistricting in May, 1895, and included in Districts 5 and 7.

FINANCIAL STATEMENT.

SPECIAL APPROPRIATIONS, PAVING AND STREET IMPROVEMENTS.

Amount of balances 1894-5, less transfers	\$154,330 22	
Amount of Appropriation 1895-6	844,100 00	
	<u> </u>	\$998,430 22
Amount of expenditures		\$669,992 69
Balance unexpended		<u>\$328,437 53</u>

TOTAL EXPENDITURES.

Maintenance appropriation	\$683,899 42
Special appropriations	669,992 69
Laying out and construction of highways	87,676 92
Blue Hill and other avenues	65,342 09
	<u> </u>
Grand total	<u>\$1,506,911 12</u>

INCOME.

Statement showing the amount of bills deposited with the City Collector from February 1, 1895, to February 1, 1896, on account of the Paving Division:

Edgestone and sidewalk assessments	\$8,105 39
Miscellaneous	509 15
	<u> </u>
	<u>\$8,614 54</u>

The amount paid into the city treasury during the year on account of the Paving Division is as follows:

Sidewalk construction assessments (Law of 1892),	\$21,777 67
Edgestone and sidewalk assessments (Law of 1893)	1,963 41
Miscellaneous	246 00
	<u> </u>
	<u>\$23,987 08</u>

SCHEDULE A.

EXPENDITURES. (DETAILS.)

Salaries of Paving Division office, February 1, 1895, to January 31, 1896	\$11,667 49
Salaries of permit office, February 1, 1895, to Jan- uary 31, 1896	11,198 92
Advertising in and subscribing for daily papers	595 81
Horses, carts, and harnesses (new)	7,177 42
Printing and stationery	1,866 77
Printing and stationery (permit office)	533 62
Repairing stables, sheds, etc.	1,764 13
Stock and supplies not included elsewhere	20,316 16
Sundries	8,382 90
Street signs and numbering	520 13
Telephones, expense of	1,993 82
Tools, cost of keeping the same in repair, etc.	11,418 11
Building addition to Codman street stable	1,743 09
Taking down derrick at Tremont crusher	299 15
Construction of Kenney street crusher	7,622 94
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	<u>\$87,100 46</u>

SCHEDULE B.

EXECUTIONS OF COURT, ETC.

Bailey, J. Whitman, personal injuries	\$1,101 52
Beaumont, Walter, trespassing on land	25 00
Bowles, James, personal injuries	236 80
Carter, Charles, grade damages	600 00
Churchill, Joseph R. and John M. B., grade damages	960 00
Goodyear, Charles, personal injuries	50 00
Hanrahan, William, damage to wagon	60 00
Jones & Meehan, settlement of claim	2,026 11
Joy, Mary A., personal injuries	100 00
Lowe, Fred. M., grade damages	203 96
Luscomb, Fanny C., personal injuries	726 44
Moore, Mary E. F., "	2,025 26
Murch, Frances E., "	100 00
Raymond, Artemas, injuries to horse and harness	175 18
Redmond, Charles D., personal injuries	226 44
Ross, Walter, "	176 11
Saunders, Charles G., damage by blasting	530 07
Siobodkin, Meier A., personal injuries	162 80
Stevens, Mrs. Lyman S., "	200 00
Whipple, Josie, "	326 11
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	<u>\$10,011 80</u>

SCHEDULE C.

The following schedule shows the expenditure from the maintenance appropriation of this division in excess of special appropriations :

White street , between Meridian and Brooks streets. In excess of special appropriation	\$593 50
Maverick street , between Meridian and Border streets. In excess of special appropriation	817 47
Gove street , between Meridian and Chelsea streets. In excess of special appropriation	112 10
Decatur street , between Meridian and Border streets. In excess of special appropriation	70 00
Bellevue street , between Centre and Oriole streets. In excess of special appropriation	711 16
Boylston street , between Centre street and the R.R. In excess of special appropriation	1,035 00
Centre street , between Paul Gore and Burroughs streets. In excess of special appropriation	515 75
Maple street , between Centre street and Weld Hill. In excess of special appropriation	4,064 25
March avenue , between Park and Bellevue streets. In excess of special appropriation	423 00
Paul Gore street , between Centre and Lamartine streets. In excess of special appropriation	2,171 16
South street , between Washington and South Walter streets. In excess of special appropriation.	1,295 95
St. John street , between Centre and Rockview streets. In excess of special appropriation	3,710 45
South Fairview street , between Centre and South Walter streets. In excess of special appropriation	369 40
Wren street , between Rutledge and Oriole streets. In excess of special appropriation	1,439 63
Greenheys street , whole length. In excess of special appropriation	299 25
Melville avenue , whole length. In excess of special appropriation	277 79
<i>Carried forward,</i>	<hr/> \$17,905 86

<i>Brought forward,</i>	\$17,905 86
Buckingham street.	
In excess of special appropriation	1,206 55
Chandler street, between Berkeley street and Columbus avenue.	
In excess of special appropriation	344 75
Columbus avenue, between Park square and Ferdinand street.	
In excess of special appropriation	20,357 73
Newbury street, between Arlington street and Massachusetts avenue.	
In excess of special appropriation	7,677 92
Oxford street.	
In excess of special appropriation	116 79
Westland avenue, between Massachusetts avenue and Parker street.	
In excess of special appropriation	138 75
Greenville street, between Dudley and Winthrop streets.	
In excess of special appropriation	292 89
Lawn street, between Fisher avenue and Heath street.	
In excess of special appropriation	1,759 00
Maywood street.	
In excess of special appropriation	2,752 34
Quincy street, between Warren street and Blue Hill avenue.	
In excess of special appropriation	381 80
Townsend street, between Harold and Warren streets.	
In excess of special appropriation	3,834 51
Washington street, between Guild row and Bartlett street.	
In excess of special appropriation	276 00
Beacon street, between Arlington and Dartmouth streets.	
In excess of special appropriations	3,503 46
Boylston street, between Massachusetts avenue and Parker street.	
In excess of special appropriation	764 46
Boylston street, between Arlington and Clarendon streets.	
In excess of special appropriation	3,311 49
Bradford street.	
In excess of special appropriation	433 27
	<hr/>
	<u>\$65,057 57</u>

DETAIL OF EXPENDITURES MADE UNDER SPECIAL
APPROPRIATIONS.

Bellflower street , Dorchester avenue to Boston street, filling.	
Labor	\$239 65
Teaming	42 00
Filling	504 00
Edgestone	32 66
Paving	26 00
Crossing-blocks	90 00
	<hr/>
	\$934 31
Amount of special appropriation	<u>\$934 31</u>

Bond street , Hanson to Milford street, asphalted with Trinidad asphalt. Length, 192 feet ; area, 426 sq. yds.	
Labor	\$510 55
Teaming	378 00
Masonry	56 00
2,900 paving-brick	27 41
Gravel	8 55
Paving	80 53
Advertising	10 00
Amount paid to Barber Asphalt Paving Co. :	
409.6 sq. yds. Trinidad asphalt pavement, with concrete base and binder course, at \$3	1,228 80
	<hr/>
	\$2,299 84
Amount of special appropriation . . . \$1,091 18	
Amount paid out of Street Improvements,	
Wards 17 and 18	1,208 66
	<hr/>
	<u>\$2,299 84</u>

Charter street , Unity street to Jackson avenue, paved with large granite blocks with cement joints, edgestone reset, brick sidewalks relaid and crosswalks relaid. Length, 540 feet ; area, 1,125 sq. yds.	
Labor	\$1,243 20
Teaming	922 50
Gravel	185 82
325 feet edgestone	207 70
160 feet flagging	52 00
18,000 paving-brick	170 10
25,819 large blocks	1,494 91
97 barrels cement	224 40
Advertising	71 22
Sundries	52 50
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Carried forward,	\$4,624 35

<i>Brought forward,</i>		\$4,624 35
Amount paid to Charles L. Ward :		
1,152 sq. yds. block-paving, with cement joints, at 44½ cts.	\$512 64	
1,129 feet edgestone set, at 8 cts.	97 52	
677 sq. yds. brick-paving, at 18 cts.	121 86	
98 sq. yds. cobble-stone paving, at 25 cts.,	24 50	
	<hr/>	756 52
		<hr/>
		\$5,380 87
Amount of special appropriation	\$4,790 80	
Amount paid out of Street Improvements, Ward 6	573 27	
Amount paid out of Street Improvements, Wards 6, 7, and 8	16 80	
	<hr/>	5,380 87
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Commonwealth avenue, construction.		
Labor, including engineering and inspection	\$17,499 75	
Teaming	8,649 00	
Gravel	5,148 30	
Loam	2,062 25	
Filling	5,462 00	
Stone	4,141 07	
Rolling	440 00	
Fuel	136 23	
Hardware, tools, etc.	162 06	
15,870 large granite blocks	872 85	
1,566½ feet edgestone	971 25	
Carting edgestone	75 09	
Lumber	1,917 85	
Inspector's shanty	75 00	
Sundries	340 05	
Amount paid to Alexander McMurtry :		
3,624 cu. yds. ledge excavation, at \$1.35		4,892 40
Amount paid to Joseph F. Wilson :		
16,525 sq. yds. Telford laid and broken down, at 20 cts.	\$3,305 00	
222 sq. yds. Telford, broken down, at 7 cts.	15 54	
1,266 ft. edgestone set, at 18 cts.	227 88	
1,149 ft. edgestone reset, at 8 "	91 92	
553 sq. yds. gutters paved, at 25 cts.	138 25	
4,426 sq. yds. barrel gutters paved at 35 cts.	1,549 10	
4,210 cu. yds. gravel excavation, at 30 cts.	1,263 00	
10 days' labor	21 00	
	<hr/>	6,611 69
		<hr/>
		\$59,518 64
Work done by Bridge Division		27,927 37
" " " Sewer Division		968 10
		<hr/>
		<u>\$88,414 11</u>

Congress street (Congress and L streets), Base ball grounds to C street, macadamized. Length, 1,250 feet; area, 6,945 sq. yds.

Labor	\$791 72
Teaming	547 00
Gravel	186 00
Stone	2,050 50
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	\$3,575 22
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Dartmouth street, Newbury street to Commonwealth avenue, macadamized. Length, 278 feet; area, 2,162 sq. yds.

Labor	90 80
Teaming	473 00
Gravel	139 50
Stone	495 75
Advertising	21 25
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	\$1,220 30

Amount of special appropriation	\$360 35	
Amount paid out of Street Improvements, Ward 11	859 95	
	<hr/>	\$1,220 30
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Henchman street, Charter to Commercial street, paved with large granite blocks on a gravel base, with cement grout joints, edgestone reset and brick sidewalks relaid. Length, 232 feet; area, 458 sq. yds.

Labor	\$591 30
Teaming	308 00
Gravel and sand	88 40
92 feet edgestone	57 04
6,000 paving-bricks	56 70
10,225 large granite blocks	592 03
50 feet flagging	20 00
43 barrels cement	98 90
Advertising	24 00
Sundries	31 50

Amount paid to J. B. O'Rourke & Co. : 459 sq. yds. granite block-paving, with Portland cement grout joints, at 40 cts.,	\$183 60	
247 sq. yds. brick sidewalks relaid, at 18 cts.	44 46	
433 lin. feet edgestone reset, at 8 cts.	34 64	
23 sq. yds. block-paving, at 25 cts.	5 75	
	<hr/>	268 45

\$2,136 32

McLellan street, Erie avenue to white street, graded. Length, 780 feet; area, 2,053 sq. yds.

Labor	\$1,023 81
Teaming	18 50
Stone	201 29
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	\$1,243 60
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Melville avenue, Dorchester avenue to Washington street, macadamized and graded. Length, 2,924 feet; area, 11,046 sq. yds.

Labor	\$496 05
Teaming	385 00
Gravel	309 40
Stone	5,645 66
Steam-roller	310 00
210 feet flagging	133 35
Paving	38 33
Amount paid to John McMorrow : Excavating and grading for sidewalks and gutters, as per agreement	460 00
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	\$7,777 79

Amount of special appropriation	\$7,500 00
Amount paid out of Paving Division	277 79
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\$7,777 79

Moulton street (Bunker Hill, Vine, and Moulton streets), macadamized. Length, 460; area, 1,533 sq. yds.

Labor	\$561 20
Teaming	232 00
Gravel	105 02
Stone	263 44
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	\$1,161 66
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Prince street, Hanover street to North Bennett avenue, asphalted with Sicilian rock asphalt, edgestone reset and brick sidewalks relaid. Length, 293 feet; area, 654 sq. yds.

Labor	\$603 90
Teaming	198 50
Gravel and sand	34 10
9,000 paving-brick	85 05
Advertising	17 90
Sundries	21 00
Amount paid to H. Gove & Co. : 43.5 sq. yds. block-paving, at 25 cts.	\$10 88
510 lin. ft. edgestone set, at 8 cts.	40 80
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Carried forward,

\$51 68

\$960 45

STREET DEPARTMENT — PAVING DIVISION. 197

<i>Brought forward,</i>	\$51 68	\$960 45
316.6 sq. yds. brick sidewalks relaid, at 18 cts.	56 99	
12.6 sq. yds. flagging crossings relaid, at 25 cts.	3.15	
637.7 sq. yds. Sicilian rock asphalt pave- ment, with concrete base, at 3.00 . . .	\$1,913 10	
	2,024 92	
		\$2,985 37

Talbot avenue, Welles avenue to Washington street, Telford macadam. Length, 1,220 feet; area, 6,777 sq. yds.

Labor		\$6,002 55
Teaming		3,270 00
Gravel		1,623 75
Stone		11,649 07
1,734 $\frac{3}{4}$ feet flagging		599 02
2,190 feet edgestone		1,357 80
122 $\frac{1}{4}$ feet circular edgestone		158 90
Carting edgestone		151 20
16,598 gutter-blocks		315 36
Steam-roller		730 00
Sundries		1 85
Amount paid to T. H. & W. A. Payson:		
2,764 feet edgestone set, at 8 cts. . . .	\$221 12	
2,743.4 sq. yds block-paving, at 25 cts. .	618 35	
	839 47	
		\$26,698 97

Warren street, Winthrop to Soley street, asphalt with Sicilian rock asphalt, edgestones set. brick sidewalks relaid, and crossings relaid. Length, 127 feet; area, 365 sq. yds.

Labor		\$198 20
Teaming		85 00
Gravel		24 92
2,500 paving-brick		25 00
Paving		86 11
Sundries		7 00

Amount paid to Boston Asphalt Company:		
365.3 sq. yds. Sicilian-rock asphalt, with concrete base, at \$2.30		840 19
		\$1,266 42
Amount retained from Boston Asphalt Company . .		126 03

		\$1,140 39
Amount of special appropriation	\$600 00	
Amount paid out of Street Improvements, Ward 5	540 39	
	\$1,140 39	

Washington street, Cambridge street to Oak square, widened, macadamized. Length, 4,818 feet; area, 24,454 sq. yds.

Labor	\$10,249 20
Teaming	5,646 90
Gravel	3,104 20
Sand	590 40
Stone	6,239 11
Cement	13 80
Lumber	85 27
Rolling	1,150 00
4,581 feet flagging	1,522 81
153,000 paving-brick	1,596 40
67,328 gutter-blocks	1,346 56
29 $\frac{3}{4}$ feet circular edgestone	38 03
14 large corners	78 40
Sundries	6 75

Amount paid to A. A. Libby & Co. :

5,026.5 feet edgestone reset, at 8 cts.	\$402 12	
2,425.3 sq. yds. block-paving, at 25 cts.	606 33	
2,493.8 sq. yds. round-stone paving, at 25 cts.	623 46	
3,602.4 sq. yds. brick paving, at 18 cts.	648 43	
		<u>2,280 34</u>

\$33,948 17

Work done by Sewer Division 2,077 40

\$36,025 57

Amount paid out of appropriation for

Washington street \$23,632 09

Amount paid out of appropriation for

Street Improvements, Ward 25 12,393 48

\$36,025 57

STREET IMPROVEMENTS, ALDERMANIC DISTRICT NO. 6.

Ash street, Oak to Nassau street, asphalted with Sicilian rock asphalt. Length, 220 feet; area, 435 sq. yds.

Labor	\$215 43
Teaming	70 00
Gravel	11 97

Amount paid to H. Gore & Co. :

458.4 sq. yds. cobble-paving laid, at 25 cts. \$114 60

435 3 sq. yds. Sicilian rock asphalt, at \$2.25 979 43

1,094 03

Carried forward,

\$1,391 43

<i>Brought forward,</i>	\$1,391 43
Amount paid out of Street Improvements, Aldermanic District No. 6	\$1,342 46
Amount paid out of Street Improvements, Ward 12	48 97
	<u>\$1,391 43</u>

Athens street, Second to A street, asphalted with Sicilian rock asphalt. Length, 617 feet; area, 916 sq. yds.	
Advertising	\$18 90
Amount paid to Boston Asphalt Co.:	
17 sq. yds. block-paving, at 60 cts.	\$10 20
915.3 sq. yds. Sicilian rock asphalt, at \$2.65	2,425 55
	<u>2,435 75</u>

Amount retained from Boston Asphalt Co.	121 27
	<u>\$2,333 38</u>

Amount paid out of Street Improve- ments, Aldermanic District No 6	\$553 69
Amount paid out of Street Improvements, Ward 13	1,779 69
	<u>\$2,333 38</u>

Athens street, C to E street, macadamized. Length, 864 feet; area, 1,248 sq. yds.	
Labor	\$167 90
Teaming	40 00
Gravel	56 44
Stone	234 91
	<u>\$499 25</u>

B street, First to Third street, macadamized. Length, 500 feet; area, 2,146 sq. yds.	
Labor	\$218 50
Teaming	70 00
Gravel	33 39
Stone	467 39
	<u>\$789 28</u>

Baldwin street, Granite to A street, paved with large granite blocks on a gravel base, and edgestone reset. Length, 253 feet; area, 731 sq. yds.	
Labor	\$464 20
Teaming	181 00
Gravel	200 07

<i>Carried forward,</i>	\$845 27
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<i>Brought forward,</i>		\$845 27
10,187 paving-brick		100 34
16,231 large granite blocks		939 78
Wharfage		70 70
Advertising		9 40
Amount paid to H. Gore & Co. :		
520.4 feet edgestone set, at 8 cts.	\$41 63	
769.6 sq. yds. block-paving, at 25 cts.	192 40	
36.9 sq. yds. brick-paving, at 18 cts.	6 64	
		<hr/>
		240 67
		<hr/>
		\$2,206 16

Amount paid out of Street Improvements, Aldermanic District No. 6	\$2,192 76	
Amount paid out of Street Improvements, Ward 13	13 40	
		<hr/>
		2,206 16
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Baxter street, C to D street, macadamized. Length, 541 feet; area, 1,278 sq. yds.

Labor	\$140 30
Teaming	30 00
Gravel	19 87
Stone	145 27
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	\$335 44
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C street, Seventh to Baxter street, macadamized. Length, 153 feet; area, 691 sq. yds.

Labor	\$6 90
Teaming	20 00
Gravel	9 54
Stone	104 46
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	\$140 90
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D street, First to Third street, macadamized. Length, 500 feet; area, 2,017 sq. yds.

Labor	\$161 00
Teaming	10 00
Gravel	16 70
Stone	117 66
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	\$305 36
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E street, Broadway to Sixth street, macadamized. Length, 891 feet; area, 3,494 sq. yds.

Labor	\$486 45
Teaming	141 00
Gravel	99 38
Stone	951 18
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	\$1,678 01
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Eighth street, D street to R.R., macadamized. Length, 253 feet; area, 829 sq. yds.

Labor	\$92 00
Teaming	15 00
Gravel	18 29
Stone	89 94
	<u>\$215 23</u>

Essex street (unfinished work from 1894).

Paving	\$25 28
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Fifth street, Dorchester avenue to E street, macadamized. Length, 2,166 feet; area, 8,346 sq. yds.

Labor	\$510 60
Teaming	159 00
Gravel	93 02
Stone	847 20
	<u>\$1,609 82</u>

Fourth street (in front of Bigelow School-house), macadamized. Length, 250 feet; area, 1,000 sq. yds.

Labor	\$110 40
Teaming	65 00
Gravel	47 70
Stone	168 91
	<u>\$392 01</u>

Gold street, from B street, resurfaced.

Stone	\$66 67
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Richards street, Granite to A street; paved with large granite blocks on gravel, edgestone set. Length, 256 feet; area, 739 sq. yds.

Labor	\$928 22
Teaming	217 00
Gravel	197 63
824 feet edgestone	510 88
17,086 large granite-blocks	989 28
Wharfage	66 50

Amount paid to H. Gore & Co.:

559.6 feet edgestone set, at 8 cts.	\$44 77
889 3 sq. yds. block-paving laid, at 25 cts.,	222 33
179.9 " " brick " " at 18 cts.,	32 38
	<u>299 48</u>
	<u>\$3,208 99</u>

Amount paid out of Street Improvements,

Aldermanic District No. 6 \$2,685 57

Amount paid out of Street Improvements,

Ward 13 523 42

\$3,208 99

Silver street, A street to Dorchester avenue, macadamized.
Length, 400 feet; area, 578 sq. yds.

Labor	\$117 73
Teaming	65 00
Gravel	16 70
Stone	297 17
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	\$496 60

Sixth street, B street to Dorchester avenue, macadamized.
Length, 1,920 feet; area, 7,381 sq. yds.

Labor	\$69 00
Teaming	12 50
Gravel	12 72
Stone	58 11
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	\$152 33

STREET IMPROVEMENTS, WARDS 1 AND 2.

Bennington street, Chelsea to Saratoga street, and Saratoga to
Walley street, resurfaced. Length, 6,291; area, 23,730 sq.
yds.

Labor	\$3,048 23
Teaming	1,005 50
Gravel	3,077 98
Filling	496 20
Stone	2,990 47
Rolling	570 00
Crossing-blocks	250 00
Advertising	22 88
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	\$11,461 26

Blackinton street, Leyden to Walley street, filled. Length, 252
feet; area, 728 sq. yds.

Labor	\$120 75
Teaming	16 50
Filling	762 00
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	\$899 25

Brooks street, Trenton to West Eagle street, and Eutaw to
White street, resurfaced. Length, 987 feet; area, 3,409 sq.
yds.

Labor	\$303 60
Teaming	64 50
Gravel	372 88
Relling	150 00
Brick	5 00
Paving	81 56
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	\$977 54

Decatur street, Havre to Border street, resurfaced. Length,
541 feet; area, 1,924 sq. yds.

Labor	\$220 80
Teaming	98 50
Gravel	39 50
Stone	354 91
Rolling	70 00

\$783 71

Amount paid out of Street Improvements, Wards 1 and 2	\$713 71
Amount paid out of Paving Division	70 00

783 71

East Eagle Street, Prescott to Putnan street, resurfaced.

Labor	\$38 20
Paving	41 47

\$79 67

Eutaw street, Marion to Brooks street, repaved.

Labor	\$75 90
Teaming	24 00

\$99 90

Falcon street, Brooks to Putnam street, repaired.

Labor	\$105 80
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Gladstone street, at Walley street, graded.

Labor	\$34 50
Teaming	16 00
Filling	46 20
Paving	23 58

\$120 28

Gove street, Meridian to Chelsea street, resurfaced. Length,
605 feet; area, 2,017 sq. yds.

Labor	\$236 90
Teaming	57 00
Stone	207 10
Rolling	90 00

\$591 60

Amount paid out of Street Improvements, Wards 1 and 2	\$478 90
Amount paid out of Paving Division	112 10

591 00

Ida street, repaved.

Labor	\$82 80
Teaming	21 00
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	\$103 80

Marion street, Meridian to Lexington street, and Chelsea to Morris street, resurfaced, gutters paved. Length, 1,216 feet; area, 4,240 sq. yds.

Labor	\$650 90
Teaming	63 50
Gravel	195 92
Rolling	90 00
Paving	142 97
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	\$1,143 29

Maverick street, Meridian street to Border street, resurfaced, and Maverick square to railroad crossing, paved with large granite blocks, edgestone reset, brick sidewalks relaid. Length, 1,241 feet; area, 4,200 sq. yds.

Labor	\$954 23
Teaming	307 50
Stone	589 22
Gravel	235 42
Rolling	90 00
18,311 large granite blocks	1,060 20
Wharfage	10 00
Advertising	5 00

Amount paid to C. L. Ward:

398.2 feet edgestone, at 8 cts.	\$31 86
907.2 sq. yds. block-paving, at 25 cts.	226 80
14 sq. yds. flagging crossing laid, at 25 cts.,	3 50
30 sq. yds. round-stone paving, at 25 cts.,	7 50
411.8 sq. yds. brick-paving, at 18 cts.	74 12
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	343 78
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	\$3,595 35

Meridian street, White to Condor street, macadamized, crossings laid. Length, 750; area 3,000 sq. yds.

Labor	\$204 70
Teaming	104 00
Gravel	7 90
Stone	281 96
Rolling	50 00
960 feet flagging	384 00
1,800 gutter-blocks	45 00

Amount paid to C. L. Ward:

277 feet edgestone reset, at 8 cts.	\$22 16
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Carried forward,

\$22 16	\$1,077 56
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<i>Brought forward,</i>	\$1,077 56
325.7 sq. yds. block, and crossings paved, at 25 cts.	81 43
90.2 sq. yds. round-stone paving, at 25 cts.,	22 55
71.1 sq. yds. brick-paving, at 18 cts.	12 80
	138 94
	\$1,216 50

Monmouth street, Marion to White street, edgestone set, gutters paved.	
Labor	\$147 80

New Edgestones, Sidewalks, and Gutters :	
Teaming	\$55 50

Paris street (400 feet easterly from Gove street), resurfaced. Length, 400 feet; area, 1,333 sq. yds.	
Labor	\$55 20
Teaming	77 00
Stone	155 16
	\$287 36

Saratoga street, Putnam to Prescott street, and Chelsea to Moore street, macadamized, edgestones set, gutters paved, and brick sidewalks relaid. Length, 1,948 feet; area, 10,384 sq. yds.	
Labor	\$1,766 16
Teaming	802 50
Gravel	326 27
Stone	711 03
Advertising	6 00

Amount paid to C. L. Ward :	
3,103.7 feet edgestone reset. at 8 cts.	\$248 29
189.2 sq. yds. block paving, at 25 cts.	47 31
1,741.1 sq. yds. round-stone paving, at 25 cts.	435 28
1,801.1 sq. yds. brick-paving, at 18 cts.,	324 09
	1,054 97
	\$4,666 93

mount paid out of Street Improvements, Wards 1 and 2	\$4,614 03
Amount paid out of appropriation for Saratoga street	52 90
	\$4,666 93

Trenton street, Brooks to Prescott street, edgestone set, gutters paved. Length, 1,270 feet; area, 4,657 sq. yds.	
Labor	\$158 70
Teaming	21 00
Gravel	30 81
	\$210 51

Walley Street, Bennington to Gladstone street, resurfaced.
Length, 1,111 feet; area, 4,197 sq. yds.

Labor	\$74 75
Teaming	30 50
Gravel	165 90
Filling	25 50
Paving	26 33
	<hr/>
	<u>\$322 98</u>

West Eagle street, Meridian street to Brooks street, resurfaced.
Length, 850 feet; area, 3,800 sq. yds.

Labor	\$377 20
Teaming	5 50
Gravel	218 83
Rolling	100 00
Paving	51 51
	<hr/>
	<u>\$753 04</u>

White street, Meridian to Brooks, resurfaced, crosswalks laid.
Length, 817 feet; area, 2,723 sq. yds.

Labor	\$826 85
Teaming	100 50
Gravel	237 00
Rolling	140 00
464 feet flagging	185 60
1,100 gutter-blocks	27 50
Paving	185 94
	<hr/>
	\$1,703 39

Amount paid out of Street Improvements,

Wards 1 and 2	\$1,109 89
Amount paid out of Paving Division	593 50

\$1,703 39

Work done by the Sewer Division \$1,795 73

STREET IMPROVEMENTS WARD 3.

Chelsea street, Vine street to Chelsea bridge, repaved, edgestone
reset. Length, 1,150 feet; area, 6,133 sq. yds.

Labor	\$230 97
Teaming	238 14
Gravel	758 28

Carried forward,

\$1,227 39

<i>Brought forward,</i>		\$1,227 39
Amount paid to John Turner & Co. :		
549.1 feet edgestone set, at 15 cts.	\$82 36	
4,590.6 sq. yds. block paving, at 35 cts.,	1,606 71	
54. sq. yds. brick paving, at 18 cts.	9 72	
	<hr/>	1,698 79
		<hr/>
		\$2,926 18

Chestnut street, resurfaced.

Labor		\$112 70
Teaming		56 00
Gravel		40 94
Stone		101 50
		<hr/>
		\$311 14

Corey street, Medford to Bunker Hill street, macadamized, edgestone set, gutters paved, brick sidewalks laid. Length, 727 feet; area, 1,616 sq. yds.

Labor		\$1,103 80
Teaming		163 00
Gravel		295 48
Stone		352 73
24,000 paving-brick		240 00
Amount paid to John Turner & Co. :		
1,448.1 ft. edgestone set, at 8 cts.	\$115 85	
34.3 sq. yds. block paving, at 25 cts.	8 57	
467.8 sq. yds. round paving, at 25 cts.	116 95	
1,019.3 sq. yds. brick paving, at 18 cts.	183 47	
	<hr/>	424 84
		<hr/>
		\$2,579 85

Monument square, resurfaced. Length, 465 feet; area, 1,757 sq. yds.

Labor		\$526 70
Teaming		163 50
Gravel		131 72
Stone		163 11
5,000 paving-brick		50 00
Paving		157 00
		<hr/>
		\$1,192 03
Amount paid out of Street Improvements, Ward 3	\$721 03	
Amount paid out of Street Improvements, Ward 5	471 00	
	<hr/>	\$1,192 03

School street, Main to Sumner street, macadamized, edgestone set, gutters paved, brick sidewalks laid. Length, 508 feet; area, 1,130 sq. yds.

Labor	\$1,499 64
Teaming	144 50
Gravel	234 28
Stone	370 04
4,500 paving-brick	45 00
Crossing-blocks	348 50

Amount paid to John Turner & Co.:

734.9 ft. edgestone set, at 8 cts.	\$58 79
91.8 sq. yds. block paving, at 25 cts.	22 95
359 9 sq. yds. round paving at 25 cts.	89 97
360 sq. yds. brick paving, at 18 cts.	64 80

236 51

\$2,878 47

Amount paid out of Street Improvements,

Ward 3 \$1,094 75

Amount paid out of Street improvements,

Ward 4 224 28

Amount paid out of Street Improvements,

Ward 5 1,559 44

\$2,878 47

Work done by the Sewer Division \$144 33

STREET IMPROVEMENTS, WARD 4.

Albion place, resurfaced. Length, 347 feet; area, 887 sq. yds.

Labor	\$304 60
Teaming	52 50
Gravel	53 40
Stone	70 00
3,000 paving-brick	30 00
Paving	189 96

\$630 46

Alford street (from end of block-paving to Everett), macadamized.

Length, 2,114 feet; area, 7,249 sq. yds.

Labor	\$683 30
Teaming	82 00
Gravel	153 08
Stone	403 06

\$1,321 44

Belmont street, Medford to Bunker Hill street, macadamized.

Length, 598 feet; area, 1,794 sq. yds.

Labor	\$724 05
Teaming	46 00

Carried forward,

\$770 05

<i>Brought forward,</i>		\$770 05
Gravel		200 25
Stone		140 34
		\$1,110 64

Bunker Hill street, Main to Sackville street, macadamized, edgestone reset, gutters repaved, brick sidewalks relaid. Length, 2,050 feet; area, 9,100 sq. yds.

Labor	\$2,822 50
Teaming	1,135 50
Gravel	1,592 94
Stone	2,227 10
Lumber	24 37
36,000 paving-brick	360 00
Crossing-blocks	106 50
Advertising	5 50
Sundries	4 98

Amount paid to John Turner & Co.:

3,614.6 feet edgestone set, at 8 cts.	\$289 17
368.9 sq. yds. crossings laid, at 25 cts.	92 22
1,521.1 sq. yds. round stone laid, at 25 cts.	380 27
3,530.5 sq. yds. brick paving laid, at 18 cts.,	635 48
	1,397 14

\$9,676 53

Essex street, Rutherford avenue to junction of Mill street, macadamized. Length, 794 feet; area, 2,661 sq. yds.

Labor	\$717 60
Teaming	113 00
Gravel	110 36
Stone	283 86
4,000 paving-brick	40 00

\$1,264 82

Mill street, Rutherford avenue to Hancock street, macadamized, edgestones set, gutters paved, brick sidewalks. Length, 420 feet; area, 947 sq. yds.

Labor	\$570 40
Teaming	155 00
Gravel	163 76
Stone	350 44
Lumber	8 61

Amount paid to John Turner & Co.:

880.7 feet edgestone set, at 8 cts.	\$70 46
409.9 sq. yds. block paving, at 25 cts.	102 47
49.4 sq. yds. round paving, at 25 cts.	12 37
521.3 sq. yds. brick paving, at 18 cts.	93 83
	\$279 13

\$1,527 34

Mishawum street, Main street to Rutherford avenue, macadamized, edgestone set, gutters paved, crossings laid. Length, 336 feet; area, 859 sq. yds.

Labor	\$860 20
Teaming	258 00
Gravel	164 84
Stone	476 39
576 feet edgestone and 6 large corners	390 72
9,130 gutter-blocks	173 47
Crossing-blocks	112 00
Advertising	5 00
Paving	177 58
	<hr/>
	\$2,618 20

Tibbetts Townway, macadamized. Length, 423 feet; area, 705 sq. yds.

Labor	\$385 25
Teaming	115 00
Gravel	233 18
Paving	61 30
	<hr/>
	\$794 73

Work done by the Sewer Division \$2,342 67

STREET IMPROVEMENTS, WARD 5.

Austin street (Fitchburg Railroad to Boston & Maine Railroad), paved with large granite blocks, edgestone reset, brick sidewalks relaid. Length, 340 feet; area, 1,003 sq. yds.

Labor	\$550 10
Teaming	233 50
Gravel	291 92
5,000 paving-brick	50 00
22,802 large granite blocks	1,405 03
Amount paid to John Turner & Co.:	
122.8 feet edgestone, at 70 cts.	\$85 96
520 " " set, at 8 cts.	41 60
1,003 sq. yds. block paving, at 25c cts.	250 75
210 sq. yds. brick paving, at 18 cts.	37 80
	<hr/>
	416 11

\$2,946 66

Hudson street, Chelsea to Water street, macadamized. Length, 272 feet; area, 423 sq. yds.

Labor	\$217 90
Teaming	66 00
Gravel screenings	106 80
Paving	104 27
	<hr/>
	\$494 97

Jenner street, Bow to Front street, macadamized. Length, 238 feet; area, 555 sq. yds.

Labor	\$96 60
Teaming	65 00
Gravel	23 14
Stone	108 50
Advertising	7 25
	\$300 49

Wapping and Foss streets. Wapping street paved with large granite blocks, edgestones set, brick sidewalks relaid. Length, 457 feet; area, 1,117 sq. yds. Foss street macadamized. Length, 321 feet; area, 963 sq. yds.

Labor	\$1,330 72
Teaming	391 00
Gravel	477 04
Stone	184 32
14,000 paving-brick	140 00
20,219 large paving-blocks	1,170 68
Crossing-blocks	72 00
Advertising	10 75

Amount paid to John Turner & Co.:

13 $\frac{2}{3}$ feet edgestone, at 70 cts.	\$9 28
1,451.9 feet edgestone set, at 8 cts.	116 15
1,780.4 sq. yds. block paving, at 25 cts.,	445 10
926.4 sq. yds. brick paving, at 18 cts.	166 75
	737 28
	\$4,513 79

Amount paid out of Street Improvements, Ward 5 \$4,334 39

Amount paid out of Street Improvements, Ward 4 179 40

\$4,513 79

Winthrop street, Warren street to Monument square, macadamized. Length, 745 feet; area, 2,483 sq. yds.

Labor	\$486 80
Teaming	347 50
Gravel	250 98
Stone	703 50

Amount paid to John Turner & Co.:

854.6 feet edgestone set, at 8 cts.	\$68 37
139.9 sq. yds. block paving laid, at 25 cts.	34 97
428.2 sq. yds. round-stone paving laid, at 25 cts.	107 05
587.3 sq. yds. brick paving laid, at 18 cts.,	105 71
	316 10
	\$2,104 88

Work done by Sewer Division \$240 28

STREET IMPROVEMENTS, WARD 6.

Congress square, paved with asphalt blocks, granolithic sidewalks. Area, 200 sq. yds.

Labor	\$340 95
Teaming	144 50
Gravel and sand	37 09
32 $\frac{10}{12}$ feet circular edgestone	42 69
44 $\frac{2}{12}$ feet straight edgestone	27 38
30 $\frac{4}{12}$ feet flagging	12 16
700 paving-brick	7 00
Crossing-blocks	5 23
4,536 asphalt blocks	181 44
1,783 sq. ft. granolithic sidewalks	106 98
Paving	141 86

\$1,047 28

Amount paid out of Street Improvements, Ward 6 \$1,019 89

Amount paid out of Street Improvements Wards 6, 7, 8 27 39

\$1,047 28

Sheafe street, Salem to Snowhill street, macadamized. Length, 454 feet; area, 809 sq. yds.

Labor	\$192 05
Teaming	132 00
Gravel	28 50
Stone	140 00

\$492 55

Work done by the Sewer Division \$65 27

STREET IMPROVEMENTS, WARDS 6, 7, 8.

Barrett street, Fulton to North street, paved with large granite blocks on a gravel base with Portland cement grout joints. Length, 280 feet; area, 486 sq. yds.

Labor	\$821 60
Teaming	470 00
Gravel and sand	87 70
10,534 large granite blocks	579 37
3,500 paving-brick	33 08
Cement	110 40
Sundries	66 50

\$2,168 65

Barton street, Milton to Leverett street, and Leverett to Lowell street, asphalted with Sicilian rock asphalt, edgestones reset, crossings laid, brick sidewalks relaid. Length, 310 feet; area, 760 sq. yds.

Labor	\$1,325 95
Teaming	629 50
Gravel and sand	148 34
256 $\frac{3}{12}$ feet edgestone	168 56
17,000 paving-brick	161 75
210 feet flagging	98 10
Crossing-blocks	20 00
Advertising	12 75
Sundries	42 00

Amount paid to John Turner & Co. :

650 feet edgestone set, at 8 cts.	\$52 00	
760 sq. yds. block paving, at 25 cts.	190 00	
25 sq. yds. crossings laid, at 25 cts.	6 25	
451 sq. yds. brick paving laid, at 18 cts.	81 18	
	<hr style="width: 50%; margin-left: auto; margin-right: 0;"/>	329 43

*Amount paid to H. Gore & Co. :

524 feet edgestone set, at 8 cts.	\$41 92	
10 sq. yds. block paving, at 25 cts.	2 50	
13 sq. yds. crossings laid, at 25 cts.	3 25	
242 sq. yds. brick paving, at 18 cts.	43 56	
	<hr style="width: 50%; margin-left: auto; margin-right: 0;"/>	91 23

Amount paid to Boston Asphalt Company :

642.7 sq. yds. Sicilian rock asphalt with concrete base, at \$3.00	1,928 10	
	<hr style="width: 50%; margin-left: auto; margin-right: 0;"/>	\$4,955 71

Amount retained from Boston Asphalt Company	96 41	
	<hr style="width: 50%; margin-left: auto; margin-right: 0;"/>	\$4,859 30

Amount paid out of Street Improvements, Wards 6, 7, and 8 \$4,494 95

Amount paid out of Street Improvements, Wards 7 and 8	364 35	
	<hr style="width: 50%; margin-left: auto; margin-right: 0;"/>	<u>\$4,859 30</u>

Billerica street, Causeway to Minot street, paved with large granite blocks on a gravel base with Portland cement grout joints, edgestone reset, brick sidewalks relaid. Length, 674 feet; area, 1,348 sq. yds.

Labor	\$2,020 42
Teaming	1,090 00
Gravel and sand	210 50
Cement	299 00
2,000 paving-brick	214 88

<i>Carried forward,</i>	<hr style="width: 50%; margin-left: auto; margin-right: 0;"/>	\$3,834 80
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<i>Brought forward,</i>		\$3,834 80
31,500 large granite blocks		1,823 85
20 feet edgestone and two large corners		23 60
Amount paid to A. A. Libby & Co. :		
1,331 sq. yds. block paving, cement joints, at 42 cts.	\$559 02	
227 sq. yds. block paving, gravel joints, at 25 cts.	56 75	
1,461 feet edgestone set, at 8 cts.	116 88	
840 sq. yds. brick paving laid, at 18 cts.	151 80	
16 sq. yds. crossings laid, cement joints, at 42 cts.	6 72	
12 sq. yds. crossings laid, gravel joints, at 25 cts.	3 00	
	<hr/>	893 57
		<hr/>
		\$6,575 82
Amount paid out of Street Improvements, Wards 6, 7, and 8	\$6,413 56	
Amount paid out of Street Improvements, Wards 7 and 8	162 26	
	<hr/>	\$6,575 82
		<hr/>

Chambers street, Ashland to Poplar street, paved with granite blocks; Brighton street to Charles street, asphalted, edgestones reset, brick sidewalks relaid. Length, 642 feet; area, 1,367 sq. yds.

Labor		\$1,082 88
Teaming		584 00
Gravel and sand		201 12
203 feet edgestone		132 06
12,500 paving-brick		132 08
15,610 large granite blocks		903 82
50 feet flagging		20 00
Advertising		28 50
Sundries		14 65

Amount paid to John Turner & Co. :		
701 feet of edgestone set, at 8 cts.	\$56 08	
705.4 sq. yds. block paving, at 25 cts.	176 35	
422 sq. yds. brick paving, at 18 cts.	75 96	
	<hr/>	308 39

Amount paid to T. H. & W. A. Payson :		
66 sq. yds. block paving, at 25 cts.	\$16 50	
510 feet edgestone set, at 8 cts.	40 80	
245 sq. yds. brick paving laid, at 25 cts.,	61 25	
18 sq. yds. flagging crossings, at 25 cts.,	4 50	
	<hr/>	123 05

Carried forward,

\$3,531 55

<i>Brought forward,</i>		\$3,531 55
Amount paid to Barber Asphalt Paving Co. :		
337 sq. yds. Trinidad asphalt pavement, with concrete base and binder course, at \$3.00	\$1,011 00	
252.3 sq. yds. Trinidad asphalt pavement, with cobble base and binder course, at \$2.65	668 59	
	<hr/>	1,679 59
		<hr/>
		\$5,211 14

Amount paid out of Street Improve- ments, Wards 6, 7, and 8	\$2,014 40	
Amount paid out of Street Improve- ments, Wards 7 and 8	3,196 74	
	<hr/>	\$5,211 14
		<hr/>

Doane street (work not started).

Labor		\$9 25
Advertising		7 95
		<hr/>
		\$17 20
		<hr/>

Granolithic sidewalks.

Rebate on 1,519 sq. ft. artificial stone sidewalks, at 6 cts.		\$91 14
		<hr/>

Lancaster street, Causeway to Merrimac street, paved with large granite blocks on a gravel base with Portland cement grout joints, edgestone reset, brick sidewalk relaid. Length, 365 feet; area, 1,071 sq. yds.

Labor		\$1,050 60
Teaming		860 00
Gravel and sand		219 72
Cement		230 00
23,045 large granite blocks		1,267 48
188 feet flagging		119 38
155 feet edgestone		96 10
15,000 paving-brick		141 75
Advertising		6 00
Amount paid to John Turner & Co. :		
702 feet edgestone set, at 8 cts.	\$56 16	
1,071.3 sq. yds. block-paving, cement joints, at 42 cts.	449 95	
25 sq. yds. block paving, gravel joints, at 25 cts.	6 25	
59.7 sq. yds. crossings laid, cement joints, at 42 cts.	25 07	
401 sq. yds. brick paving, at 18 cts.	72 18	
	<hr/>	\$609 61
		<hr/>
		\$4,600 64
		<hr/>

Lewis street, Commercial to North street, paved with large granite blocks, on a gravel base, with Portland cement grout joints, edgestone reset, brick sidewalks relaid. Length, 188 feet; area, 603 sq. yds.

Labor	\$638 34
Teaming	522 00
Gravel and sand	107 60
Cement	151 80
12,900 large granite blocks	746 91
5,000 paving-brick	47 25
496 feet flagging	198 40
Advertising	6 75

Amount paid to A. A. Libby & Co.

567.5 sq. yds. block paving, cement joints, at 42 cts.	\$238 35	
74 sq. yds. block paving, gravel joints, at 25 cts.	18 50	
360 feet edgestone set, at 8 cts.	28 80	
235 sq. yds. brick paving, at 18 cts.	42 30	
39.7 sq. yds. flagging crossings, cement joints, at 42 cts.	16 67	
		<u>344 62</u>
		<u>\$2,763 67</u>

Amount paid out of Street Improvements,

Wards 6, 7, 8 \$2,759 17

Amount paid out of appropriation for

Lewis street 4 50

\$2,763 67

Merchants row, State to North street, paved with large granite blocks on concrete base, with Portland cement grout joints, edgestone set, brick sidewalks relaid. Length, 613 feet; area, 2,914 sq. yds.

Labor	\$2,606 77
Teaming	1,183 00
Gravel and sand	489 45
373 feet edgestone, 1 large and 1 small corner	240 21
48 $\frac{1}{2}$ feet circular edgestone	63 59
63,860 large granite blocks	3,697 49
2,052 feet flagging	747 90
20,000 paving-brick	189 00
Lumber	31 14
Cement	856 75
Sundries	32 50

Amount paid to A. A. Libby & Co. :

2,906.8 sq. yds. concrete base, at 75 cts. \$2,180 10

3,101.6 sq. yds. block paving, cement joints, at 42 cts. 1,302 67

Carried forward,

\$3,482 77 \$10,137 80

<i>Brought forward,</i>	\$3,482 77	\$10,137 80
820 feet edgestone set, at 8 cts.	65 60	
555.5 sq. yds. brick paving, at 18 cts.	99 99	
684 sq. yds. block paving, gravel joints, at 25 cts.	171 00	
58.5 sq. yds. brick paving on edge, at 36 cts.	21 06	
	<hr/>	3,840 42
		<hr/>
		\$13,978 22

North Margin street, Stillman to Thatcher street, asphalted with Trinidad asphalt. Length, 515 feet; area, 1,154 sq. yds.

Labor		\$772 28
Teaming		571 00
Gravel and sand		47 80
10,500 paving-brick		99 24
51½ feet circular edgestone		7 69
1 large and 2 small corners		12 30
Advertising		8 80
Sundries		19 00

Amount paid to T. H. & W. A. Payson:

145 sq. yds. block paving, at 25 cts.	\$36 25	
1,030 feet edgestone set, at 8 cts.	82 40	
567.5 sq. yds. brick paving laid, at 18 cts.	102 15	
10 sq. yds. crossings laid, at 25 cts.	2 50	
20.4 sq. yds. brick paving, herring-bone, at 36 cts.	7 34	
	<hr/>	230 64

Amount paid to Barber Asphalt Paving Company:
1,156.7 sq. yds. Trinidad asphalt, with concrete base
and binder, at \$3

	3,470 10
	<hr/>
	\$5,238 85

Amount retained from Barber Asphalt Paving
Company

	173 51
	<hr/>
	\$5,065 34

Tileston street, Unity to Salem street, asphalted with Trinidad asphalt. Length, 163 feet; area, 132 sq. yds.

Labor		\$222 15
Teaming		172 50
Gravel		11 70
Lumber		1 33
2,000 paving-brick		18 90

Amount paid to Barber Asphalt Paving Company:

123.8 sq. yds. Trinidad asphalt, with concrete base and binder, at \$3	\$371 40	
8.6 sq. yds. Trinidad asphalt, with binder, at \$2.25	19 35	
	<hr/>	390 75

Carried forward,

	<hr/>	\$817 33
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<i>Brought forward,</i>	\$817 33
Amount retained from Barber Asphalt Paving, Company	19 54
	<u>\$797 79</u>
Work done by Sewer Division	<u>\$427 89</u>

STREET IMPROVEMENTS, WARDS 7 AND 8.

Spring street, Leverett to Poplar street, asphalted with Trinidad asphalt, edgestone reset, brick sidewalks relaid. Length, 447 feet; area, 908 sq. yds.

Labor		\$376 92
Teaming		328 50
Gravel and sand		68 50
30 $\frac{1}{2}$ circular edgestone		39 44
214 feet edgestone and 1 large corner		138 28
Stone		280 00
9,516 paving-brick		89 93
Advertising		13 75
Sundries		23 00
Amount paid to John Turner & Co. :		
840 feet edgestone set, at 8 cts.	\$67 20	
100 sq. yds. block paving, at 25 cts.	25 00	
468 sq. yds. brick paving, at 18 cts.	84 24	
	<u> </u>	176 44
Amount paid to Barber Asphalt Paving Company :		
876.8 sq. yds. Trinidad asphalt pavement, with base and binder course, at \$2.65		2,323 52
		<u>\$3,858 28</u>

Amount paid out of Street Improvements, Wards 7
and 8 \$3,520 06

Amount paid out of Street Street Im-
provements, Wards 6, 7, and 8 338 22

3,858 28

Staniford street, Cambridge to Green street, macadamized.
Length, 450 feet; area, 823 sq. yds.

Labor		\$238 05
Teaming		130 50
Gravel		22 80
		<u>\$391 35</u>

Amount paid out of Street Improvements,
Wards 7 and 8 \$238 05

Amount paid out of Street Improvements,
Ward 9 130 50

Amount paid out of Street Improvements,
Wards 9 and 10 22 80

391 35

Work done by the Sewer Division \$70 46

STREET IMPROVEMENTS, WARD 9.

Allston street, Bowdoin to Somerset street, macadamized.

Length, 353 feet; area, 1,068 sq. yds.

Labor	\$83 00
Teaming	68 00
Gravel	12 54
Stone	70 00
	<hr/>
	\$233 54

Amount paid out of Street Improvements,
Ward 9 \$221 00

Amount paid out of Street Improvements,
Wards 9 and 10 12 54

233 54

Bowdoin street, Cambridge street to Bulfinch place; macadamized. Length, 275 feet; area, 764 sq. yds.

Labor	\$531 38
Teaming	99 00
Stone	35 00
	<hr/>
	\$665 38

Amount paid out of Street Improvements,
Ward 9 \$158 90

Amount paid out of Street Improvements,
Wards 9 and 10 506 48

665 38

Bulfinch street, Allston street to Bulfinch place; macadamized. Length, 225 feet; area, 424 sq. yds.

Labor	\$59 00
Teaming	155 55
Gravel	11 40
	<hr/>
	\$225 95

Amount paid out of Street Improvements,
Ward 9 \$214 55

Amount paid out of Street Improvements,
Wards 9 and 10 11 40

225 95

Chestnut street, Charles to Walnut street, macadamized. Length, 1,015 feet; area, 3,158 sq. yds.

Labor	\$228 80
Teaming	166 00
Stone	137 00
Gravel	41 61
	<hr/>

Carried forward, \$573 41

<i>Brought forward,</i>		\$573 41
Amount paid out of Street Improvements, Ward 9	\$531 80	
Amount paid out of Street Improvements, Wards 9 and 10	41 61	
		<u>573 41</u>

Derne street, Temple to Bowdoin street, resurfaced, granolithic sidewalks laid. Length, 150 feet; area, 317 sq. yds.

Labor		\$164 25
Teaming		37 50
2,498 sq. yds. artificial stone sidewalk, rebate, at 6 cts.		149 88
		<u>\$351 63</u>

Amount paid out of Street Improvements, Ward 9	\$201 75	
Amount paid out of Street Improvements, Wards 9 and 10	149 88	
		<u>\$351 63</u>

Green street, resurfaced.

Labor		\$14 00
Stone		140 00
		<u>\$154 00</u>

Joy street, Beacon to Myrtle street, macadamized. Length, 765 feet; area, 1,785 sq. yds.

Labor		\$188 80
Teaming		118 00
Stone		108 50
		<u>\$415 30</u>

Mount Vernon street, Charles to Brimmer street, macadamized. Length, 450 feet; area, 1,650 sq. yds.

Labor		\$285 23
Teaming		292 00
Gravel		44 46
Stone		59 50
Advertising		10 00
		<u>\$691 19</u>

Amount paid out of Street Improvements, Ward 9	\$351 83	
Amount paid out of Street Improvements, Wards 9 and 10	339 36	
		<u>\$691 19</u>

River street, Chestnut to Mt. Vernon street, macadamized.

Length, 260 feet; area, 578 sq. yds.

Labor	\$453 30
Teaming	169 50
Stone	154 00
	<hr/>
	\$776 80

Temple street, Cambridge to Derne street, macadamized.

Length, 614 feet; area, 1,296 sq. yds.

Labor	\$568 40
Teaming	318 00
Gravel	45 60
	<hr/>
	\$932 00

Amount paid out of Street Improvements,

Ward 9 \$886 40

Amount paid out of Street Improvements,

Wards 9 and 10 45 60

\$932 00**Walnut street**, Beacon to Mt. Vernon street, macadamized.

Length, 463 feet; area, 1,132 sq. yds.

Labor	\$147 40
Teaming	139 25
Gravel	39 90
Stone	140 00
	<hr/>
	\$466 55

Amount paid out of Street Improvements,

Ward 9 \$426 65

Amount paid out of Street Improvements,

Wards 9 and 10 39 90

\$466 55

STREET IMPROVEMENTS, WARDS 9 AND 10.

Ashburton place, resurfaced.

Labor	\$111 55
Teaming	85 50
	<hr/>
	\$197 05

Brimmer street, Beacon to Pinckney street, asphalted with

Trinidad asphalt, edgestone reset, brick sidewalks relaid.

Length, 1,087 feet; area, 3,300 sq. yds.

Labor	\$2,140 90
Teaming	357 00
Gravel	139 45
16,000 paving-brick	158 50
Advertising	18 00
	<hr/>

Carried forward,

\$2,813 85

<i>Brought forward,</i>		\$2,813 85
Amount paid to T. H. & W. A. Payson:		
189 sq. yds. block paving, at 25 cts.	\$47 25	
2,117 feet edgestone set, at 8 cts.	169 36	
115 sq. yds. flagging set, at 25 cts.	28 75	
1,437 sq. yds. brick paving, at 23 cts.	330 51	
36 sq. yds. brick paving (herring-bone) on edge, at 55 cts.	19 80	
		<u>595 67</u>
Amount paid to Barber Asphalt Paving Company:		
3,272 sq. yds. Trinidad asphalt on a concrete base, at \$3,		9,816 00
		<u>\$13,225 52</u>
Amount retained from Barber Asphalt Paving Company		490 80
		<u>\$12,734 72</u>
Amount paid out of Street Improvements, Wards 9 and 10	\$12,670 32	
Amount paid out of Street Improvements, Ward 9	64 40	
		<u>\$12,734 72</u>

Charles street, Pinckney to Cambridge street (easterly side), paved with large granite blocks on a concrete base, with Portland cement grout joints, edgestones reset, brick sidewalks relaid. Length, 845 feet; area, 1,989 sq. yds.

Labor	\$1,798 82
Teaming	1,020 50
Gravel and sand	296 77
Cement	441 60
387 feet flagging	142 28
33,000 large granite blocks	1,910 70
14,000 paving bricks	132 30
Sundries	8 00

Amount paid to H. Gore & Co.:

2,091.4 sq. yds. American cement, concrete base, at 75 cts.	\$1,568 55	
2,127.8 sq. yds. block paving, Portland cement grout joints, at 42 cts.	893 68	
1,129 feet edgestone reset, at 8 cts.	90 32	
759 sq. yds. brick sidewalks relaid, at 18 cts.	136 62	
Extra work as ordered	190 82	
		<u>2,879 99</u>
		<u>\$8,630 96</u>

Amount paid out of Street Improvements, Wards 9 and 10	\$8,164 84	
Amount paid out of Street Improvements, Ward 9	466 12	
		<u>\$8,630 96</u>

STREET IMPROVEMENTS, WARDS 9 AND 10.

Edinboro' street, Beach to Essex street, asphalted with Trinidad asphalt, edgestones reset, brick sidewalks relaid. Length, 470 feet; area, 907 sq. yds.

Labor	\$585 90
Teaming	264 00
Gravel	24 90
12 $\frac{1}{2}$ feet edgestone	7 56
7 $\frac{1}{2}$ feet circular edgestone	10 19
5,000 paving-brick	47 25
Sundries	9 00

Amount paid to P. Brennan:

669 feet edgestone set, at 18 cts.	\$120 42
331 sq. yds. brick paving, at 28 cts.	92 68

213 10

Amount paid to Barber Asphalt Paving Company:
907.8 sq. yds. Trinidad asphalt, with concrete base and binder, at \$3

\$2,723 40

\$3,885 30

Amount retained from Barber Asphalt Paving Company

136 17

\$3,749 13

Otis street, Summer street to Winthrop square, paved with large granite blocks on a concrete base, with Portland cement grout joints, crossings laid. Length, 257 feet; area, 881 sq. yds.

Labor	\$121 18
Teaming	604 00
22,500 large granite blocks	1,302 75
Gravel and sand	74 50
Cement	230 00
120 feet flagging	39 00
Advertising	6 00

Amount paid to James Grant & Co.:

881.5 sq. yds. block paving, with Portland cement, grout joints, at 58 cts.	\$511 27
172 sq. yds. crosswalks laid, at 35 cts.	60 20

571 47

\$2,948 90

Oxford street, Beach to Essex street, asphalted with Trinidad asphalt. Length, 430 feet; area, 735 sq. yds.

Labor	\$92 00
Gravel and sand	24 20
8,850 paving-bricks	88 50
6.6 feet edgestone	4 09

Carried forward,

\$208 79

<i>Brought forward,</i>		\$208 79
Amount paid to Barber Asphalt Paving Company :		
735 sq. yds. base course for asphalt, at 40 cts.	\$294 00	
735 sq. yds. Trinidad asphalt pavement and binder, at \$2.25	1,653 75	
	<hr/>	1,947 75
		<hr/>
		\$2,156 54
Amount paid out of Street Improvements, Wards 9 and 10	\$2,039 75	
Amount paid out of Paving Division	116 79	
	<hr/>	\$2,156 54
		<hr/>
Parkman street, resurfaced.		
Labor		\$124 20
		<hr/>
		<hr/>
Pinckney street, Brimmer to Charles street, asphalted with Trinidad asphalt. Length, 271 feet; area, 723 sq. yds.		
Labor	\$155 95	
Teaming	73 50	
Gravel and sand	23 98	
Paving	92 35	
Amount paid to Barber Asphalt Paving Company :		
710 sq. yds. Trinidad asphalt on concrete, at \$3	2,130 00	
	<hr/>	2,130 00
		<hr/>
		\$2,475 78
Amount retained from Barber Asphalt Paving Com- pany		106 50
		<hr/>
		<hr/>
		\$2,369 28
		<hr/>
		<hr/>
Summer street, Washington to Federal street, paved with large granite blocks on a concrete base, crossings laid. Length, 1,528 feet; area, 1,918 sq. yds.		
Labor	\$1,801 84	
Teaming	1,880 00	
Gravel and sand	330 05	
Cement	506 00	
42,550 large granite block	2,390 13	
192 feet flagging	93 72	
Advertising	40 75	
Amount paid to James Grant & Co. :		
1,918.1 sq. yds. cement concrete base, at 75 cts.	\$1,438 58	
2,037 sq. yds. block-stone and crossings laid, with cement joints, at 42 cts.	865 54	
314.2 sq. yds. block-stone and crossings laid, with gravel joints, at 25 cts.	78 56	
	<hr/>	
<i>Carried forward,</i>	\$2,382 68	\$7,042 49

STREET DEPARTMENT — PAVING DIVISION. 225

<i>Brought forward,</i>	\$2,382 68	\$7,042 49
174 feet edgestones reset, at 8 cts.	13 92	
134.2 sq. yds. brick sidewalks, at 18 cts.,	24 16	
Extra work as ordered	141 73	
	_____	2,562 49
		\$9,604 98
Less amount paid by the West End Street Railway Company	\$546 71	
Less amount paid by the Edison Electric Illuminating Company	355 79	
	_____	\$902 50
		\$8,702 48
Amount paid out of Street Improvements, Wards 9 and 10	\$5,810 42	
Amount paid out of Street Improvements, Ward 12	2,892 06	
	_____	\$8,702 48
West street, Tremont to Washington street, paved with large granite blocks on a concrete base, with cement joints, crossings laid. Length, 486 feet; area, 1,186 sq. yds.		
Labor		\$155 55
18,965 large granite blocks		1,043 08
6,500 paving-brick		61 43
272 feet flagging		88 40
164 feet edgestone and 1 large corner		107 28
Advertising		29 00
Sundries		32 00
Amount paid to H. Gore & Co. :		
1,135 sq. yds. block paving, cement joints, at \$2.25	\$2,553 75	
377 feet edgestone, at 25 cts.	94 25	
184 sq. yds. brick paving, at 43 cts.	79 12	
60 sq. yds. flag crossings, with cement joints, at \$2.25	135 00	
Extra work as ordered	82 98	
	_____	2,945 10
		\$4,461 84
Amount retained from H. Gore & Co.		147 26
		\$4,314 58
Work done by Sewer Division		\$591 72

STREET IMPROVEMENTS, WARD 11.

Beacon street, Arlington to Dartmouth street, macadamized, edgestone reset, brick sidewalks relaid and gutters repaved. Length, 1,852 feet; area, 9,466 sq. yds.

Labor	\$697 60
Teaming	2,349 00
Gravel	1,140 80
Stone	3,768 16
Rolling	160 00
5,000 paving-brick	83 75
Granolithic sidewalks	98 12

Amount paid to James Doherty & Co.:		
1,892 feet edgestone set, at 15 cts.	\$283 80	
1,547 sq. yds. block paving, at 35 cts.	548 45	
2,922 sq. yds. brick paving, at 23 cts.	672 06	
		<u>1,504 31</u>
		<u>\$9,801 74</u>

Amount paid out of Street Improvements, Ward 11	\$6,298 28	
Amount paid out of Paving Division	3,503 46	
		<u>\$9,801 74</u>

Boylston street, Arlington to Clarendon street, macadamized. Length, 1,200 feet; area, 6,700 sq. yds.

Labor	\$998 20
Teaming	845 00
Gravel	252 65
Stone	1,215 64
	<u>\$3,311 49</u>

Amount paid out of Paving Division	<u>\$3,311 49</u>
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Buckingham street, Columbus avenue to Dartmouth street, macadamized, edgestone reset, brick sidewalks relaid. Length, 627 feet; area, 1,602 sq. yds.

Labor	\$421 40
Teaming	421 00
Gravel and sand	195 15
Stone	476 80
10,500 paving-brick	99 22

Amount paid to James Doherty & Co.:		
1,129 feet edgestone set, at 15 cts.	\$169 35	
353 sq. yds. block paving, at 35 cts.,	123 55	
1,106 sq. yds. brick paving, at 23 cts.,	254 38	
		<u>547 28</u>

Carried forward,

\$2,160 85

<i>Brought forward,</i>	\$2,160 85
Amount paid out of Street Improvements, Ward 11	\$954 30
Amount paid out of Paving Division	1,206 55
	<u>\$2,160 85</u>

Chandler street, Berkeley street to Columbus avenue, macadamized, edgestone reset, brick sidewalks relaid, gutters repaved. Length, 1,103 feet; area, 4,955 sq. yds.

Labor	\$771 97
Teaming	968 00
Gravel and sand	298 79
Stone	280 50
375 large granite blocks	21 71
16,000 paving-brick	151 20
Granolithic sidewalks	98 28
Amount paid to T. H. & W. A. Payson:	
1,938 feet edgestone set, at 15 cts.,	\$290 70
978 sq. yds. block paving, at 35 cts.,	342 30
3.6 sq. yds. round stone, at 35 cts.,	1 26
1,918 feet brick paving laid, at 23 cts.,	441 14
22.9 sq. yds. brick paving (herring-bone), at 36 cts.	8 24
	<u>1,083 64</u>
	<u>\$3,674 09</u>

Amount paid out of Street Improvements, Ward 11	\$3,329 34
Amount paid out of Paving Division	344 75
	<u>\$3,674 09</u>

Columbus avenue, Park square to Ferdinand street, paved with large granite blocks on a concrete base, with cement joints, edgestones reset, crossings laid, brick sidewalks relaid. Length, 825 feet; area, 4,950 sq. yds.

Labor	\$262 06
108,725 large granite blocks	6,125 59
780.6 feet flagging	432 99
47,850 paving-brick	452 19
2 large and 2 small corners	17 90
Advertising	38 33
Sundries	2 26
Amount paid to H. Gore & Co.:	
5,229.8 sq. yds. block paving on concrete base, with cement joints, at \$2.25	\$11,767 05
472 sq. yds. block paving on gravel, with gravel joints, at \$1.00	472 00
1,504.5 feet edgestone set, at 25 cts.	376 13
1,972 sq. yds. brick paving, at 43 cts.,	847 96
	<u>\$13,463 14</u>
<i>Carried forward,</i>	<u>\$7,331 32</u>

<i>Brought forward,</i>	\$13,463 14	\$7,331 32
298.5 sq. yds. flagging on concrete base, with cement joints, \$2.25	671 63	
22 sq. yds. flagging, relaid on gravel, gravel joints, at 25 cts.	5 50	
Extra work as ordered	239 64	
	<hr/>	14,379 91

Amount retained from H. Gore & Co.		\$21,711 23
		<hr/> 719 00
		<hr/> \$20,992 23

Amount paid out of Street Improvements, Ward 11	\$634 50	
Amount paid out of Paving Division	20,357 73	
	<hr/>	\$20,992 23

Newbury street, Arlington street to Massachusetts avenue, macadamized, edgestone reset, gutters repaved, brick sidewalks relaid. Length, 4,742 feet; area, 18,968 sq. yds.

Labor	\$2,783 57
Teaming	4,026 00
Gravel and sand	1,785 75
Stone	6,413 69
Rolling	550 00
Advertising	28 00

Amount paid to James Doherty & Co. :	
1,090 feet edgestone set, at 15 cts.	\$163 50
2,286 sq. yds. block paving, at 35 cts.	800 10
1,463 sq. yds. block paving, at 25 cts.	365 75
1,702 sq. yds. brick paving, at 23 cts.	391 46
209 sq. yds. brick paving, herring-bone, at 41 cts.	8 57
	<hr/>
	1,729 38
	<hr/>
	\$17,316 39

Amount paid out of Street Improvements, Ward 11	\$9,638 47
Amount paid out of Paving Division	7,677 92
	<hr/>
	\$17,316 39

St. James avenue, Berkeley street to Huntington avenue, macadamized. Length, 1,118 feet; area, 4,184 sq. yds.

Labor	\$420 75
Teaming	538 00
Gravel	252 65
Stone	804 80
600 paving-brick	6 00
Paving	189 78
	<hr/>
	\$2,211 98

Work done by Sewer Division	\$1,073 18
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STREET IMPROVEMENTS, WARD 12.

Devonshire street, Milk to Franklin streets, paved with large granite blocks on a concrete base, with cement joints, crossings laid. Length, 435 feet; area, 1,468 sq. yds.

Labor	\$110 80
Teaming	1,116 00
Gravel and sand	218 70
Cement	374 90
Lumber	46 08
37,625 large granite blocks	2,157 02
582 feet flagging	188 85
Sundries	18 00

Amount paid to James Grant & Co. :

1,520.6 sq. yds. concrete base, at 75 cts.	\$1,140 45	
1,520.6 sq. yds. block paving with cement, grout joints, at 67 cts.	1,018 80	
281 sq. yds. block paving, with gravel joints, at 25 cts.	70 25	
281 sq. yds. block paving, at 10 cts.	28 10	
3 days stone-cutter, at \$4.50	13 50	
		2,271 10
		<u>\$6,501 45</u>

Harvard street, Harrison avenue to Washington street, re-paved, crossings laid. Length, 400 feet; area, 900 sq. yds.

Labor	\$318 15	
Teaming	228 50	
Gravel	28 50	
102 feet flagging	33 15	
8,550 large granite blocks	495 05	
Advertising	22 50	
Paving	157 16	
		<u>\$1,283 01</u>

Oak street, Hudson to Albany street, paved with large granite blocks, edgestone reset, brick sidewalks relaid. Length, 145 feet; area, 419 sq. yds.

Labor	\$369 40	
Teaming	391 50	
Gravel	83 52	
2,600 paving-brick	26 00	
8,820 large granite blocks	510 68	
12.8 feet flagging	5 12	
Advertising	18 50	
Paving	162 29	
		<u>\$1,567 01</u>

Tyler street. (Work not started.)

Advertising	<u>\$20 50</u>
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Whitmore street, asphalted with Sicilian rock asphalt. Length, 249 feet; area, 418 sq. yds.

Labor	\$395 97
Teaming	155 00
Gravel and sand	7 60
3,150 paving-brick	29 77
Paving	156 66

Amount paid to Boston Asphalt Co.:

418 sq. yds. Sicilian rock asphalt, with concrete base, at \$3	1,254 00
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	<u>\$1,999 00</u>
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Amount retained from Boston Asphalt Co.	62 70
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	<u>\$1,936 30</u>
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STREET IMPROVEMENTS, WARD 13.

D street, Seventh to Eighth street, paved with large granite blocks, edgestone reset, crossings laid, brick sidewalks laid. Length, 294 feet; area 1,337 sq. yds.

Labor	\$193 83
Teaming	138 50
576 feet flagging	185 40
14,000 paving-brick	137 90
34,377 large granite blocks	1,990 43
Wharfage	31 20
Advertising	25 00

Amount paid to Collins & Ham:

557.2 feet edgestone set, at 8 cts.	\$44 58
253.2 feet edgestone set, at 20 cts.	50 64
1.231 9 sq. yds. block paving, at 60 cts.	739 14
171.3 sq. yds. round-stone paving, at 60 cts.,	102 78
698.2 sq. yds. brick paving, at 38 cts.	265 32

	<u>1,202 46</u>
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	<u>\$3,904 72</u>
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Amount paid out of Street Improvements,

Ward 13	\$1,745 54
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Amount paid out of Street Improvements,

Wards 14 and 15	2,159 18
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	<u>\$3,904 72</u>
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STREET IMPROVEMENTS, WARD 14.

East Seventh street, I to K street, macadamized. Length, 644 feet; area, 2,561 sq. yds.

Labor	\$300 00
Teaming	106 00
Gravel	15 90
Stone	172 70
	<hr/>
	\$594 60

Emerson street, Dorchester to East Third street, macadamized. Length, 307 feet; area, 1,159 sq. yds.

Labor	\$159 82
Teaming	82 50
Gravel	3 18
Stone	302 92
	<hr/>
	\$548 42

Amount paid out of Street Improvements,
Ward 14 \$83 68

Amount paid out of Street Improvements,
Wards 14 and 15 464 74

\$548 42

F street, Second to Eighth street, macadamized. Length, 2,203 feet; area, 8,450 sq. yds.

Labor	\$776 65
Teaming	272 00
Gravel	135 16
Stone	1,314 83
Advertising	7 20
Paving	39 60
	<hr/>
	\$2,545 44

Amount paid out of Street Improvements,
Ward 14 \$63 28

Amount paid out of Street Improvements,
Wards 14 and 15 1,566 33

Amount paid out of Street Improvements,
Ward 15 915 83

\$2,545 44

H street, East Sixth to East Ninth street, macadamized. Length, 857 feet; area, 3,494 sq. yds.

Labor	\$276 15
Teaming	101 00
Gravel	147 08
Stone	568 06
Granolithic sidewalks	31 70
	<hr/>
	\$1,123 99

\$1,123 99

I street, East Sixth to East Ninth street, macadamized. Length,
857 feet; area, 3,365 sq. yds.

Labor	\$264 50
Teaming	120 00
Gravel	78 70
Stone	286 21
	<hr/>
	\$749 41

K street, East Seventh street to water, macadamized. Length,
882 feet; area, 3,460 sq. yds.

Labor	\$192 05
Teaming	65 00
Gravel	45 32
Stone	215 01
	<hr/>
	\$517 47

Pacific street, resurfaced.

Labor	\$50 60
Gravel	13 52
	<hr/>
	\$64 12

STREET IMPROVEMENTS, WARDS 14 AND 15.

Athens street, F to Dorchester street, macadamized. Length,
752 feet; area, 1,086 sq. yds.

Labor	\$205 50
Teaming	32 50
Gravel	31 00
Stone	260 33
	<hr/>
	\$529 33

East Eighth street, H to K streets, paved with large granite
blocks, edgestone reset, brick sidewalks relaid. Length, 1,073
feet; area, 2,738 sq. yds.

Labor	\$1,167 39
Teaming	750 00
Gravel	530 07
18,000 paving-brick	177 31
49,596 large granite blocks	2,871 61
Wharfage	83 50

Amount paid to J. B. O'Rourke & Co.:	
2,738 sq yds block paving, at 25 cts. . .	\$684 50
2,099 feet edgestone set. at 15 cts. . .	314 85
1,022 sq. yds brick paving, at 18 cts. . .	327 96
26 sq. yds. brick paving (herring-bone), at 36 cts.	9 36
47 sq. yds. crosswalks laid, at 25 cts. . .	11 75

1,348 42

\$6,928 30

East Second street, L to O street, macadamized. Length, 1,095 feet; area, 6,082 sq. yds.

Labor	\$812 44
Teaming	395 50
Gravel	309 26
Stone	1,593 88
Advertising	12 00
	<hr/>
	\$3,123 08

East Sixth street, N to O street, paved with large granite blocks (east side), edgestone set, brick sidewalks relaid. Length, 528 feet; area, 599 sq. yds.

Labor	\$563 60
Teaming	46 00
Gravel	95 19
203 feet edgestone	125 86
14,016 large granite blocks	811 52
Wharfage	30 40
Amount paid to J. B. O'Rourke & Co.:	
599 sq. yds. block paving, at 25 cts.	\$149 75
755 feet edgestone set, at 8 cts.	60 40
100 sq. yds. brick paving, at 18 cts.	18 00
	<hr/>
	228 15
	<hr/>
	\$1,900 72

East Third street, H to I street, macadamized. Length 400 feet; area, 1,510 sq. yds.

Labor	\$221 80
Teaming	127 50
Gravel	61 22
Stone	673 03
Advertising	7 50
	<hr/>
	\$1,091 05

P Street, E. Fourth to E. Sixth street, paved with large granite blocks on a gravel base, with cement joints, edgestone reset, brick sidewalks relaid. Length, 568 feet; area, 1,206 sq. yds.

Labor	\$812 35
Teaming	412 50
Gravel	267 90
Cement	276 00
5,000 paving-brick	49 25
24,066 large granite blocks	1,323 63
Wharfage	46 70
	<hr/>

Carried forward, \$3,188 33

<i>Brought forward,</i>		\$3,188 33
Amount paid to J. B. O'Rourke & Co.:		
1,204.4 sq. yds. block paving, cement joints, at 42 cts.	\$505 85	
550.5 feet edgestone set, at 8 cts.	44 04	
556 sq. yds. brick paving, at 18 cts.	100 08	
2.2 sq. yds. block paving, gravel joints, at 25 cts	55	
	<hr/>	650 52
		<hr/>
		<u>\$3,838 85</u>

Swett street, Ellery street towards Albany street, macadamized. Length, 1,360 feet; area, 6,045 sq. yds.		
Labor	\$1,608 47	
Amount paid out of Street Improvements, Wards 14 and 15	999 35	
Amount paid out of Street Improvements, Ward 15	283 67	
Amount paid out of Street Improvements, Ward 20	325 45	
	<hr/>	\$1,608 47
		<hr/>
Vale street, Burnham street to water line, graded and gravelled.		
Labor		\$78 20
		<hr/>

STREET IMPROVEMENTS, WARD 15.

Baxter street, D to E street, resurfaced. Length, 522 feet; area, 1,483 sq. yds.		
Labor	\$52 90	
Stone	5 50	
Gravel	4 77	
	<hr/>	\$63 17
		<hr/>

Dexter street, Ellery street to Dorchester avenue, resurfaced. Length, 325 feet; area, 848 sq. yds.		
Labor	\$102 35	
Teaming	15 00	
Stone	95 07	
	<hr/>	\$212 42
		<hr/>

Eighth street, D to E street, resurfaced. Length, 520 feet; area, 1,600 sq. yds.		
Labor	\$177 25	
Teaming	45 00	
Gravel	46 11	
Stone	164 50	
	<hr/>	\$432 86
		<hr/>

Ellery street, Dexter to Swett street, macadamized. Length,
210 feet; area, 467 sq. yds.

Labor	\$29 90
Teaming	20 00
Gravel	14 31
Stone	62 00
	<u>\$126 21</u>

Gold street, F to Dorchester street, resurfaced.

Labor	\$74 75
Teaming	5 00
Stone	13 28
	<u>\$93 03</u>

Jenkins street, Dorchester street to N.Y., N.H., & H. R.R.,
resurfaced.

Labor	\$62 10
Teaming	5 00
Gravel	17 49
Stone	22 03
	<u>\$106 62</u>

Mt. Vernon street, Dorchester avenue to Boston street, resur-
faced.

Labor	\$180 75
Teaming	47 50
Stone	399 71
	<u>\$627 96</u>

Silver street, E to F street, resurfaced.

Labor	\$110 40
Gravel	60 42
	<u>\$170 82</u>

Ward street, Preble to Dorchester street, resurfaced.

Labor	\$62 10
Teaming	55 00
Gravel	19 88
Stone	71 84
	<u>\$208 82</u>

STREET IMPROVEMENTS, WARD 16.

Bristol street, in front of engine-house, paved with large granite blocks. Length, 100 feet; area, 290 sq. yds.

Labor	\$172 50
Teaming	186 00
Gravel	22 80
5,525 large paving-blocks	319 90
Paving	58 25
	<hr/>
	\$759 45

Castle street, Washington to Tremont street, paved with large granite blocks on a concrete base, with cement joints, edgestone reset, brick sidewalk relaid, crossings laid. Length, 1,082 feet; area, 4,100 sq. yds.

Labor	\$1,572 80
Teaming	824 00
Gravel and sand	420 06
Cement	690 00
391 feet flagging	248 29
21,150 paving-brick	199 86
5,975 large paving blocks	345 96
Amount paid to James Grant & Co.:	
1,808 feet edgestone set, at 8 cts.	\$144 64
1,310 sq. yds. brick paving, at 18 cts.	235 80
3,973 sq. yds. block paving, with cement joints, at 42 cts.	1,668 66
359 sq. yds. block paving, with gravel joints, at 25 cts.	89 75
310 sq. yds. flagging crossings, with cement joints, at 42 cts.	130 20
22 sq. yds. flagging crossings, with gravel joints, at 25 cts.	5 50
	<hr/>
	2,274 55

\$6,575 52

Compton street (formerly Chapman street), Washington street to Shawmut avenue (work unfinished).

Labor	\$775 10
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Kirkland street, Pleasant to Corning street, resurfaced, edgestone reset, brick sidewalks relaid, gutters paved. Length, 534 feet; area, 711 sq. yds.

Labor	\$334 30
Teaming	193 50
Gravel and sand	51 20
13,000 paving-brick	122 85
Advertising	16 20
	<hr/>

Carried forward,

\$718 05

<i>Brought forward,</i>		\$718 05
Amount paid to P. Brennan:		
1,057 feet edgestone set, at 18 cts.	\$190 26	
370 sq. yds. block paving, at 35 cts.	129 50	
303 sq. yds. brick paving, at 28 cts.	84 84	
		<u>404 60</u>
		<u>\$1,122 65</u>

Milford street, Shawmut avenue to Tremont street, macadamized, edgestone reset, brick sidewalks relaid, gutters repaved. Length, 640 feet; area, 2,133 sq. yds.

Labor	\$433 50
Teaming	675 00
Gravel	280 75
Stone	591 80
10,100 paving-brick	95 45
20 feet flagging	8 00

Amount paid to T. H. & W. A. Payson:		
1,178 feet edgestone set, at 15 cts.	\$176 70	
483 sq. yds. round-stone paving, at 35 cts.,	169 05	
1,181 sq. yds. brick paving, at 23 cts.	271 63	
		<u>617 38</u>
		\$2,701 88

Amount paid out of Street Improvements, Ward 16	\$1,149 20	
Amount paid out of Street Improvements, Wards 17 and 18	1,552 68	
		<u>\$2,701 88</u>

STREET IMPROVEMENTS, WARDS 17 AND 18.

Bradford street, Waltham street to Shawmut avenue, macadamized, edgestone reset, brick sidewalks relaid, gutters repaved. Length, 586 feet; area, 1,270 sq. yds.

Labor	\$290 90
Teaming	228 00
Gravel and sand	80 27
Stone	135 30
7,800 paving-brick	76 90

Amount paid to James Doherty & Co.:		
1,040 feet edgestone set, at 23 cts.	\$239 20	
407.7 sq. yds. block paving, at 35 cts.	142 70	
224 sq. yds. brick paving, at 28 cts.	62 72	
229 sq. yds. brick paving, at 23 cts.	52 67	
		<u>497 29</u>

Carried forward, \$1,308 66

<i>Brought forward,</i>	\$1,308 66
Amount paid out of Street Improvements, Wards 17 and 18	\$875 39
Amount paid out of Paving Division	433 27
	<hr style="width: 10%; margin-left: auto; margin-right: 0;"/> \$1,308 66

Clarendon street, Tremont street to Warren avenue, macadamized. Length, 385 feet; area, 1,711 sq. yds.

Labor	\$276 05
Teaming	51 00
Stone	409 85
Rolling	30 00
	<hr style="width: 10%; margin-left: auto; margin-right: 0;"/> \$766 90

East Canton street, Albany to Washington street, macadamized, edgestone reset, gutters repaved, brick sidewalks relaid. Length, 1,300 feet; area, 4,760 sq. yds.

Labor	\$1,062 93
Teaming	1,033 00
Gravel and sand	306 81
Stone	66 50
86 feet flagging	27 53
17,250 paving-brick	163 01
550 large paving-blocks	31 84
Amount paid to T. H. & W. A. Payson:	
1,075 feet edgestone set, at 8 cts.	\$86 00
75 8 sq. yds. block paving, at 25 cts.	18 95
317 sq. yds. round-stone paving, at 25 cts.	79 25
820 sq. yds. brick paving, at 18 cts.	147 60
	<hr style="width: 10%; margin-left: auto; margin-right: 0;"/> 331 80
	<hr style="width: 10%; margin-left: auto; margin-right: 0;"/> \$3,023 42

East Newton street, James to Washington street, macadamized. Length, 315 feet; area, 1,125 sq. yds.

Labor	\$14 00
Teaming	127 50
Stone	259 00
Advertising	19 75
Paving	18 54
	<hr style="width: 10%; margin-left: auto; margin-right: 0;"/> \$438 79

Fabin street, Newland to Ivanhoe street, asphalted with Sicilian rock asphalt. Length, 421 feet; area, 615 sq. yds.

Labor	\$756 33
Teaming	282 50

Carried forward, \$1,038 83

<i>Brought forward,</i>	\$1,038 83
Gravel	14 20
5,500 paving-brick	51 98
425 large paving-blocks	27 79
60 feet flagging	24 00
Advertising	14 25
Sundries	7 00
Paving	118 19
Amount paid to Boston Asphalt Company:	
615.1 sq. yds. Sicilian rock asphalt, with concrete base, at \$3	1,845 30
	\$3,141 54
Amount retained from Boston Asphalt Company	92 27
	\$3,049 27

Hanson street, Shawmut avenue to Tremont street, macadamized, edgestone reset, gutters repaved, brick sidewalks relaid. Length, 628 feet; area, 2,093 sq. yds.

Labor	\$345 20
Teaming	317 50
Gravel and sand	274 80
Stone	139 60
8,450 paving-brick	81 47
Amount paid to T. H. & W. A. Payson:	
1,113 feet edgestone set, at 15 cts.	\$169 95
384 sq. yds. block paving, at 35 cts.	134 40
1,055 sq. yds. brick paving, at 23 cts.	242 65
	547 00
	\$1,705 57

Harrison avenue, E. Newton to E. Springfield street, asphalted with Trinidad asphalt. Length, 700 feet; area, 1,208 sq. yds.

Labor	\$411 24
Teaming	337 00
Sundries	21 00
Amount paid to Barber Asphalt Paving Co.:	
1,208.3 sq. yds. Trinidad asphalt, with concrete base and binder, at \$3	\$3,624 90
641.4 sq. yds. asphalt relaid, at \$2	1,282 80
	4,907 70
	\$5,676 94
Amount retained from Barber Asphalt Paving Co.	245 39
	\$5,431 55

Massachusetts avenue, Albany street to bridge over N.Y., N.H., & H. R.R., asphalted between Albany and Washington streets, macadamized between Washington street and bridge over N. Y., N. H., & H. R.R. Length, 3,400 feet; area, 22,650 sq. yds.

Labor	\$2,588 34
Teaming	1,707 50
Gravel	609 44
Stone	2,931 87
2,600 paving-brick	27 50
240 feet flagging	96 08
Crossing-blocks	26 00
Rolling	200 00
Granolithic sidewalk	98 58

Amount paid to H. Gore & Co.:

2,910 sq. yds. old concrete base relaid, at 40 cts.	\$1,164 00
31 9 sq. yds. cement concrete base, at \$6.50	207 35
3,900 sq. yds. Sicilian rock asphalt, at \$2.25	8,775 00
53 sq. yds. Sicilian rock asphalt relaid, at \$2.25	119 25
1,159 feet edgestone set, at 8 cts.	92 72
409.4 sq. yds. round-stone laid, at 25 cts.,	102 35
220 sq. yds. brick paving, at 18 cts.	39 60

\$10,500 27

Less amount paid in 1894 1,004 06

\$9,496 21

\$17,781 52

Montgomery street, Tremont to Clarendon street, macadamized.

Length, 230 feet; area, 870 sq. yds.

Labor	\$111 30
Teaming	107 00
Gravel	5 00
Stone	141 75

\$365 05

Pembroke street, macadamized, edgestone reset, gutters repaved, brick sidewalks relaid. Length, 1,453 feet; area, 5,489 sq. yds.

Labor	\$638 50
Teaming	778 00
Gravel	387 30
Stone	1,380 60
13,950 paving-brick	139 50
104 feet flagging	33 02

Carried forward,

\$3,356 92

<i>Brought forward,</i>		\$3,356 92
Amount paid to T. H. & W. A. Payson :		
2,964 feet edgestone set, at 15 cts.	\$444 60	
117 sq. yds. block paving, at 35 cts.	40 95	
1,028 sq. yds. round-stone paving, at 35 cts.	359 80	
2,237 sq. yds. brick paving, at 23 cts.	514 51	
2.7 sq. yds. brick paving, (herring-bone), at 41 cts.	1 11	
Extra work	31 63	
	<hr/>	\$1,392 60
		<hr/> <hr/>
		\$4,749 52

Rollins street, resurfaced. Length, 315 feet; area, 595 sq. yds.	
Labor	\$113 80
Teaming	44 00
Gravel	22 23
	<hr/>
	\$180 03
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Waltham street, Harrison avenue to Tremont street, macadam- ized. Length, 1,370 feet; area, 4,846 sq. yds.	
Labor	\$299 26
Teaming	713 00
Gravel	438 75
Stone	154 35
Rolling	40 00
	<hr/>
	\$1,645 36
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Warren avenue, Berkeley street to Columbus avenue, macadam- ized, edgestone reset, gutters repaved, brick sidewalks relaid. Length, 2,355 feet; area, 13,750 sq. yds.	
Labor	\$1,464 80
Teaming	1,855 00
Gravel	1,330 80
Stone	3,115 80
Rolling	310 00
25,200 paving-brick	238 25
224 feet of flagging	72 42
423 feet edgestone	262 26
Amount paid to T. H. & W. A. Payson :	
3,596 feet edgestone set, at 15 cts.	\$539 40
1,982.7 sq. yds. block paving, at 35 cts.,	693 95
3,263 sq. yds. brick paving, at 23 cts.	750 49
512 sq. yds. brick paving (herring-bone)	184 32
Extra work	51 62
	<hr/>
	2,219 78
	<hr/> <hr/>
	\$10,869 11
	<hr/> <hr/>

West Canton street, Washington street to Shawmut avenue, and Columbus -avenue to railroad, macadamized, edgestone reset, gutters repaved, brick sidewalks relaid. Length, 782 feet; area, 2,954 sq. yds.

Labor		\$2,184 60
Teaming		1,882 50
Gravel and sand		476 98
269 feet flagging		95 70
1,654 large paving-blocks		98 08
29,825 paving-brick		283 94
Crossing-blocks		48 50
Stone		255 50
Amount paid to T. H. & W. A. Payson:		
3,431 feet edgestone set, at 8 cts.	\$274 48	
207.7 sq. yds. block paving, at 25 cts.	51 93	
1,189 sq. yds. round-stone paving, at 25 cts.	297 25	
2,545 sq. yds. brick paving, at 18 cts.	458 10	
		1,081 76
Amount paid to P. Brennan:		
918 feet edgestone set, at 18 cts.	\$165 24	
397 sq. yds. block paving, at 35 cts.	138 95	
540 sq. yds. brick paving, at 28 cts.	151 20	
		455 39
		<u>\$6,862 95</u>

West Newton street, Columbus avenue to railroad, macadamized. Length, 1,467 feet; area, 5,613 sq. yds.

Labor		\$470 50
Teaming		225 50
Gravel		119 10
Stone		616 72
Rolling		20 00
850 paving-brick		8 50
Building bulkhead and fence		344 00
		<u>\$1,804 32</u>
Work done by the Sewer Division		<u>\$260 98</u>

STREET IMPROVEMENTS, WARDS 19 AND 22.

Bay State road.

Labor		\$206 70
Granolithic sidewalk		17 22
		<u>\$223 92</u>

Boylston street, Massachusetts avenue to Parker street, macadamized, edgestone reset, gutters repaved, brick sidewalks relaid. Length, 400 feet; area, 1,800 sq. yds.

Labor	\$993 79
Teaming	1,260 50
Gravel and sand	802 00
Stone	1,846 96
Rolling	80 00

Amount paid to James Doherty & Co.:

954 feet edgestone set, at 15 cts.	\$143 10
669 feet fence curb set, at 15 cts.	100 35
366.4 sq. yds. block paving, at 35 cts.	128 24
856 sq. yds. brick paving, at 23 cts.	196 88
Extra work	30 00

598 57

\$5,581 82

Amount paid out of Street Improvements, Wards
19 and 22 \$4,817 36

Amount paid out of Paving Division 764 46

\$5,581 82

Burney street, Tremont street to Delle avenue, graded. Length, 305 feet; area, 881 sq. yds.

Labor	\$116 70
Filling	465 00
Advertising	11 40

\$593 10

Calumet street, Tremont to Hillside street.

Stone	\$1,027 50
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Eldora street, Hillside to Sunset street, macadamized, sidewalks gravelled. Length, 440 feet; area, 1,124 sq. yds.

Labor	\$344 60
Teaming	247 00
Gravel	73 60
Stone	46 98
Advertising	27 15

\$739 39

Francis street, Brookline avenue to Huntington avenue, macadamized. Length, 1,540 feet; area, 5,820 sq. yds.

Labor	\$520 95
Teaming	921 50
Gravel	368 15
Stone	1,777 57
Rolling	190 00
Paving	114 34

\$3,892 51

Haviland street, Massachusetts avenue to Parker street, resurfaced, gutters repaved, edgestone set. Length, 500 feet; area, 1,670 sq. yds.

Labor	\$66 51
Teaming	25 50
Gravel	106 95
5,125 large granite blocks	153 75
Paving	148 08
410 feet edgestone	254 20
	<hr/>
	\$754 99

Lawn street, graded and macadamized. Length, 1,454 feet; area, 4,202 sq. yds.

Labor	\$322 00
Stone	1,644 00
	<hr/>
	\$1,966 00

Amount paid out of Street Improvements,

Wards 19 and 22 \$207 00

Amount paid out of Paving Division 1,759 00

\$1,966 00

Longwood avenue, Brookline avenue to Parkway, macadamized
Length, 847 feet; area, 3,011 sq. yds.

Labor	\$358 20
Teaming	576 50
Gravel	341 00
Stone	245 92

Amount paid to James Doherty & Co.:

1,533.1 foot edgestone set, at 15 cts. \$229 97

550.5 sq. yds. block paving, at 35 cts. 192 68

422 65

\$1,944 27

Madison street, Washington street to Shawmut avenue, macadamized, edgestone reset, gutters repaved, brick sidewalks relaid.
Length, 481 feet; area, 1,051 sq. yds.

Labor	\$442 80
Teaming	422 00
Gravel	92 40
Stone	142 50

Amount paid to William McEleney:

952 feet edgestone set, at 8 cts. \$76 16

325 sq. yds. round-stone paving, at 25 cts., 81 25

577 sq. yds. brick-paving, at 18 cts. 103 86

261 27

\$1,360 97

New Edgestones, Sidewalks, and Gutters.

Labor		\$145 55
Teaming		12 50
Gravel		18 60
Granolithic sidewalks		79 26
218 feet of edgestone set, at 15 cts.	\$32 70	
213.5 feet edgestone set, at 8 cts.	17 08	
74.6 sq. yds. block paving, at 35 cts.	26 11	
30.7 sq. yds. round-stone paving, at 25 cts	7 68	
2. sq. yds. brick paving, at 23 cts.	46	
140. sq. yds. brick paving, at 18 cts.	25 20	
43.4 sq. yds. brick (herring-bone) paving, at 36 cts.	15 62	
	<hr/>	124 85
		<hr/>
		<u>\$380 76</u>

Parker street, Tremont street to Parker Hill avenue, macadamized, edgestone set, gutters repaved, brick sidewalks relaid, granolithic sidewalks laid. Length, 1,495 feet; area, 3,748 sq. yds.

Labor		\$1,159 46
Teaming		2,789 58
Gravel and sand		707 25
Stone		2,016 22
33 $\frac{3}{4}$ feet circular edgestone		43 22
1,196 feet edgestone		741 52
Granolithic sidewalks		151 92
Amount paid to James Doherty & Co. :		
216 feet edgestone set, at 8 cts.	\$17 28	
256 feet edgestone set, at 15 cts	37 65	
646.8 sq. yds. block paving, at 35 cts.	226 38	
309 sq. yds. brick paving, at 23 cts.	71 07	
152 sq. yds. brick (herring-bone, at 41) cts.	62 32	
Extra work	12 00	
	<hr/>	426 70
		<hr/>
		<u>\$8,035 87</u>

Raleigh street, Beacon street to Charles river, macadamized, crossings laid, granolithic sidewalks. Length, 320 feet; area, 956 sq. yds.

Labor		\$172 90
Teaming		247 50
Gravel		74 40
Stone		256 50
208 feet flagging		83 20
Rolling		40 00
Granolithic sidewalks		98 63
Paving		34 58
		<hr/>
		<u>\$1,007 71</u>

St. Stephen street, Massachusetts avenue to Gainsborough street, macadamized, edgestone reset, gutters repaved, brick sidewalks relaid. Length, 588 feet; area, 2,221 sq. yds.

Labor	\$346 15
Teaming	398 50
Gravel and sand	214 90
Stone	405 90
Rolling	110 00

Amount paid to James Doherty & Co. :

438 feet edgestone set, at 8 cts.	\$35 04	
362 sq. yds. block paving, at 25 cts.	90 50	
612 sq. yds. brick paving, at 18 cts.	110 16	
21.1 sq. yds. brick herring-bone, at 36 cts.	7 60	
		<u>243 30</u>

\$1,718 75

Sterling street, Westminster street to Shawmut avenue, macadamized, edgestone reset, gutters repaired, brick sidewalks relaid. Length, 430 feet; area, 1,624 sq. yds.

Labor	\$345 80
Teaming	387 00
Gravel and sand	394 80
Stone	509 07
3,000 paving-brick	30 60
190 feet edgestone	117 80

Amount paid to William McLeney :

1,190 feet edgestone set, at 8 cts.	\$95 20	
342 sq. yds. block paving, at 25 cts.	85 50	
667 sq. yds. brick paving, at 18 cts.	120 06	
		<u>300 76</u>

\$2,085 83

Sunset street, Hillside street to Parker Hill avenue, macadamized, gutters repaved, brick sidewalks relaid. Length, 413 feet; area, 1,055 sq. yds.

Labor	\$343 85
Teaming	331 00
Gravel and sand	149 00
Stone	47 85
Paving	109 49

\$981 19

Westland avenue, Massachusetts avenue to Parker street, macadamized. Length, 1,056 feet; area, 6,336 sq. yds.

Labor	\$811 90
Teaming	552 50
Gravel and sand	318 10
Stone	511 34
Rolling	270 00
Paving	79 52

Carried forward,

\$2,543 36

<i>Brought forward,</i>	\$2,543 36
Amount paid out of Street Improvements, Wards 19 and 22	\$2,404 61
Amount paid out of Paving Division	138 75
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	\$2,543 36

Weston street, Cabot to Tremont street, resurfaced. 368 feet; area, 1,022 sq. yds.	Length,
Labor	\$167 00
Stone	84 00
	<hr/>
	\$251 00

Work done by the Sewer Division	\$1,716 05
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STREET IMPROVEMENTS, WARD 20.

Adams street, Dudley to Yeoman street, macadamized. 780 feet; area, 2,340 sq. yds.	Length,
Labor	\$37 49
Teaming	292 50
Gravel and sand	121 60
Stone	143 06
	<hr/>
	\$594 65

New Edgestones, Sidewalks, and Gutters:	
Gravel	\$110 50
Granolithic sidewalks	164 48
Granolithic curbing	5 30
Paving	14 85
	<hr/>
	\$295 13

Norfolk avenue, Magazine to Cottage street, macadamized. Length, 2,472 feet; area, 7,099 sq. yds.	
Labor	\$2,197 52
Teaming	1,194 00
Gravel and sand	76 95
Stone	1,200 00
50 feet flagging	15 88
	<hr/>
	\$4,684 95

Prescott street, Eustis to Hampden street, macadamized, edge- stones set, gutters paved. Length, 316 feet; area, 702 sq. yds.	
Labor	\$241 50
Teaming	163 00
Gravel and sand	151 00
Stone	154 75
Paving	160 26
	<hr/>
	\$870 51

Quincy street, Columbia street to Blue Hill avenue, macadamized, gutters paved. Length, 2,642 feet; area, 7,632 sq. yds.

Labor	\$1,353 69
Teaming	39 00
Gravel	75 60
Stone	1,659 64
Rolling	10 00
10,270 gutter-blocks	195 13
Advertising	16 50
Paving	66 36
	<hr/>
	\$3,415 92

Shirley street. (Work unfinished.)

Labor	\$115 00
Paving	37 00
	<hr/>
	\$152 00

Vine street, Dudley to Mt. Pleasant avenue, macadamized, edgestone reset, gutters repaved, brick sidewalks relaid. Length, 581 feet; area, 1,678 sq. yds.

Labor	\$273 33
Teaming	426 00
Gravel and sand	194 20
Stone	517 54
Advertising	35 40

Amount paid to A. A Libby & Co.:

204 feet edgestone set, at 8 cts.	\$96 32
14.5 sq. yds. block paving, at 25 cts.	3 55
393 sq. yds. round-stone paving, at 25 cts.,	98 25
449 sq. yds. brick paving, at 18 cts.	80 82
45.4 sq. yds. brick (herring-bone), at 36 cts.	16 34
	<hr/>
	295 28

\$1,741 75

Work done by the Sewer Division **667 09**

STREET IMPROVEMENTS, WARD 21.

Brunswick street, Warren street to Blue Hill avenue, edgestone set, granolithic sidewalks laid.

Gravel	\$105 60
Teaming	36 00
Paving	179 84
Granolithic sidewalks	119 70
	<hr/>
	\$441 14

Crawford street, Humboldt avenue to Warren street, edgestone set, gutters repaved, granolithic sidewalks laid.

Teaming		\$123 00
Gravel		244 60
707 gutter-blocks		13 43
Granolithic sidewalks		19 61
376 feet edgestone set, at 8 cts.	\$30 08	
342 sq. yds. block paving, at 25 cts.	85 50	
504 sq. yds. brick paving, at 18 cts.	90 72	
		<hr/> 216 30
		<hr/> <u>\$616 94</u>

Gaston street, Blue Hill avenue to Warren street, macadamized, edgestone set, gutters repaved, granolithic sidewalks laid.
Length, 1,053; area, 3,042 sq. yds.

Labor		\$332 35
Teaming		453 47
Gravel and sand		135 80
Stone		643 40
Granolithic sidewalks		157 44
Paving		168 80
Rolling		130 00
4,635 granite blocks		139 05
		<hr/> \$2,160 31

Greenville street, Winthrop to Dudley street, macadamized, edgestones reset, gutters, repaved, brick sidewalks relaid.
Length, 903 feet; area, 2,408 sq. yds.

Labor		\$150 23
Teaming		450 00
Gravel and sand		335 80
Stone		315 39
Cement		6 00
3,000 paving-brick		30 60
Amount paid to A. A. Libby & Co.:		
1,587 feet edgestone, at 18 cts.	\$285 66	
596 sq. yds. block paving, at 40 cts.	238 40	
1,345 sq. yds. brick paving, at 23 cts.	309 35	
6.4 sq. yds. brick (herring-bone) paving, at 41	2 62	
		<hr/> 836 03
		<hr/> \$2,124 05

Amount paid out of Street Improvements,

Ward 21	\$1,831 16
Amount paid out of Paving Division	292 89
	<hr/> <u>\$2,124 05</u>

Homestead street, edgestone set, granolithic sidewalks laid.

345 feet edgestone	\$213 90
Gravel and sand	104 80
Paving	87 88
Granolithic sidewalks	35 16
	<hr/>
	<u>\$441 74</u>

Howland street, edgestone set, gutters paved, granolithic sidewalks laid.

Gravel and sand	\$16 20
13 feet circular edgestone	16 90
6,800 gutter-blocks	138 00
Granolithic sidewalks	104 22
Paving	12 21
	<hr/>
	<u>\$287 53</u>

Maywood street, Warren street to Blue Hill avenue, macadamized, edgestone set, gutters repaved. Length, 1,267 feet; area, 3,660 sq. yds.

Labor	\$792 35
Teaming	216 00
Gravel	313 20
Stone	76 50
1,364.9 feet edgestone	846 24
Amount paid to A. A. Libby & Co.:	
800 feet edgestone set, at 18 cts.	\$144 00
282 sq. yds. block paving, at 40 cts.	112 80
16.3 sq. yds. bricks paving, at 23 cts.	3 75
82½ days ledgemen, at \$3	247 50
	<hr/>
	508 05
	<hr/>
	\$2,752 34
Amount paid out of Paving Division	<u>2,752 34</u>

New Edgestones, Sidewalks, and Gutters:

Gravel and sand	\$237 64
Teaming	486 00
Granolithic sidewalks	228 36
Circular edgestone	16 36
1,190 feet edgestone set	\$95 21
43.3 sq. yds. block paving	10 83
1,395.4 sq. yds. brick paving	253 72
	<hr/>
	359 76
	<hr/>
	<u>\$1,328 12</u>

Quincy street, Blue Hill avenue to Warren street, macadamized, gutters repaved, edgestone set, brick sidewalks laid. Length, 1,226 feet; area, 4,198 sq. yds.

Labor		\$1,766 20
Teaming		560 46
Gravel and sand		413 20
Stone		1,316 93
874.5 edgestone and 2 small corners		548 89
Rolling		140 00
Amount paid to A. A. Libby & Co.:		
1,150 feet edgestone set, at 8 cts.	\$92 00	
26.3 sq. yds. block paving, at 25 cts.	6 58	
450 sq. yds. round paving, at 25 cts.	112 50	
436 sq. yds. brick paving, at 18 cts.	78 48	
		<u>289 56</u>
		<u>\$5,035 24</u>

Amount paid out of Street Improvements,

Ward 21	\$4,653 44	
Amount paid out of Paving Division	381 80	
		<u>\$5,035 24</u>

Ruthven street, Harold street to Humboldt avenue, gutters repaved, granolithic sidewalks laid.

2,821 gutter-blocks		\$53 60
Granolithic sidewalks		147 06
		<u>\$200 66</u>

Townsend street, Harold to Warren street, macadamized, edgestone set, gutters repaved, brick sidewalks relaid, crossings laid. Length, 1,845 feet; area, 5,330 sq. yds.

Labor		\$777 40
Teaming		1,500 22
Gravel and sand		833 60
Stone		482 83
Rolling		240 00
55 $\frac{4}{12}$ feet circular edgestones		71 72
2,718 feet edgestone and 6 small corners		1,706 86
546 feet flagging		177 45
Ledgeman		510 00
Advertising		17 13
Amount paid to A. A. Libby & Co.:		
2,870 feet edgestone set, at 18 cts.	\$516 60	
1,083 sq. yds. block paving, at 40 cts.	433 20	
467.5 sq. yds. brick paving, at 23 cts.	107 53	
		<u>1,057 33</u>

Carried forward,

\$7,374 54

<i>Brought forward,</i>		\$7,374 54
Amount paid out of Street Improvements,		
Ward 21	\$3,540 03	
Amount paid out of Paving Division	3,834 51	
	<u> </u>	<u>\$7,374 54</u>

Walnut avenue, Townsend to Ruthven street, gutters repaved, granolithic sidewalks laid.

Labor		\$18 04
Gravel		73 60
1,200 gutter-blocks		36 00
Granolithic sidewalks		113 74
		<u>\$241 38</u>

Warren street, Rockland street to Blue Hill avenue, paved with large granite blocks. Work done by West End Street Railway Company.

Labor		\$34 50
Teaming		242 50
105,419 blocks		3,478 82
1,022 feet flagging		408 80
Granolithic sidewalks		30 72
Paving		24 41
		<u>\$4,219 75</u>

Washington street, Bartlett street to Guild row, repaved, crossings laid, edgestone reset, brick sidewalks relaid. Length, 590 feet; area, 1,967 sq. yds.

Teaming		\$262 50
6,900 paving-blocks		276 00
1,000 feet flagging		317 50
Gravel and sand		324 40
1,000 paving-brick		102 00
Amount paid to A. A. Libby & Co.:		
1,222 feet edgestone set, at 8 cts.	\$97 76	
2,055.2 sq. yds. block paving, at 25 cts.	513 80	
1,309 sq. yds. brick paving, at 18 cts.	235 62	
15.3 sq. yds. brick (herring-bone) paving, at 36 cts.	5 51	
	<u> </u>	852 69
		<u>\$2,135 09</u>

Amount paid out of Street Improvements,		
Ward 21	\$1,859 09	
Amount paid out of Paving Division	276 00	
	<u> </u>	<u>\$2,135 09</u>

Woodbine street, Warren street to Blue Hill avenue, macadamized, edgestone set, gutters paved, brick sidewalks relaid.

Length, 1,060 feet; area, 3,062 sq. yds.

Teaming	\$131 00
Stone	245 21
Gravel and sand	316 00
Advertising	11 80

Amount paid to A. A. Libby & Co. :

2,058 feet edgestone set, at 18 cts.	\$370 44
713 sq. yds. block paving, at 35 cts.	249 55
1,414 sq. yds. brick paving, at 23 cts.	325 22
	945 21
	\$1,649 22

Work done by the Sewer Division \$1,529 49

STREET IMPROVEMENTS, WARD 23.

Bellevue street, Centre to Martin street, macadamized, gutters paved, crossings laid. Length, 3,376 feet; area 9,753 sq. yds.

Labor	\$1,173 00
Teaming	895 00
Gravel	1,206 00
Stone	263 56
160 feet flagging	50 80

Amount paid to T. H. & W. A. Payson :

10 feet edgestone set, at 8 cts.	\$0 80
154 sq. yds. block paving, at 25 cts.	38 50
1,870 sq. yds. round paving, at 25 cts.	467 50
	506 80
	\$4,095 16

Amount paid out of Street Improvements,
Ward 23 \$3,384 00

Amount paid out of Paving Division 711 16

\$4,095 16

Boylston street, Centre to Lamartine street, macadamized.
Length, 2,611 feet; area, 6,648 sq. yds.

Labor	\$83 95
Teaming	360 00
Gravel	87 00
Stone	955 50
Rolling	100 00

\$1,586 45

Amount paid out of Street Improvements,
Ward 23 \$551 45

Amount paid out of Paving Division 1,035 00

\$1,586 45

Centre street, Paul Gore to Burroughs street, macadamized.

Length, 3,535 feet; area, 15,711 sq. yds.

Labor	\$310 16
Teaming	1,068 00
Gravel	382 00
Stone	1,162 70
Advertising	7 38

\$2,930 24

Amount paid out of Street Improvements,

Ward 23 \$2,222 78

Amount paid out of Street Improvements,

Wards 23 and 25 191 71

Amount paid out of Paving Division 515 75

\$2,930 24**Glen road**, Washington to Forest Hills street, resurfaced.

Length, 565 feet; area, 1,632 sq. yds.

Teaming	\$40 00
Gravel	23 00
Stone	190 95
Rolling	70 00

\$323 95**Maple street**, Centre to Weld Hill street, macadamized. Length,

1,989 feet; area, 5,525 sq. yds.

Labor	\$525 73
Teaming	1,425 00
Gravel	682 00
Stone	1,818 81
Paving	84 21

\$4,535 75

Amount paid out of Street Improvements,

Ward 23 \$471 50

Amount paid out of Paving Division 4,064 25

\$4,535 75**March avenue**, Paul to Bellevue street, macadamized. Length,

493 feet; area, 1,041 sq. yds.

Labor	\$255 30
Teaming	173 75
Gravel	205 00
Stone	88 50
Paving	120 75
Advertising	3 75

Carried forward,\$847 05

STREET DEPARTMENT — PAVING DIVISION. 255

<i>Brought forward,</i>	\$847 05
Amount paid out of Street Improvements,	
Ward 23	\$424 05
Amount paid out of Street Division	423 00
	847 05

New Edgestones, Sidewalks, and Gutters :	
Teaming	166 00
Gravel	9 00
Granolithic sidewalks	263 22
372.7 feet edgestone set, at 8 cts.	\$29 82
32.6 sq. yds. block paving, at 25 cts.	8 15
233.6 sq. yds. round paving, at 25 cts.	58 41
540.4 sq. yds. brick paving, at 18 cts.	97 27
	193 65
	\$631 87

New Keyes street, work done for the Sewer Division.	
Stone	\$522 50

Orchard street, from Centre to Pond street, macadamized.	
Length, 1,566 feet; area, 4,524 sq. yds.	
Labor	\$33 35
Teaming	156 50
Gravel	215 00
Stone	72 60
	\$477 45

Paul Gore street, Chestnut to Centre street, macadamized,	
gutters paved. Length, 1,543 feet; area, 4,458 sq. yds.	
Labor	\$310 50
Teaming	800 61
Gravel	289 00
Stone	833 23
15,700 gutter-blocks	308 55
Paving	49 65
	\$2,591 54

Amount paid out of Street Improvements,	
Ward 23	\$420 38
Amount paid out of Paving Division	2,171 16
	2,591 54

St. John street, Centre to Rockview street, macadamized, edge-	
stone set, gutters paved, crossings laid. Length, 958 feet;	
area, 2,448 sq. yds.	
Labor	\$540 50
Teaming	618 50
	\$1,159 00

Carried forward, \$1,159 00

<i>Brought forward,</i>		\$1,159 00
Gravel		93 00
Stone		439 50
30,000 gutter-blocks		570 00
Rolling		110 00
1,535.8 feet edgestone		952 20
2 large and 2 small corners		17 90
50 feet flagging		40 72

Amount paid to T. H. & W. A. Payson :

1,936 feet edgestone set, at 8 cts.	\$154 88	
701 sq. yds. block paving, at 25 cts.	175 25	
		<u>330 13</u>
		\$3,710 45

Amount paid out of Paving Division \$3,710 45

South street, Washington to South Walter street, macadmized, edgestone set, gutters paved, crossings laid. Length, 2,100 feet; area, 7,940 sq yds.

Labor		\$1,209 80
Teaming		1,183 62
Gravel		866 00
Stone		1,506 00
Rolling		140 00
834 feet flagging		303 30
160 feet edgestone		99 80
130 feet circular edgestone		169 00
8 small corners		26 80

Amount paid to T. H. & W. A. Payson :

3,464.8 feet edgestone set, at 8 cts.	\$277 18	
291.8 sq. yds. block paving, at 25 cts.	72 85	
1,261.7 sq. yds. round paving, at 25 cts.	315 43	
		<u>665 46</u>
		\$6,169 18

Amount paid out of Street Improvements,

Ward 23	\$4,873 23	
Amount paid out of Paving Division	1,295 95	

\$6,169 18

South Fairview street, Centre to South Walter street, filled and graded. Length, 806 feet; area, 2,350 sq. yds.

Labor		\$563 50
Teaming		129 50
Gravel		56 20
		<u>\$749 20</u>

Amount paid out of Street Improvements,

Ward 23	\$379 80	
Amount paid out of Paving Division	369 40	

\$749 20

Washington street, School to Boylston street, edgestones set, gutters repaved.

144 $\frac{8}{12}$ feet circular edgestone	\$188 07
Paving	46 72
Gravel	34 67
	<u>\$269 46</u>

Wren street, Rutledge to Oriole street, macadamized, gutters paved. Length, 1,257 feet; area, 3,631 sq. yds.

Labor	\$989 00
Teaming	1,143 50
Gravel	489 00
Stone	907 63

Amount paid to T. H. & W. A. Payson :

54.7 sq. yds. block paving, at 25 cts.	\$13 68
1,124 sq. yds. round paving, at 25 cts.	281 00
	<u>294 68</u>
	<u>\$3,823 81</u>

Amount paid out of Street Improvements,

Ward 23 \$2,384 18

Amount paid out of Paving Division	1,439 63
	<u>\$3,823 81</u>

Work done by the Sewer Division \$7,663 40

STREET IMPROVEMENTS, WARDS 23 AND 25.

Catharine street, Bourne to Florence street, graded. Length, 895 feet; area, 2,585 sq. yds.

Labor	\$1,182 20
Teaming	230 00
Gravel	146 42
Powder and fuse	40 00
	<u>\$1,598 62</u>

New edgestones, sidewalks, and gutters :

Labor	\$25 00
Teaming	41 00
Gravel	120 96
	<u>\$186 96</u>

Ophir street, Washington street to Brookside avenue, resurfaced.

Labor	\$106 00
Teaming	67 50
Gravel	24 00
	<u>\$197 50</u>

Work done by the Bridge Division \$487 96

Work done by the Sewer Division \$2,337 02

STREET IMPROVEMENTS, WARD 24.

Adams street, Meeting-House Hill to Field's Corner, and Codman street to beyond Minot street, macadamized, edgestones set, gutters paved, crossings laid. Length, 3,366 feet; area, 11,381 sq. yds.

Labor	\$891 36
Teaming	965 00
Gravel	942 10
Stone	3,432 72
Rolling	110 00
77 $\frac{4}{2}$ feet circular edgestone	100 55
1,670 $\frac{7}{12}$ feet edgestone	1,035 76
602 feet flagging	193 92
Crossing-blocks	147 50
36,065 gutter-blocks	685 23
Amount paid to W. Gore & Co. :	
2,162 feet edgestone set, at 18 cts.	\$389 16
1,119.3 sq. yds. block paving, at 35 cts.	391 76
	780 92
	\$9,285 06

Alban street, Welles avenue to Ashmont street, edgestone set, gutters paved.

Labor	\$11 50
Teaming	291 00
Gravel	429 80
2,732 $\frac{5}{12}$ feet edgestone and 7 small corners	1,717 55
25,290 gutter-blocks	480 51
Amount paid to James Grant & Co. :	
2,733 feet edgestone set, at 18 cts.	\$491 94
919.9 sq. yds. block paving, at 35 cts.	321 97
	813 91
	\$3,744 27

Algonquin street, edgestone set, granolithic sidewalks laid.

Gravel	\$77 00
214.5 feet dressed curbing	589 88
Granolithic sidewalks	180 55
Paving	92 44
	\$939 86

Bicknell street, Harvard to White street, macadamized, gutters paved, granolithic sidewalk laid. Length, 848 feet; area, 2,450 sq. yds.

Labor	\$392 73
Teaming	394 00
Gravel and sand	174 60
Stone	1,411 14
50 feet edgestone	31 00
Excavating	290 00
Granolithic sidewalks	488 34
Paving	152 48
Advertising	6 50
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	\$3,340 79

Bradlee street, granolithic sidewalks.

Granolithic sidewalks	\$227 58
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Everett avenue, Stoughton to Jerome street, resurfaced, edgestone set, gutters paved, brick sidewalks laid, crossings laid. Length, 618 feet; area, 1,373 sq. yds.

Labor	\$193 20
Teaming	33 00
Crossing-blocks	150 00
Amount paid to T. H. & W. A. Payson:	
1,315.4 feet edgestone set, at 8 cts.	\$105 23
74.7 sq. yds. block paving, at 25 cts.	18 68
481.7 sq. yds. round paving, at 25 cts.	120 43
735.7 sq. yds. brick paving, at 18 cts.	132 43
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	376 77

\$752 97

Faulker street, Dorchester avenue to Freeman street, graded, gutters paved, granolithic sidewalks laid.

Gravel	\$127 40
19,401 gutter blocks	368 62
Paving	130 52
Granolithic sidewalks	383 52
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	\$1,010 06

Glenway street, granolithic sidewalks.

Granolithic sidewalks	\$467 40
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Greenheys street, Magnolia to Mascoma street, macadamized. Granolithic sidewalks laid. Length, 404 feet; area, 1,167 sq. yds.

Labor	\$481 85
Teaming	503 50
Gravel	208 60
Stone	407 72

Carried forward, \$1,554 88

<i>Brought forward,</i>	\$1,601 67
Granolithic sidewalks	355 92
Paving	78 50
Advertising	6 00
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	\$2,042 09
Amount paid out of Street Improvements,	
Ward 24	\$1,742 84
Amount paid out of Paving Division	299 25
	<hr/>
	\$2,042 09

Kenwood street, Washington street to Allston street, macadamized, edgestone set, gutters paved, crossings laid. Length, 1,292 feet; area, 3,733 sq. yds.

Labor	\$547 40
Teaming	592 00
Gravel	558 60
Stone	136 10
Rolling	110 00
2,594 feet edgestone and 3 large corners	1,619 48
52 feet flagging	16 90
Amount paid to H. Gore & Co. :	
3,298 feet edgestone set, at 18 cts.	\$593 64
983.2 sq. yds. block paving, at 35 cts.	346 22
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	939 86

\$4,520 34

Lyndhurst street, Washington to Allston street, macadamized Length, 1,254 feet; area, 3,623 sq. yds.

Labor	\$220 45
Teaming	224 00
Stone	365 50
Rolling	10 00
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	\$819 95

Mayfield street, granolithic sidewalks.

Granolithic sidewalks	\$317 04
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Morton street, Oakridge to River street, macadamized. Length, 1,645 feet; area, 5,061 sq. yds.

Labor	\$420 90
Teaming	88 00
Gravel	401 00
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	\$909 90

New Edgestones, Sidewalks, and Gutters :

Labor	\$372 37
Granolithic sidewalk	958 49
Paving	19 17

\$1,350 03

Park street, Adams to Freeport street, granolithic sidewalks.

Labor	\$46 00
Granolithic sidewalks	218 64
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	\$264 64

Pleasant street, Town Meeting square to Thornley street, macadamized, crossings laid. Length, 1,540 feet; area, 6,300 sq. ft.

Labor	\$450 80
Teaming	331 50
Gravel	886 80
Stone	3,790 28
Rolling	100 00
138 feet flagging	44 85
Advertising	19 50
	<hr/>
	\$5,623 73

Rockwell street, Washington street to Milton avenue, macadamized. Length, 1,290 feet; area, 4,873 sq. yds.

Labor	\$309 40
Teaming	230 50
Stone	610 62
Rolling	90 00
Gravel	37 80
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	\$1,378 32

Tremlett street, Hooper to Waldeck street, macadamized, gutters paved, edgestone set, granolithic sidewalks. Length, 573 feet; area, 2,340 sq. yds.

Labor	\$96 25
Teaming	323 50
Gravel	210 00
Stone	395 03
Granolithic sidewalk	388 87
177 feet edgestone	109 74
Paving	179 88
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	\$1,703 27

Walnut street, Ericson street to railroad, macadamized, edgestone set, gutter repaved, brick sidewalks relaid. Length, 1,624 feet; area, 4,400 sq. yds.

Labor	\$358 80
Teaming	553 00
Gravel and sand	367 90
Amount paid to James Grant & Co. :	
1,620 feet edgestone set, at 15 cts.	\$243 00
633.1 sq. yds. round-stone paving, at 35 cts.	221 59
241.5 sq. yds. brick paving, at 23 cts.	55 55
	<hr/>
	520 14

\$1,799 84

Washington street, Blue Hill avenue to Milton line, resurfaced,
gutters paved, granolithic sidewalks.

Labor	\$175 95
Teaming	435 00
Gravel	201 60
Stone	597 61
Paving	110 26
Granolithic sidewalks	33 06

\$1,553 48

Work done by the Sewer Division \$7,718 03

STREET IMPROVEMENTS, WARD 25.

Fairbanks street, graded, gutters paved. Length, 1,183 feet;
area, 3,418 sq. yds.

Labor	\$539 35
Teaming	435 00
Gravel	1,834 30
Lumber	167 00
Sundries	9 75

Amount paid to A. A. Libby & Co.:
1,032 sq. yds. round stone paving 258 00

\$3,243 40

Gardner street, granolithic sidewalks.

Granolithic sidewalks	\$568 90
Paving	9 55

\$578 45

New Edgestones, Sidewalks, and Gutters.

Labor	\$6 90
Gravel	71 40
245 feet edgestone	151 90
40 $\frac{5}{12}$ feet circular edgestone	52 55
Paving	41 89
Advertising	3 50

\$328 14

Pomeroy street, graded, gutters paved, edgestones set. Length
336 feet; area, 962 sq. yds.

Labor	\$96 60
Teaming	49 00
Gravel	74 80
400 feet edgestone	248 00
116 feet circular edgestone	151 83
Paving	158 00

\$778 23

Sutherland road, resurfaced.

Gravel	\$282 20
Paving	136 25
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	\$418 45
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Winship street, Union to Washington street, macadamized, edge-stone set, gutters paved. Length, 1,120 feet; area, 5,476 sq. yds.

Labor	\$510 60
Teaming	166 00
Gravel	460 70
Stone	73 26
Rolling	35 00

Amount paid to A. A. Libby & Co. :

1,082 feet edgestone set, at 8 cts.	\$86 56	
16 sq. yds. block paving, at 25 cts.	4 00	
619 sq. yds. round paving, at 25 cts.	154 75	
	<hr/>	245 31
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		\$1,490 87
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Work done by the Sewer Division \$1,359 87**SUMMARY OF EXPENDITURES UNDER SPECIAL APPROPRIATIONS.**

TOTAL AMOUNT EXPENDED.

Bellflower street	\$934 31
Bond street	2,299 84
Charter street	5,380 87
Commonwealth avenue	88,414 11
Congress street	3,575 22
Dartmouth street	1,220 30
Henchman street	2,136 32
McLellan street	1,243 60
Mellville avenue	7,777 79
Moulton street	1,161 66
Prince street	2,985 37
Talbot avenue	26,698 97
Warren street, Charlestown	1,140 39
Washington street, Brighton	36,025 57
Street Improvements, Aldermanic District No. 6 :	
Ash street	1,391 43
Athens street, Second to A street	2,333 38
Athens street, C to E street	499 25
B street	789 28
Baldwin street	2,206 16
Baxter street, C to D street	335 44

Carried forward, \$188,549 26

<i>Brought forward,</i>	\$188,549 26
C street	140 90
D street, First to Third street	305 36
E street, Broadway to Sixth street	1,678 01
Eighth street, C to D street	215 23
Essex street	25 28
Fifth street	1,609 82
Fourth street	392 01
Gold street	66 67
Richards street	3,208 99
Silver street	496 60
Sixth street	152 33
Street Improvements, Wards 1 and 2 :	
Bennington street	11,461 26
Blackinton street	899 25
Brooks street	977 54
Decatur street	783 71
East Eagle street	79 67
Eutaw street	99 90
Falcon street	105 80
Gladstone street	120 28
Gove street	591 00
Ida street	103 80
Marion street	1,143 29
Maverick street	3,595 35
Meridian street	1,216 50
Monmouth street	147 80
New edgestones, sidewalks, and gutters	55 50
Paris street	287 36
Saratoga street	4,666 93
Trenton street	210 51
Walley street	322 98
West Eagle street	753 04
White street	1,703 39
Sewers	1,795 73
Street Improvements, Ward 3 :	
Chelsea street	2,926 18
Chestnut street	311 14
Corey street	2,579 85
Monument square	1,192 03
School street	2,878 47
Sewers	144 33
Street Improvements, Ward 4 :	
Albion place	630 46
Alford street	1,321 44
Belmont street	1,110 64
Bunker Hill street	9,676 53
Essex street	1,264 82
Mill street	1,527 34
Mishawum street	2,618 20
<i>Carried forward,</i>	\$256,142 48

<i>Brought forward,</i>	\$256,142 48
Tibbetts Townway	794 73
Sewers	2,342 67
Street Improvements, Ward 5 :	
Austin street	2,946 66
Hudson street	494 97
Jenner street	300 49
Wapping street	4,513 79
Winthrop street	2,104 88
Sewers	240 28
Street Improvements, Ward 6 :	
Congress square	1,047 28
Sheafe street	492 55
Sewers	65 27
Street Improvements, Wards 6, 7, and 8 :	
Barrett street	2,168 65
Barton street	4,859 30
Billerica street	6,575 82
Chambers street	5,211 14
Doane street	17 20
Granolithic sidewalks	91 14
Lancaster street	4,600 64
Lewis street	2,763 67
Merchants row	13,978 22
North Margin street	5,065 34
Tileston street	797 79
Sewers	427 89
Street Improvements, Wards 7 and 8 :	
Spring street	3,858 28
Staniford street	391 35
Sewers	70 46
Street Improvements, Ward 9 :	
Allston street	233 54
Bowdoin street	665 38
Bulfinch street	225 95
Chestnut street	573 41
Derne street	351 63
Green street	154 00
Joy street	415 30
Mt. Vernon street	691 19
River street	776 80
Temple street	932 00
Walnut street	466 55
Street Improvements, Wards 9 and 10 :	
Ashburton place	197 05
Brimmer street	12,734 72
Charles street	8,630 96
Edinboro' street	3,749 13
Otis street	2,948 90
Oxford street	2,156 54

Carried forward,

\$358,265 99

<i>Brought forward,</i>	\$358,265 99
Parkman street	124 20
Pinckney street	2,369 28
Summer street	8,702 48
West street	4,314 58
Sewers	591 72
Street Improvements, Ward 11 :	
Beacon street	9,801 74
Boylston street	3,311 49
Buckingham street	2,160 85
Chandler street	3,674 09
Columbus avenue	20,992 23
Newbury street	17,316 39
St. James avenue	2,211 98
Sewers	1,073 18
Street Improvements, Ward 12 :	
Devonshire street	6,501 45
Harvard street	1,283 01
Oak street	1,567 01
Tyler street	20 50
Whitmore street	1,936 30
Street Improvements, Ward 13 :	
D street, Seventh to Eighth street	3,904 72
Street Improvements, Ward 14 :	
East Seventh street	594 60
Emerson street	548 42
F street	2,545 44
H street	1,123 99
I street	749 41
K street	517 47
Pacific street	64 12
Street Improvements, Wards 14 and 15 :	
Athens street, F to Dorchester street	529 33
East Eighth street	6,928 30
East Second street	3,123 08
East Sixth street	1,900 72
East Third street	1,091 05
P street	3,838 85
Vale street	78 20
Swett street	1,608 47
Street Improvements, Ward 15 :	
Baxter street	63 17
Dexter street	212 42
Eighth street, D to E street	432 86
Ellery street	126 21
Gold street	93 03
Jenkins street	106 62
Mt. Vernon street	627 96
Silver street	170 82
Ward street	208 82
<i>Carried forward,</i>	\$477,406 55

<i>Brought forward,</i>	\$477,406 55
Street Improvements, Ward 16 :	
Bristol street	759 45
Castle street	6,575 52
Compton street	775 10
Kirkland street	1,122 65
Milford street	2,701 88
Street Improvements, Wards 17 and 18 :	
Bradford street	1,308 66
Clarendon street	766 90
East Canton street	3,023 42
East Newton street	438 79
Fabin street	3,049 27
Hanson street	1,705 57
Harrison avenue	5,431 55
Massachusetts avenue	17,781 52
Montgomery street	365 05
Pembroke street	4,749 52
Rollins street	180 03
Waltham street	1,645 36
Warren avenue	10,869 11
West Canton street	6,862 95
West Newton street	1,804 32
Sewers	260 98
Street Improvements, Wards 19 and 22 :	
Bay State road	223 92
Boylston street	5,581 82
Burney street	593 10
Calumet street	1,027 50
Eldora street	739 39
Francis street	3,892 51
Highland street	754 99
Lawn street	1,966 00
Longwood avenue	1,944 27
Madison street	1,360 97
New edgestone, sidewalks, and gutters	380 76
Parker street	8,035 87
Raleigh street	1,007 71
St. Stephen street	1,718 75
Sunset street	981 19
Sterling street	2,085 83
Westland avenue	2,543 36
Weston street	251 00
Sewers	1,716 05
Street Improvements, Ward 20 :	
Adams street	594 65
New edgestones, sidewalks, and gutters	295 13
Norfolk street	4,684 95
Prescott street	870 51
Quincy street	3,415 92
<i>Carried forward,</i>	\$596,250 30

<i>Brought forward,</i>	\$596,250 30
Shirley street	152 00
Vine street	1,741 75
Sewers	667 09
Street Improvements, Ward 21 :	
Brunswick street	441 14
Crawford street	616 94
Gaston street	2,160 31
Greenville street	2,124 05
Homestead street	441 74
Howland street	287 53
Maywood street	2,752 34
New edgestones, sidewalks, and gutters	1,328 12
Quincy street	5,035 24
Ruthven street	200 66
Townsend street	7,374 54
Walnut avenue	241 38
Warren street	4,219 75
Washington street	2,135 09
Woodbine street	1,649 22
Sewers	1,529 49
Street Improvements, Ward 23 :	
Bellevue street	4,095 16
Boylston street	1,586 45
Centre street	2,930 24
Glen road	323 95
Maple street	4,535 75
March avenue	847 05
New edgestones, sidewalks, and gutters	631 87
New Keyes street	522 50
Orchard street	477 45
Paul Gore street	2,591 54
St. John street	3,710 45
South street	6,169 18
South Fairview street	749 20
Washington street	269 46
Wren street	3,823 81
Sewers	7,663 40
Street Improvements, Wards 23 and 25 :	
Catharine street	1,598 62
New edgestones, sidewalks, and gutters	186 96
Ophir street	197 50
Bridges	487 96
Sewers	2,337 02
Street Improvements, Ward 24 :	
Adams street	9,285 06
Alban street	3,744 27
Algonquin street	939 86
Bicknell street	3,340 79
Bradlee street	227 58
<i>Carried forward,</i>	\$694,621 76

<i>Brought forward,</i>	\$694,621 76
Everett avenue	752 97
Faulkner street	1,010 06
Glenway street	467 40
Greenheys street	2,042 09
Kenwood street	4,520 34
Lyndhurst street	819 95
Mayfield street	317 04
Morton street	909 90
New edgestones, sidewalks, and gutters	1,350 03
Park street	264 64
Pleasant street	5,623 73
Rockwell street	1,378 32
Tremlett street	1,703 27
Walnut street	1,799 84
Washington street	1,553 48
Sewers	7,718 03
Street Improvements, Ward 25 :	
Fairbanks street	3,243 40
Gardner street	578 45
New edgestones, sidewalks, and gutters	328 14
Pomeroy street	778 23
Sutherland road	418 45
Winship street	1,490 87
Sewers	1,359 87
Total	\$735,050 26
Less amount paid out of appropriation for Paving Division	65,057 57
	<u>\$669,992 69</u>

*DETAIL OF EXPENDITURES FROM LAYING OUT
AND CONSTRUCTION OF HIGHWAYS LOAN.*

Sewer Construction :

Labor	\$951 15
Gravel	287 26
Bricks	37 80
Flagging	32 39
Paving	914 51
	<u>\$2,223 11</u>

Arundel street, Beacon street to Mountfort street.

Amount retained from H. Gore & Co. for work done under contract in 1894	\$92 17
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Bay State road, Sherborn to Granby street (work not started).

Labor	\$27 75
Advertising	31 15
	<u>\$58 90</u>

Boylston street, Boylston road to Brookline avenue.

Labor, including engineering and inspection . . .		\$1,576 04
Printing		5 90
Lumber		12 86
Fuel		2 95
Sundries		67 80
Amount paid to John O'Brien :		
76,511 cu. yds. filling, at 62 cts.	\$47,819 37	
Less amount paid in 1894	8,819 81	
	<hr/>	38,999 56
		<hr/>
		<u>\$40,665 11</u>

Brighton avenue, Commonwealth avenue to Cambridge street.

Labor, including engineering and inspection . . .		\$603 05
146 feet edgestone		90 52
Advertising		52 13
Printing		2 75
Fuel		8 60
Sundries		116 81
Amount paid to Doherty & Connors, Section 1 :		
4,460 cu. yds. sub-grading, at 31 cts.	\$1,382 60	
Removing tree stumps, etc.	450 00	
	<hr/>	1,832 60
Section 2 :		
2,630 cu. yds. sub-grading, etc., at 35 cts.	\$920 50	
Removing tree stumps, etc.	150 00	
	<hr/>	1,070 50
		<hr/>
		\$3,776 96
Amount retained from Doherty & Connors :		
Section 1	\$274 89	
Section 2	160 58	
	<hr/>	435 47
		<hr/>
		<u>\$3,341 49</u>

Geneva avenue, Westville street to Dorchester avenue, (work not started).

Labor		<u>\$3 00</u>
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Granby street, Commonwealth avenue to Charles River, (work not started.)

Labor		\$20 25
Advertising		52 25
		<hr/>
		<u>\$72 50</u>

Harvard avenue, Commonwealth avenue to Brookline line.

Labor, including engineering and inspection	\$440 26
Teaming	695 00
Advertising	105 25
1,064 feet edgestone, 1 large and 3 small corners	675 33
65 feet circular edgestone	71 56
152 feet flagging	60 80

Amount paid to William Scollans :

1,137 cu. yds. sub-grading, at 28 cts.	\$318 36
1,977.8 sq. yds. Telford base, at 14 cts.	276 89
2,011 sq. yds. macadam, at 20 cts.	402 20
398 sq. yds. block-gutters laid, at \$2.25,	895 50
1,145 linear feet edgestone set, at 18 cts.	206 10
1,051 sq. yds. gravel sidewalks, at 80 cts.	840 80
36.9 sq. yds. flagging crosswalks, at \$4.75,	175 28

Extra work removing trees and stumps :

9 days, foremen, at \$2.61	\$23 49
49 days, laborers, at \$1.75	85 75
9 days, double team, at \$4.35,	39 15

Removing stone walls :

2 days, foreman, at \$2.61	5 22
23 days, laborers, at \$1.75	40 25
7 days, double team, at \$4.35,	30 45

\$224 31

Plus 15% 33 65

257 96

\$3,373 09

Credit :

4 days, steam-roller, at \$15 60 00

3,313 09

\$5,361 29

Amount retained from William Scollans 165 65

\$5,195 64

Ivy street, St. Mary's to Mountfort street (unfinished work from 1894).

Labor	\$224 80
Stone	417 92
Teaming	177 50

Amount paid to James Grant & Co. :

70 cu. yds. sub-grading, at 25 cts.	\$17 50
2,498 sq. yds. macadam, at 19 cts.	474 62
533 sq. yds. block-gutters, at \$2.32	1,236 56
1,528 linear feet edgestone set, at 25 cts.	382 00
1,272 sq. yds. brick sidewalks, at \$1.10	1,399 20

Carried forward,

\$3,509 88

\$820 22

<i>Brought forward,</i>	\$3,509 88	\$820 22
18 sq. yds. flagging crosswalks, at \$4.50,	81 00	
3,896 cu. yds. gravel, at 95 cts.	3,701 20	
Extra work:		
160 sq. yds. macadam, at 16 cts.,	\$26 40	
Plus 15%	3 96	
	<u>30 36</u>	
	\$7,322 44	
Less amount paid in 1894	5,627 12	
	<u>1,695 32</u>	
		\$2,515 54
Less amount retained from James Grant & Co.		366 12
		<u>\$2,149 42</u>

Kenmore street, Commonwealth avenue to Newbury street.

Labor		\$160 50
Stone		267 40
Printing		88 93
Advertising		104 75
548 feet edgestone		339 76
Amount paid to Doherty & Connors:		
94 cu. yds. sub-grading, at 29 cts.	\$27 26	
521 sq. yds. macadam, at 14 cts.	72 94	
160.7 sq. yds. block-gutters, at \$2	321 40	
519 lin. ft. edgestone set, at 29 cts.	150 51	
280.5 sp. yds. brick sidewalks, at 95 cts.	266 48	
19.7 sq. yds. flagging crossings, at \$4.35	85 70	
35.5 cu. yds. gravel, at 77 cts.	27 34	
29 sq. yds. block-gutters, relaid, at 50 cts.	14 50	
7 sq. yds. brick sidewalks, relaid, at 55 cts.	3 85	
5 sq. yds. flagging crossings, at 85 cts.	4 25	
	<u>974 23</u>	
		\$1,955 57
Amount retained from Doherty & Connors		48 71
		<u>\$1,906 86</u>

Mountfort street, Ivy street to Audubon road.

Amount retained from H. Gore & Co. for work done under contract in 1894		\$127 50
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Newbury street, Charlesgate west to Brookline avenue.

Payments made on account retained from F. H. Cowin for work done under contract, in 1894		\$602 65
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Norway street, Falmouth street to Massachusetts avenue.

Labor	\$404 50
Stone	1,492 06
Advertising	47 62
631- $\frac{7}{12}$ feet edgestone	391 64
13- $\frac{7}{12}$ feet circular edgestone	17 66
Rolling	185 00

Amount paid to Quimby & Ferguson:

245 cu. yds. sub-grading, at 30 cts.	\$73 50
1,309 sq. yds. Telford base, at 11 cts.	143 99
1,409 sq. yds. macadam, at 20 cts.	281 80
443.7 sq. yds. block-gutters, at \$2.00	887 40
1,108 lin. ft. edgestone set, at 18 cts.	199 44
574 sq. yds. brick sidewalks, at \$1.00	574 00
54.8 sq. yds. flagging crossings, at \$4.50	246 60
693 cu. yds. gravel, at 82 cts.	568 26
13 sq. yds. block-gutters, at 50 cts.	6 50
240 sq. yds. brick sidewalks, at 60 cts.	144 00

Extra work:

8 $\frac{3}{8}$ days labor, removing mud, at \$1.75	\$15 56
1 day, double team	5 00
1 $\frac{7}{8}$ days, stone-cutter, at \$4.00	7 11
248 lin. ft. edgestone reset, at 7 cts.	17 36

\$45 03

Plus 15% 6 75

51 78

\$3,177 27

Credit:

8 days, steam-roller	120 00
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3,057 27

\$5,595 75

Amount retained from Quimby & Ferguson	152 86
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\$5,442 89

Parker street, Westland avenue to Huntington avenue.

Labor	\$615 32
Stone	2,717 38
Teaming	970 00
Hardware	141 36
228 feet edgestone	35

Amount paid to Doherty & O'Leary:

7,081.3 cu. yds. filling, at \$1	\$7,081 30
1,454 cu. yds. sub-grading at 37 cts.	537 98
6,185 sq. yds. Telford base, at 67 cts.	4,143 95

Carried forward,

\$11,763 23

\$4,444 41

<i>Brought forward,</i>	\$11,763 23	\$4,444 41
6,185 sq. yds. macadam, at 49 cts.	3,030 65	
1,464 sq. yds. block-gutters, at \$2.06	3,015 84	
3,112 lin. ft. edgestone, at 87 cts.	2,707 44	
3,178 sq. yds. brick sidewalks, at 95 cts.,	3,019 10	
372 sq. yds. flagging crossings, at \$3.85,	1,047 20	
1,208 cu. yds. gravel, at \$1.10	1,328 80	
15 sq. yds. block-gutters, at 56 cts.	8 40	
145 feet edgestone reset, at 37 cts.	53 65	
39 sq. yds. brick sidewalks relaid, at 55 cts.	21 45	
25 sq. yds. flagging crosswalks, at 35 cts.,	8 75	
Extra work:		
47 $\frac{2}{3}$ days labor, levelling off filling, at \$1.75	\$83 12	
2 $\frac{2}{3}$ days, mason, at \$4	10 67	
8 $\frac{8}{9}$ days, stone-cutter, at \$4	3 56	
5 $\frac{7}{9}$ days labor, at \$1.75	10 11	
11.4 perch stone, at \$1.30	14 82	
1 $\frac{1}{2}$ barrels Rosendale cement, at \$1.15	1 73	
$\frac{1}{2}$ barrel Portland cement, at \$3.50	1 75	
Resetting capstone and putting fences and steps in order:		
9 $\frac{4}{9}$ days, mason, at \$4	37 78	
1 $\frac{7}{9}$ days, stone-cutter, at \$4	7 11	
3 $\frac{8}{9}$ days, carpenter, at \$3	11 66	
27 $\frac{1}{3}$ days labor, at \$1.75	47 83	
1 $\frac{1}{2}$ barrels Rosendale cement, at \$1.15	1 73	
$\frac{1}{2}$ barrel Portland cement, at \$3.50	1 75	
Lumber	5 20	
Nails	60	
Ironwork	35 70	
10 perch stone, at \$1.30	13 00	
2 loads sand, at \$1.60	3 20	
Grading:		
16 $\frac{8}{9}$ days labor, at \$1.75	29 55	
6 days, double team, at \$5	30 00	
7 $\frac{8}{9}$ days single team, at \$3	23 67	
Finishing out road-bed:		
194 sq. yds. macadam, at 43 cts.	83 42	
	<u>\$457 96</u>	
Plus 15%	68 69	
	<u>526 65</u>	
<i>Carried forward,</i>	\$26,531 16	\$4,444 41

<i>Brought forward,</i>	\$26,531 16	\$4,444 41
Credit:		
1,577 tons crushed-stone, at \$1.70 . .	2,680 90	
	\$23,850 26	
Amount paid Doherty & O'Leary in 1894	14,507 04	
	9,343 22	
		\$13,787 63
Amount retained from Doherty & O'Leary		1,192 51
		\$12,595 12

Sherborn street, Commonwealth avenue to Dalton street.

Labor, including engineering and inspection	\$324 50	
Stone	1,424 09	
Advertising	106 03	
790 feet edgestone	489 80	
Iron fence on sea-wall	118 00	
Capstone for sea-wall	315 00	
Amount paid to Doherty & Connors:		
33 cu. yds. sub-grading, at 25 cts.	\$8 25	
2,165 sq. yds. macadam, at 19 cts.	411 35	
307 sq. yds. block-gutters, at \$2.01	617 07	
1,022 feet edgestone set, at 27 cts.	275 94	
784 sq. yds. gravel sidewalks, at 15 cts.	117 60	
29 sq. yds. flagging crossings, at \$4.25	123 25	
3,040 cu. yds. gravel furnished, at 79 cts.	2,491 60	
138 sq. yds. block-gutters relaid, at 51 cts.,	70 38	
65 sq. yds. flagging crossings, at 75 cts.	48 75	
Extra work, puddling, etc.:		
4 $\frac{2}{3}$ days, foreman, at \$2.60	\$10 98	
19 $\frac{5}{9}$ days labor, at \$1.75	34 71	
	\$45 69	
Plus 15%	6 85	
	\$52 54	
291,600 gallons for puddling, at 3 cts.	87 48	
	140 02	
		4,214 21
		\$6,991 63
Amount retained from Doherty & Connors		210 71
		\$6,780 92

St. Germain street, Massachusetts avenue to Dalton street.

Labor, including engineering and inspection	\$224 95
Teaming	430 00
Stone	1,825 18
Rolling	10 00
1,016 feet edgestone, 1 large and 1 small corner	638 87

Amount paid to Quimby & Ferguson :

180 cu. yds. sub-grading, at 30 cts.	\$54 00
1,616 sq. yds. Telford base, at 11 cts.	177 76
1,616 sq. yds. macadam, at 20 cts.	323 20
525.2 sq. yds. block-gutters, at \$2	1,050 40
1,031 lin. ft. edgestone set, at 20 cts.	206 20
812.4 sq. yds. brick sidewalks, at \$1	812 40
44.1 sq. yds. flagging crossings, at \$4	176 40
1,878 cu. yds. gravel, at 95 cts.	1,784 10
17 sq. yds. gutters relaid, at 50 cts.	8 50
355 sq. yds. brick sidewalks, at 60 cts.	213 00

Extra work :

533 lin. feet edgestone reset, at \$3.04	\$162 03
148 sq. yds. macadam, at 17½	25 90
$\frac{7}{9}$ days, stone-cutter, at \$3.50,	2 72
$\frac{1}{3}$ days, paver, at \$3.50	1 56
$\frac{1}{3}$ days, laborers, at \$1.75	78

 \$202 09

Plus 15% 30 31

 232 40

 \$5,038 36

Credit :

$\frac{2}{3}$ days steam-roller, at \$15	10 00
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 5,028 36

 \$8,157 36

Amount paid Quimby & Ferguson in 1894	1,485 80
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 \$6,671 56

Amount retained from Quimby & Ferguson	251 92
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 \$6,419 64

SUMMARY OF EXPENDITURES.

LAYING OUT AND CONSTRUCTION OF HIGHWAYS.

TOTAL AMOUNT EXPENDED.

Sewer construction	\$2,223 11
Arundel street	92 17
Bay State road	58 90
Boylston street	40,665 11
Brighton avenue	3,341 49
Geneva avenue	3 00
Granby street	72 50
Harvard avenue	5,195 64
Ivy street	2,149 42
Kenmore street	1,906 86
Mountfort street	127 50
Newbury street	602 65
Norway street	5,442 89
Parker street	12,595 12
Sherborn street	6,780 92
St. Germain street	6,419 64
Total	<u>\$87,676 92</u>

DETAIL OF EXPENDITURES FOR BLUE HILL AND
OTHER AVENUES.**Blue Hill Avenue.**

Labor, including engineering and inspection	\$4,418 48
Advertising	340 78
Rent of office	48 00
Printing	44 26
Hardware	3 08
Fuel	2 63
Sundries	296 37
Removing houses	400 00

Amount paid to H. P. Nawn (Section 1) :

3,177.5 cu. yds. excavation, at 34 cts.	\$1,080 37
66.33 cu. yds. bowlders broken, at 34 cts.	22 55
90-cu. yds. loam hauled, at 15 cts.	13 50
Removing trees, etc.	50 00
3,271.27 cu. yds. excavation, at 30 cts.	987 38
	<u>2,153 80</u>

Amount paid to H. P. Nawn (part of Section 11
and Sections 12, 13) :

3,650 cu. yds. excavation, at 34 cts.	\$1,241 00
Removing trees, etc.	50 00
	<u>1,291 00</u>

Carried forward,\$8,998 40

<i>Brought forward,</i>		\$8,998 40
Amount paid to H. P. Nawn (Sections 14, 15) :		
3,831.39 cu. yds. excavation, at 34 cts.	\$1,302 67	
307.6 cu. yds. bowlders broken, at 34 cts.	104 58	
Removing trees, etc.	50 00	
	<hr/>	1,457 25
Amount paid to Davern & Cronin (Sections 2 and 3) :		
3,600 cu. yds. sub-grading earth, at 44 cts.	\$1,434 40	
1,000 cu. yds. excavation rock, at \$2	2,000 00	
Removing trees, etc.	10 00	
	<hr/>	3,444 40
Amount paid to Davern & Cronin (Sections 7, 8, and 9) :		
8,496.83 cu. yds. excavation, at 30 cts.	\$2,549 05	
160.34 cu. yds. bowlders broken, at 30 cts.,	48 10	
Removing trees, etc.	100 00	
	<hr/>	2,697 15
Amount paid to J. McDonald (Section 1) :		
400 cu. yds. road excavation, at \$1.35	540 00	
Amount paid to Collins & Ham (part of Sections 3, 4, and 5) :		
8,500 cu. yds. of excavation, at 37 cts.	3,187 05	
Amount paid to J. D. Gennaro (Sections 9, 10 and parts of Sections 5, and 8) :		
3,300 cu. yds. earth excavation, at 33 cts.	1,105 50	
	<hr/>	\$21,430 20
Amount retained from H. P. Nawn (Sections 11, 12, and 13)	\$193 65	
Amount retained from Davern & Cronin (Sections 2 and 3)	516 66	
Amount retained from J. McDonald (Section 1)	81 00	
Amount retained from Collins & Ham (Sections 3, 4, and 5)	478 12	
Amount retained from J. D. Gennaro (Sections 9 and 10, parts 5 and 8)	165 82	
	<hr/>	1,435 25
	<hr/>	<u>\$19,994 95</u>
Columbus avenue.		
Labor, including engineering and inspection	\$1,328 53	
Teaming	108 00	
Filling	3,080 30	
	<hr/>	\$4,516 83
	<hr/>	<u>\$4,516 83</u>

Commonwealth avenue.

Labor, including engineering an inspection	\$1,848 13	
Advertising	215 98	
Printing	32 14	
Amount paid to H. P. Nawn, (Sections 2 and 3) :		
11,643 cu. yds. excavation, at 37 cts.	\$4,307 91	
529 cu. yds. bowlders broken, at 37 cts.	195 73	
5,886 cu. yds. excavation (extra haul), at 15 cts.	882 90	
837 cu. yds. bowlders hauled, at 22 cts.	184 14	
Removing old barn	100 00	
		5,670 68
Amount paid to W. T. & R. A. Davis (Sections 5 and 7) :		
15,555 cu. yds. excavation, at 22 cts.	\$3,422 10	
819 cu. yds. bowlders broken, at 22 cts.	180 18	
2,627 cu. yds. bowlders hauled, at 22 cts.	577 94	
4,680 cu. yds. excavation (extra haul), at 30 cts.	\$1,404 00	
Removing trees, etc.	100 00	
		5,684 22
Amount paid to J. D. Gennaro (Sections 1 and 2) :		
4,534 cu. yds. excavation, at 29 cts.	\$1,314 86	
239 cu. yds. bowlders broken, at 29 cts.	69 31	
111.2 cu. yds. loam rehaled, at 20 cts.	22 24	
585 cu. yds. loam hauled, at 44 cts.	257 40	
Removing trees, etc.	50 00	
		1,713 81
Amount paid to Neil McBride (Sections 4 to 8) :		
1,757 cu. yds. earth excavation, at 33 cts.	\$579 81	
239.3 cu. yds. rock excavation, at \$1.29	308 70	
		888 51
		\$16,053 47
Amount retained from Neil McBride		133 28
		<u>\$15,920 19</u>

Huntington avenue.

Labor, including engineering and inspection	\$10,330 18
Teaming	1,647 50
Gravel and sand	2,762 70
Stone	1,032 00
Filling	2,145 26
116 $\frac{2}{12}$ feet circular edgestone	151 09
145 feet flagging	92 08
	<u>\$18,160 81</u>
<i>Carried forward,</i>	

<i>Brought forward,</i>		\$18,160 81
Amount paid to J. B. O'Rourke & Co.:		
727 feet edgestone reset, at 18 cts.	\$130 86	
377 sq. yds. block-gutters laid, at 35 cts.,	131 95	
917 sq. yds. brick sidewalks relaid, at 28 cts.	256 76	
Excavating and removing loam and trees,	90 00	
		609 57
3,041 feet edgestone reset, at 21 cts.	\$638 61	
1,368 sq. yds. block paving, at 33 cts.	451 44	
2,272 sq. yds. brick sidewalk relaid, at 23 cts.	522 56	
268 sq. yds. brick sidewalk relaid (her- ring-bone), at 41 cts.	109 88	
Excavating and removing loam and trees,	350 00	
		2,072 49
Amount paid to Wm. Scollans:		
6,000 cu. yds. filling, at 79 $\frac{3}{4}$ cts.		4,785 00
		\$25,627 87
Amount retained from Wm. Scollans		717 75
		<u>\$24,910 12</u>

*SUMMARY OF EXPENDITURES FOR BLUE HILL
AND OTHER AVENUES.*

Blue Hill avenue	\$19,994 95
Columbus avenue	4,516 83
Commonwealth avenue	15,920 19
Huntington avenue	24,910 12
	<u>\$65,342 09</u>

NEW EDGESTONE.

The following tables show the amount of new edgestone set during the year:

CITY PROPER.

*Wards 6, 7, 8, 9, 10, 11, 12, 16, 17, and 18 (Paving Districts
Nos. 8, 9, and 10).*

	Lin. ft.
Cambria and Scotia streets	60
Norway street	1,108
St. Botolph street	258
St. Germain street	1,031
Warren avenue	435
Washington street	98
	<u>2,990</u>

ROXBURY.

Wards 19, 20, 21, and 22 (Paving Districts Nos. 7 and 9).

	Lin. feet.
Alaska street	133
Aspen street	56
Beacon street	95
Brunswick street	574
Buena Vista street	158
Cobden street	256
Columbus avenue	57
Crawford street	320
Cunard street	58
Fenno street	400
Gaston street	660
Gurney street	92
Hammett street	141
Hammond street	76
Harold street	120
Haviland street	472
Hazelwood street	635
Holborn street	130
Homestead and Harold streets	351
Homestead street	152
Howland street	745
Hulburt street	82
Humboldt avenue	61
Hunneman street	88
Judson street	62
Kenmore street	573
Leyland street	74
Longwood avenue	95
Marshfield street	250
Maywood street	1,371
Maple and Georgia streets	219
Moreland and Whiting streets	280
Munroe street	80
Ottawa street	224
Parker street	1,598
Quincy street	1,075
Raleigh street	139
Ruthven street	229
Savin street	98
Schiller and Mansur streets	165
Sherborn street	1,022
St. Alphonsus street	119
Sterling street	184
Thorndike street	190
Townsend street	2,744
Walnut avenue	157
Westland avenue	96
Sundry streets in small quantities	97

 17,053

SOUTH BOSTON.

Wards 13, 14, and 15. (District No. 1.)

	Lin. ft.
Baldwin street	382
East Fifth street	226
East Second street	82
East Sixth street	204
East Third street	337
I street	170
Mt. Vernon street	124
O street	121
Richards street	426
Sundry streets in small quantities	25
	<hr/>
	<u>2,097</u>

EAST BOSTON.

Wards 1, and 2. (District No. 2.)

	Lin. ft.
Byron street	156
Falcon street	82
Maverick street	147
Marion street	96
Paris street	123
Saratoga street	310
West Eagle street	116
Sundry streets in small quantities	116
	<hr/>
	<u>1,146</u>

DORCHESTER.

Ward 24. (District No. 6)

	Lin. ft.
Adams street	1,936
Alban street	2,719
Algonquin street	595
Argyle street	107
Auckland street	65
Bicknell street	80
Blue Hill avenue	350
Bowdoin avenue	223
Bullard street	147
Church street	300
Clapp street	162
Cushing avenue	214
Dewey, Danube, and Dacia streets	214
Dorchester avenue	105
Harvard street	369
Howard avenue	131
Kenwood street	2,563
Melville avenue	85
	<hr/>

Carried forward,

10,365

	Lin. ft.
<i>Brought forward,</i>	10,365
River street	100
Salcombe street	113
Stockton street	506
Talbot avenue	2,516
Tremlett street	173
Walton street	328
Washington street	974
Sundry streets in small quantities	130
	<hr/>
	15,205
	<hr/>

WEST ROXBURY.

Ward 23. (District No. 5.)

	Lin. ft.
Boylston street	568
Brookside avenue	211
Centre street	203
Mt. Vernon street	169
Paul Gore street	893
Perkins street	240
Peter Parley street	80
St. John street	1,936
South street	3,432
Varney street	100
Walk Hill street and Hyde Park avenue	151
Washington street	336
	<hr/>
	8,319
	<hr/>

BRIGHTON.

Ward 25. (District No. 4.)

	Lin. ft.
Cambridge street	80
Commonwealth avenue	1,953
Gardner street	82
Gordon street	255
Harvard avenue	1,145
Pomeroy street	445
Washington street	88
Western avenue and North Harvard street	143
	<hr/>
	4,191
	<hr/>

CHARLESTOWN.

Wards 3, 4, and 5. (District No. 3.)

	Lin. ft.
Boyle street	63
Mishawum street	605
	<hr/>
	668
	<hr/>

RECAPITULATION.

	Lin. ft.
City Proper	2,990
Roxbury	17,053
South Boston	2,097
East Boston	1,146
Dorchester	15,205
West Roxbury	8,319
Brighton	4,191
Charlestown	668
	<hr/>
	51,669
	<hr/>

NEW BRICK SIDEWALKS.

The following tables show the number of square yards of new brick sidewalks laid during the year :

CITY PROPER.

Wards 6, 7, 8, 9, 10, 11, 12, 16, 17, and 18. (Paving Districts Nos. 8, 9, and 10.)

	Sq. yds.
Albemarle street	73
Blackwood street	74
Bothnia and Scotia streets	100
Columbus avenue	800
East Canton street	130
East Newton street	103
Harrison avenue	108
Norway street	814
St. Botolph street	483
St. Germain street	812
Union Park street	433
Washington street	88
Sundry streets in small quantities	85
	<hr/>
	4,103
	<hr/>

ROXBURY.

Wards 19, 20, 21, and 22. (Districts Nos. 7 and 9.)

	Sq. Yds.
Beacon street	160
Bower street	127
Cobden street	178
Cunard street	123
Dudley street	209
Elm Hill avenue	282
Fenno street	96
	<hr/>
<i>Carried forward,</i>	1,175

<i>Brought forward,</i>		Sq. Yds.
Gaston street		1,175
Gurney street		212
Hammett street		60
Hammond street		62
Hammond street		66
Hazelwood street		113
Homestead and Harold streets		275
Howland street		490
Hulbert street		54
Kenmore street		280
Maple and Georgia streets		144
Maple and Wayne streets		143
Mills street		73
Moreland street		97
Munroe street		193
Parker street		375
Quincy street		382
Regent street		77
Roxbury street		205
Ruthven and Harold streets		152
St. Alphonsus street		110
Savin street		69
Sheridan street		109
Shirley street		205
Sterling street		59
Thorndike street		71
Thwing street		223
Townsend street		420
Westland avenue		125
Sundry streets in small quantities		227
		<hr/>
		6,246
		<hr/>

SOUTH BOSTON.

Wards 13, 14, and 15. (District No. 1.)

	Sq. Yds.
Dorchester avenue	68
East Fifth street	222
East Second street	88
East Sixth street	100
East Third street	343
First street	89
I street	319
Mt. Vernon street	119
O street	105
Richards street	159
Washburn street	74
West Sixth street	64
Sundry streets in small quantities	186
	<hr/>
	1,936
	<hr/>

EAST BOSTON.

Wards 1 and 2. (District No. 2.)

	Sq. Yds.
Byron street	124
Condor street	50
Falcon street	68
Jeffries street	99
Marion street	88
Maverick street	90
Paris street	112
Saratoga street	227
Sumner street	85
West Eagle street	92
Sundry streets in small quantities	116
	<hr style="width: 100%; border: 0.5px solid black;"/>
	<u>1,151</u>

DORCHESTER.

Ward 24. (District No. 6.)

	Sq. Yds.
Auckland street	51
Blue Hill avenue	73
Bowdoin avenue	128
Bushnell street	178
Dewey, Danube, and Dacia streets	322
Dorchester avenue	231
Dracut street	115
Erie street	122
Everett avenue	63
Grant street	93
Howard avenue	122
River street	72
Savin Hill avenue	60
Walnut street	58
Washington street	330
Sundry streets in small quantities	128
	<hr style="width: 100%; border: 0.5px solid black;"/>
	<u>2,146</u>

WEST ROXBURY.

Ward 23. (District No. 5.)

	Sq. Yds.
Boylston avenue	50
Boylston street	375
Brookside avenue	115
Centre street	117
Green street	158
Lamartine street	120
Paul Gore street	460
South street	124
Walk Hill street and Hyde Park avenue	110
Wenham street	105
	<hr style="width: 100%; border: 0.5px solid black;"/>
	<u>1,734</u>

BRIGHTON.

Ward 25. (District No. 4.)

	Sq. Yds.
Cambridge street	282
Washington street	2,500
Western avenue and North Harvard street	126
	<hr/>
	2,908
	<hr/>

CHARLESTOWN.

Wards 3, 4, and 5. (District No. 3.)

	Sq. Yds.
Moulton, Vine, and Bunker Hill streets	313
Sundry streets in small quantities	95
	<hr/>
	408
	<hr/>

RECAPITULATION.

	Sq. Yds.
City Proper	4,103
Roxbury	6,246
South Boston	1,936
East Boston	1,151
Dorchester	2,146
West Roxbury	1,734
Brighton	2,908
Charlestown	408
	<hr/>
	20,632
	<hr/>

*PROPERTY IN CHARGE OF THE DEPUTY SUPER-
INTENDENT OF PAVING DIVISION.*

Buildings and wharf on Albany street, opposite Sharon street. The building is of brick and wood, and covers some 8,000 square feet of land, and is divided into a shed for storage, blacksmith's and carpenter's shops, tool-room, and stable. The total contents of the lot, including wharf and building, are 63,180 square feet.

Fort-hill Wharf, containing 21,054 square feet, placed in charge of the Paving Department May 18, 1874, to be used for the landing and storage of paving-blocks and gravel until such time as said wharf shall be wanted for the extension of Oliver street. The greater part of said wharf is occupied by the Sanitary Division as a garbage-dump, and the building thereon is leased to a tenant.

Lot on Chelsea, Marion, and Paris streets, East Boston, containing 43,550 square feet. Part of this lot used by the Sewer Division.

Ledge lot on Washington street, corner Dimock street, Roxbury, containing 134,671 square feet. Upon this lot are buildings containing a steam-engine and stone-crusher.

Highland-street Stable lot. Upon this lot is a large brick stable, erected in 1873, and occupied by the Sanitary and Paving

Divisions ; also a brick building used as a blacksmith's shop, and a shed for the storage of tools, etc.

Ledge lot on Codman street, Dorchester, containing 299,000 square feet, was purchased in 1870. Upon this lot is a shed containing a steam-engine and stone-crusher ; also a stable and tool-house.

On the Almshouse lot, Hancock street, Dorchester, there are two stables ; also a shed and tool-house.

Ledge lot on Magnolia street and Bird place, Dorchester, containing 81,068 square feet. This lot was purchased by the town of Dorchester in 1867.

Downer-avenue lot, Dorchester, containing 35,300 square feet.

On Child street, West Roxbury, a lot of land containing 43,024 square feet, upon which are a stable and shed, blacksmith's shop, and tool-house.

Gravel lot in the town of Milton, on Brush Hill road, containing 64,523 square feet, hired by the town of Dorchester for nine hundred and ninety-nine years.

Gravel lot on Morton street, Ward 23, containing about one-third of an acre, purchased by the town of West Roxbury in 1870, used for storage purposes.

Ledge and gravel lot, rear of Union street, containing about 37,000 square feet, purchased by the town of Brighton. This lot is at present leased.

Ledge lot on Chestnut Hill avenue, Brighton, containing about thirteen acres, upon which are an office, engine-house, stable, and crusher plant.

On Medford street, Charlestown, a wharf lot, foot of Elm street, containing 8,000 feet, upon which are sheds, office, stable, etc.

In South Boston, corner of H and Ninth streets, stable, carriage-house, shed, tool-house, and office on leased land.

On Hereford street, a yard with shed, tool-house, and office.

Wharf, known as Atkin's wharf, 521 Commercial street, purchased in 1887 for \$24,000, containing 22,553 square feet, having on it an office and stable.

On Kenney street, Roxbury, buildings containing engines, stone-crushers, tools, etc., on leased land.

Property belonging to the Paving Division, consisting of 91 horses, 71 carts, 15 water-carts, 16 wagons, 5 steam-rollers, 7 stone-crushers, and 7 engines.

Streets Laid Out or Extended.

DATE.	Street.	Location.	Length, Lin ft.
Sept. 19,	Abbotsford st. . .	From Walnut ave. to Harold st., Rox.	584.20
Nov. 7,	Audobon road. . .	From Beacon st. to and across Ivy st., Roxbury	256.00
Aug. 15,	Bay State road,	From Sherborn st. to Granby st., Rox.	775.31
June 7,	Blackinton st. . .	From Walley st. to Leyden st., E. B.,	236.89
Jan. 3,	Bradshaw st. . . .	(Formerly White st.) from Glenway st., Dorchester.	602.00
Nov. 13,	Chiswick road. . .	From Englewood ave. to Chestnut Hill ave., Brighton.	2,050.00
June 14,	Comins terrace.	From Bower st., Roxbury.	156.44
June 11,	Fenno st.	From Rockland st. to Buena Vista st., Roxbury.	384.40
June 5,	Flagg st.	(Formerly Walnut pl.) from Wash- ington st. to Reed st., City Proper. .	438.42
Sept. 7.	Geneva ave. . . .	From Westville st. to Dorchester ave., Dorchester	1,327.00
May 3,	Gloucester st. . .	From Beacon st., north, to a 30-foot passageway, City Proper.	150.00
Mar. 14,	Gold st.	Over N. Y. & N. E. R.R., S. B.	52.00
Sept. 19,	Greenbrier st. . .	From Bowdoin st. to Bloomfield st., Dorchester	688.00
Aug. 15,	Granby st.	From Commonwealth ave. to Charles river	414.08
June 5,	Hartland st. . . .	From Saxton st. to Sydney st., Dor. . .	305.39
Sept. 7,	Josephine st. . . .	From Geneva ave. to Ditson st., Dor. . .	611.28
Sept. 7,	Julian st.	From Rand sq. to Howard ave., Rox.,	732.00
Nov. 23,	Kingsdale st. . . .	(Formerly Coolidge ave.) from Stand- ish ave., Dorchester.	964.38
Sept. 7,	Lauriat ave. . . .	From Blue Hill ave. to Tucker st., Dorchester	3,143.11
July 23,	Mayfield st. . . .	From Pleasant st. to Bakersfield st., Dorchester	382.05
Mar. 5,	Otisfield st. . . .	(Formerly Otisfield ave.) from Blue Hill ave. to Gaston st., Roxbury. . . .	454.83
Nov. 23,	Park Lane st. . . .	(Formerly Franklin Park ter.) from Walnut ave., West Roxbury.	579.00
Jan. 4,	Romsey st.	From Sagamore st. to Sydney st., Dorchester	443.98
Mar. 16,	Rosedale st. . . .	(Formerly Rosedale ave.) from Wash- ington st. to Whitfield st., Dor.	759.12
Sept. 23,	St. Alphonsus st.	From Tremont st. to Calumet st., Roxbury	712.00
June 5,	Salcombe st. . . .	From Stoughton st. to Cushing ave., Dorchester	718.42
Mar. 30,	So. Fairview st.,	From South st. to South Walter st., West Roxbury	798.32
Mar. 30,	So. Walter st. . .	From South st. to South Fairview st., West Roxbury	520.25
Sept. 30,	Vermont st.	(Formerly Vermont ave.) from Corey st. to Mt. Vernon st., West Roxbury,	1,402.00
			20,641.32

Streets Widened and Relocated.

DATE.	Street.	Locations.	Sq. ft.
July 31,	Bendall's lane..	From Faneuil Hall sq. to North st., City Proper.....	
Aug. 29,	Brighton ave...	From Commonwealth ave. to Cam- bridge st., Brighton.....	137,494
Aug. 29,	Cambridge st...	Corner of Henshaw st., Brighton....	1,890
Jan. 3,	Clinton st.	From Commercial st. to Fulton st., City Proper.....	4,893
Jan. 23,	Dudley st.	Between Mt. Pleasant ave. and Mt. Pleasant pl. Roxbury	964
Mar. 19,	India st.	From Atlantic ave. to India sq., City Proper.....	
July 31,	Northampton st.	Corner Albany st., Roxbury	4,761
Aug. 29,	Washington st..	Between Henshaw st., and Wirt st., Brighton.....	6,037
Jan. 4,	Washington st..	From Welles ave. to Ashmont st., Dorchester.....	7,184
			<u>163,223</u>

Streets Discontinued.

DATE.	Street.	Location.	Sq. ft.
July 31,	Battery st.	From northerly side between Hanover and Commercial sts., City Proper..	6

Names of Streets Changed.

DATE.	Street.	Locations.
Feb. 18,	Indiana pl.	Between Tremont and Washington sts., City Proper; now Corning st.
Feb. 18,	Chapman st.	Between Washington and Tremont sts., City Proper; now Compton st.

The records of the Street Commissioners for the year 1895 show the following results :

Streets laid out or extended	20,641.32 lin ft.
Streets widened and relocated	163,223 sq. ft.
Streets discontinued	6. sq. ft.
Increase in milage	3.90 + miles.

PERMIT OFFICE.

The following report shows the work of the Permit Office for the year ending January 31, 1896, during which time permits have been issued to make openings in the streets as follows :

	Permit.	Feet.
American Telegraph Co.	3	124
Boston Electric Light Co.	926	49,158
Boston Fire Department	108	2,346
Boston Gas Light Co.	887	25,002
Boston & Albany R.R. Co.	5	210
Boston Lamp Department	8	32
Boston & Maine R.R. Co.	8	525
Boston Police Department	100	13,252
Boston, Revere Beach, & Lynn R.R. Co.	1	70
Boston Sewer Division	231	51,865
Boston Transit Commission	57	1,663
Boston Water Dept. (Eastern Division)	4,535	172,273
Boston Water Dept. (Mystic Division)	144	2,941
Brookline Gas Light Co.	4,780	238,397
Charlestown Gas Light Co.	92	8,063
Church Green Light & Power Co.	8	503
Dorchester Gas Light Co.	666	48,251
Edison Electric Illuminating Co.	306	22,408
East Boston Gas Light Co.	191	10,038
Jamaica Plain Gas Light Co.	201	14,265
Lynn & Boston R.R. Co.	3	5,550
Metropolitan Sewerage Commission	2	2,700
New England Telephone and Telegraph Co.	956	56,285
New England Telegraph Co.	1	4
N.Y., & N.E. R.R. Co.	6	340
N.Y., N.H., & H. R.R. Co.	6	236
Norfolk Suburban Street Railway Co.	156	9,708
Park Department	2	360
Postal Telegraph Cable Co.	56	10,736
Quincy & Boston Street Railway Co.	6	24
Quincy Market Cold Storage Co.	6	1,470
Roxbury Gas Light Co.	373	14,222
South Boston Gas Light Co.	464	15,805
Standard Oil Co.	13	171
Suburban Light and Power Co.	3	370
Union Freight Railway Co.	5	11,450
West End Street Railway Co.	1,077	431,127
Western Union Telegraph Co.	560	7,840
Miscellaneous	3,474	186,831

Total, 20,448 permits ; 1,406,615 feet, or 266.4 miles.

In connection with the above, the Barber Asphalt Company has received 34 permits on which they have repaired asphalt paving to the amount of 1,513.50 square yards.

There have also been 106 Emergency Permits granted, on which, according to the returns made to this office, 5,094 openings have been made, of an average of about six feet each.

Permits other than for opening streets, have been issued as follows :

Advertising by man wearing hat and coat lettered	28
Clearing snow on roofs	126
Driving cattle	12
Distributing sand	11
Erecting projections (illuminated signs, etc.)	49
Erecting, repairing, and removing awnings	4,138
Erecting and repairing buildings	6,874
Feeding or baiting horses on the streets	795
Moving buildings	119
Occupying the sidewalk for loading and unloading goods	10
Pedlers (four different classes)	705
Placing signs flat on buildings	1,884
Raising and lowering safes, machinery, etc.	580
Special for various purposes	361
Watering-carts	144
Total	<u>15,836</u>
Grand total	<u><u>36,284</u></u>

There have been 13,334 notices sent to the various foremen directing them to repair defects in the streets, which have been reported by the police, or from other sources; also 2,424 notices to private parties to repair work which had been improperly done by them where they had received permits to open the streets, and to owners of estates where there were defective coal-holes or Hyatt lights.

In accordance with Sect. 8, Chap. 36, Revised Ordinances of 1892, 328 notices have been sent to the foremen of the several districts, directing them to make, if necessary, repairs where parties making openings had neglected to attend to them within a specified time after being notified to do so.

Three hundred and nine notices have been sent to departments, and others, regarding proposed street improvements.

There have been 544 new bonds filed; also 316 applications referred to the Police Department, asking for information regarding locations where permits had been asked for to sell fruit, etc., from windows, bulkheads, and areas, and the granting or refusal has been governed by the recommendations received. The same course has been pursued in cases of individuals desiring to occupy sidewalks for more than ten minutes at a time to load or unload goods.

The inspectors connected with the Paving Division have reported to this office at an appointed hour daily, and presented in writing a statement of their doings of the previous day, all of which have been examined, and such notices or correspondence as becomes necessary by reason of their reports, forwarded. During the open season there have been a number of extra inspectors employed to

watch over the work of companies opening long trenches. Their reports were also made in writing daily, giving the number of feet opened, amount of pipe or conduit laid, also the amount of back-filling, material used, and quality of the work in refilling and resurfacing, thus giving an idea of the condition of the streets at the points of opening.

These inspectors were paid by the companies to whose work they were assigned.

Since the removal of this office, on April 15, from Room No. 7. Old Court-House to the present quarters, Old Probate Building, No. 28 Court square, where, for the first time there is sufficient accommodation for the work of the office, all plans of street-railway tracks, poles, etc., and underground pipes or conduits have been removed from the office of the Paving Division to this office, and together with all other plans showing locations of electric poles, underground conduits, etc., are now being arranged and indexed. No plan is now loaned to any department or person without a receipt being taken for the same.

Early in March a new duty was assigned to this office, in the examination of conditions of streets and sidewalks at points where it had been claimed that accidents had happened, and from statements received from the Inspector of Claims for the city, it seems to have been of much value. The following is the summary of this work during the season :

The number of claims filed against the department since March 12 is 100.

The general character of these claims is found upon inspection to be based on various alleged defects. When received at this office the claim is carefully investigated by the examiner, the place measured, and a sketch made of the location, report is made to the Superintendent of Streets, and is filed in his office for reference ; to be used also for the benefit of the committee on claims, and as evidence in court if necessary, and a duplicate report is also kept in the Permit Office.

A great many of these claims are in reality for no defects in the highway, but are traced to the negligence of corporations, contractors, builders, drain-layers, etc., who fail to properly light or guard their trenches or obstructions, and who do not put the street back in a workmanlike or satisfactory manner, therefore a new feature has been added to fit these cases in the form of a notice which is sent to the parties who have or had permits for openings, obstructions, etc. As will be readily seen, they place the responsibility for these accidents and defects on the proper parties. It is also a matter of importance to know that these notices greatly aid the Inspector of Claims in the settlement of a number of such cases.

The number of claims investigated	100
The number of notices sent out	45
Miscellaneous matter looked up, such as petitions for Hyatt lights, areas, coal-holes, bulkheads, etc.	30

STREET-NUMBERING.

Numbers have been assigned to the estates in the different districts as follows :

City Proper	. . .	3 whole streets, and	51 parts of streets
Dorchester	. . .	25 whole streets, and	74 parts of streets
Roxbury	. . .	8 whole streets, and	76 parts of streets
W. Roxbury	. . .	11 whole streets, and	35 parts of streets
Brighton	. . .	8 whole streets, and	16 parts of streets
East Boston	. . .	4 whole streets, and	18 parts of streets
South Boston	. . .		24 parts of streets
Charlestown	. . .		8 parts of streets
		—	—
Total	. . .	59 whole streets, and	302 parts of streets

APPENDIX D.

REPORT OF THE DEPUTY SUPERINTENDENT OF THE
SANITARY DIVISION.

12 BEACON STREET, BOSTON, February 1, 1896.

MR. B. T. WHEELER, *Superintendent of Streets*:

DEAR SIR: I respectfully submit my annual report of the expenditures, income, and operation of the Sanitary Division of the Street Department for the financial year ending January 31, 1896.

Respectfully yours,

C. A. YOUNG,
Deputy Superintendent.

FINANCIAL STATEMENT.

Amount of appropriation	\$400,000 00	
Transferred from Paving Division	23,000 00	
Transferred from Sewer Division	5,000 00	
Transferred from Street Watering Division	5,000 00	
Transferred from Cambridge and Bos- ton bridges	2,000 00	
		<hr/>
Total amount appropriation		\$435,000 00
Total amount expended		432,778 52
		<hr/>
Balance		<u>\$2,221 48</u>

Objects of Expenditures.

Items.	Amounts charged to the Sanitary Division.	Amounts paid by other Divisions.	Total amount expended.
For salaries of Deputy Superintendent and clerks in office....	\$9,102 16	.....	\$9,102 16
For labor in collecting and removing house-dirt and ashes...	126,628 63	\$376 00	127,004 63
For labor in collecting and removing house-offal.....	81,121 56	.....	81,121 56
For labor of foremen and inspectors.....	19,504 03	.....	19,504 03
For labor of men employed in stables and yards.....	18,057 14	.....	18,057 14
For holidays (allowed time).....	10,554 44	.....	10,554 44
For labor, stock, and tools used in blacksmith-shop.....	5,861 89	203 13	6,065 02
For labor, stock, and tools used in wheelwright-shop.....	3,635 11	305 10	3,940 21
For labor, stock, and tools used in harness-shop.....	4,140 68	.....	4,140 68
For labor, stock, and tools used in paint-shop.....	4,605 91	72 75	4,678 66
For labor, stock, and tools used in horseshoeing-shop.....	4,170 42	181 96	4,352 38
For labor, rental, towage, etc., on account dumpiug-scow....	14,959 34	382 03	15,341 37
For shoeing horses (outside shops).....	1,739 82	.....	1,739 82
For extra teams, collecting ashes and house-dirt.....	39,331 00	17,758 50	57,089 50
For extra teams, collecting house-offal.....	7,433 50	3,098 00	10,531 50
For grain used in stables.....	14,971 84	3,311 94	18,283 78
For hay and straw used in stables,	10,586 47	3,041 82	13,628 29
For horses.....	4,987 70	.....	4,987 70
For repairs on stables and sheds,	2,358 33	262 51	2,620 84
For fuel, gas, and electric lights,	1,631 28	43 40	1,674 68
For veterinary services and medicine for horses.....	1,434 30	54 50	1,488 80
For printing, stationery, and advertising.....	1,859 76	99 40	1,959 16
For water rates.....	143 30	.....	143 30
For ash stock, consisting of cart covers, baskets, etc.....	204 90	.....	204 90
For offal stock, consisting of buckets, etc.....	540 84	106 18	647 02
For stable stock, consisting of curry-combs, brushes, etc.	830 83	61 87	892 70
For collecting house-dirt and ashes in East Boston.....	6,691 67	608 33	7,300 00
For collecting house-dirt and ashes in South Boston, west of Dorchester st.....	5,486 25	498 75	5,985 00
For collecting house-dirt and ashes in South Boston, east of Dorchester st.....	1,283 32	.....	1,283 32
<i>Carried forward</i>	\$403,856 42	\$30,466 17	\$434,322 59

Items.	Amount charged to the Sanitary Division.	Amount paid by other Divisions.	Total amount expended.
<i>Brought forward</i>	\$403,856 42	\$30,466 17	\$434,322 59
For collecting house-dirt and ashes in Dorchester, south of Park, School, and Harvard sts.,	3,623 93	323 75	3,947 68
For collecting house-dirt and ashes in Dorchester, north of Park, School, and Harvard sts.,	4,021 82	365 62	4,387 44
For collecting house-dirt and ashes in West Roxbury, south of Pond, May, Arborway, and Morton sts.	2,768 71	141 66	2,910 37
For collecting house-offal in East Boston	8,000 00	.....	8,000 00
For collecting house-offal in Brighton.....	2,566 63	166 66	2,733 29
For collecting house-offal in West Roxbury	942 00	119 00	1,061 00
For collecting house-offal in Dorchester	4,588 88	625 00	5,213 88
For disposition of Dorchester offal.....	569 44	.....	569 44
For incidental expenses:			
Telephone	\$557 55		
Board of horses	662 58		
Travelling expenses	420 15		
Use of horses	117 00		
Miscellaneous supplies for office	79 56		
Miscellaneous supplies for stable	68 25		
Badges and brands	19 35		
Injured man	15 00		
Damaged by city teams, Newspapers	27 75 6 00		
	\$1,973 19	1,840 69	132 50
			1,973 19
Totals.....	\$432,778 52	\$32,340 36	\$465,118 88
Paid by Street-Cleaning Division	24,457 18		
Paid by Paving Division.....	3,118 90		
Paid by Sewer Division.....	2,849 50		
Paid by Bridge-Division.....	348 00		
Paid by Street-Watering Division	342 00		
Paid by Central Office.....	60 00		
Paid by County of Suffolk.....	1,053 78		
Paid by Institutions Department.	107 00		
	\$465,118 88	\$32,340 36	\$465,118 88

INCOME.

Amount of moneys deposited and bills presented to the City Collector for collection, for material sold and work performed by the Sanitary Division of the Street Department during the year ending January 31, 1896.

Moneys deposited with the City Collector.

From sale of house-offal	\$27,374 47	
From letting of scow privileges	728 15	
	<u> </u>	\$28,102 62

Bills deposited with the City Collector.

For the removal of engine ashes	\$12,627 93	
For the sale of manure	751 69	
For the sale of ashes and house-dirt	447 10	
For the sale of house-offal	6 50	
For the sale of tin cans	22 29	
For the letting of scow privileges	28 30	
For the letting of Fort Hill wharf	1,000 00	
	<u> </u>	14,882 91
		<u> </u>
		\$42,985 53
		<u> </u>
Amount collected by the City Collector		<u>\$43,629 80</u>

Amount expended for the Collection of House Dirt, Ashes, and House-offal, Labor, Hired Teams, and Contracts.

DISTRICT.	Expended for Collecting.	
	Ashes.	Offal.
City Proper.....	\$125,734 35	\$54,319 71
South Boston.....	13,892 81	8,156 50
East Boston.....	7,435 00	8,135 00
Charlestown.....	12,816 50	5,881 50
Roxbury.....	36,401 50	19,785 92
West Roxbury.....	10,277 37	7,388 00
Dorchester.....	8,836 12	8,790 38
Brighton.....	5,614 63	2,952 67
Totals.....	\$220,808 28	\$115,409 68

ASH CONTRACTS.

F. J. Mohan.....	\$1,283.32	for territory, So. Boston, east of Dorchester st.
D. O'Sullivan.....	5,985.00	" " " " west of Dorchester st.
Wm. F. Hedrington,	7,300.00	" " in East Boston.
Matthew E. Nawn..	2,910.37	" " West Roxbury, south of Pond street.
John McShane.....	4,387.44	" " Dorchester, north of Park and School streets.
" "	3,947.68	" " Dorchester, south of Park and School streets.

OFFAL CONTRACTS.

Thomas Mulligan...	\$8,000.00	for territory in East Boston.
Geo. T. Barnes.....	1,061.00	" " West Roxbury.
John McShane	5,213.88	" " Dorchester.
D. B. Morrill.....	2,733.29	" " Brighton.

Total cost for Removal of House dirt, Ashes, and House offal.

HOUSE-DIRT AND ASHES ACCOUNT.

Expended for labor, as per pay-rolls	\$127,004 63	
Expended for stock, etc., per ledger account	135,444 60	
Expended on contracts, South Boston	7,268 32	
Expended on contracts, Dorchester	8,335 12	
Expended on contracts, East Boston	7,300 00	
Expended on contract, part of West Roxbury	2,910 37	
		\$288,263 04

HOUSE-OFFAL ACCOUNT.

Expended for labor, as per pay-rolls	\$81,121 56	
Expended for stock, etc., as per ledger account,	67,450 76	
Expended for contract, East Boston	8,000 00	
Expended on contract, Brighton	2,933 29	
Expended on contract, Dorchester	5,213 88	
Expended on contract, West Roxbury	1,061 00	
		165,780 49
Salaries	\$9,102 16	
Incidentals	1,973 19	
		11,075 35
Total		\$465,118 88

Material collected by Districts.

Material.	YARDS.									Total Loads.
	South and Back Bay.	West.	Roxbury.	Charlesto'n.	Brighton.	So. Boston.	E. Boston.	Dorchester.	W. Roxbury.	
House-dirt and ashes .	100,415	87,159	50,965	18,932	7,000	22,642	12,809	20,393	16,571	336,886
House-offal .	22,394	1,647	8,685	2,546	1,419	3,965	3,732	4,179	2,760	51,327
Totals . .	122,809	88,806	59,650	21,478	8,419	26,607	16,541	24,572	19,331	388,213

Material Collected and Cost of Hired Teams.

	South Yard.	West Yard.	Roxbury Yard.	Charles-town Yard.	So. Boston, West of Dorchester st., O'Sullivan's con- tract.	South Boston, City teams.	Brighton Yard.	Dor. Park, north of Hartvard sts., and Park, School, and McShane con- tr.	Dor. Park, School, and McShane con- tr.	Dor. Park, School, and McShane con- tr.	Dor. Park, School, and McShane con- tr.	Dor. Park, School, and McShane con- tr.	West Roxbury, south of Pond and E. Nawn con- tr.	East Boston, Ashes, Hedding- ton, O'Fall, Mulli- gan.	Total.
Days' work	5,421 ¹ / ₅	2,354	3,210 ¹ / ₅	248	042 ¹ / ₅	580 ¹ / ₅	580 ¹ / ₅	576 ¹ / ₅	589	589	589	589	589	589	589
Number of loads, ashes . . .	38,933	18,588	18,614	1,786	212,742	*6,260	3,113	311,602	48,791	48,791	48,791	48,791	48,791	48,791	48,791
Number of loads, offal . . .	286	129	2,001	125	125	125	71,419	125	125	125	125	125	125	125	125
Total	39,219	18,717	20,615	1,911	12,742	6,385	4,532	11,602	48,791	48,791	48,791	48,791	48,791	48,791	48,791
Amount expended	\$27,106 00	\$11,770 00	\$16,052 50	\$1,240 00	\$10,480 82	\$5,635 79	\$4,387 44	\$3,947 68	\$8,106 38	\$6,416 37	\$15,300 00	\$110,442 98	\$15,300 00	\$110,442 98	\$110,442 98

CONTRACTS.

¹ Hedington . . . \$7,300 00 per year.
² O'Sullivan . . . 5,985 00 " "
³ Morrill 4,237 50 " "
⁴ McShane 3,885 00 " "
⁵ Nawn 1,700 00 " "
⁶ Mulligan \$8,000 00 per year.
⁷ Morrill 2,900 00 " "
⁸ McShane 7,500 00 " "
⁹ Barnes 1,488 00 " "

DIVISION OF AMOUNT EXPENDED.

Hired Teams, Contractors.
 Ashes \$25,813 81
 Offal 17,008 17
 Total \$42,821 98

Offal \$27,539 67
 Ashes \$82,903 81

* 1,106 loads collected by Mohan, included in above.

Expenses of Dumping Boats.

Amount expended for Rental		\$765 00
“ “ “ Towing by department tow-boat ¹	\$5,278 46	
“ “ “ Towing by hired tow-boat	937 00	
		6,215 46
“ “ “ Repairs on boats	\$1,378 49	
“ “ “ “ wharf	463 00	
“ “ “ “ patent shute	432 31	
		2,273 80
“ “ “ Labor, Captain	\$1,300 00	
“ “ “ “ crews and dumpers	3,955 06	
		5,255 06
“ “ “ Dredging		577 50
“ “ “ Incidentals, Disinfectants	\$123 32	
Manilla rope	7 76	
Telephone	20 00	
Blocks, cleats, etc.,	10 38	
Kerosene oil	10 18	
Coal	35 82	
Salt	11 25	
Ferry tolls, etc.	1 20	
Use of scow	34 64	
		254 55
		<u>\$15,341 37</u>
Number of trips to sea by department tow-boat	305	
Number of trips to sea by hired tow-boat	20	
		<u>325</u>

Cost per trip, \$47.21.

Number of cart loads of garbage carried to sea, 144,587.

Cost per cart load, 11 cents.

Number of Carts and Wagons Collecting House-dirt, Ashes, and Offal.

Offal-wagons owned by Sanitary Division	85	
“ in use “ Thomas Mulligan, East Boston	6	
“ “ “ David B. Morrill, Brighton	3	
“ “ “ John McShane, Dorchester	8	
“ “ “ George T. Barnes, West Roxbury	2	
		104
Ash-carts owned by Sanitary Division	167	
“ in use “ Wm. F. Hedrington, East Boston	6	
“ “ “ M. E. Nawn, West Roxbury	3	
“ “ “ Denis O'Sullivan, W. South Boston	5	
“ “ “ John McShane, Dorchester	10	
Market wagons owned by Sanitary Division	8	
		<u>199</u>
		<u>303</u>

Capacity of Offal-Wagons.

During the fall of 1892, 24 offal-wagons were measured and contents weighed for the purpose of obtaining the capacity of wagons and the weight of offal per cart-load. Their capacity averaged, $3\frac{3}{4}$ cord feet, or 56.25 cu. ft., and the weight averaged 3,115 lbs. A cord equals 128 cu. ft., or 7,091 lbs. Price per cord for offal, same as 1892. South Yard, \$4.00; Highland Yard, \$5.00; Charlestown Yard, \$4.00.

¹ Paid Sewer Division towards maintenance of boats.

Cost of Carts.

1891.....	Ash-carts	\$133 00
1892.....	“	142 00
1893.....	“	142 00
1894.....	“	140 00
1895.....	“	129 00
1895.....	Market-wagon	175 00
1895.....	“ (with pole)	200 00
1895.....	Offal-wagon	176 00

Account of the Number of Loads of Material Collected from January 1, 1891 to February 1, 1896.

YEARS.	Ashes.	Offal.	Street-Sweepings.	Total Loads.
1891.....	¹ 313,464	46,742	² 10,564	370,770
1892.....	303,878	46,343	.....	350,221
1893.....	320,571	51,415	.....	371,986
1894.....	326,798	50,637	.....	377,435
1895.....	336,886	³ 51,327	.....	388,213

¹ Ashes from January 1, 1891, to May 1, 1891 104,046
 Ashes from May 1, 1891, to February 1, 1892 209,418
313,464

² May 1, 1891, the Street-Cleaning Division commenced cleaning streets.
³ Thomas Mulligan, East Boston, collected 3,732 Loads
 David B. Morrill, Brighton, collected 1,419 “
 John McShane, Dorchester, collected 4,179 “
 George T. Barnes, part of West Roxbury, collected 517 “
9,847

Cost of Horse-shoeing.

Stock	\$1,497 56	Division Shops.	Outside Shops.
Labor	2,854 82		
	<u> </u>	\$4,352 38	\$1,739 82

KIND AND STYLE.	DIVISIONS.				TOTAL.
	Sanitary.	Street-Cleaning.	Paving.	Sewer.	
New shoes.....	5,527	3,799	544	591	10,461
Bar shoes.....	148	97	18	11	274
Resets.....	36	4	.....	.....	40
Leather.....	501	399	114	121	1,135

Average cost per shoe about 38 cents.

Contracts. (New Contracts made 1895.)

OBJECT.	Contractors.	Price.	CONTRACT.		Payments made by the City.
			Commenced.	Ended.	
Removal of ashes, South Dorchester.....	John McShane.	\$3,885 00	April 15, 1895.	April 15, 1897.	\$2,751 87
“ “ part of West Roxbury.....	Matthew E. Nawu.	1,700 00	April 15, 1895.	April 15, 1897.	1,204 12
“ “ house-offal, East Boston.....	Thomas Mulligan.	8,000 00	Jan. 1, 1896.	Jan. 1, 1899.	
“ “ West Roxbury.....	Geo. T. Barnes.	1,488 00	April 1, 1895.	April 1, 1898.	1,061 00
“ “ Dorchester.....	John McShane.	7,500 00	April 11, 1895.	April 11, 1897.	4,791 66
“ “ Brighton.....	D. B. Morrill.	2,000 00	May 1, 1895.	May 1, 1898.	1,333 29

¹ John McShane collected Dorchester offal by day from January 21, 1895, to May 11, 1895. — 578½ days, at \$5.00 = \$2,892.50.

Contracts Expired.

OBJECT.	Contractors.	Price.	CONTRACT.		Payments made by the City.
			Commenced.	Ended.	
Removal of ashes, South Dorchester.....	John Bradley.	\$4 100 00	April 15, 1893.	April 15, 1895.	\$8,200 00
“ “ West Roxbury.....	James Doonan.	5,850 00	April 15, 1893.	April 15, 1895.	11,700 00
“ “ East South Boston.....	Francis J. Mohan.	5,750 00	May 1, 1893.	May 1, 1895.	11,650 00
“ “ offal, East Boston.....	Thomas Mulligan.	8,000 00	Jan. 1, 1893.	Jan. 1, 1896.	24,000 00
“ “ Brighton.....	Allen Clarke.	2,800 00	April 29, 1892.	April 29, 1895.	8,400 00
“ “ Dorchester.....	John McShane.	8,000 00	April 2, 1894.	¹ Cancelled Jan 21, 1895.	6,066 61
Disposal “ “	N. E. Construction Co.	2,500 00	Jan. 21, 1895.	² Closed April 18, 1895.	569 44

¹ McShane contract cancelled by mutual agreement; it was to run for 3 years; commenced day labor on January 21, 1895, on account of N. E. Construction Company's contract to such effect.
² New England Construction Company were to receive 25 cts. per ton for all in excess of 20 tons. The Board of Health and legal injunction closed the plant April 18, 1895.

Contracts made in 1894 and still in Force.

OBJECT.	Contractors.	Price.	CONTRACT.		Payments made by the City.
			Commences.	Ends.	
Removal of ashes, East Boston	William F. Hedrington ..	\$7,300 00	Feb. 1, 1894.	Feb. 1, 1896.	\$13,728 02
“ “ North Dorchester	John McShane	4,237 50	Mar. 1, 1894.	Mar. 1, 1896.	7,925 53
“ “ West South Boston	Denis O'Sullivan.....	5,985 00	Mar. 1, 1894.	Mar. 1, 1896.	10,922 62

Material sold by Contract.

OBJECT.	Contractors.	Price.	Payments made to City Collector.
Mannure of horses at South Yard.....	Wyman Bros.....	\$3 00 a horse per year.	\$329 00
“ “ “ West and Charlestown Yards.....	George P. Winn	4 00 “ “ “ “	351 34
“ “ “ Highland Yard.....	{ Thomas Burke	1 25 “ “ “ “	29 47
	{ J. A. Budlong & Son	1 00 “ “ “ “	57 50

Hay and Grain.

Account of Hay, Grain, and Straw fed out and used February 1, 1895, to February 1, 1896.

YARDS.	Bales.	Bushels.	Pounds.	Total Cost.	Cost per Horse per day.	Lbs. per Horse per day.	Horses, Divisions: Street-Cl.
Hay	2,723	.....	613,679	\$4,905 54	\$0.11 ^{29.92}	14,288 ¹	29,008
Oats	.....	20,774	664,784	7,577 41	0.18 ^{71.6}	15,339 ²⁵	13,049
Shorts	.....	.....	6,880	69 08	.....	.....	42,057
Straw	408	.....	81,735	585 81	0.01 ^{63.24}	13,507.8	Average per
Corn	.....	966	54,096	474 36	0.01 ^{53.73}	11,202.2	day.
English Vegetable Food	.....	.....	.....	.....	.....	.....	80
Salt	6 $\frac{1}{2}$ sacks.	.....	.....	3 72	.....	.....	36
Carrots	.....	.....	3,190	19 14	.....	.....	.....
Totals	.....	.....	1,424,364	\$13,635 06	0.32 ^{17.682}	333,648.3	.....

Hay	2,441	.....	522,725	\$4,272 99	\$0.16 ^{29.05}	20,315	14,973
Oats	.....	11,203	358,496	4,202 36	0.16 ^{23.32}	13,189 ¹⁵	26,119
Shorts	.....	.....	3,700	35 75	.....	.....	.....
Straw	406	.....	82,341	582 80	0.02 ^{60.42}	37.00	Average per
Corn	.....	.....	.....	.....	.....	.....	day,
English Vegetable Food	.....	.....	.....	.....	.....	.....	41
Salt	$\frac{1}{2}$ sack.	.....	.....	87	.....	.....	31
Carrots	.....	.....	2,110	12 66	.....	.....	.....
Totals	.....	.....	969,375	\$9,107 43	\$0.34 ^{29.97}	37,201.2	.....

Hay and Grain. — *Continued.*
Account of Hay, Straw, and Grain fed out and used from February 1, 1895, to February 1, 1896.

YARD.		Bales.	Bushels.	Pounds.	Total Cost.	Horses per day. Cost.	Horses per day. Pounds.	Horses. Divisions: San. St.-Cl.
Highland- yard Stables.	{ Hay	1,173	.....	255,185	\$2,035 21	12 ⁰⁵⁴¹ ₁₀₀₀₀	15,521.0	14,879 1,786
	{ Oats . . . . .	.....	6,759½	216,304	2,576 93	15 ⁷⁷¹⁸ ₁₀₀₀₀	12,133.24	16,665
	{ Straw . . . . .	.....	.....	8,800	90 25	90 ⁰⁵⁵ ₁₀₀₀₀	88.00	Average per day, 5
	{ Corn . . . . .	.....	185	43,871	295 34	.01 ⁷²⁸⁰⁰ ₁₀₀₀₀	2,102.41	41
	{ Carrots . . . . .	.....	692	38,752	388 14	.02 ⁵³⁸⁴ ₁₀₀₀₀	2,542.2	
	{ Salt . . . . .	.....	½ sack	2,190	13 14	.13 ¹⁴ ₁₀₀₀₀	21.00	
	{ English Vegetable Food . . . . .	.....	.....	.....	50	.....	.....
Totals . . . . .		.....	.....	565,102	\$5,399 51	.32 ⁰⁵⁷¹ ₁₀₀₀₀	33,151.57	
Charlestown- yard Stable.	{ Hay	784	.....	176,784	\$1,448 96	17 ⁰²³ ₁₀₀₀₀	20,740.7	5,612 2,857
	{ Oats . . . . .	.....	4,088	130,816	1,505 17	17 ⁶³⁴⁹ ₁₀₀₀₀	15,342.0	8,469
	{ Shorts . . . . .	.....	.....	4,100	37 85	37 ⁸⁵ ₁₀₀₀₀	41.00	Average per day, 8
	{ Straw . . . . .	.....	55	14,264	95 58	.01 ¹⁰⁸⁹ ₁₀₀₀₀	1,579.5	15
	{ Corn . . . . .	.....	20	1,120	13 60	13 ⁰⁰ ₁₀₀₀₀	11.20	
	{ Carrots . . . . .	.....	.....	1,260	7 56	7 ⁵⁶ ₁₀₀₀₀	1.260	
	{ Salt . . . . .	.....	.....	.....	.....	.....	.....
{ English Vegetable Food . . . . .	.....	.....	.....	.....	.....	.....
Totals . . . . .		.....	.....	328,344	\$3,108 72	.36 ⁵⁹⁸⁸ ₁₀₀₀₀	38,846.5	

Hay and Grain. — *Concluded.*
Account of Hay, Straw, and Grain fed out and used from February 1, 1895, to February 1, 1896.

YARD.	Bales.	Bushels.	Pounds.	Total Cost.	Horse, per day, Cost.	Horse, per day, Pounds.	Horses. Divisions: San. Street-Cl.
South Boston Stable, ¹	Hay.....	.....	25,461	\$229 30	.24 166	27 189	936 { Average per day, 12
	Oats.....	450	14,400	139 25	.14 231	15 360	
	Shorts.....	.....	600	6 25	.....	.....
	Straw.....	6	1,292	11 62	.01 227	1 356	
Totals.....			41,753	\$386 43	41 227	44 936	

¹ South Boston stables established November 14, 1895.

Recapitulation.

MATERIAL.	Pounds.	Cost.	HORSES PER DAY.		Number of Horses Fed.
			Cost.	Fed out, Pounds.	
Hay	1,593,834	\$12,892 00	.1363482	16,85258	Sanitary Division, 65,408 Street-Cleaning Division, 28,878
Oats	1,384,800	16,001 12	.1691536	14,64796	
Shorts	24,080	239 18	23918	24080	
Straw	223,506	1,571 16	.0162539	2,349331	94,286
Corn	93,968	876 10	87610	23968	Average number per day:
Carrots	8,750	52 50	5250	8750	Sanitary Division, 189
Salt		5 09	509		Street-Cleaning Division, 79
Totals	3,328,938	\$31,637 15	.3332377	35,28928	268

65,408 Sanitary Division horses (average number per day 189) } @\$.03352377 = \$21,947.2952226
 28,878 Street-Cleaning Division horses (average number per day 79) } @ \$.03352377 = 9,689.8542250
 94,286 horses (average number per day) 268 } @\$31,637.15

ORGANIZATION.

1 Deputy Superintendent.	3 watchmen.
4 clerks.	5 feeders.
5 foremen.	5 messengers.
1 captain of scows.	6 stablemen.
6 sub-foremen.	10 yardmen.
13 inspectors.	24 dumpers.
19 mechanics.	189 ash-cart drivers and helpers.
2 tallymen or aids.	140 offal-cart drivers and helpers.
Total, 433 employees.	

HOUSE-OFFAL.

There are employed in the removal of house-offal 201 men and 93 wagons. The offal is removed from dwelling-houses twice a week during the summer months, and once a week during the winter; from hotels, markets, and restaurants it is removed daily.

The men are required to enter the yards, collect the offal, empty into wagons, and deliver at the depots, located as follows: one on Albany street, one on Highland street, Roxbury; and one at the Almshouse, Charlestown; also to the dumping-boats located at Fort Hill wharf, on Atlantic avenue.

The offal is largely sold to farmers of adjoining towns, the remainder is dumped on the scows and carried to sea. About nine per cent. of the quantity collected during the past year has been disposed of in this manner.

On January 21, 1895, the New England Construction Company commenced the disposition of the offal collected under the McShane contract at the plant erected by them on the city land located on Gibson street, Dorchester. They disposed of 910½ tons under their patented process, for which they received \$569.44; but the residents of Dorchester objected to the process and location of the plant, and held public indignation meetings, appealing to the Board of Health to stop the running of the plant, and finally applied to the Courts for an injunction; this was granted, and on April 18, 1895, it was closed, and still remains so.

The Dorchester contractor disposes of the offal at present in the same manner as the city itself, by sale to farmers.

At present there are four sections of the city let out by contract for the collection of house-offal: East Boston, by Thomas Mulligan; Dorchester District, by John McShane; Brighton District, by D. B. Morrill; and a portion of West Roxbury, by George T. Barnes.

The cash revenue received from the sale of house-offal for the past five years has been as follows:

1891	.	.	.	.	.	.	.	.	\$30,246 65
1892	.	.	.	.	.	.	.	.	21,282 82
1893	.	.	.	.	.	.	.	.	20,790 03
1894	.	.	.	.	.	.	.	.	26,262 40
1895	.	.	.	.	.	.	.	.	<u>27,374 47</u>

The money received from the sales of house-offal is deposited monthly with the City Collector, and then credited to the Sinking-Fund of the City of Boston.

HOUSE-DIRT AND ASHES.

In the collection of house-dirt and ashes there are employed 271 men and 199 carts. This material is removed from hotels, tenement-houses, and stores daily; from dwelling-houses once a week. The City Ordinances of 1892 (Chapter 36) require that house-dirt and ashes shall be kept in an easily accessible place for their removal, the men being obliged to enter the yards and remove the receptacles to the sidewalks, where their contents are dumped into the carts. The receptacles are then placed in their original position. The material is disposed of, if possible, on low lands, being used for filling, and is also dumped on scows, to be carried to sea. Of the amount collected last year, thirty-one per cent. was disposed of in this manner, viz., carried to sea.

There are five sections of the city let out by contract for the collection of house-dirt and ashes. Both Dorchester contracts are held by John McShane; South Boston, west of Dorchester street, by Denis O'Sullivan; East Boston by Wm. F. Hedrington; and a part of West Roxbury by Matthew E. Nawn.

At the expiration of one of the South Boston contracts — that one held by F. J. Mohan, — east of Dorchester street, on May 1, 1895, the work was continued by day labor, with teams from the South yard. Later in the year, a stable and yard were hired on Ninth street, corner of Vale, and all of the teams for the collection of ashes in this section were located there, together with the offal wagons that were working in South Boston, in order that the work of collecting and removing both house-dirt and ashes and house-offal might be done by day labor.

DIVISION REPAIR-SHOPS.

Located at the South End Yard, situated 650 Albany Street.

At these shops all of the repairs on carriages, carts, wagons, etc., are made, together with the painting of same; all harnesses are repaired and many made, and a portion of the horse-shoeing done.

The mechanics in these shops are engaged also in making repairs on the vehicles, etc., sent by the different divisions of the Street Department; all street-signs are painted for the Paving Division, and a certain amount of horseshoeing is done for the several divisions.

Wheelwright and Blacksmith Shops.

Cost to maintain during the past year, the sum of \$10,005.23, of which amount \$5,206.25 was expended for labor and \$4,798.98 for stock. The carts, wagons, and other vehicles of the division were properly overhauled, when in need of repairs, and the entire lot of ash and offal sleds were put in proper working order. Of

the above amount expended in maintaining these shops, the following amounts were charged off to the several divisions and others for repairing, altering, and putting in good condition their carts, wagons, watering-carts, buggies, sleds, etc. :

Paving Division	\$1,036 65
Sewer Division	1,247 12
Street-Cleaning Division	879 46
Bridge Division	204 68
Street-Watering Division	217 94
Central Office	55 93
County of Suffolk	4 80
	<hr/>
	<u>\$3,646 58</u>

This leaves a net cost of \$6,358.65 for the repairs and construction of all work of this character for the Sanitary Division.

There are employed in these shops 2 wheelwrights, 2 blacksmiths, and 3 helpers.

Paint-Shop.

Cost to maintain \$4,678.66, of which amount \$3,649.88 was expended on labor and \$1,028.78 on stock. The work done by this shop was the painting and lettering of that which was either built or repaired in the wheelwright and blacksmith shops, together with 762 different styled signs that were painted for the Paving Division. Of the above amount expended for maintaining this shop, the following amounts were paid by the several divisions of the departments for painting carts, wagons, buggies, signs, etc. :

Paving Division	\$1,546 08
Sewer Division	460 67
Street-Cleaning Division	418 55
Bridge Division	102 23
Street-Watering Division	117 50
Central Office	4 07
	<hr/>
	<u>\$2,649 10</u>

Leaving the balance, \$2,029.56, as the cost of this work for the Sanitary Division.

This shop employs 4 painters and 1 helper.

Harness-Shop.

Cost to maintain, \$4,140.68, of which amount \$2,385.93 was expended for labor and \$1,754.75 on stock ; part of the work sent to the blacksmith and wheelwright shops was always repaired here, such as Goddard and Concord buggies, leather seats to wagons, etc., together with all the new pieces of harness made for the several divisions. The entire lot of old and new harness owned by the Sanitary Division has during the year been overhauled, repaired, and oiled at this shop. Of the above amount

paid out for maintaining this shop, the amounts charged to the several divisions of the department for work done were as follows :

Paving Division	\$167 17
Sewer Division	234 75
Street-Cleaning Division	444 11
Bridge Division	41 09
Street-Watering	10 56
	<hr/>
	\$897 68
	<hr/>

Leaving balance, \$3,243, as the net cost of work done for the Sanitary Division.

This shop employs 4 harness-makers and helpers.

Horse-shoeing Shop.

Cost to maintain during the past year \$4,352.38, of which amount \$2,854.82 was expended for labor, and \$1,028.78 for stock. All of the horses at the South Yard, together with the Street-Cleaning Division horses stabled there, as also some of the horses located in the different stables of this division, and of other divisions of this department, are shod at this shop and for which the several divisions were charged the following amounts :

Paving Division	\$369 00
Sewer Division	327 75
Street-Cleaning Division	2,428 75
	<hr/>
	\$3,124 50
	<hr/>

Leaving balance of \$1,227.88 as cost to the Sanitary Division, for this class of work.

This shop employs 4 horseshoers and helpers.

Following are tables showing the nature of work that was performed by the mechanics in the different shops of this division for the several divisions of the Street Department :

Table showing the Number of Articles and the Variety of Work Performed for the Several Divisions in the Street Department at the Harness Shop of the Sanitary Division.

DIVISIONS.	Harness and parts of Harness Repaired.										Buffalo Robes Repaired.												
	New Parts of Harness Repaired.	New Harness Made.	Concord Bugles Repaired.	Godard Bugles Repaired.	Express Wagons Repaired.	Box Bugles Repaired.	Street Carts Repaired.	Water Carts Repaired.	Sweeping Machines Repaired.	Steighs Repaired.		Pugs Repaired.	Saddle Pads Made.	Collar Pads Made.	Sweat Collars Made.	Ponicle Boots Made.	Interfing Boots Made.	Muzzles Made.	Carrage Palls Made.	Carpet Blankets Made.	Blacksmiths' Aprons Made.	Cushions for Market Wagons.	
Sanitary	417	375	1	17	2	4	2	2	.....	2	73	38	14	1	1	2	1	21	2	2	1	10
Street-Cleaning	185	50	.....	6	5	.....	1	5	7	14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Paving.....	11	.....	.....	19	1	4	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sewer.....	62	13	.....	10	1	12	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bridge.....	6	.....	.....	6	4	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Street-Watering	5	.....	.....	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Office.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	686	438	1	58	18	21	8	7	7	14	4	1	73	38	14	1	1	2	1	21	2	1	10

Table showing the Number and Variety of Vehicles, etc., belonging to the several Divisions of the Street Department on which Repairs were made at the Shops and by the Mechanics of the Sanitary Division.

DIVISIONS.	From March 29, 1895, to January 23, 1896.												
	Carts.	Half-Moon and Iron Carts.	Market Wagons.	Street-Watering Carts.	Offal Wagons.	Goddard Buggies.	Box Buggies.	Concord Buggies.	Express Wagons.	Jiggers.	Sleds.	Sleighs.	Signs Painted.
Sanitary.....	246	1	12	.....	185	6	1	20	8	...	77	2	2
Street-Cleaning.....	42	.....	1	6	...	8	2	6	...	...	...	...	1
Sewers .....	...	16	...	...	...	3	11	12	9	...	...	...	...
Street-Watering.....	...	...	...	11	...	4	...	1	...	...	...	...	...
Paving	7	2	...	2	...	2	1	26	4	3	1	3	762
Bridge .....	...	...	...	...	...	3	...	14	1	...	...	...	...
Central Office.....	...	...	...	...	...	6	...	...	...	...	...	...	...
Totals.....	295	19	13	19	185	34	14	79	22	3	78	5	765

New work included in above. Two offal wagons, 1 market wagon and 1 ash cart were constructed.

Table showing the amounts paid for the different kinds and character of work performed by the Sanitary Division, by the several other Divisions of the Street Department and others.

ITEMS.	Paving Div.	Sewer Div.	Street-Cleaning Div.	Bridge Div.	Street-Watering Div.	Central Office.	County of Suffolk.	Institutions Dept.	Totals.
Blacksmithing and Wheelwright-work.....	\$1,036 65	\$1,247 12	\$879,46	\$204 68	\$217 94	\$55 93	\$4 80	.....	\$3,646 58
Harness-work.....	167 17	234 75	444 11	41 09	10 56	.....	.....	.....	897 68
Painting.....	1,546 08	460 67	418 55	102 23	117 50	4 07	.....	.....	2,649 10
Horseshoeing.....	369 00	327 75	2,428 75	.....	.....	.....	.....	.....	3,125 50
Use of Dumping-scows.....	.....	580 38	7,969 32	.....	.....	.....	.....	\$107 00	8,656 70
Hay and Grain, Board of Horses.....	.....	.....	9,584 43	.....	.....	.....	1,060 00	.....	10,644 43
Yard and Stable Labor.....	.....	.....	2,077 72	.....	.....	.....	.....	.....	2,077 72
Fuel, Lights, and Water at Stables.....	.....	.....	654 84	.....	.....	.....	.....	.....	654 84
Totals.....	\$3,118 90	\$2,850 67	\$24,457 18	\$348 00	\$346 00	\$60 00	\$1,064 80	\$107 00	\$32,352 55
Balances.....	.....	1 17	787 09	.....	.....	.....	11 02	.....	799 28
Totals.....	\$3,118 90	\$2,849 50	\$23,670 09	\$348 00	\$346 00	\$60 00	\$1,053 78	\$107 00	\$31,553 27

PLANT AND PROPERTY IN CHARGE OF SANITARY DIVISION.

South City Stables, Shops, and Sheds.

Situated on Albany street, opposite Newton street. The lot belonged to the city before being used for this purpose, and contains 90,780 feet. The stable and buildings connected therewith are brick. There are also on the premises five wooden sheds, used for storing wagons, etc. The stable is two stories high, with French roof, and has accommodations for 100 horses. Twenty-three horses are kept in sheds. Total original cost, exclusive of land, \$79,089.23.

Connected with stables are blacksmith, wheelwright, painters, and harness-makers' shops, in which the wagons, carts, harnesses, etc., used by the department are constructed and kept in repair.

Offal Depot.

Erected in 1864, on the wharf fronting on Albany street, opposite Brookline street, on the other side of the dock from that used by the Paving Division. The lot which the building occupied, and the yard attached to the same, contains 39,511 feet, and belonged to the city before being used for this purpose. Total original cost of building, \$18,578.89. This building is used for the deposit of house-offal daily collected in the city carts, and from which it is thence conveyed without the limits of the city proper by purchasers.

West Stable and Sheds.

The stable is a brick building, a story and a half high, 128 feet by 50, located on North Grove street, built in 1860, with suitable outbuildings attached to the same. It has accommodations for 83 horses, in stables and sheds. The lot contains about 45,152 square feet.

Highland Stable.

With accommodations for 60 horses, on the old Almshouse lot, Highland street, containing 81,082 square feet. A part of this stable and adjoining lot is used by the Paving Division. There is on this lot a brick stable, which cost \$88,594.13. On this lot is an offal-shed, erected in 1875, at a cost of \$1,160.12

Charlestown Stable.

With accommodation for 25 horses, is situated on Rutherford avenue; lot contains 17,300 square feet of land; stable built in 1875, cost \$5,083.07; sheds and outbuildings built in 1879.

Fort Hill Wharf.

Containing 21,054 square feet, placed in charge of the Sanitary Division, used as a dumping station for the city's garbage and refuse, and as a landing-place for scows, which convey this stuff to sea. There are two dumping-boats, known as the Barney dumping-scows, and these are in continual use for the above purpose, and are towed to sea by the Street Department steam tug-boat "Cormorant." The tug-boat is also used by the Sewer Division. A portion of this wharf is used by the Street-Cleaning Division as a locker for push patrol-carts, etc. ; a part is in charge of the Paving Division ; and a portion occupied by a tenant.

Gibson Street Plant.

Containing 42,000 square feet, and situated in Dorchester district, which has been used and occupied by the New England Construction Company, for the treatment and disposition of offal, and which is now closed.

APPENDIX E.

REPORT OF THE DEPUTY SUPERINTENDENT OF
THE SEWER DIVISION.

PROBATE BUILDING, 28 COURT SQUARE,
BOSTON, February 1, 1896.

MR. B. T. WHEELER,
Superintendent of Streets:

DEAR SIR: I respectfully submit the following report of the expenses, income, and business of the Sewer Division, for the financial year ending January 31, 1896, together with a brief statement of the present condition of the sewers and other property, the work done this year, and what should be done in the near future that the efficiency of the sewers may be improved.

Respectfully yours,

H. W. SANBORN,
Deputy Superintendent.

The Sewer Division has charge of the following work:

1. The maintenance and construction of all common sewers and catch-basins.
2. The maintenance of the main drainage works.
3. The maintenance of Stony brook.
4. The maintenance and construction of all street culverts.
5. The preparation of plans, and the engineering and supervision required on the construction and maintenance of all work connected with the division.
6. The granting of permits for all connections to be made with the common sewers, and the custody of bonds filed by drain-layers authorized to make such connections.
7. The levying of assessments on estates benefited by the construction of sewers.

One hundred and thirty-nine thousand two hundred (139,200) lin. ft. of sewers have been built during the past year by the city, and thirty-six thousand two hundred and eighty-seven (36,287) lin. ft. have been built by private parties according to the plans, and under the inspection of this division, and accepted by the city under the usual forms of release.

Before submitting any of the details necessary to a comprehensive statement of what has been accomplished by the Sewer

Division during the past year, your attention is called to the urgent necessity of an increase in the maintenance appropriation over what we have had for the past two or three years. It is impossible to do justice to the citizens or the department without it. The amount received has been carefully expended, but it is impossible to keep the sewers and catch-basins in anything like a sanitary condition without an increase. To emphasize the fact, I have only to state that fifty-five (55) miles of sewers and five hundred and seventy (570) catch-basins have been added to the system in the last two years alone, and yet instead of an increased appropriation to care for the same, the division had appropriated for maintenance the past year \$50,000 less than in 1893.

Another item that should be recognized in providing for the maintenance of the division is that of repairs to the plant at the pumping-station. Money must be provided to do the necessary work, or the vital point in the whole sewer system will some day become suddenly inoperative.

The experience of the last few years has proven that money for this work cannot be obtained outside of the maintenance appropriation.

It would seem that the healthfulness of the city, which is to a great extent dependent upon the proper sanitary condition of the sewer system, would be reason enough to furnish a sufficient amount to properly maintain the system, even if some less urgent matters were curtailed in consequence.

The city is growing fast, new territory is being developed, the sewer system expanding proportionally, and it is impossible to maintain it properly without a somewhat nearly corresponding increase in appropriation.

CITY PROPER AND BACK BAY.

The system of sewers in the vicinity of Haymarket square, bounded roughly by Causeway, Hanover, Endicott, and Merrimac streets, and having its outlet through Canal street, remains in the same condition in which it was left by the building of the west-side interceptor in 1883.

It was assumed by the authorities of the Improved Sewerage at that time that the city would proceed at once to rebuild this system, but it has been put off from year to year until now thirteen years have elapsed, and the sewers are filled nearly to the top with sewage deposit.

A more unsanitary condition of things can hardly be found in any large city in this country than exists in this district. This whole matter, and the possible remedies therefor, were fully discussed in the annual report for 1891, to which reference is made. Briefly, there are two courses which may be pursued, one, to rebuild all the sewers at an elevation several feet higher to correspond with that of the west-side interceptor; the other, to build a new sewer across the city from the east-side interceptor low enough to drain out these sewers; a plan which is feasible from the fact that the east-side interceptor is about four feet lower than that of the west-side. The latter plan is favored on account of its being somewhat

cheaper, and affording a system of sewers at a lower grade, a desirable object for this business section of the city, where cellars will probably be deeper in the future than they are now.

The completion of the Beach-street system should be undertaken, or at all events, that portion which includes the rebuilding of the contracted section of the Harvard-street outlet sewer; the flooding of cellars connected with this system demonstrates its necessity.

The sewer in Falmouth and Norway streets, which is badly settled and broken, should be rebuilt without further delay, as its collapse would dam up the sewage of a considerable section. The main sewers in Berkeley, Dartmouth, Fairfield, and Hereford streets are contracted at their storm outlets into Charles river; these outlets should be enlarged and tide-gates of sufficient capacity provided.

The perfection of the surface drainage system of the Back Bay, for which a study was made last year, should be attended to; about one hundred and thirty-three catch-basins and seven thousand linear feet of pipe sewers and surface drains are needed.

Twelve catch-basins in Charlesgate East are connected with a sewer, while the covered channel of Stony brook lies in the same street.

These basins should never have been connected with a sewer when a large surface drain was almost equally convenient. Their connections should be removed from the sewer and put into the brook; an inexpensive change by which a considerable amount of surface-water could be kept out of the Hereford-street sewer system.

The houses on the water-side of Beacon street still drain into Charles river. A sewer should be built for these houses whenever the proposed boulevard along the bank of the river is built.

A very large number of sewers in the city proper, especially in the South Cove, are settled and defective. The following list will give an idea of the extent to which the city will be called upon to rebuild sewers in the near future; the rebuilding of a large proportion of these cannot be much longer postponed, and should not be any longer delayed, if funds can possibly be secured, as the cleaning of them is continuous and expensive:

- Brighton street, from Milton to Leverett street.
- Wall street, from Minot to Causeway street.
- Wiget street, from N. Margin to Salem street.
- Webster avenue, from Hanover to Unity street.
- Hull street, from Commercial to N. Hudson street.
- S. Market street, from Commercial street to Merchants row.
- Haverhill street, from Traverse to Causeway street.
- Nashua street, from Minot to Causeway street.
- India street, from Central street to India square.
- Milton street, from Brighton to Spring street.
- Leverett street, from Causeway to Green street.
- Chatham street, from Commercial street to Merchants row.
- Bread street, from India to Broad street.

Part of sewer at Prince and Thacher street.
 Stillman street, from Charlestown to Salem street.
 Way street, from Harrison avenue to Albany street.
 East street, from Federal to Lincoln street.
 Edinboro' street, from Essex to Beach street.
 South street, from Beach to Kneeland street.
 Winchester street, from Church street to Edgerly place.
 Appleton street, from Tremont to Berkeley street.
 Albany street, from Genesee to Troy street.
 Oak street, from Albany to Hudson street.
 Warren avenue, from Dartmouth to Clarendon street.
 Passageway between Concord street and Worcester square.

St. Charles, Guy, Piedmont, Ferdinand, Fayette, and Kirkland streets are badly settled and need either partial or complete rebuilding.

Work done during 1895.

The defective drainage of the Quincy Markets, frequently mentioned in previous annual reports, is in a fair way to be remedied, the special sewer for that purpose being now under way, including a large tank for the storage of sewage during those periods of rain and high tide when the common sewers do not afford drainage to low cellars.

The cellars of business blocks in this vicinity are in much the same condition as those of the markets, and it would be a desirable thing, if funds were available, to build similar systems for their accommodation.

Five thousand seven hundred and thirty-seven (5,737) linear feet of sewers and surface drains were built by the city by day labor and contract, and two thousand one hundred and sixty-two (2,162) linear feet by private parties and released to the city.

CHARLESTOWN.

A sewer will have to be built in Chelsea street, between Medford street and Scott's court, to conduct the sewage of the court into the Metropolitan sewer, which ends at Medford street.

Twelve connections, costing about \$30,000 in the aggregate, will have to be made with the Metropolitan sewers the coming season, as was stated during the year in a communication to the Mayor, transmitted by him to the City Council.

New sewers are needed in Arlington avenue, Russell street, between Mead and Eden streets, and in Concord street.

The Beach-street outlet should be rebuilt of increased size, the backing up of sewage in the Cambridge-street sewer being largely due to the outlet.

Old and defective sewers in the following streets should be rebuilt:

Lyndeboro' street, Essex to Middlesex street.
 Beacham street.
 Monument avenue, Warren street to Monument square.
 Rutherford avenue, Chapman to Dunstable street.

Corey street.
 Winthrop street, Warren to Adams street.
 Frothingham avenue.

Work done during 1895.

One thousand three hundred and eleven (1,311) linear feet of sewers and surface-drains were built by the city by day labor.

EAST BOSTON.

The outlet-sewer for Leyden street, west of Breed street, is now under way. It will serve for the outlet for sewers on the southwestern part of the hill.

The Havre-street sewer, between Meridian and Sumner streets, should be rebuilt; and a main sewer should be started in Chelsea street, near the bridge.

The following sewer-outlets need rebuilding :

Porter street.
 Putnam street.
 Jeffries street.
 Decatur street.
 Brooks street.
 Outlet at Dock No. 13.

Eighteen connections with the Metropolitan sewer system, estimated to cost \$45,000, should be made during the coming year.

Work done during 1895.

The Orleans-street sewer, between Maverick and Porter streets, has been completed, and a connection made with the Metropolitan sewer.

Three thousand four hundred and fifty-four (3,454) linear feet of sewers have been built by the city by day labor.

BRIGHTON.

Complaints are constantly coming in to the department from residents on Union, Shepard, Winship, and Washington streets, on account of their cellars being flooded during every considerable rain-storm. The trouble has been exhaustively discussed in numerous past reports; briefly, it is due to the fact that the sewers are too small to carry the surface-water during storms, and the brook, which formed the natural drain for this district, has been almost completely obliterated by the abutters, who now suffer the natural consequences of their folly.

The city, too, is not blameless, its agents in past times having yielded to the importunities of these same abutters, and connected the brook at various places with the sewers. This department has but two alternatives to consider in devising a remedy: either to restore the brook channel upon the old route, or by arrangement with the abutters, upon lines near those of the old route, or to build an expensive surface drain located in the streets. The

Board of Health has the power, which this department does not possess, to enter upon private lands and restore the old channel and assess the cost of the work upon those benefited, and should take this action in the interest of public sanitation.

The house sewer and surface drain, contemplated for several years, for North Harvard street, should be built. Sewers should also be built in the following streets :

Newton street.

School street, from Market to Portsmouth street.

Allston square, from Commonwealth avenue to Allston street.

A sewer should be built from Buffalo to Everett street, there to connect with the Everett-street sewer, to take the sewage from the stock yards, leaving the old culvert, through which the sewage of the stock yards now drains, to carry the surface-water from the road-bed of the B. & A. R.R. and the water from the old brook.

An outlet should be provided for the surface-water of Lincoln street, near where the track of the Sewall & Day Cordage Company crosses it.

Our topographical plans show that a small branch of the brook mentioned in the preceding paragraph formerly flowed along and across the tracks of the B. & A. R.R. at this point; this should be restored and the Lincoln street catch-basins drained into it.

Work done during 1895.

The sewer system of Harvard-avenue has been built, and also those of Sections 1, 2, 4, 6, and 8 of Commonwealth-avenue boulevard.

Section 3 is being built, as are the outlet sewers in Chestnut Hill avenue. A long and expensive outlet remains to be built in new streets, between Foster and Lake streets. The Lake-street sewer, completed in 1895, is the outlet for a portion of Commonwealth avenue and for a part of the Newton boulevard. A new main sewer, connecting with the Metropolitan sewer at Faneuil Station, has been built, and will afford an outlet for sewers in the streets on the northerly side of Bigelow hill.

Twenty-eight thousand three hundred and eighty-four (28,384) linear feet of sewers and surface drains have been built by the city by day labor and contract, including the sewers of the boulevards, and four thousand six hundred and sixteen (4,616) linear feet by private parties.

SOUTH BOSTON.

The sewer outlets along the southern shore of the peninsula at H, I, K, N, P, and Q streets are all in very bad condition and should be rebuilt. As the Park Department is engaged in building the Strandway along this shore, the rebuilding and extending these outlets must be done in connection with the work of the Park Department. The latter department should pay the cost of extensions beyond the present shore line, necessitated by the Strandway.

The B and Seventh street outlet, from the junction of these streets to South Bay, should be rebuilt, both on account of its insufficient size and defective condition. If funds can be made available the whole scheme, discussed in several previous reports, of sewerage Dorchester avenue between B and D streets, and rebuilding D-street sewer, between Dorchester avenue and Eighth streets, should be carried out in connection with work on the outlet. The sewer in Seventh street, also, between B and D streets, should be rebuilt, as it is in bad condition.

The outlet at Dorchester avenue and Dorr street will have to be extended, as parties owning the flats are filling in, and have nearly shut off the outlet. The Kemp-street outlet, which has been broken down for years, should be rebuilt and made of sufficient size to serve for an overflow for the South Boston interceptor.

The sewers in Dorchester avenue, between D and Dexter streets, and in E street, between Seventh and Eighth streets, are broken and settled and liable to fall in at any time; they should be rebuilt at once.

The sewer in Silver street, between C and D streets, is broken in in so many places that the flow of sewage is obstructed and backs into the cellars; only temporary relief can be given by frequent cleaning.

It should be rebuilt immediately, as the cost of cleaning it, in its present condition, will soon exceed the cost of rebuilding.

The sewers in Dexter and Ellery streets are so badly broken and settled that the cleaning-rods cannot be pushed through them, houses are flooded, and complaints are numerous. They should receive early attention, and be rebuilt upon a substantial foundation.

The sewer in Mercer street should be rebuilt of larger size, to prevent further flooding on Mercer and Vale streets.

Many new catch-basins are asked for by the Paving Department, and many new manholes are needed on old sewers, as the distance between existing manholes is too great to admit of proper cleaning. A fund should be provided for building these in this district, and also for repairing defective catch-basins and manholes.

A sewer in Dorchester avenue, between B and D streets, is desirable, but not imperative, at the present time, and the D-street sewer, between Dorchester avenue and Eighth street, should be built, as it is settled so much as to form a poor outlet for the lateral sewers connected with it.

Work done during 1895.

The Dorchester-avenue sewer, between Fort Point channel and Broadway, has been rebuilt in a substantial manner.

Two thousand and ninety-seven (2,097) linear feet of sewers were built by the city by day labor.

DORCHESTER.

The sewer outlet and overflow for the Dorchester intercepting sewer, at the corner of Freeport and Shamrock streets, has been

obstructed by filling in of the flats during the past year; a large wooden outlet sewer should be built at this point as soon as practicable and carried out upon the flats as far as the wharves now extend. Any serious obstruction of this outlet will result in flooding of cellars all along the line of the interceptor.

The Dorchester interceptor should be provided with a capacious overflow outlet at or near Crescent avenue. This sewer is controlled by a single regulator, situated at its junction with the main at Mount Vernon street; when the regulator shuts during storms there is no relief for the sewer nearer than Glover's Corner, about one mile away. All the sewers which connect with it between these points are consequently backed up at such times, and remain so until the regulator opens again the connection with the main interceptor. The building of this overflow sewer, which should properly have been built in connection with the building of the regulator, has now become a necessity, and should not be longer delayed. Another locality which stands in pressing need of relief, and the condition of which has been discussed in numerous previous annual reports, is the Gibson and Park streets district. So greatly are the sewers overcharged with water during storms that the manhole covers are thrown off, and the water spouts so high from them as to scour out the hard frozen macadam surface of the streets and make it necessary to fence off these places until the streets can be repaired; the sewers in these streets, together with Tenean brook, drain a very large territory, and their capacity, combined with that of the brook, is entirely inadequate to carry off the water of a storm. Tenean brook, between Park street, near Clayton street, and the Shawmut Branch of the Old Colony Railroad at Geneva avenue, inclusive, should be largely deepened and widened, and would then be an effective aid to the sewers. The temporary plan for sewerage Lauriat avenue and vicinity has been adopted, the gravity main from Talbot avenue to Lyons street begun, and land purchased for a pumping-station, on the corner of Chapman avenue and Lyons street. The main sewer, extending southerly and easterly from Lauriat avenue, to receive the sewers of the Nelson and Corbet streets district, should be built this year, and also as many of the laterals in the streets of this district as possible.

This will provide for the house sewage of the district, but not for the storm-water, for, inasmuch as all the sewage must be pumped once at Lyons street and again at the pumping-station of the main interceptor at the Calf Pasture, no surface-water can be admitted into these sewers.

This region is now overflowed and the streets rendered impassable at nearly every storm, owing to the inadequate size and obstructed condition of the Canterbury branch of Stony brook. An extensive improvement of this branch of Stony brook will have to be undertaken by the city, and either the cost assessed upon the lands benefited, as elsewhere discussed, or borne by the city in general, in the interest of the public health. This work cannot be much longer postponed as the region is being rapidly settled, on account of the proximity of the stations on the New York & New England Rail-



DORCHESTER-BROOK SEWER,—SHOWING NECESSITY OF BEING REBUILT.

road. The improvement must be started at least as far down stream as the culvert on Walk Hill street, and extended to connect with the drainage ditch dug by the Park Department around Franklin field. Another region where a similiar improvement must be undertaken in the near future is that drained by the Mattapan brook; a main sewer will also have to be built in this valley, to connect with the Neponset Valley interceptor, when the latter sewer reaches this locality. The building of the Neponset Valley interceptor is being undertaken by the Metropolitan Sewerage Commission, and none too soon, as no sewers can be built in those portions of Dorchester and West Roxbury which slope towards the Neponset and Charles rivers, until the intercepting sewer is ready to carry away the sewage; the presence of sewage could not be tolerated in the mill ponds of the Neponset river.

The sewer system of Geneva avenue, Greenbriar street, Josephine street, all laid out under Chapter 323 of the Acts of 1891 as amended by Chapter 418 of the Acts of 1892, have been completed, as have also those of Sections 5, 6, 8, 10, 11, and 12 of the Blue Hill-avenue boulevard; Sections 1 and a part of 2 and 3 are under contract and in progress, and the same is the case with Lauriat avenue.

Four thousand one hundred and thirty-nine (4,139) linear feet of sewers and surface drains have been built by the city by day labor and contract, including the boulevard systems, and eighteen thousand six hundred and fifty-two (18,652) linear feet by private parties.

ROXBURY.

Dorchester-brook sewer, between Norfolk avenue and Clifton street, a stone arched channel with very slight covering, has collapsed, the arch having probably been lifted by internal pressure from the volume of water which it had to carry in storms, as it was much too small. It is about to be rebuilt of brick of much larger size, and at a greater depth. The new channel will be a continuation of the channel built during the last few years from the South Bay up to the point in Norfolk avenue where the old sewer formerly crossed it. The location will be changed and will lie in the centre of a new street recently laid out by the Board of Street Commissioners, nearly parallel with Pontine street.

Numerous complaints of flooding have been made along the line of this sewer up as far as Quincy street; it is undoubtedly too small for the constantly increasing volume of water which it has to carry, and will have to be rebuilt before long up to this point.

Complaints of flooding are received at every storm from the residents of Orchard park and Yeoman street. Some good can be done by building a surface drain in Orchard park, but the sewers in Yeoman, Chadwick, and Hampden streets are all too small and will have to be rebuilt or their capacity supplemented by new sewers. Meanwhile the residents should protect themselves from flooding by putting back-water traps upon their connections with the sewers.

Guild row is another locality which frequently suffers from floods

due to the insufficient size of the sewers. The plan for extending the large Vernon-street sewer to this locality should be carried out.

The projected system of sewers in Columbus-avenue extension will afford an outlet for a sewer to relieve Notre Dame street, which now suffers from the inadequacy of the sewer in this street and Bragdon street.

A system of pipe-sewers is necessary to take the drainage from the houses on both sides of the old channel of Stony brook between Huntington avenue and the Roxbury Crossing. (See the Annual Report for 1892.)

Until these sewers are built, about 3,000 feet in all, Stony brook will continue to be somewhat polluted with sewage.

The Harrison-avenue sewer, between Northampton and Eustis streets, is settled so much that it cannot be cleaned without pumping it out with a steam-pump. Although the rebuilding of this sewer will be very expensive, it should not be put off any longer.

The following is a list of defective sewers requiring rebuilding :

Davenport street, from Columbus avenue to Tremont street.

Walpole street, from Columbus avenue to Tremont street.

Burke street, from Columbus avenue to Tremont street.

George street, from Clarence street to Dorchester brook.

George street, from Gerard to Magazine street.

Haskins street, from Vernon to Ruggles street.

Chesterfield street.

Orchard street, off Yeoman street.

Winslow street, from Palmer to Eustis street.

Chadwick street, from Ambrose to Yeoman street.

Marshfield street, from Batchelder street to Norfolk avenue.

Hunneman street, from Brown street to Harrison avenue.

Harrison avenue, from Eustis to Northampton street.

Newcomb street, from Reed street to Harrison avenue.

Lenox street, from Sanford place to Harrison avenue.

Haviland street, from Parker street to Massachusetts avenue.

Work done during 1895.

Main sewers have been built in Massachusetts avenue, Gerard street, and Boylston-street extension ; the latter a difficult and expensive sewer to build, the street consisting of a new gravel fill upon deep beds of mud and peat. The sewer system of the Huntington-avenue boulevard is practically completed, with the exception of a few unimportant items, and also with the exception of the work of strengthening the arches of the old stone channel of Stony brook. The sewer system of Columbus-avenue boulevard is also practically completed from Northampton to Ruggles street, and is under contract up to the Roxbury Crossing.

The sewer system of the last section of the avenue, from a point between Dimock and Brighton streets to Franklin park, is also completed.

A section of the channel for Stony brook, recommended by the Commission of 1886, has been built by the N.Y., N.H., & H. R.R., in connection with the raising of the tracks of its Providence

Division from the bend of the brook at the railroad near Amory street to a point 400 feet south of Boylston street, in West Roxbury.

This channel is submerged nearly to the top of the arch, and will remain so until the new channel is built at the low grade, from the inlet chamber up to join it. A section of the West Roxbury low-level sewer, discussed in previous annual reports, was built in connection with, and supported on the hanch of, the Stony-brook channel, and paid for by the city, for the reason that it could be built cheaper at this time and in this manner than at any subsequent time.

Forty thousand seven hundred and sixty-two (40,762) linear feet of sewers and surface drains were built by the city, by day labor and contract, including the sewer systems of the boulevards mentioned, and four thousand one hundred and forty (4,140) linear feet by private parties, including sewers and surface drains built by the N. Y., N. H., & H. R.R. in connection with raising the tracks of the Providence Railroad.

WEST ROXBURY.

There is a large region in the southern and western quarters of Roslindale, part newly settled and part old, which is without sewers, although fairly populous. This region embraces, among the older streets, Hemlock, Bellevue avenue, etc., south-west of Roslindale village; also a number of new streets, which have been graded off of Bellevue and Belgrade avenues, such as Orange, Berry, Newburg, Aldrich, and Colburg streets. All of these could be drained directly, or with short outlets, into the West Roxbury trunk sewer. Another group, embracing South Fairview, South Walter, and Brookfield streets, etc., would need an outlet across the Dedham Branch Railroad, just west of Roslindale Station, into the Brandon and Corinth streets sewer. This outlet would eventually be continued across South street to accommodate Farquhar and Selwyn streets, and indeed all of that valley south-west of Hewlett street, the sewer in which has already been built to go into the existing sewer in Walter street.

Streets which have been laid out across the lowlands adjoining Stony brook, in Jamaica Plain, such as New Keyes and Williams streets, have needed sewerage for a long time, but could not be accommodated because the existing system of sewers is too high to be extended into them. If the West Roxbury low-level sewer should be completed as far as Boylston Station during this coming year, in connection with the building of the Columbus avenue boulevard, as now seems probable, it will then be within a reasonable distance of these streets, and it will then be possible to extend it to them and sewer them at moderate cost.

Those valleys which lie between the Stony brook divide and Charles river can be sewered as soon as the Neponset valley and Mother brook intercepting sewer is completed. As the work of building this sewer has been taken up by the Metropolitan Sewerage Commission, there seems to be a probability of being able to sewer these districts properly in the near future.

The streets in the vicinity of Florence, Sycamore, Ashland street, etc., have been in need of sewerage for a long time; a branch of the Roslindale main sewer will have to be extended to this neighborhood from the northerly of the two intersections of Washington and South streets.

Work done during 1895.

Work is in progress upon a sewer, upon the separate principle, to extend from the Roslindale main sewer at Franklin place to the Insane Asylum on Walk Hill street. This sewer will afford house-sewerage only for streets along its route, but cannot receive the flow from catch-basins.

Seventeen thousand three hundred and fifty-eight (17,358) linear feet of sewers and surface-drains have been built by the city by day labor and contract, and six thousand seven hundred and seventeen (6,717) linear feet by private parties, including sewers and surface-drains built by the N. Y., N. H., & H. R.R., in connection with raising the tracks of the Providence Division.

MAIN DRAINAGE WORKS.

The amount of sewage handled at the Pumping-station is increasing so rapidly from year to year that it is imperative that some action should be taken towards increasing the high-duty pumping capacity or keeping surface-water to a greater extent out of the sewers. It was necessary the past year to run the low-duty pumps one-quarter of the time, which increased the coal consumption to a much greater extent than would have been the case if high-duty pumps only could have been used.

So large an amount of surface-water now gets to the Pumping-station that, without the pumping capacity to handle it, it causes the regulators to be closed longer than they should be, discharging more through the overflows than is advisable, and keeping the common sewers backed up more than is desirable.

Another thing that is working to the detriment of the system is the continued postponement of building overflows for some of the intercepting sewers, that have been recommended for a long time, and are now an urgent necessity; also the failure to extend numerous overflows of the common sewers that are becoming obstructed to an unsafe extent by the filling-in of the flats at their outlets.

These overflows are spoken of in detail elsewhere in the report under the districts in which they are. Mention was made in the last annual report of the inadequate accommodations of the force in charge of the main and intercepting sewers. Nothing has been done towards putting their quarters on Massachusetts avenue in shape. It should not be deferred longer.

The construction of the many connections with the Metropolitan system in East Boston and Charlestown will add greatly to the work of this force, which will have to be increased, and proper buildings should be constructed for their use without delay.

At the Pumping-station the conditions are about the same as at

the beginning of the year. The amount of sewage pumped has increased materially, but the much-needed renewals and additions, spoken of so repeatedly in past reports, have been held in abeyance by the lack of funds. The force has been kept very busy on the regular work and the incidental repairs absolutely necessary to keep the pumps in operation.

Pump No. 4 was shut down while the boxes of the main and beam shafts were rebabbited, necessitating jacking-up the engine, at a cost exceeding \$2,000. A few of the items most needing attention are:

New sleeves for plunger-rods, general repairs on air-pumps, and the substitution of rock-shafts for the present valve motion, all on pumps Nos. 1 and 2; extensive repairs on the pump-well gates, a duplicate main steam-pipe from the boiler-house, and two (2) new cages at the filth-hoist.

There has been more sludge removed from the deposit-sewer during the past year than ever before. Unusual quantities of soft sludge were deposited in the lower sections of the sewer during the hot months.

The following is some of the work accomplished by the outside force in addition to the regular work: The two scows were put on the blocks and thoroughly calked; the sea-wall at the west shaft was repointed over the whole face; the high board fence around the grounds was painted; and a new machine for moving the sludge in the north deposit-sewer is being constructed to replace the old one that gave out.

The two sewer-boats, kept in the deposit-sewers, became useless and were replaced by new ones. The sludge-tank is getting beyond many more repairs, and it is only a question of a short time before it will have to be replaced by a new one. The flooring of the wharf will have to be renewed this year, as it is hardly safe.

When this is done, it would be well to make the extension that has been recommended in previous reports. Tests of the tunnel, to determine its condition as regards deposits, give a better result than has been shown for several years. Waves in the tunnel have been noticed more frequently than usual; and I would suggest the placing of automatic gauges, at favorable points, to obtain data, from which the cause might be determined.

At Moon Island, considerable work has been done outside of the regular routine work. The walls in two divisions of the reservoir were repointed, as also was considerable brick masonry on the buildings and ventilators of the discharge-sewers. A large amount of gravel was hauled to different points on this property, to repair damage done to banks and roads by the storms, and for the necessary filling in the cove.

An old building was remodelled for the use of the night-men when off duty, to take the place of the inadequate quarters in the gate-house.

Two old buildings at Squantum, that were unsafe, were razed.

I give the following statement of what is needed at Moon Island and Squantum. It is imperative that some of this should

be done this year, but all of it is necessary: the building of a boat chamber on the outfall sewer; the laying of a 6-inch cast-iron water-pipe along the outfall sewer from the reservoir to the connection chamber, with a hydrant at each manhole, for use in washing off the tie-rods and the upper sewer, to prevent odors; the complete renewal of upper staging in 6-foot gallery in each division of the reservoir, and also of all tie-rods and cross-pieces; the building of a new barn and shed or storehouse at Moon Island; the building of a new shed or storeroom (temporary) at east shaft; the laying of a new floor at the lower gate-house; the removal of iron gates in the outfall sewer, for repairing, and also for renewal of all anchor-bolts, which latter work cannot be done until the boat chamber mentioned is built; pointing and repairing of walls in two divisions of the reservoir, and on the buildings; setting of gauges at east shaft and at connection chamber; building a stone wall and repairing roadway at Squantum; painting both iron and wooden fences at reservoir, and improved arrangements for handling grease at east shaft.

Sewer assessments have been made by this division for the year ending January 31, 1896, in accordance with Chapter 402 of the Acts of 1892, and amendments thereto, to the amount of \$202,110.06, and the bills have been deposited for collection with the City Collector.

Bills for sewer assessments, amounting to \$3,557.98, have also been deposited for collection, representing those estates assessed under Chapter 456 of the Acts of 1889, and amendments thereto, which have made connection with the public sewers during the year; making the total amount of assessments deposited for collection \$205,668.04.

There remain on the books of this division, at 5 per cent. interest, \$32,864.35, representing the assessments under the Acts of 1889, and amendments thereto, for these estates which have not been connected with the sewers for which they were assessed, and bills for which will be deposited for collection as the connections are made. This sum represents 24.8 per cent. of the total assessments made under those Acts.

Entrance fees to the amount of \$4,474.07 have been collected from estates upon which no sewer assessment was ever paid, in accordance with Chapter 36, Section 10, of Revised Ordinances. Permits have been issued to licensed drain-layers to make 3,071 connections with the public sewers, and the work done under these permits has been inspected and a record of same made on the plans of this division.

The following tables and statements will show the amount of money expended and work done by this division during the year:

Financial Statement.

Appropriations.	Balance on hand Feb. 1, 1895.	Appropriations added during the year.	Total Credits.	Expenditures during the year.	Balances on hand Jan. 31, 1896.
Street Department, Sewer Division .....	.....	1 \$280,596 07	\$280,596 07	\$280,596 07	.....
Sewers, South Boston.....	\$1,266 25	.....	1,266 25	388 74	\$877 51
Sewer outlet (low level), West Roxbury District, Forest avenue section, temporary sewer outlet, etc. ....	.....	21,000 00	21,000 00	13,175 36	7,824 64
Laying Out and Construction of Highways (sewer construction).....	.....	19,400 00	19,400 00	2,283 35	17,116 65
Blue Hill and other avenues (sewer construc- tion) .....	.....	404,162 78	404,162 78	404,162 78	.....
.....	.....	151,570 44	151,570 44	151,570 44	.....
.....	\$1,266 25	\$876,729 29	\$877,995 54	\$852,176 74	\$25,818 80

In addition to the above there was expended on account of Paving Division for catch-basins, culverts, and sewers, necessitated by street construction, the sum of \$33,048.95; making a total of \$885,225.70.

Original appropriation	\$300,000 00
Transferred to Street-Cleaning Division.....	\$5,000 00
“ “ Sanitary Division.....	5,000 00
“ “ Police Department.....	8,403 93
.....	19,403 93
.....	\$280,596 07

OBJECTS OF EXPENDITURE.

IMPROVED SEWERAGE.

Office salaries	\$500 00
Pumping-station, inside	44,712 61
Pumping-station, outside	12,021 78
Engines and boilers	5,194 21
Main and intercepting sewers	10,630 53
Moon Island	10,030 36
Towboat	4,379 15
	<u>\$87,468 64</u>

STONY-BROOK IMPROVEMENT.

Maintenance	\$12,478 02
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PUMPING-STATION, FOREST-AVENUE SECTION.

Land purchased	<u>\$1,440 00</u>
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PROBATE BUILDING, 28 COURT SQUARE.

Remodelling	<u>\$598 24</u>
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MISCELLANEOUS.

Office expenses, including salaries of Deputy Superintendent, clerks, and draughtsmen, stationery, drawing materials, etc.	\$20,598 93
Engineering expenses, including salaries of engineers, instruments, etc.	46,438 71
Current expenses of yards and lockers	23,505 62
Current expenses of stables, including cost of horses, vehicles, harnesses, etc.	\$27,846 01
Less amount earned by department teams	7,652 71
Repairing sewers	5,602 34
Cleaning and flushing sewers	8,731 59
Cleaning catch-basins	28,584 38
Repairing streets	892 47
Building, repairing, and cleaning culverts and surface drains, not included in the Stony-brook system	25,028 06
Examining condition of sewers and catch-basins	3,081 55
Work for departments and others	2,335 23
House connections	3,405 46
Damages and claims	14,048 52
Holidays	7,270 00
Travelling and incidental expenses	4,156 85
Repairs of department buildings, stables and yards	2,183 67
Engines and boilers and repairs	650 32
Hardware, tools and blacksmithing, not included elsewhere	7,601 66
Rubber goods, not included elsewhere	1,429 97
Stock and supplies, not included elsewhere	376 02
General repairs	1,282 56
Inspection of smoke	1,350 25
Balances on old contracts	441 10
	<u>\$229,188 56</u>

Less over credit on water-rates, charged off to sewer construction	\$5,503 20
Less amount paid this year by Boston, Revere Beach, & Lynn Railroad Company for work done in 1894	726 82

6,230 02

\$222,958 54

City Proper.

Sewers built between February 1, 1895, and February 1, 1896, by the City, either by Contract or Day Labor.

LOCALITY.		Length in Feet.	Dimensions and Material.	Remarks.
Built in	Between			
Butler sq.	Chatham st. and Butler row	Built in 1894. Rebuilding. { Rebuilding. Brick sewer built in- side of old wood sewer. Rebuilding. Rebuilding. Rebuilding. Rebuilding. Rebuilding. Rebuilding. Rebuilding. { Tank. Paid for by Public Build- ings Department. Rebuilding. Rebuilding. Rebuilding.
Chambers st.	Brighton st. and Auburn st.	87.82	2 ft. 6 in. X 3 ft., brick.	
Chauncy st.	Summer st. and Avon pl.	47.28	10-in., pipe.	
Curve st.	Hudson st. and Tyler st.	180.43	10-in., pipe.	
Dover st.	South Bay and Harrison ave.	272.00	3 ft. 4 in. X 4 ft. 6 in., brick.	
Essex pl.	Essex st. and Tufts st.	200.00	12-in., pipe.	
Harvard st.	Hudson st. and Washington st.	356.00	2 ft. 8 in. X 3 ft. 6 in., brick.	
		383.40	2 ft. 6 in. X 3 ft., brick.	
		695.14	2 ft. 6 in. X 3 ft., brick.	
		25.00	18-in., pipe.	
Merrimac st.	Causeway st. and Chardon st.	9.13	18-in., pipe.	
Norman st.	Merrimac st. and South Margin st.	313.05	2 ft. 6 in. X 3 ft., brick.	
North Margin st.	Cooper st. and Thatcher st.	43.67	8 ft. X 7 ft. 6 in., brick.	
North Market st.	{ Commercial st.	146.33	12-in., pipe.	
	and Faneuil Hall sq.	170.48	10-in., pipe.	
Noyes pl.	Salem st. and end of Noyes pl.			
Passageway	{ Massachusetts ave. and Hereford st., between Commonwealth ave. and Newbury st. }	246.00	12-in., pipe.	
Salem st.	Prince st. and Noyes pl.	68.25	18-in., pipe.	
Tyler st.	Oak st. and Curve st.	112.00	2 ft. X 3 ft., brick.	

City Proper. — *Continued.*

Sewers built between February 1, 1895, and February 1, 1896, by the City, under Chapter 323 of the Acts of 1891, as amended by Chapter 418 of the Acts of 1892, or Special Acts referring thereto.

LOCALITY.		Length in Feet.	Dimensions and Material.	Remarks.
Built in	Between			
Norway st.	Falmouth st. and Massachusetts ave.	186.53	2 drop inlets. 12-in., pipe, sewer. 12-in., pipe, C. B. drain.	Built in 1894.
St. Germain st.	Dalton st. and Massachusetts ave.	590.44		
Huntington ave., } Section 1	Copley sq. and Brookline line	1,066.47 298.30 22.00	8-in., pipe, house drain. 6-in., pipe, house drain. 29 catch-basins. 3 drop-inlets.	Contract.
Amount expended for above sewers		\$47,475 41		
19 new catch-basins built and 116 repaired		5,128 55	\$52,603 96	
<i>Surface Drains built between February 1, 1895, and February 1, 1896, by the City, either by Contract or Day Labor.</i>				
Columbus ave.	Berkeley st. and Grenville place ...	216.91	12-in., pipe.	

Sewers built between February 1, 1895, and February 1, 1896, by Private Parties.

Eliot st.....	Tremont st. and Park sq.....	{	515.00	20-in., pipe.
Park st.....	Tremont st. and Beacon st.....	{	5.00	15-in., pipe.
Tremont st.....	Winter st. and Park st.....	{	90.00	15-in., pipe.
Tremont st.....	Park st. and Hamilton pl.....	{	105.61	20-in., pipe.
			157.00	15-in., pipe.

Surface Drains built between February 1, 1895, and February 1, 1896, by Private Parties.

Boston Common... {	Charles st. Mall and Tremont st.	} 353.00	18-in., pipe.
Park st..... {	Mall at West st., and thence to	408.00	15-in., pipe.
	Park-st. Mall.....	527.00	12-in., pipe.
	Tremont st. and Park st.....	1.57	12-in., pipe.

Charlestown.

Sewers built between February 1, 1895, and February 1, 1896, by the City, either by Contract or Day Labor.

Lawrence st.....	Austin st. and Union st.....	270.25	12-in., pipe.	Built in 1894.
Mishawum st.....	Main st. and Rutherford ave.....			

Amount expended for above sewers \$857.85
 6 new catch-basins built and 70 repaired 3,717.97

 \$4,575.83

Charlestown. — Concluded.
Surface Drains built between February 1, 1895, and February 1, 1896, by the City, either by Contract or Day Labor.

LOCALITY.		Length in Feet.	Dimensions and Material.	Remarks.
Built in	Between			
Alford st.....	Mystic River and Main st.....	{ 525.20 515.95	15-in., pipe. 12-in., pipe.	

Brighton.
Sewers built between February 1, 1895, and February 1, 1896, by the City, either by Contract or Day Labor.

LOCALITY.		Length in Feet.	Dimensions and Material.	Remarks.
Built in	Between			
Argyle road.....	Englewood ave. and Sutherland road,	561.82	12-in., pipe.	Rock. Built in 1894.
Bigelow st.....	Oak sq. and Webster st.....	205.04	12-in., pipe.	
Cambridge st.....	Webster st. and 205 ft. westerly....	232.00	2 ft. 6 in. X 3 ft. 9 in., brick	
Commonwealth ave. } outlet	B. & A. R. R. and Com'wealth ave.,	499.67	18-in., pipe.	
Dustin and Cam- } bridge sts.	Existing sewer and Warren st.....	500.00	12-in., pipe.	Contract.
Elmira st.	George st. and Murdock st.....			

Elmira st.	Market st. and George st.	608.00	12-in., pipe.	Contract.
Faneuil st.	Parsons st. and Bigelow st. ....	.....	Built in 1894.	
Faneuil st.	Bigelow st. and Champney st.	224.30	12-in., pipe.	Built in 1894.
Fairbanks st.	Washington st. and Faneuil st. ....	.....	
Faneuil Valley Sewer	Metropolitan Main Sewer and	147.00	5 ft. X 5 ft., wood.	Tide-work.
Ontlet in Parsons st. }	Chartes river	{ 1,008.90	3 ft. X 3 ft. 2 in., brick.	1,088.53 cubic yards, rock.
and private land. }		{ 317.68	24-in. pipe, including 24 ft.	
		{ 1,406.52	of 24-in., iron pipe.	
	Washington st. and Commonwealth ave.	{ 843.66	15-in., pipe.	
		{ 24.50	12-in., pipe.	
		{ 275.00	36-in., iron pipe.	
		{ 2,062.42	15 in., pipe.	Rebuilding. Very wet.
		{ 437.02	12 in., pipe.	Rock.
	Coolidge st. and Hooker st.	{ 386.00	2 ft. 4 in. X 3 ft. 6 in.,	
Nonantum st.	Washington st. to Newton line	{ 299.31	brick.	
North Beacon st.	Gordon st. and Everett st.	{ 203.00	24-in., pipe.	
Private land, Park-	Metropolitan main sewer and Web-	{ 216.00	20-in., pipe.	
man, Brooks, and	ster st.	{ 514.56	18-in., pipe.	
Bigelow sts.		{ 858.10	10-in., pipe.	
		{ 650.58	12-in., pipe.	
	Argyle road and Kinross road	{ 399.90	18-in., pipe.	Rock.
Sutherland road	Oak sq. and Newton line	{ 680.47	15-in., pipe.	Contract.
Tremont st.			12-in., pipe.	
Washington st.				

Brighton. — *Continued.*

Sewers built between February 1, 1895, and February 1, 1896, by the City, under Chapter 323 of the Acts of 1891, as amended by Chapter 418 of the Acts of 1892, or Special Acts referring thereto.

LOCALITY.		Length in Feet.	Dimensions and Material.	Remarks.
Built in	Between			
Brighton ave., Sect. 1,	Commonwealth ave. and Harvard ave.....	89.60	12-in., pipe, sewer. 10-in., pipe, C. B. drain. 8-in., pipe, house drain, and 3 way branches. 13 catch-basins. 12 drop-inlets.	Contract.
		518.69		
		1,889.00		
Brighton ave., Sect. 2,	Harvard ave. and Union sq.	237.70	12-in., pipe, sewer. 10-in., pipe, C. B. drain. 8-in., pipe, house drain, and 3 way branches. 13 catch-basins. 7 drop-inlets.	Contract.
		426.18		
		1,261.06		
Harvard ave.	Commonwealth ave. and Brookline line	439.20	18-in., pipe, house-sewer. 15-in., pipe, house-sewer. 20-in., pipe, C. B. drain. 18-in., pipe, C. B. drain. 10-in., pipe, C. B. drain. 8-in., pipe, house drain. 5 ft. X 6 ft., concrete culvert. 2 catch-basins. 1 drop-inlet.	Contract.
		175.07		
		115.00		
		246.08		
		103.00		
		466.26		
		91.15		

Com'onwealth ave., } Sect. 1..... }	Chestnut Hill ave. and Newton line,	500.00 307.58 450.75 257.07	10-in. pipe, sewer. 10-in., pipe, C.B. drain. 15-in., pipe, C.B. drain. 18-in., pipe, C.B. drain. 5 catch-basins. 4 drop inlets.	Contract.	All rock.
Com'onwealth ave., } Sect. 2, north side, }	Chestnut Hill ave. and Newton line,	1,200.00 18.87	10-in., pipe, sewer. 10-in., pipe, C.B. drain. 1 catch-basin. 1 drop inlet.	Contract.	Rock.
Com'onwealth ave., } Sect. 2, south side, }	Chestnut Hill ave. and Newton line,	1,045.14 98.00 565.13	10-in., pipe, sewer. 10-in., pipe, C.B. drain. 18-in., pipe, C.B. drain. 1 catch-basin. 1 drop inlet.	Contract.	
Com'onwealth ave., } Sect. 4..... }	Chestnut Hill ave. and Newton line,	703.93 239.57 598.11	10-in., pipe, sewer. 10-in., pipe, C.B. drain. 12-in., pipe, C.B. drain. 5 catch-basins. 5 drop inlets.	Contract.	
Com'onwealth ave., } Sect. 6..... }	Chestnut Hill ave. and Newton line,	325.00 251.89 141.65	10-in., pipe, sewer. 10-in., pipe, sewer. 10-in., pipe, C.B. drain. 4 catch-basins. 1 drop inlet.	Contract.	Rock.
Com'onwealth ave., } Sect. 8..... }	Chestnut Hill ave. and Newton line,	225.00 650.00 450.00	12-in., pipe, sewer. 10-in., pipe, sewer. 18-in. pipe, C.B. drain.	Outlet for	Commonwealth ave. Sects. 1 and 2. Contract.
Chestnut Hill ave..... }	Beacon st. and Commonwealth ave.,				
Amount expended for above sewers.....		\$87,113 35			
67 new catch-basins built and 32 repaired.....		4,645 44			
		\$91,758 79			

Brighton. — *Concluded.*

Surface Drains and Culverts built between February 1, 1895, and February 1, 1896, by the City, either by Contract or Day Labor.

LOCALITY.		Length in Feet.	Dimensions and Material.	Remarks.
Built in	Between			
Faneuil st.....	Oak sq. and Champney st.....	101.67	24-in., pipe,	
Tremont st.....	Oak sq. and Newton line	209.54	30-in., pipe,	
		426.04	3 ft. X 2 ft. 9 in., brick.	
<i>Sewers built between February 1, 1895, and February 1, 1896, by Private Parties.</i>				
Adams st.....	Franklin st. and Adams pl.....	660.67	12-in., pipe.	
Appian way.....	Existing sewer and Franklin st.....	126.25	10-in., pipe.	
Calef st.....	.....	151.05	12-in., pipe.	
Cypress road.....	Murdock st. and Etna st.....	98.54	12-in., pipe.	
Ericson st.....	Adams st. and Lincoln st.....	289.32	12-in., pipe.	
Etna st.....	Cypress road and 117.52 ft. southerly	117.52	12-in., pipe.	
Garden st.....	Market st. and George st.....	461.55	12-in., pipe.	
Garden st.,	Etna st. and Murdock st.....	266.57	12-in., pipe.	
Mapleton st.....	Market st. and Murdock st.....	1,122.78	12-in., pipe.	
Kilsyth, Windsor, and	Brookline line and Sutherland road,	125.02	12-in., pipe.	
Lanark roads .....	.....	1,196.83	10-in., pipe.	

East Boston.

Sewers built between February 1, 1895, and February 1, 1896, by the City, either by Contract or Day Labor.

Chelsea st.	Bennington st. and Prescott st.	280.05	12-in., pipe.	621.21 ft. of 4 ft. X 4 ft. 3 in., brick sewer was rebuilding. One sump manhole, one weir manhole, one regulator manhole, and one tide-gate manhole. Tide-work. } Rebuilding. Built in 1894. One sump manhole, one regulator chamber and manhole.
Marion st.	Havre st. and Bennington st.	199.08	15-in., pipe.	
		1,259.04	4 ft. X 4 ft. 3 in., brick.	
		33.86	4 ft. circ. brick.	
Orleans st.	Porter st. and Maverick st.	4.44	16-in., iron pipe.	
		14.12	12-in., iron pipe.	
		33.00	15-in., pipe.	
Porter st.	Orleans st. and Bremen st.	281.45	6 ft. X 6 ft. 4 in., brick.	
		16.21	7 ft. 3 in., circ. brick.	
Private land and Leyden st.	Breed st. and Chelsea ave.	237.00	30 in. X 36 in., brick.	
Eagle-sq. Outlet.	Old outlet and 250 feet northerly ..	1,090.66	12-in., pipe.	
Saratoga st.	Bennington st. and Austin ave.	5.25	12-in., iron pipe.	

Amount expended for above sewers..... \$82,595 38
 12 new catch-basins built and 22 repaired 2,879 50

 \$85,474 88

South Boston.

Sewers built between February 1, 1895, and February 1, 1896, by the City, either by Contract or Day Labor.

Dorchester ave.	Fort Point Channel and Broadway .	456.02	5 ft. circ. brick.	} Rebuilding. One tide-gate manhole.
		468.93	3 ft. X 3 ft. 2 in., brick.	
		46.47	36 in. X 48 in., brick.	
		427.02	10-in., pipe.	

South Boston. — Concluded.

LOCALITY.		Length in Feet.	Dimensions and Material.	Remarks.
Built in	Between			
Gold st.	A st. and N. Y. & N. E. R.R.	305.93	12-in., pipe.	Rebuilding.
Gold st.	B st. and N. Y. & N. E. R.R.	165.00	12-in., pipe.	
Mercer st.	East Eighth st. and Telegraph st. . .	227.50	15-in., pipe.	Rebuilding.
Amount expended for above sewers.....				\$16,930 69
21 new catch-basins built and 49 repaired.....				3,387 51
				<u>\$20,318 20</u>

Dorchester.

Sewers built between February 1, 1895, and February 1, 1896, by the City, either by Contract or Day Labor.

Adams st.	King st. and Lonsdale st.	480.00	30 in. X 36 in., brick.	Much rock. Some rock.
Centre st.	Adams st. and Dorchester ave.	507.96	12-in., pipe.	
Dalmatia st.	{ Dacia st. and Blue Hill ave.	71.45	15-in., pipe.	Built in 1894.
Church st.	{ Winter and High sts.	198.75	12-in., pipe.	
		434.78	24-in. X 36 in., brick.	} Much rock.
Dorchester ave.	King st. and Ashmont st.	501.00	18-in., pipe.	
		673.59	15-in., pipe.	
		463.86	12-in., pipe.	

East Cottage st.	525.60	18-in., pipe.	} South side. } Much Rock.
Pond st.	481.00	15-in., pipe.	
Parkway.....	65.00	15-in., pipe.	} North side. }
	696.23	12-in., pipe.	
Geneva ave.....	80.00	15-in., pipe.	} Much rock. }
	680.00	12-in., pipe.	
Glenway.....	95.14	12-in., pipe.	} Much rock. }
	550.00	24-in. X 36 in., brick.	
Glenway.....	200.00	15-in., pipe.	} Much rock. }
	200.00	12-in., pipe.	
Grampian way	549.60	12-in., pipe.	} All in rock. }
	151.00	12-in., pipe.	
King st.	746.40	10-in., pipe.	} All in rock. }
	43.00	12-in., pipe.	
{ Lyons st.	975.00	30-in., pipe.	} Some rock. }
{ Franklin field.....	208.50	10-in., pipe.	
Maxwell st.	1,019.80	12-in., pipe.	} Much rock. }
McClellan st.	365.90	12-in., pipe.	
Milton st.	484.06	12-in., pipe.	} Contract. }
	1,240.83	12-in., pipe.	
Morton st.			} Some rock }
Neponset ave.....			
Private land.....			} Built in 1894. }
	Robinson st.		
Rosemont st.	474.90	12-in., pipe.	} Much rock. }
	494.55	4 ft., circular brick.	
Templeton st.	39.75	12-in., pipe.	} Much rock. }
	509.18	12-in., pipe.	
Tremlett st.	206.15	12-in., pipe.	} Built in 1894. }
	410.60	12-in., pipe.	
White st.			} Built in 1894. }
Washington st.			

Dorchester. — *Continued.*

Sewers built between February 1, 1895, and February 1, 1896, by the City, under Chapter 323 of the Acts of 1891, as amended by Chapter 418 of the Acts of 1892, or Special Acts referring thereto.

LOCALITY.		Length in Feet.	Dimensions and Material.	Remarks.
Built in	Between			
Geneva ave.	Park st. and Westville st.	918.00 163.06 875.00 434.39	6-in., pipe, house drain. 15-in., pipe, C.B. drain. 12-in., pipe, C.B. drain. 10-in., pipe, C.B. drain. 9 catch-basins. 2 drop inlets.	Contract. Some rock.
		76.11 44.59 53.60 70.00	48-in. X 42-in., brick culvert. 30-in., pipe culvert. 48-in. X 42-in., stone culvert 18-in., pipe.	
Greenbrier st.	Bloomfield st. and Bowdoin st.	288.50 700.00 203.75 268.00	15-in., pipe. 12-in., pipe. 6-in., pipe, house drain. 12-in., pipe. 6-in., house drain. 1 catch-basin.	Contract.
Josephine st.	Geneva ave. and Ditson st.	40.00 204.90 21.24	1 drop inlet. 5 ft. X 4 ft. 6 in., stone culvert. 12-in., pipe, C.B. drain. 10-in., pipe, C.B. drain.	Contract.

Dorchester. — Continued.

LOCALITY.		Length in Feet.	Dimensions and Material.	Remarks.
Built in	Between			
Blue Hill ave.	Section Eight (8)	1,166.50 295.22 760.93 218.00	12-in., pipe sewer. 15-in., pipe, C. B. drain. 12-in., pipe, C. B. drain. 10-in., pipe, C. B. drain. 10 catch-basins. 10 drop inlets.	Contract. Very much rock.
		145.80 1,827.51 545.68 199.10 196.88 115.12	{ 3 ft. X 3 ft. 4 in., stone culvert. 12-in., pipe sewer. 18-in., pipe, C. B. drain. 15-in., pipe, C. B. drain. 12-in., pipe, C. B. drain. 10-in., pipe, C. B. drain. 4 catch-basins.	
Blue Hill ave.	Section Ten (10)	143.73	4 drop inlets. 8 ft. X 8 ft. stone, brick and concrete culvert, and 4 drop inlets.	Contract. Much rock.
Blue Hill ave.	Section Eleven (11)	102.85 1,769.38 332.32 585.02 214.14	15-in., pipe sewer. 12-in., pipe sewer. 15-in., pipe, C. B. drain. 12-in., pipe, C. B. drain. 10-in., pipe, C. B. drain. 8 catch-basins. 8 drop inlets.	Contract. Considerable rock.

Dorchester. -- *Continued.*
Sewers built between February 1, 1895, and February 1, 1896, by Private Parties.

LOCALITY.		Length in Feet.	Dimensions and Material.	Remarks.
Built in	Between			
Adams terrace.....	Adams st. and Muzzey st.....	338.04	12-in., pipe.	
Baker place.....	Existing sewer and Oleander st.....	239.30	12-in., pipe.	
Bakersfield st.....	Trescott st. and Hinckley st.....	156.25	12-in., pipe.	
Beaumont st.....	Carruth st. and Arundel st.....	286.00	12-in., pipe.	
Burbank st.....	Merrill st. and Washington st.....	248.30	12-in., pipe.	
Charlotte st.....	Blue Hill ave. and White st.....	666.40	10-in., pipe.	
Clarkson st.....	Barrington st. and Quincy st.....	400.31	12-in., pipe.	
Duncan st.....	Greenwich st. and Fenton st.....	199.68	12-in., pipe.	
Dunkeld place.....	Quincy st. and Wayland st.....	171.95	10-in., pipe.	
Dunkeld st.....	Quincy st. and Phipps ave.....	231.05	10-in., pipe.	
Edison green.....	Dorchester ave. and Pond st.....	491.20	12-in., pipe.	
Esmond st.....	Blue Hill ave. and White st.....	869.90	10-in., pipe.	
Fowler st.....	Greenwood st. and Glen road.....	883.46	12-in., pipe.	
Grace st.....	Roslin st. and Walton st.....	289.40	12-in., pipe.	
Kilton st.....	Harvard st. and Faxon st.....	733.06	12-in., pipe.	
		202.35	30-in. X 36-in., brick.	
Lonsdale st.....	Adams st. and Dorchester ave.....	478.65	18-in., pipe.	
		922.25	12-in., pipe.	
Millet st.....	Harvard st. and Faxon st.....	528.03	12-in., pipe.	
Muzzey st.....	King st. and Adams st.....	182.08	12-in., pipe.	
Page ave.....	Glenway st. and McClellan st.....	376.90	12-in., pipe.	
Phipps ave.....	Blue Hill ave. and Perth st.....	244.35	12-in., pipe.	
		185.00	12-in., pipe.	
Ponemah st.....	Blue Hill ave. and Duke st.....	833.00	10-in., pipe.	

Duke st.	Ponemah st. and Ormond st.	642.00	10-in., pipe.
Ormond st.	Ponemah st. and Duke st.	619.00	10-in., pipe.
<i>Surface Drains built between February 1, 1895, and February 1, 1896, by Private Parties.</i>			
Ponemah st.	Blue Hill ave. and Duke st.	{ 150.00 504.00 255.00 626.00 443.85	{ 15-in., pipe. 12-in., pipe. 10-in., pipe. 10-in., pipe. 12-in., pipe.
Ormond st.	Ponemah st. and Duke st.		
Wildier st.	Geneva ave. and Washington st.		
<i>Culverts built between February 1, 1895, and February 1, 1896, by Private Parties.</i>			
Lonsdale st.	Adams st. and Dorchester ave.	{ 59.20 60.00	{ 6 ft. X 6 ft., stone culvert. 5 ft. X 6 ft., stone culvert. Lower culvert. Upper culvert.
<i>Sewers built between February 1, 1895, and February 1, 1896, by Private Parties.</i>			
Roseclair st.	Dorchester ave. and Greenhalge st.	590.75	12-in., pipe.
Sagamore st.	Soudan st. and Romsey st.	113.30	12-in., pipe.
Samoset st.	Centre st. and Rosemont st.	200.00	12-in., pipe.
Saxton st.	Belfort st. and Savin Hill ave.	290.70	12-in., pipe.
Soudan st.	Sagamore st. and Dorchester ave.	539.20	12-in., pipe.
Sydney st.	Tifton st. and 218 ft. southerly	215.00	12-in., pipe.
Thane st.	Park st. and Athelwold st.	491.67	12-in., pipe.

Dorchester. — Concluded.

LOCALITY.		Length in Feet.	Dimensions and Material.	Remarks.
Built in	Between			
Tilton st.	Faxon st. and Washington st.	891.70	12-in., pipe.	
Vaughan st.	Harvard st. and Blue Hill ave.	322.40	12-in., pipe.	
Weyanoke st.	Carruth st. and Wessex st.	353.55	12-in., pipe.	
		26.80	10-in., pipe.	
White st.	Bicknell st. and Sanborn ave.	400.70	12-in., pipe.	
Wilder st.	Geneva ave. and Washington st.	148.70	10-in., pipe.	
		552.36	12-in., pipe.	

Roxbury.

Sewers built between February 1, 1895, and February 1, 1896, by the City, either by Contract or Day Labor.

Audubon road.	Beacon st. and Ivy st.	326.90	18-in., pipe.	Much rock.
Comins terrace.	Southerly from Bower st.	161.03	10-in., pipe.	
Fenno st.	Existing sewer and Buena Vista st.	205.14	12-in., pipe.	} Piles.
Gerard st.	Massachusetts ave. and Norfolk ave.	1,377.61	2 ft. 6 in. X 3 ft., brick.	
		226.39	15-in., pipe.	} Built in 1894.
Guild st.	Thornton st. and Lambert st.			
Heath st.	Day st. and Lawn st.	373.15	12-in., pipe.	} Part rebuilding. Much rock.
Highland st.	Existing sewer and Morley st.	168.02	12-in., pipe.	
Hoffman st. and private land.	Lamartine st. and Stony Brook valley sewer.	153.45	2 ft. 10 in. X 4 ft. 3 in., brick.	Rebuilding.

Holworthy st.	Walnut ave. and about 200 feet easterly	259.80	12-in., pipe.	Ledge and piles.
Humboldt ave.	Munroe st. and Townsend st.	456.10	15-in., pipe.	Much rock.
Huntington ave.	Easterly from Shepherd ave.	258.20	12-in., pipe.	Rebuilding.
Lawn st.	Heath st. and existing sewer.	1,225.14	4 ft. X 4 ft. 2 $\frac{3}{4}$ in., brick.	Built in 1894.
Massachusetts ave. ..	Roxbury Canal and 1,600 feet south	35.84	4 ft. cir., brick.	
		9.00	In regulator M. H.	
Morley st.	Highland st. and end of Morley st.	23.00	15-in., pipe.	Much rock.
Munroe st.	Walnut ave. to existing sewer	210.14	12-in., pipe.	Much rock.
Parker Hill ave.	Existing sewer, near Parker place, and about 900 feet southerly.	234.48	12-in., pipe.	
Sachem st.	Existing sewer and Hillside st.	260.00	12-in., pipe.	Built in 1894.
Townsend st.	Humboldt ave. and about 528 feet westerly	578.97	12-in., pipe.	
West Roxbury low level sewer	Amory st. and West Roxbury line	455.58	12-in., pipe.	Much rock.
Whiting st.	Warren st. and Moreland st.	1,395.50	2 ft. X 3 ft. 6 in., brick.	Built by N. Y., N. H., & H. R. R. Co. and paid for by City of Boston.
Willow Pond road ...	Town of Brookline and Jamaica way	230.83	12-in., pipe.	Much rock.
		866.25	12-in., pipe.	

Sewers built between February 1, 1895, and February 1, 1896, by the City, under Chapter 323 of the Acts of 1891, as amended by Chapter 418 of the Acts of 1892, or Special Acts referring thereto.

Abbotsford st.	Walnut ave. and Harold st.	48.74	10-in., pipe, C.B. drain.	} Contract.
		291.55	8-in., pipe, house drain. 4 catch-basins.	

Roxbury. — *Continued.*

LOCALITY.		Length in feet.	Dimensions and Material.	Remarks.
Built in	Between			
Bay State road	Sherborn st. and Granby st.	835.00 280.00 295.00 122.00 494.00	18-in., pipe, sewer. 15-in., pipe, C. B. drain. 12-in., pipe, C. B. drain. 10-in., pipe, C. B. drain. 8-in., house drain. 4 catch-basins. 4 drop inlets.	Contract.
Boylston st.	Brookline ave. and Back Bay Fens.	1,329.00	2 ft. 8 in. X 3 ft. 6 in. brick sewer.	
Granby st.	Commonwealth ave. and Charles river	125.10 10.00 52.00 68.65	18-in., pipe, C. B. drain. 15-in., pipe, C. B. drain. 12-in., pipe, C. B. drain. 10-in., pipe, C. B. drain. 2 drop inlets.	Contract.
Kenmore st.	Commonwealth ave. and Newbury st.	272.49 101.50	2 catch-basins. 12-in., pipe, C. B. drain. 6-in., pipe, house drain.	

Sewers built between February 1, 1895, and February 1, 1896, by the City, under Chapter 323 of the Acts of 1891, as amended by Chapter 418 of the Acts of 1892, or Special Acts referring thereto.

Sherborn st.	Commonwealth ave. and Charles river	216.53 70.00	12-in., pipe, C. B. drain. 10-in., pipe, C. B. drain. 2 catch-basins. 2 drop inlets.	Contract.
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St. Alphonsus st.	Tremont st. and Calumet st.	650.88 120.91 376.72 105.22	12-in., pipe, sewer. 10-in., pipe, C. B. drain. 8-in., pipe, house-drain. 6-in., pipe, house-drain. 7 catch-basins.	Contract.
Arundel st.	Beacon st. and Mountfort st.			Built in 1894.
Ivy st.	St. Mary's st. and Mountfort st.			Built in 1894.
Mountfort st.	Ivy st. and Audubon road.			Built in 1894.
Parker st.	Huntington ave. and Westland ave.,			Built in 1894.
<i>Sewers built between February 1, 1895, and February 1, 1896, by the City, under Chapter 323 of the Acts of 1891, as amended by Chapter 418 of the Acts of 1892, or Special Acts referring thereto.</i>				
Columbus av., Sect. 1,	Northampton st. and Franklin park,	1,024.25 11.17 1,740.97 259.42 839.38 200.50 196.99	3 ft. 6 in. X 3 ft. 8½ in., brick sewer. in manhole and gate manhole at Camden st. 18-in., pipe, sewer. 18-in., pipe, C. B. drain. 15-in., pipe, C. B. drain. 12-in., pipe, C. B. drain. 10-in., pipe, C. B. drain. 9 catch-basins. 1 drop inlet.	Contract.
Columbus av., Sect. 2,	Northampton st. and Franklin park,	1,175.32 11.17 14.00 1,254.50 886.64 270.89 110.45	3 ft. 6 in. X 3 ft. 8½ in. brick sewer. in manhole and gate manhole at Ruggles st. 2 ft. 6 in. X 3 ft. brick sewer. 18-in., pipe, sewer. 24-in., pipe, C. B. drain. 18-in., pipe, C. B. drain. 15-in., pipe, C. B. drain.	Contract.

Roxbury. — *Continued.*

Sewers built between February 1, 1895, and February 1, 1896, by the City, under Chapter 323 of the Acts of 1891, as amended by Chapter 418 of the Acts of 1892, or Special Acts referring thereto.

LOCALITY.		Length in Feet.	Dimensions and Material.	Remarks.
Built in	Between			
Columbus ave., Sect. 9.....	Northampton st. and Franklin park,	249.84 1,493.39 262.18 1,177.69 54.55	15-in., pipe, sewer. 12-in., pipe, sewer. 10-in., pipe, C.B. drain. 8-in., pipe, house drain. 6-in., pipe, house drain. 18 catch-basins.	Contract.
		1,232.63 178.11	3 ft. X 4 ft., brick sewer. 2 ft. 6 in. X 3 ft., brick sewer.	
		22.67	in over-flow, and tide-gate manhole.	
		18.75	in regulator and sump manhole.	
		13.00	24-in., pipe, sewer.	
		9.00	18-in., pipe, sewer.	
		93.60	15-in., pipe, sewer.	Contract.
		79.00	12-in., pipe, sewer.	
		36.00	12-in., iron pipe, sewer.	
		14.00	6-in., iron pipe, sewer.	
		32.50	12-in., pipe, C.B. drain.	
		524.30	10-in., pipe, C.B. drain.	
		1,144.00	8-in., pipe, house drain. 16 catch-basins. 1 drop-inlet.	
Huntington ave., Sect. 2.....	Copley sq. and Brookline town line,			

Boulevards.

Huntington ave., Sect. 3	Copley sq. and Brookline town line.	209.10 193.50 252.00 811.10 2,625.00	2 ft. 6 in. X 3 ft., brick sewer. 18-in., pipe, sewer. 12-in., pipe, sewer. 10-in., pipe, C.B. drain. 8-in., pipe, house-drain. 25 catch-basins.	Contract.
Huntington ave., Sect. 4	Copley sq. and Brookline town line.	714.00 315.86 1,706.90 198.56 484.34	12-in., pipe, sewer. 10-in., pipe, C.B. drain. 8-in., pipe, house-drain. 6-in., pipe, house-drain. 12 catch-basins. 1 ft. 10 in. X 2 ft. 9 in., brick sewer.	Contract.
Huntington ave., Sect. 5	Copley sq. and Brookline town line.	939.85 52.00 94.00	12-in., pipe sewer. 10-in., pipe, C.B. drain. 8-in., pipe, house-drain. 7 catch-basins.	Contract.
Hunting'n ave., Sect. 6	Copley sq. and Brookline town line.	46.30 680.66 330.70 143.31 750.42	2 ft. 6 in. X 3 ft. brick sewer. 12-in., pipe sewer. 24-in., pipe, C.B. drain. 10-in., pipe, C.B. drain. 8-in., pipe, house drain. 11 catch-basins.	Contract.

Amount expended for above sewers \$169,362 83
 59 new catch-basins built and 222 repaired 6,110 31

 \$175,473 14

Roxbury. — *Continued.*
Surface Drains built between February 1, 1895, and February 1, 1896, by the City, either by Contract or Day Labor.

LOCALITY,		Length in feet.	Dimensions and Material.	Remarks.
Built in	Between			
Bay State road	Beacon st. and Raleigh st.	228.05	12-in.; pipe.	
<i>Sewers built between February 1, 1895, and February 1, 1896, by Private Parties.</i>				
Bumstead lane.	Tremont st. and ab't 165 ft. southly,	165.00	12-in., pipe.	
Hartwell st.	Georgia st. and Cheney st.	169.37	12-in., pipe.	
Hutchings st.	Humboldt ave. and Elm Hill ave.	1,073.70	12-in., pipe.	
Marbury terrace.	{ Stony Brook Valley sewer and } Amory st.	341.31	10-in., pipe.	
Reed st.	{ Flagg st. and Northampton st. } { Columbus ave. and end of old } sewer in Texas st.	129.00	12-in., pipe.	
Texas st.	{ Columbus ave. and end of old } sewer in Texas st.	137.00	10-in., pipe.	Rebuilding.
{ West Roxbury } { low level sewer, }	Texas st. and Roxbury Crossing.	256.70	2 ft. 6 in. X 2 ft. 6 in., brick.	
<i>Surface Drains built between February 1, 1885, and February 1, 1896, by Private Parties.</i>				
{ Texas st. and pri- } { vate land }	Columbus ave. and point in Boston Belting Co.'s property.	245.00	4 ft. cir., brick.	

Surface Drains built between February 1, 1895, and February 1, 1896, and released to the City by the N. Y., N. H., & H. R. R. Co., in connection with raising tracks of the Providence Division.

Stony-brook Channel,	Amory st. and West Roxbury line.	1,562.00	{ 15 ft. 6 in. X 17 ft., brick. }
Private land	Opposite Hoffman st.....	{ 41.70 19.65 }	{ 2 ft. 10 in. X 4 ft. 3 in., brick. 12-in. iron pipe. }

West Roxbury.

Sewers built between February 1, 1895, and February 1, 1896, by the City, either by Contract or Day Labor.

Angell st.	Blue Hill ave. and Canterbury st. . . .	706.00	12-in., pipe.	Much rock.
Ashfield st.	Fairview st. and Walter st.	453.39	10-in., pipe.	
Franklin place	{ Franklin pl. and Hyde Park ave. . . }	400.00	15-in., pipe.	} Some rock.
Private land		105.00	15-in., pipe.	
Hyde Park ave.		110.00	15-in., pipe.	
Hewlett st.	Walter st. and Centre st.	395.10	18-in., pipe.	} Contract.
Jamaicaway.	Castleton st. and Willow Pond rd. . .	626.32	15-in., pipe.	
Jamaicaway.	Perkins st. and Pond st.	677.82	12-in., pipe.	} Contract.
Jamaicaway.	Castleton st. and Perkins st.	278.50	12-in., pipe.	
Washington st.	At Keyes st.	322.13	15-in., pipe.	} Contract.
Kirk st.	Montview st. and Crest st.	1,765.06	12-in., pipe.	
Montview st.	Hastings and Kirk st.	850.00	12-in., pipe.	} Contract.
		14.00	3 ft. 6 in. X 4 ft. 4 in., brick.	
		8.50	3 ft. X 3 ft., brick.	} Contract.
		6.00	3 ft. X 4 ft., brick.	
		12.50	42-in., pipe, iron.	} Contract.
		441.15	12-in., pipe.	

West Roxbury. -- Continued.

LOCALITY.		Length in feet.	Dimensions and Material.	Remarks.
Built in	Between			
Lamartine place.	Lamartine st. and Boylston ave.	99.80	12-in., pipe.	} Contract. Very much rock. } Very deep; all rock. } Very much rock.
Landseer st.	Bellevue st. and LaGrange st.	249.85	12-in., pipe.	
Maple st.	Centre st. and Weld st.	185.73	15-in., pipe.	
March ave.	Park st. and Bellevue st.	77.92	12-in., pipe.	
Oriole st.	Wren st. and Bellevue st.	497.45	24-in., pipe.	
Pomfret st.	Maple st. and Corey st.	404.95	12-in., pipe.	
Private land of Geo. Goodnow	} Washington st. and B. & P. R.R. ... } B. and P. R.R. and South st.	703.90	15-in., pipe.	
Spalding st.		1,119.50	2 ft. X 3 ft., brick.	
South st.		10.00	24-in., pipe siphon.	
Sylvia st.	Morton st. and Keyes st.	624.65	15-in., pipe.	
Weld st.	Washington st. and Forest Hills st. ...	752.25	12-in., pipe.	
Ruskin st.	Maple st. and Ruskin st.	235.46	10-in., pipe.	
Weld st.	Weld st. and Corey st.	630.35	12-in., pipe.	
Wheaton sq.	Maple st. and Willow st.	565.55	15-in., pipe.	
West Roxbury low level sewer. }	Lamartine st. and Boylston ave. About 500 ft. N. and 200 ft. S. of Boylston st. }	80.67	18-in., pipe.	
		697.00	2 ft. X 3 ft. 6 in., brick.	
Willow st.	Weld st., and 750 ft. southerly.	761.06	12-in., pipe.	} Contract. Considerable rock.
Wren st.	Existing sewer and Oriole st.	824.35	12-in., pipe.	

Built by N. Y., N. H., & H. R.R. Co. and paid for by the city of Boston.

Amount expended for above sewers..... \$76,768 87
 15 new catch-basins built and 27 repaired..... 2,656 70

 \$79,425.57

Surface Drains built between February 1, 1895, and February 1, 1896, by the City, either by Contract or Day Labor.

Corey st.	{ B. & P. R. R. and Centre st.	{ 174.70	24-in., pipe.
Centre st.	{ Corey st. and Hastings st.	170.85	20-in., pipe.
Cornwall st. and Boylston ave.	{ Stony Brook and N. Y., N. H., & H. R. R.	337.05	18-in., pipe.
Jamaicaway.....	{ Castleton st. and Perkins st.	150.90	18-in., pipe.
Landseer st.	{ LaGrange st. and Bellevue st.	106.00	18-in., pipe.
Montview st.	{ Corey st. and Kirk st.	200.00	18-in., pipe.
Paul Gore st.	{ Existing sewer and 2 catch-basins on Centre st.	29.00	15-in., pipe.
		4.00	12-in., pipe.
		48.70	10-in., pipe.
		52.90	12-in., pipe.

Culverts built between February 1, 1895, and February 1, 1896, by the City, either by Contract or Day Labor.

Grove st.	2,000 feet South of Centre st.	42.30	18-in., pipe, culvert.
Hewlett st.	Walter st. and Selwyn st.	45.80	{ 2 ft. 8 in. X 4 ft. brick and concrete culvert.
Keyes st.	Stony Brook and Washington st.	304.72	6 ft. X 6ft. stone culvert.

West Roxbury. — *Concluded.*
Sewers built between February 1, 1895, and February 1, 1896, by Private Parties.

LOCALITY.		Length in feet.	Dimensions and Material.	Remarks.
Built in	Between			
Argyle st.	Cornwall st. 325 ft. northerly. Minton st. and Merriam st.	325.40	10-in., pipe.	
{ Cable st.		234.40	12-in., pipe.	
Minton st.	Boylston ave. and Brookside ave. { Stony Brook channel and Brook- side ave.	410.80	12-in., pipe.	
{ Merriam st.		20.00	{ 12-in., spiral welded steel pipe.	
Castleton st.	Parkway and Catalpa st.	240.05	12-in., pipe.	
Catalpa st.	Castleton st. and Perkins st.	443.00	12-in., pipe.	
Clements ave.		377.00	10-in., pipe.	
Hampstead road and passageways.	Flora st. and Farrington st. South st. and parkway.	92.00	12-in., pipe.	
Lochstead st.		481.32	10-in., pipe.	
Sheldon st.	Centre st. and Jamaica way.	125.15	12-in., pipe.	
	Ashland st. and Prospect ave.	416.00	8-in., pipe.	
		94.58	12-in., pipe.	
		198.30	12-in., pipe.	

Surface Drains built between February 1, 1895, and February 1, 1896, by Private Parties.

Castleton st.	Parkway and Catalpa st.	450.00	18-in., pipe.
		57.00	10-in., pipe.
Minton st.	Stony Brook and Brookside ave.	283.85	24-in., pipe.
		37.00	15-in., pipe.

Surface Drains built between February 1, 1895, and February 1, 1896, and released to the City by the N. Y., N. H., & H. R. R. Co., in connection with raising tracks of the Providence Division.

At Decher ave.	100.00	24-in., pipe.
At Laumaine court	110.00	24-in., pipe.
At Oakdale st.	128.00	18-in., pipe.
At Cedar ave.	130.00	18-in., pipe.
At Bishop and Call sts.	66.00	24-in., pipe.
At Crosby sq.	138.00	24-in., pipe.
At Goldsmith brook.	200.00	5 ft. X 6 ft., stone arch.
At Spaulding st.	155.00	2 ft. 6 in. X 2 ft. 6 in., concrete arch.
At freight yards, connecting with Spaulding-st. arch.	260.00	18-in., pipe.
	100.00	15-in., pipe.
	22.00	12-in., pipe.
At Bussey brook.	95.00	{ 6 ft. 4 in. X 7 ft. 6 in., stone arch.
At Stony Brook next to the preceding.	165.00	{ 8 ft. X 8 ft., double stone arch.
About 500 ft. north and 200 ft. south of Boylston st.	700.00	17 ft. 6 in. X 15 ft. brick.
About 370 feet north of Boylston st.	62.00	18-in., pipe.

Across the location of the N. Y., N. H., & H. R. R., Providence Division, between Boylston Station and Forest Hills.

Stony-brook channel.
Private land

Work done for and paid by Paving Division, including the following Class of Work: Building and Repairing Culverts, Surface Drains, Catch-Basins, and Sewers.

Street Improvements, Wards 1 and 2	\$1,795 73
Street Improvements, Ward 3	144 33
Street Improvements, Ward 4	2,342 67
Street Improvements, Ward 5	240 28
Street Improvements, Ward 6	65 27
Street Improvements, Wards 6, 7, and 8	427 89
Street Improvements, Wards 7 and 8	70 46
Street Improvements, Wards 9 and 10	591 72
Street Improvements, Ward 11	1,073 18
Street Improvements, Wards 17 and 18	260 98
Street Improvements, Wards 19 and 22	1,716 05
Street Improvements, Ward 20	667 09
Street Improvements, Ward 21	1,529 49
Street Improvements, Ward 23	7,663 40
Street Improvements, Wards 23 and 25	2,337 02
Street Improvements, Ward 24	7,718 03
Street Improvements, Ward 25	3,437 27
Commonwealth Avenue Construction	968 10
	<hr/>
	\$33,048 96

RECAPITULATION.

SEWERS.

City Proper	\$47,475 41
Charlestown	857 86
Brighton	87,113 35
East Boston	32,595 33
South Boston	16,930 69
Dorchester	93,200 32
Roxbury	169,362 83
West Roxbury	76,768 87
	<hr/>
	\$529,304 66

CATCH-BASINS.

City Proper	\$5,128 55
Charlestown	3,717 97
Brighton	4,645 44
East Boston	2,879 50
South Boston	3,387 51
Dorchester	2,451 62
Roxbury	6,110 31
West Roxbury	2,656 70
	<hr/>
	30,977 60
Improved Sewerage Maintenance	87,468 64
Stony Brook Improvement Maintenance	12,478 02
Pumping Station, Forest Avenue Section	1,440 00
Probate Building, Remodelling	598 24
Miscellaneous	222,958 54
	<hr/>
	\$885,225 70

**Summary of Sewer Construction for the Twelve Months
ending January 31, 1896.**

DISTRICT.	Built by the City, by con- tract or Day Labor.	Built by Private Parties.	Total length built during 12 months ending Jan. 31, 1896.
	<i>Feet.</i>	<i>Feet.</i>	<i>Feet.</i>
City.....	5,736.63	2,162.18	7,898.81
Charlestown.....	1,311.40	.....	1,311.40
East Boston.....	3,454.16	.....	3,454.16
Brighton.....	28,384.38	4,616.10	33,000.48
South Boston.....	2,096.87	.....	2,096.87
Dorchester.....	40,095.50	18,651.79	58,747.29
Roxbury.....	40,762.92	4,140.43	44,903.35
West Roxbury.....	17,358.23	6,716.85	24,075.08
Total.....	139,200.09	36,287.35	175,487.44

245 catch-basins, built by contract.

76 drop inlets, built by contract.

222 catch-basins, built by day labor.

561 catch-basins, repaired by day labor.

27 drop inlets, built by day labor.

16 manholes built.

317 manholes repaired.

862,964 linear feet sewers flushed.

700 cubic yards material removed from sewers.

6,509 catch-basins cleaned.

18,264.25 cubic yards removed from catch-basins.

1,937.75 feet culverts built.

45 feet culverts repaired.

There are now 416.45 miles of sewers in charge of the Sewer Division.

The amount expended by this division during the twelve months ending January 31, 1896, including the amount spent under special appropriations, was \$885,225.70.

Schedule of Sewers built to date in City of Boston.

Wards.	Feet.	Wards.	Feet.	
1.....	83,529	14.....	75,777	
2.....	43,639	15.....	48,336	
3.....	31,794	16.....	31,626	
4.....	43,143	17.....	42,765	
5.....	40,288	18.....	60,541	
6.....	46,135	19.....	54,962	
7.....	37,032	20.....	111,129	
8.....	18,636	21.....	137,980	
9.....	27,247	22.....	148,882	
10.....	39,719	23.....	217,812	
11.....	78,204	24.....	381,396	
12.....	42,326	25.....	181,617	
13.....	53,246			
			2,077,761	393.52 miles.
		Intercepting Sewers		22.93 miles.
		Total		416.45 miles.

Fall of Rain and Snow in inches at South Yard, Albany Street, in twelve months ending January 31, 1896.

DAY.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.
1....					.04							
2....	.11	Snow & Rain .68				.31					.11	
3....			.57							.60		.05
4....	Snow .09	.08		.52	.07							
5....												
6....		Snow .07			.18	.21			.17		Snow .41	
7....	Shower						1.02					Snow .12
8....	Snow .30	.72										
9....			.76			.78						
10....			.24					.40		.82		.38
11....												
12....								.51				Light Snow
13....				1.06			.43					
14....		.85	1.87			.56			6.02			
15....										.76		
16....		Snow .15	.81									
17....						.68						
18....				.80			1.02			.80		
19....								.02				
20....												Light Snow
21....	Snow Squall			.03						1.02		
22....	Snow Squall				.10	.23						
23....			.20								.14	
24....												
25....												1.17
26....											.28	Light Snow
27....			.12	.36	1.15			.04		.96		Light Snow
28....		Snow .22				.68			.11			
29....							.08					
30....		Snow .17	.20		.11						.07	
31....							.61		2.06		.51	
Totals	.50	2.94	4.77	2.77	1.65	3.45	3.16	.97	8.36	4.96	1.52	1.72

NOTE. — Total for twelve months, 36.77 inches.

Sewer Department — Pumping-Station.
Record of Pumping done from February 1, 1895, to January 31, 1896.

	ENGINE 1.		ENGINE 2.		ENGINE 3.		ENGINE 4.		Total Gallons pumped.	Daily average gallons pumped.	Daily average pounds of coal used.	Per cent of ashes and cinders.	Gallons pumped per pound of coal used.	Daily average lift in feet.	Daily average duty in ft.-lbs. per 100 lbs. coal used.	Rainfall.
	Pumping time.	Gallons pumped.	Pumping time.	Gallons pumped.	Pumping time.	Gallons pumped.	Pumping time.	Gallons pumped.								
1885.																
February . . .	32 30	42,915,108	115 20	156,872,091	654 30	988,900,124	656 08	930,643,240	2,069,420,653	73,907,880	32,510	7.7	2,273	35.06	66,683,107	0.88
March . . .	167 35	231,652,150	81 30	110,912,048	738 28	1,068,237,063	728 35	1,050,722,836	2,461,524,097	79,404,003	36,887	8.1	2,182	35.26	64,394,981	2.54
April . . .	181 45	245,001,443	155 33	214,475,087	714 35	1,040,107,145	707 45	1,024,657,456	2,524,241,125	84,141,371	39,760	7.7	2,116	34.95	61,899,046	4.19
May . . .	95 40	130,328,044	149 50	149,565,231	706 31	993,146,920	692 03	995,507,214	2,238,547,408	72,243,464	33,574	6.9	2,152	35.44	63,820,875	3.15
June . . .	9 40	13,327,582	16 10	22,359,940	666 35	889,643,882	678 11	880,461,472	1,805,792,876	60,193,096	25,557	8.3	2,355	35.61	70,191,140	1.64
July . . .	377 35	500,942,108	555 04	753,737,026	728 10	1,026,402,592	3 40	4,413,718	2,285,585,444	73,728,563	42,407	8.2	1,739	34.91	50,795,079	3.01
August . . .	334 14	430,072,833	223 05	299,346,304	675 14	944,376,672	312 24	416,210,631	2,090,006,440	67,419,562	33,619	11.2	2,005	35.05	56,825,107	4.51
September . . .	10 19	14,026,211	22 25	28,169,923	583 37	781,048,998	686 10	912,003,821	1,735,248,953	57,841,632	21,827	11.5	2,650	33.41	75,531,878	1.54
October . . .	298 13	411,059,159	39 21	52,052,285	473 45	644,583,768	723 10	970,659,727	2,075,364,939	67,044,030	26,387	9.5	2,522	33.04	73,948,342	8.41
November . . .	332 48	538,184,172	258 25	323,940,303	715 59	1,032,279,324	713 30	998,638,951	2,897,962,752	96,599,758	39,046	8.2	2,474	33.18	72,839,824	6.83
December 1896.	228 28	311,175,730	220 48	282,394,030	741 35	1,069,528,026	733 05	1,025,059,306	2,688,157,092	86,714,745	31,974	10.6	2,712	33.00	79,439,699	2.35
January . . .	254 14	361,780,948	252 55	325,153,407	729 50	1,052,834,256	718 37	996,430,418	2,736,199,029	88,254,485	35,361	9.8	2,496	35.06	73,239,763	2.08
	2,373 01	3,230,415,578	2,050 26	2,723,977,677	8,129 09	11,481,278,770	7,358 18	10,176,408,784	27,612,080,809	75,625,215	33,217	8.97	2,306	35.16	67,884,321	41.13

The following table shows the amounts of sludge received in, and removed from, deposit sewers each month from February 1, 1895, to January 31, 1896:

Months.	Received.	Removed.
February	399 cubic yards.	476 cubic yards.
March	401 " "	479 " "
April	974 " "	559 " "
May	531 " "	717 " "
June	712 " "	799 " "
July	1,014 " "	876 " "
August	1,275 " "	953 " "
September	755 " "	875 " "
October	847 " "	799 " "
November	588 " "	639 " "
December	788 " "	559 " "
January, 1896	250 " "	558 " "
	8,534	8,289

PROPERTY IN CHARGE OF THE SEWER DIVISION.

Sewer yard, with buildings, at 678 Albany street, South End.

Sewer yard, with building, on North Grove street, West End.

Sewer yard, on Gibson street, Dorchester, with buildings. This is Gibson School-fund land. The buildings were erected by the Sewer Department.

Small lot of land on Stony brook, corner of Centre street, Roxbury.

Gatehouse on Stony brook, Pynchon street, Roxbury, built in 1889.

Sewer yard, with buildings, on Rutherford avenue, Charlestown.

Sewer yard, with buildings, corner Paris and Marion streets, East Boston.

Sewer yard, with buildings, on East Chester park, near Albany street, South End.

Sewer yard, with buildings, on Western avenue, Brighton.

Sewer yard, with buildings, on Revere street, West End.

Sewer yard, with buildings, H and Ninth streets, South Boston.

Sewer yard, with buildings, Childs and South streets, West Roxbury.

**Summary of Sewer Construction for Five Years previous
to February 1, 1896.**

	1891.	1892.	1893.	1894.	1895.
	Feet.	Feet.	Feet.	Feet.	Feet.
Built by City, by contract or day labor.....	59,250.18	71,318.46	66,400.85	90,802.77	139,200.09
Built by private parties	20,714.24	22,566.73	22,837.09	24,877.05	36,287.35
Total number of feet built.....	79,964.42	93,885.19	89,237.94	115,679.82	175,487.44

DETAILS OF COST AND CONSTRUCTION

are given of the following sewers which have been constructed during the year at a cost exceeding two thousand dollars (\$2,000) each:

Adams Street.

Labor	\$2,655 32
Bricks, 15,000	127 50
Cement, 30 bbls.	36 00
Sand, 10 double loads	16 50
Gravel, 10 double loads	14 00
Teaming	61 50
Lumber, 7,265 feet	125 17
Pipe	32 38
Blacksmithing	11 96
	<u>\$3,080 33</u>

Size and Length of Sewer.

480 feet 2 ft. 6 in. × 3 ft., brick.

Angell Street.

Labor	\$1,766 37
Cement, 4½ bbls.	5 30
Sand, 1 single load	50
Manhole frames and covers (1)	6 75
Powder, fuse, and caps	1 72
Teaming	104 50
Lumber, 3,280 feet	52 48
Pipe	342 95
Fuel and oil	11 71
Miscellaneous supplies	15 33
	<u>\$2,307 61</u>

Size and Length of Sewer.

706 feet, 12-inch pipe.

Bay State Road.

Labor	\$349 04
Collins & Ham, contractors	1,935 96
Cement, 185 bbls.	222 00
Iron castings	96 94
Teaming	2 50
Pipe	1,010 62
Advertising	29 40
Edgestone and flagging	33 86
	<hr/>
	<u>\$3,680 32</u>

Size and Length of Sewer.

835 feet 18 in., pipe.
 280 feet 15 in., catch-basin drain.
 295 feet 12 in., catch-basin drain.
 122 feet 10 in., catch-basin drain.
 494 feet 8 in., house drain.
 4 catch-basins.
 4 drop inlets.

Bigelow Street Outlet.

Labor	\$2,996 30
Cement, 75 bbls.	86 25
Sand, 10 double loads	18 00
Manhole frames and covers (1)	6 46
Teaming	84 00
Lumber, 5,402 feet	100 63
Pipe	38 39
Hardware	7 45
Oil	6 01
Miscellaneous supplies	69 50
	<hr/>
	<u>\$3,412 99</u>

Size and Length of Sewer.

386 feet 2 ft. 4 in. \times 3 ft. 6 in., brick.
 299.31 feet 24-in., pipe.
 203 feet 20-in., pipe.
 216 feet 18-in., pipe.

Blue Hill Avenue, Sect. 1.

D. E. Lynch, contractor	\$1,255 26
Labor	438 63
Cement, 20 bbls.	24 00
Traps and hooks, 6	38 10
	<hr/>

Carried forward,\$1,755 99

<i>Brought forward,</i>		\$1,755 99
Iron castings		54 86
Teaming		3 25
Pipe		1,840 30
Granite		84 03
Miscellaneous supplies		39 78
		<hr/>
		<u>\$3,778 21</u>

Size and Length of Sewer.

120 feet 24 in., pipe.
 861 feet 12 in., pipe.
 84 feet 6 in., pipe house-drain.
 77 feet 10 in., pipe catch-basin drain.
 234 feet 24 in., pipe culvert.
 2 catch-basins.
 1 drop inlet.

Blue Hill Avenue, Sect. 5.

Quimby & Ferguson, contractors	\$1,688 72
Labor	159 27
Cement, 87 bbls.	100 02
Iron castings	31 08
Manhole steps, 56	21 60
Teaming	11 50
Pipe	551 90
Granite	43 05
Advertising	31 13
	<hr/>
	<u>\$2,638 27</u>

Size and Length of Sewer.

895.15 feet 12 in., pipe.
 347 feet 6 in., pipe house-drain.
 393 feet 12., pipe catch-basin drain.
 152.23 feet 10 in., pipe catch-basin drain.
 8 catch-basins,

Blue Hill Avenue, Sect. 6.

James Dolan, contractor	\$6,133 86
Labor	409 75
Cement, 260 bbls.	299 75
Iron castings	123 96
Manhole steps	25 20
Teaming	5 00
Pipe	664 68
Granite	19 83
Miscellaneous supplies	56 52
	<hr/>
	<u>\$7,738 55</u>

Size and Length of Sewer.

152.15 feet 15 in., pipe.
 1,179.96 feet 12 in., pipe.
 124.20 feet 15 in., pipe catch-basin drain.
 252.05 feet 12 in., pipe catch-basin drain.
 126 feet 10 in., pipe catch-basin drain.
 55.85 feet 5 ft. × 4 ft 5 in., stone culvert.
 13.60 feet 5 ft. × 4 ft. 8 in., stone culvert.
 4 catch-basins.
 3 drop inlets.

Blue Hill Avenue, Sect. 8.

D. O'Connell, contractor	\$3,329 22
Labor	285 00
Cement, 330 bbls.	396 00
Iron castings	293 17
Teaming	3 00
Pipe	892 95
Miscellaneous supplies	40 13
	<hr/>
	<u>\$5,239 47</u>

Size and Length of Sewer.

1,166.50 feet 12 in., pipe.
 295.22 feet 15 in., pipe catch-basin drain.
 760.93 feet 12 in., pipe catch-basin drain.
 218 feet 10 in., pipe catch-basin drain.
 145.80 feet 3 ft. × 3 ft. 4 in., stone culvert.
 10 catch-basins.
 10 drop inlets.

Blue Hill Avenue, Sect. 10.

D. O'Connell, contractor	\$2,547 55
Labor	724 82
Cement, 230 bbls.	299 00
Iron castings	171 03
Teaming	7 50
Pipe	1,411 46
Miscellaneous supplies	67 75
	<hr/>
	<u>\$5,229 11</u>

Size and Length of Sewer.

1,827.50 feet 12 in., pipe.
 545.68 feet 18 in., pipe catch-basin drain.
 199.10 feet 15 in., pipe catch-basin drain.
 196.88 feet 12 in., pipe catch-basin drain.
 115.12 feet 10 in., pipe catch-basin drain.
 4 catch-basins.

Blue Hill Avenue, Sect. 11.

D. O'Connell, Contractor	\$3,191 71
Labor	420 00
Cement, 127 bbls.	171 95
Manhole frames and covers 8	52 39
Manhole steps 106	38 20
Dished frames and covers 16	115 31
Pipe	1,225 07
Miscellaneous	61 38
	<hr/>
	\$5,276 01

Size and Length of Sewer.

102.85 feet 15 in., pipe.
 1,769.38 feet 12 in., pipe.
 332.32 feet 15 in., pipe catch-basin drain.
 585.02 feet 12 in., pipe catch-basin drain.
 214.14 feet 10 in., pipe catch-basin drain.
 8 catch-basins.
 8 drop inlets.

Blue Hill Avenue, Sect. 12.

D. E. Lynch, contractor	\$3,230 75
Labor	257 74
Cement, 170 bbls.	204 00
Manhole frames and covers, 6	38 48
Traps and hooks, 2	12 70
Iron castings	82 29
Teaming	3 00
Pipe	3,216 70
Granite	13 22
Miscellaneous	127 38
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	\$7,186 26

Size and Length of Sewer.

1,653.45 feet 12 in., pipe.
 445.54 feet 30 in., pipe catch-basin drain.
 627.67 feet 20 in., pipe catch-basin drain.
 67.41 feet 18 in., pipe catch-basin drain.
 71.97 feet 15 in., pipe catch-basin drain.
 109.39 feet 10 in., pipe catch-basin drain.
 7 catch-basins.
 1 drop inlet.

Boylston Street.

H. P. Nawn, contractor	\$12,070 99
Labor	1,207 75
Bricks, 168,000	1,428 00

*Carried forward,***\$14,706 74**

<i>Brought forward,</i>	\$14,706 74
Cement, 790 bbls.	1,232 80
Iron castings	99 87
Teaming	2 50
Pipe	222 66
Advertising	26 40
	<hr/>
	\$16,290 97
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Size and Length of Sewer.

1,329 2 ft. 8 in. × 3 ft. 6 in., brick.

Brighton Avenue, No. 1.

D. F. O'Connell	\$2,627 57
Labor	181 59
Cement, 100 bbls.	115 00
Manhole frames and covers, 23	206 63
Catch-basin traps, 13	78 00
Catch-basin hooks, 13	4 55
Gutter-mouths and edgestones	65 00
Flagstones	26 00
Pipe	675 64
Fuel	1 14
Miscellaneous supplies	48 67
	<hr/>
	\$4,029 79
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Size and Length of Sewer.

89.60 feet 12 in., pipe.
 518.69 feet 10 in., pipe catch-basin drain.
 1,889 feet 8 in., pipe house drain.
 13 catch-basins.
 12 drop inlets.

Brighton Avenue, No. 2.

D. O'Connell	\$1,910 90
Labor	109 76
Cement, 82 bbls.	94 30
Sand, 2 double loads	3 60
Manhole frames and covers, 23	171 38
Catch-basin traps, 13	78 00
Catch-basin hooks, 13	4 55
Manhole steps, 187	55 72
Gutter-mouths and edgestones	71 67
Teaming	45 00
Pipe	455 56
Miscellaneous	30 55
	<hr/>
	\$3,030 99
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Size and Length of Sewer.

237.70 feet 12 in., pipe.
 426.18 feet 10 in., pipe catch-basin drain.
 1,261.06 feet 8 in., pipe house drain.
 13 catch-basins.
 7 drop inlets.

Columbus Avenue, Sect. 1.

Quimby & Ferguson, contractors	\$12,064 18
Labor	1,486 34
Bricks, 423,500	3,599 75
Cement, 1,323 bbls.	1,553 30
Iron castings	366 42
Teaming	18 00
Pipe	3,696 21
Granite	154 61
Fuel	91
Miscellaneous supplies	33 00
	<hr/>
	<u>\$22,972 72</u>

Size and Length of Sewer.

1,024.25 feet 3 ft. 6 in. × 3 ft. 8½ in., brick.
 1,740.97 feet 18 in., pipe.
 259.42 feet 18 in., pipe catch-basin drain.
 839.38 feet 15 in., pipe catch-basin drain.
 200.50 feet 12 in., pipe catch-basin drain.
 196.99 feet 10 in., pipe catch-basin drain.
 9 catch-basins.
 1 drop-inlet.
 1 gate-manhole.

Columbus Avenue, Sect. 2.

Quimby & Ferguson, contractors	\$3,516 04
Labor	616 30
Bricks, 5,000	42 50
Iron castings	225 61
Teaming	11 25
Granite	124 71
Flagstones	16 00
Fuel	91
Miscellaneous supplies	55 75
	<hr/>
	<u>\$4,609 07</u>

Size and Length of Sewer.

1,175.32 feet 3 ft. 6 in × 3 ft. 8½ in., brick.
 14 feet 2 ft. 6 in. × 3 ft., brick.
 1,254.50 feet 18 in., pipe.
 886.64 feet 24 in., pipe catch-basin drain.
 270.89 feet 18 in., pipe catch-basin drain.
 110.45 feet 15 in., pipe catch-basin drain.

Columbus Avenue, Sect. 9.

Labor	\$381 37
Cement, 65 bbls.	78 00
Iron castings	381 62
Teaming	14 75
Pipe	1,190 89
Granite	116 10
Flagging	36 00
Miscellaneous supplies	122 14
	<hr/>
	\$2,320 87

Size and Length of Sewer.

249.84 feet 15 in., pipe sewer.
 1,493.39 feet 12 in., pipe.
 262.18 feet 10 in., pipe catch-basin drain.
 1,177.69 feet 8 in., pipe house drain.
 54.55 feet 6 in., pipe house drain.
 18 catch-basins.

Commonwealth Avenue, Sect. 1.

J. Dolan, contractor	\$3,850 72
Labor	427 00
Cement	62 40
Iron castings	43 07
Teaming	19 00
Pipe	586 20
Granite	31 25
Flagging	2 00
Fuel	1 60
Miscellaneous	73 75
	<hr/>
	\$5,096 99

Size and Length of Sewer.

500. feet 10 in., pipe.
 307.58 feet 10 in., pipe catch-basin drain.
 450.75 feet 15 in., pipe catch-basin drain.
 257.07 feet 18 in., pipe catch-basin drain.
 5 catch-basins.
 4 drop inlets.

Commonwealth Avenue, North Side, Sect. 2.

D. O'Connell, contractor	\$2,193 26
Labor	53 62
Cement, 28 bbls.	33 70
Iron castings	3 30
Teaming	7 50
Granite	6 25

Carried forward, **\$2,297 63**

<i>Brought forward,</i>	\$2,297 63
Fuel	2 28
Miscellaneous	58 93
Pipe	244 52
	<hr/>
	<u>\$2,603 36</u>

Size and Length of Sewer.

1,200 feet 10 in., pipe.
 18.87 feet 10 in., pipe catch-basin drain.
 1 catch-basin .
 1 drop inlet.

Commonwealth Avenue, South Side, Sect. 2.

D. O'Connell, contractor	\$1,487 70
Labor	232 50
Cement, 34 bbls.	40 80
Iron castings	9 50
Teaming	5 00
Pipe	773 29
Granite	6 43
Flagging	2 00
Miscellaneous supplies	23 63
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	<u>\$2,580 85</u>

Size and Length of Sewer.

1,045.14 feet 10 in., pipe.
 98 feet 10 in., pipe catch-basin drain.
 565.13 feet 18 in., pipe catch-basin drain.
 1 catch-basin.
 1 drop inlet.

Commonwealth Avenue, Sect. 4.

J. Dolan, contractor	\$1,309 57
Labor	164 50
Cement, 93 bbls.	111 60
Iron castings	115 51
Teaming	2 50
Pipe	358 87
Granite	25 65
Miscellaneous	51 50
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	<u>\$2,139 70</u>

Size and Length of Sewer.

703.93 feet 10 in., pipe.
 239.57 feet 10 in., pipe catch-basin drain.
 598.11 feet 12 in., pipe catch-basin drain.

Commonwealth Avenue Outlet.

Labor	\$205 36
Bricks, 110,200	1,212 20
Cement, 298 bbls.	372 50
Sand, 51 double loads	99 45
Manhole frames and covers, 3	20 88
Manhole steps, 10	3 00
Teaming	72 50
Lumber, 507 feet	7 80
Carpentry	2 87
Water	131 38
Fuel	60 52
Blacksmithing	8 35
Trench machine	139 35
Engine-hire	87 50
Miscellaneous supplies	1 98
	<hr/>
	<u>\$2,425 64</u>

Size and Length of Sewer.

232 feet 2 ft. 6 in. × 3 ft. 9 in., brick.

Dorchester Avenue, between King and Ashmont Streets.

Labor	\$6,023 81
Bricks, 82,200	698 70
Cement, 217 bbls.	260 40
Sand, 51½ double loads	88 48
Gravel, 130 double loads	182 00
Manhole frame and cover 10	65 31
Manhole steps, 40	19 20
Powder, fuse, and caps	102 01
Teaming	307 00
Lumber, 9,659 feet	152 80
Pipe	988 77
Hardware, tools, and blacksmithing	163 93
Resurfacing street	152 95
Water	207 32
Miscellaneous supplies	19 60
	<hr/>
	<u>\$9,432 28</u>

Size and Length of Sewer.

434.78 feet 2 ft. × 3 ft., brick.

501 feet 18 in., pipe.

673.59 feet 15 in., pipe.

463.86 feet 12 in., pipe.

Dorchester Avenue, South Boston.

Labor	\$6,862 43
Bricks, 206,510	1,755 42
Cement, 608 bbls.	729 08
Sand, 435½ double loads	692 36
Gravel, 951 double loads	1,471 55
Blacksmithing, hardware, and tools	42 07
Iron castings	219 76
Teaming	1,232 00
Lumber, 26,671 feet	442 64
Pipe	226 60
Carpentry	373 54
Resurfacing street	1,445 37
Granite curb	50 00
Water	89 59
Miscellaneous supplies	38 25
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	\$15,670 66
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Size and Length of Sewer.

456.02 feet 5 ft., circular, brick.
 468.93 feet 3 ft. × 3 ft. 2 in., brick.
 46.47 feet 3 ft. × 4 ft., brick.
 427.02 feet 10 in., pipe.
 1 tide-gate manhole.

Dover Street.

Labor	\$4,173 31
Bricks, 130,250	1,181 46
Cement, 543 bbls.	634 25
Sand, 98 double loads	174 30
Gravel, 69 double loads	110 40
Manhole frame and cover, 1	6 65
Manhole steps, 6	3 00
Teaming	519 50
Lumber, 6,814 feet	98 45
Pipe	4 08
Fuel and oil	67 14
Carpentry	68 33
Blacksmithing	35 67
Paving	222 27
Water	71 50
Piles	37 80
Miscellaneous supplies	50 41
	<hr/>
	\$7,458 52
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Size and Length of Sewer.

272 feet 3 ft. 4 in. × 4 ft. 6 in., brick.

Dustin and Cambridge Streets.

Labor	\$1,765 14
Bricks, 4,350	39 15
Cement, 11 bbls.	13 20
Manhole frame and cover, 2	13 80
Powder, fuse, and caps	6 70
Teaming	81 00
Lumber, 1,000 ft.	15 25
Pipe	332 93
Blacksmithing	21 63
Water	49 96
Miscellaneous supplies	14 36
	<hr/>
	\$2,353 12

Size and Length of Sewer.

499.67 feet 18 in., pipe.

East Cottage Street.

Labor.	\$4,203 98
Bricks, 25,050	212 93
Cement, 66 bbls.	79 12
Manhole rims and covers, 19	128 83
Manhole steps, 94	36 20
Teaming	267 50
Lumber	88 72
Pipe	997 21
Blacksmithing	60 30
Blasting logs	17 00
Fuel	11 04
Miscellaneous supplies	40 35
	<hr/>
	\$6,143 18

Size and Length of Sewer.

525.60 feet 18 in., pipe.

626 feet 15 in., pipe.

1,376.23 feet 12 in., pipe.

Elmira Street.

T. J. Young & Co., contractor	\$1,407 90
Labor	222 82
Cement, 16 bbls.	26 50
Manhole rims and covers, 3	24 57
Manhole steps, 18	6 84
Miscellaneous supplies	50
Pipe	524 79
	<hr/>
	\$2,213 92

Size and Length of Sewer.

1,108 feet 12 in., pipe.

Fairbanks Street.

Labor	\$98 60
Bricks, 119,250	1,308 75
Cement, 340 bbls.	425 00
Sand, 73 double loads	142 35
Screenings, 83 double loads	145 25
Manhole frames and covers, 2	17 52
Tide-gates	200 13
Teaming	285 50
Lumber	51 39
Pipe	18 21
Granite curb	50 00
Trench machine-hire	119 35
Engine-hire	87 50
Hardware, fuel, and oil	54 62
Carpentry	94 53
Water	119 74
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	\$3,218 44

Size and Length of Sewer.

Number of feet shown in Report of 1894.

Fenno Street.

Labor	\$1,538 29
Bricks, 5,200	44 50
Cement, 13 bbls.	15 60
Sand, 3½ double loads	6 25
Manhole frames and covers, 2	13 50
Manhole steps, 14	5 60
Powder, fuse, and caps	130 60
Teaming	96 50
Lumber, 1,008 feet	15 58
Pipe	81 35
Fuel and oil	11 23
Boiler-hire	86 00
Miscellaneous supplies and repairs	126 62
Water	20 51
Hardware, blacksmithing, and tools	121 64
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	\$2,313 77

Size and Length of Sewer.

205.14 feet 12 in., pipe.

Geneva Avenue.

D. F. O'Connell, contractor	\$629 60
Labor	299 85
Cement, 50 bbls.	60 00
Iron castings	117 47
Teaming	25 00
Pipe	900 58
Gutter-mouths	105 61
Miscellaneous supplies	52 60
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	\$2,190 71

Size and Length of Sewer.

163.06 feet 15 in., pipe catch-basin drain.
 875 feet 12 in., pipe catch-basin drain.
 434.39 feet 10 in., pipe catch-basin drain.
 918 feet 6 in., pipe house drain.
 76.11 feet 4 ft. × 3 ft. 6 in., brick culvert.
 44.39 feet 30 in., pipe culvert.
 53.60 feet 4 ft. × 3 ft. 6 in., stone culvert.
 9 catch-basins.
 2 drop inlets.

Gerard Street.

Labor	\$14,667 52
Bricks, 212,500	1,806 25
Cement, 601 bbls.	691 15
Sand, 152 dbl. loads	264 60
Manhole frames and covers, 4	26 73
Manhole steps, 58	15 20
Teaming	805 00
Lumber, 61,011 feet	944 21
Pipe	44 49
Hardware, tools, and blacksmithing	125 79
Fuel and oil	101 78
Engine-hire	330 00
Trench-machine hire	790 00
Miscellaneous supplies	59 15
Spruce piles, 88	143 40
Carpentry	12 90
	<hr/>
	\$20,828 17

Size and Length of Sewer.

1,377.61 feet 2 ft. 6 in. × 3 ft., brick.
 226.39 feet 15 in., pipe.

Glenway Street, between Erie Street and White Street.

Labor	\$4,033 65
Bricks, 75,800	674 71
	<hr/>
<i>Carried forward,</i>	\$4,708 36

<i>Brought forward,</i>	\$4,708 36
Cement, 190 bbls.	227 90
Sand, 45 double loads	74 25
Gravel, 22 double loads	30 80
Manhole frames and covers, 4	26 73
Manhole steps, 22	8 80
Powder, fuse, caps	116 09
Teaming	215 50
Lumber, 2,104 feet	33 41
Pipe	290 77
Blacksmith and tools	168 41
Water	95 36
Blasting logs	24 00
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	\$6,020 38

Size and Length of Sewer.

550 feet 2 ft. × 3 ft., brick.
 200 feet 15 in., pipe.
 200 feet 12 in., pipe.

Grampian Way.

Labor	\$4,000 40
Bricks, 8,250	70 13
Cement, 19½ bbls.	23 40
Sand, 4½ double loads	7 00
Manhole frames and covers, 4	26 46
Powder, fuse, and caps	276 53
Blasting logs, 100	44 00
Teaming	241 00
Pipe	297 26
Fuel	18 00
Water	89 74
Tools and blacksmithing	153 61
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	\$5,247 53

Size and Length of Sewer.

151 feet 12 in. pipe.
 746.40 feet 10 in., pipe.

Harvard Avenue.

F. A. Snow, contractor	\$2,735 31
Labor and inspection	326 27
Cement, 237 bbls.	314 10
Manhole frames and covers, 3	19 24
Catch-basin, head, and gutter, 1	25 00
Rd. iron cover, 1	1 08
D frames and grates, 2	16 00
	<hr/>
<i>Carried forward,</i>	\$3,437 00

<i>Brought forward,</i>	\$3,437 00
Traps and hooks, 2	12 50
Gutter-mouths, 2	7 00
Teaming	60 50
Water	61 42
Advertising	52 00
Pipe	864 13
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	<u>\$4,494 55</u>

Size and Length of Sewer.

439.20 feet 18 in., pipe.
 175.07 feet 15 in., pipe.
 115 feet 20 in., pipe catch-basin drain.
 246.08 feet 18 in., pipe catch-basin drain.
 103 feet 10 in., pipe catch-basin drain.
 466.26 feet 8 in., house drain.
 91.15 feet 5 ft. × 6 ft., concrete culvert.
 2 catch-basins.
 1 drop inlet.

Harvard Street.

Labor	\$5,394 46
Bricks, 102,300	869 75
Cement, 336 bbls.	386 40
Sand, 105½ double loads	189 15
Gravel, 210½ double loads	267 01
Manhole frame and cover, 1	6 75
Manhole steps, 24	9 60
Teaming	1,307 00
Pipe	120 16
Lumber, 35,717 feet	546 64
Trench-machine hire	208 00
Engine-hire	252 50
Hardware, blacksmithing, and tools	93 20
Carpentry	31 02
Water	73 94
Paving	264 81
Fuel and oil	56 42
Miscellaneous supplies	12 33
	<hr/>
	<u>\$10,089 14</u>

Size and Length of Sewer.

356 feet 2 ft. 8 in. × 3 ft. 6 in., brick.
 383.40 feet 2 ft. 6 in. × 3 ft., brick.

Heath Street.

Labor	\$2,221 35
Bricks, 3,000	25 50
	<hr/>
<i>Carried forward,</i>	\$2,246 85

<i>Brought forward,</i>	\$2,246 85
Cement, 13 bbls.	15 55
Sand, 2½ double loads	4 75
Manhole frame and cover 1	6 75
Manhole steps, 4	1 60
Powder, fuse, and caps	43 47
Teaming	152 50
Pipe	146 48
Hardware, blacksmithing, and tools	71 72
Fuel and oil	20 72
Boiler-hire	86 00
Miscellaneous supplies	43 00
	<hr/>
	<u>\$2,839 45</u>

Size and Length of Sewer.

373.15 feet 12 in., pipe.

Hewlett Street.

Labor	\$3,463 88
Bricks, 15,600	156 00
Cement, 61 bbls.	73 20
Sand, 8 double loads	8 00
Manhole frames and covers, 9	61 36
Manhole steps	19 00
Powder, fuse, and caps	12 80
Teaming	276 50
Lumber, 350 feet	5 60
Pipe	925 06
Blacksmithing	52 46
Fuel and oil	18 88
Miscellaneous supplies	2 35
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	<u>\$5,075 09</u>

Size and Length of Sewer.

395.10 feet 18 in., pipe.

626.32 feet 15 in., pipe.

677.82 feet 12 in., pipe.

Holworthy Street.

Labor	\$1,796 53
Bricks, 2,000	17 00
Cement, 10 bbls.	12 00
Sand, 1 double load	1 80
Gravel, 6 double loads	9 60
Manhole frame and cover. 1	6 50
Manhole steps, 6	3 00

Carried forward,\$1,846 43

<i>Brought forward,</i>	\$1,846 43
Lamp-hole frame and cover, 1	4 69
Powder, fuse, and caps	29 98
Teaming	195 50
Lumber, 9,347 feet	144 41
Pipe	139 11
Blacksmithing, hardware, and tools	35 66
Fuel and oil	6 23
Driving 50 piles	120 00
Water	26 13
Miscellaneous supplies	9 47
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	<u>\$2,557 61</u>

Size and Length of Sewer.

259.80 feet 12 in., pipe.

Humboldt Avenue and Townsend Street.

Labor	\$3,583 54
Bricks, 5,012	43 45
Cement, 25 bbls.	25 94
Sand, 7 double loads	13 35
Manhole frames and covers, 4	26 19
Manhole steps, 24	9 90
Powder, fuse, and caps	112 36
Teaming	181 25
Pipe	426 50
Hardware, blacksmithing, and tools	166 26
Fuel and oil	26 08
Miscellaneous supplies	74 47
Water	91 66
	<hr/>
	<u>\$4,780 95</u>

Size and Length of Sewer.

456.10 feet 15 in., pipe.

Huntington Avenue, Sect. 1.

D. O'Connell, contractor	\$2,830 58
Labor	256 61
Cement, 135 bbls.	155 25
Iron castings	491 51
Teaming	25 75
Pipe	699 21
Granite	89 70
Miscellaneous	28 50
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	<u>\$4,577 11</u>

Size and Length of Sewer.

186.53 feet 12 in., pipe.
 590.44 feet 12 in., pipe catch basin drain.
 1066.47 feet 10 in., pipe catch-basin drain.
 298.30 feet 8 in., pipe house drain.
 22 feet 6 in., pipe house drain.
 29 catch-basins.
 3 drop inlets.

Huntington Avenue, Sect. 2.

H. P. Nawn, contractor	\$11,307 00
Labor	1,595 82
Bricks, 259,500	2,205 77
Cement, 1,260 bbls.	1,477 75
Iron castings	493 80
Teaming	18 75
Pipe	674 77
Granite	180 63
Miscellaneous	72 45
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	<u>\$18,026 74</u>

Size and Length of Sewer.

1,232.63 feet 3 ft. × 4 ft., brick.
 178.11 feet 2 ft. 6 in. × 3 ft., brick.
 13 feet 24 in., pipe.
 9 feet 18 in., pipe.
 93.60 feet 15 in., pipe.
 79 feet 12 in., pipe.
 36 feet 12 in., iron pipe.
 14 feet 6 in., iron pipe.
 32.50 feet 12 in., catch-basin drain.
 524.30 feet 10 in., catch-basin drain.
 1,144 feet 8 in., house drain.
 16 catch-basins.
 1 drop inlet.

Huntington Avenue, Sect. 3.

Collins & Ham, contractors	\$5,695 38
Labor	482 46
Bricks, 81,250	690 62
Cement, 280 bbls.	337 20
Iron castings	462 20
Teaming	30 50
Pipe	1,155 01
Edgestone	212 00
Miscellaneous	35 48
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	<u>\$9,100 85</u>

Size and Length of Sewer.

209.10 feet 2 ft. 6 in. × 3 ft., brick.
 193.50 feet 18 in., pipe.
 252 feet 12 in., pipe.
 811.10 feet 10 in., pipe catch-basin drain.
 2,625 feet 8 in., pipe house drain.
 25 catch-basins.

Huntington Avenue, Sect. 4.

D. O'Connell, contractor	\$3,278 30
Labor	335 65
Cement, 72 bbls.	86 40
Iron castings	159 25
Teaming	17 50
Pipe	809 09
Edgestone	105 61
Miscellaneous	20 90
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	\$4,812 74

Size and Length of Sewer.

714.60 feet 12 in., pipe.
 315.86 feet 10 in., pipe catch-basin drain.
 1,706.90 feet 8 in., pipe house drain.
 198.56 feet 6 in., pipe house drain.
 12 catch-basins.

Huntington Avenue, Sect. 5.

D. O'Connell, contractor	\$2,003 78
Labor	240 58
Bricks, 85,750	771 75
Cement, 94 bbls.	113 19
Iron castings	211 31
Teaming	5 00
Pipe	497 32
Granite	88 20
Flagging	14 00
Miscellaneous	48 77
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	\$3,993 90

Size and Length of Sewer.

484.34 feet 1 ft. 10 in. × 2 ft. 9 in., brick.
 939.85 feet 12 in., pipe.
 94 feet 8 in., pipe house drain.
 52 feet 10 in., pipe catch-basin drain.
 7 catch-basins.

Huntington Avenue, Sect. 6.

D. F. O'Connell, contractor	\$1,431 00
Labor	379 69
Advertising	44 35
Iron castings	162 34
Cement, 114 bbls.	139 00
Flagging	20 00
Edgestone	71 28
Square catch-basin head and gutter, 1	18 50
Teaming	22 00
Pipe	1,183 91
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	<u>\$3,472 07</u>

Size and Length of Sewer.

46.30 feet 2 ft. 6 in. x 3 ft., brick.
 680.66 feet 12 in., pipe.
 330.70 feet 24 in., pipe, catch-basin drain.
 143.31 feet 10 in., pipe, catch-basin drain.
 750.42 feet 8 in., pipe, house drain.
 11 catch-basins.

Jamaicaway.

F. X. Saucier, contractor	\$2,389 63
Labor	119 57
Manhole frames and covers	78 38
Teaming	10 00
Water	208 71
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	<u>\$2,806 29</u>

Size and Length of Sewer.

322.13 feet 15 in., pipe.
 1,765.06 feet 12 in., pipe.

Lake Street, between Washington Street and South Street.

Labor	\$14,499 82
Bricks, 189,000	1,720 00
Cement, 595 bbls.	734 40
Sand, 93 double loads	174 60
Lamphole frames and covers, 2	9 18
Manhole frames and covers, 18	124 89
Manhole steps, 100	50 00
Powder, fuse, and caps	181 81
Teaming	1,123 25
Lumber, 15,040 feet	146 03
Pipe	1,728 87
Trench-machine hire	958 19
	<hr/>

Carried forward,

\$21,454 04

<i>Brought forward,</i>	\$21,454 04
Engine-hire	520 00
Water	512 28
Carpentry	38 15
Blacksmithing, hardware, and tools	325 81
Fuel and oil	237 02
Miscellaneous supplies	126 79
	<hr/>
	\$23,211 09

Size and Length of Sewer.

1,008.90 feet 3 ft. × 3 ft. 2 in., brick.
 317.68 feet 24 in., pipe.
 1,406.52 feet 15 in., pipe.
 843.66 feet 12 in., pipe.
 24.50 feet 36 in., iron pipe.

Lauriat Avenue.

H. P. Nawn, contractor	\$3,053 42
Labor	681 49
Cement, 128 bbls.	159 35
Manhole frames and covers, 13	116 74
Dish frames and grates, 16	137 22
Edgestones	130 55
Manhole steps, 168	63 84
Teaming	25 00
Pipe	2,318 82
Miscellaneous supplies	100 75
	<hr/>
	\$6,787 18

Size and Length of Sewer.

604 feet 18 in., pipe.
 900 feet 15 in., pipe.
 94.58 feet 12 in., pipe.

Leyden Street.

Labor	\$1,823 16
Teaming	99 00
Lumber, 2,096 feet	33 43
Pipe	5 99
Fuel and oil	17 93
Carpentry	93 77
Hardware	27 91
Miscellaneous supplies	4 05
	<hr/>
	\$2,105 24

Size and Length of Sewer.

237 feet 2 ft. 6 in. × 3 ft., brick.

Maple Street, between Station 11 and Weld Street.

James Dolan, contractor	\$3,253 30
Labor	192 50
Cement, 40 bbls.	49 50
Teaming	24 00
Pipe	21 60
Fuel	2 29
Water	94 36
	<hr/>
	<u>\$3,637 55</u>

Size and Length of Sewer.

185.73 feet 15 in., pipe.

77.92 feet 12 in., pipe.

March Avenue.

Labor	\$5,540 39
Bricks, 10,200	101 20
Cement, 41 bbls.	49 40
Sand, 7 double loads	11 80
Manhole frames and covers, 3	19 61
Manhole steps, 37	17 85
Powder, fuse, and caps	196 13
Teaming	818 50
Lumber, 7,646 feet	282 34
Pipe	965 83
Hardware, blacksmithing, and tools	289 48
Carpentry	30 57
Fuel and oil	145 38
Hire of machinery	825 49
Water	117 31
Miscellaneous supplies	111 71
	<hr/>
	<u>\$9,522 99</u>

Size and Length of Sewer.

497.45 feet 24 in., pipe.

Massachusetts Avenue.

Labor	\$15,298 63
Bricks, 312,560	2,759 04
Cement, 1,180 bbls.	1,338 20
Sand, 65 double loads	118 80
Gravel, 249 double loads	415 55
Iron castings	275 43
Teaming	2,080 75
Lumber, 88,627 feet	1,334 48
Pipe	143 53
Trench-machine hire	855 65
	<hr/>

Carried forward,\$24,620 06

<i>Brought forward,</i>	\$24,620 06
Engine-hire	285 00
Carpentry	121 77
Hardware, tools, and blacksmithing	358 45
Fuel and oil	385 51
Resurfacing street	307 15
Water	163 67
	<hr/>
	\$26,241 61

Size and Length of Sewer.

1,225.14 feet 4 ft. × 4 ft. 2 $\frac{3}{4}$ -in. brick.
 35.84 feet 4 ft., circular, brick.
 23 feet 15 in., pipe.
 210.14 feet 12 in., pipe.
 1 regulator manhole.

Merrimac Street.

Labor	\$6,139 19
Bricks, 141,725	1,220 42
Cement, 469 $\frac{3}{4}$ bbls.	557 65
Sand, 91 $\frac{5}{8}$ double loads	177 73
Gravel, 147 double loads	238 95
Manhole frames and covers, 3	19 95
Manhole steps, 12	6 60
Traps and hooks, 3	22 80
Square iron frame and cover, 1	9 50
Teaming	1,556 25
Lumber, 44,488 feet	699 91
Pipe	194 26
Hardware, tools, and blacksmithing	99 43
Fuel and oil	164 37
Carpentry	251 58
Trench machine	322 32
Engine-hire	197 50
Resurfacing	1,032 24
Water	89 31
Miscellaneous supplies	47 08
	<hr/>
	\$13,047 04

Size and Length of Sewer.

695.14 feet 2 ft. 6 in. × 3 ft., brick.
 25 feet 18 in., pipe.

Morley and Highland Streets.

Labor	\$1,878 04
Bricks, 5,550	47 18
Cement, 21 bbls.	25 20
	<hr/>
<i>Carried forward,</i>	\$1,950 42

<i>Brought forward,</i>	\$1,950 42
Sand, 5 double loads	9 30
Manhole frames and covers, 3	26 19
Manhole steps, 22	8 80
Powder, fuse, and caps	49 96
Teaming	194 75
Pipe	194 58
Fuel and oil	8 14
Resurfacing street	129 50
Miscellaneous supplies	31 81
Hardware, tools, and blacksmithing	78 51
Water	39 75
	<hr/>
	<u>\$2,721 71</u>

Size and Length of Sewer.

402.50 feet 12-in., pipe.

Neponset Avenue.

Labor	\$1,269 26
Bricks, 8,150	69 28
Cement, 22 bbls.	26 40
Sand, 9½ double loads	15 65
Gravel, 33 double loads	46 20
Manhole frames and covers, 4	26 26
Teaming	88 00
Pipe	452 72
Water	123 90
Tools and blacksmithing	32 38
	<hr/>
	<u>\$2,150 05</u>

Size and Length of Sewer.

1,283.83 feet 12 in., pipe.

Nonantum Street.

Labor	\$2,908 80
Bricks, 17,000	153 00
Cement, 46 bbls.	50 60
Sand, 13 double loads	23 40
Manhole frames and covers, 9	65 79
Teaming	132 75
Lumber, 1,074 feet	16 38
Pipe	781 86
Fuel and oil	44 62
Blacksmithing, hardware, and tools	81 69
Trench-machine hire	311 68
Engine-hire	160 00
Water	206 24
Miscellaneous supplies	4 70
	<hr/>
	<u>\$4,941 51</u>

Size and Length of Sewer.

2,062.42 feet 12 in., pipe.

North Margin Street.

Labor	\$2,033 91
Bricks, 49,800	423 30
Cement, 118 bbls.	135 70
Sand, 41½ double loads	74 70
Gravel, 18¾ double loads	31 25
Manhole frame and cover, 1	6 48
Manhole steps, 12	5 40
Teaming	355 00
Lumber 5,785 feet	86 49
Pipe	70 38
Water	30 80
Carpentry	26 61
Blacksmithing, hardware, and tools	15 08
Resurfacing	456 10
	<hr/>
	<u>\$3,751 20</u>

Size and Length of Sewer.

313.05 feet 2 ft. 6 in. × 3 ft., brick.

Oak Square and Tremont Street.

T. J. Young & Co., contractor	\$1,988 07
Labor	339 50
Cement, 31 bbls.	38 00
Iron casting	39
Teaming	1 50
Pipe	234 40
Water	81 81
	<hr/>
	<u>\$2,687 67</u>

Size and Length of Sewer.

858.10 feet 12 in., pipe.

Orleans Street.

Labor	\$11,043 61
Bricks, 230,300	1,959 64
Cement, 1,000 bbls.	1,157 68
Sand, 388 tons	659 93
Gravel, 1,180½ double loads	1,966 44
Manhole frames and covers, 4	31 07
Manhole steps, 29	12 45
Tide gates	303 87

Carried forward,\$17,134 69

<i>Brought forward,</i>	\$17,134 69
Teaming	584 00
Lumber	706 84
Pipe	281 33
Fuel and oil	214 19
Hardware and supplies	156 54
Carpentry	256 88
Water	136 57
	<hr/>
	\$19,471 04

Size and Length of Sewer.

1,259.04 feet 4 ft. × 4 ft. 3 in., brick.
 33.86 feet 4 ft., circ. brick.
 4.44 feet 16 in., iron pipe.
 14.12 feet 12 in., iron pipe.
 33 feet 15 in., pipe.

Pomfret Street.

Labor	\$4,548 31
Bricks, 10,630	106 30
Cement, 40 $\frac{3}{4}$ bbls.	48 80
Sand, 7 double loads	7 50
Manhole frames and covers, 5	32 76
Manhole steps, 38	17 10
Powder, fuse, and caps	139 66
Teaming	218 25
Pipe	441 31
Fuel and oil	68 28
Blacksmithing, hardware, and tools	259 14
Engine-hire	190 00
Trench-machine hire	336 98
Water	70 39
Miscellaneous supplies	7 95
	<hr/>
	\$6,492 73

Size and Length of Sewer.

703.90 feet 15 in., pipe

Porter Street.

Labor	\$3,073 98
Bricks, 70,000	595 00
Cement, 290 bbls.	351 50
Sand, 54 tons and 100 double loads	252 50
Gravel, 232 double loads	366 56
Manhole frame and cover, 1	8 19
Teaming	128 50
Lumber, 10,711 feet	177 03
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Carried forward,

\$4,953 26

<i>Brought forward,</i>	\$4,953 26
Pipe	71 29
Fuel and oil	38 89
Supporting railroad tracks	119 94
Engine-hire, etc.	149 20
Carpentry	163 89
Water	29 76
Miscellaneous supplies	21 29
	<hr/>
	\$5,547 52
	<hr/>

Size and Length of Sewer.

281.45 feet 6 ft. × 6 ft. 4 in., brick.

16.21 feet 7 ft. 3 in., circular brick.

Rosemont Street.

Labor	\$3,066 73
Bricks	637 50
Cement, 163 bbls.	195 60
Sand, 51 $\frac{1}{6}$ double loads	84 95
Gravel, 40 double loads	56 00
Teaming	106 75
Lumber, 13,477 feet	220 56
Pipe	95 74
Blacksmithing	8 41
Fuel	14 72
Miscellaneous supplies	1 50
	<hr/>
	\$4,488 46
	<hr/>

Size and Length of Sewer.

494.55 feet 4 ft. circular brick.

39.75 feet 12 in., pipe.

Saratoga Street.

Labor	\$2,772 09
Bricks, 6,500	55 25
Cement, 20 bbls.	23 00
Sand, 7 double loads	12 25
Manhole frames and covers, 3	20 25
Manhole steps, 9	3 60
Stone curb	50 00
Teaming	141 00
Lumber, 5,091 feet	87 55
Pipe	428 25
Fuel	1 42
	<hr/>
	\$3,594 66
	<hr/>

Size and Length of Sewer.

1,090.66 feet 12 in., pipe.
 5.25 feet 12 in., iron pipe.
 1 sump manhole.
 1 regulator chamber and manhole.

South Street Outlet.

Labor	\$7,606 74
Bricks, 163,815	1,638 15
Cement, 682 bbls.	818 40
Gravel and sand, 393 double loads	393 00
Manhole frames and covers, 14	93 69
Manhole steps, 50	20 00
Lamphole frame and cover, 1	4 69
Teaming	606 50
Lumber, 27,382 ft.	447 70
Pipe	785 89
Fuel and oil	24 48
Carpentry	84 43
Blacksmithing, tools, and supplies	313 12
Hire of engine and pump	101 25
Water	249 64
Miscellaneous supplies	12 65

\$13,200 33

Size and Length of Sewer.

1,119.50 feet 2 ft. × 3 ft., brick.
 10 feet 24 in., pipe siphon.
 624.65 feet 15 in., pipe.
 752.25 feet 12 in., pipe.

St. Alphonsus Street.

J. C. Coleman, contractor	\$2,104 10
Labor	265 87
Advertising	35 25
Granite and flagging	60 12
Cement, 20 bbls.	23 00
Iron castings	142 37
Teaming	12 25
Pipe	445 29

\$3,088 25

Size and Length of Sewer.

650.88 feet 12 in., pipe.
 120.91 feet 10 in., catch-basin drain.
 376.72 feet 8 in., house drain.
 105.32 feet 6 in., house drain.
 7 catch-basins.

Sutherland Road and Argyle Street.

Labor	\$3,799 00
Bricks, 8,500	77 50
Cement, 24 bbls.	31 30
Sand, 5 double loads	9 00
Manhole frames and covers, 6	38 54
Powder, fuse, and caps	104 57
Teaming	70 50
Lumber, 1,000 ft.	15 25
Pipe	350 06
Fuel and oil	5 11
Blacksmithing, hardware, and tools	88 10
Water	107 63
Resurfacing	28 20
	<hr/>
	<u>\$4,724 76</u>

Size and Length of Sewer.

561.81 feet 12 in., pipe.

514.56 feet 10 in., pipe.

Tyler Street.

Labor	\$2,501 58
Teaming	171 00
Lumber	116 72
Miscellaneous supplies	10 45
	<hr/>
	<u>\$2,799 75</u>

Size and Length of Sewer.

112 feet 2 ft. × 3 ft., brick.

Washington Street.

Labor	\$3,379 21
Bricks, 10,500	94 50
Cement, 52 bbls.	59 80
Sand, 11 double loads	19 80
Manhole rims and covers, 8	51 81
Teaming	107 50
Pipe	1,165 90
Trench machine-hire	200 00
Engine-hire	107 50
Fuel and oil	52 73
Blacksmithing	43 15
Miscellaneous supplies	52
	<hr/>
	<u>\$5,282 42</u>

Size and Length of Sewer.

650.58 feet 18 in., pipe.
 399.90 feet 15 in., pipe.
 680.47 feet 12 in., pipe.

Whiting Street.

Labor	\$1,483 03
Bricks, 1,200	10 20
Cement, 6 bbls.	7 30
Sand, $3\frac{1}{6}$ double loads	5 10
Lamphole frame and cover, 1	4 85
Manhole frame and cover, 1	6 65
Manhole steps, 4	2 00
Powder, fuse, and caps	91 78
Teaming	197 00
Lumber, 802 feet	11 98
Pipe	101 56
Carpentry	7 60
Fuel and oil	27 42
Hardware, tool, and blacksmithing	141 87
Water	25 73
Miscellaneous supplies	41 53
	<hr/>
	\$2,165 60

Size and Length of Sewer.

230.83 feet 12 in., pipe.

Weld Street, between Maple and Ruskin Streets, and Ruskin Street, between Weld Street and 300 feet West.

Labor	\$3,253 51
Bricks, 4,870	48 70
Cement, $22\frac{1}{2}$ bbls.	26 80
Sand, 1 double load	1 50
Manhole frames and covers, 3	19 55
Manhole steps, 10	5 00
Teaming	90 00
Lumber, 7,023 feet	112 37
Pipe	258 48
Blacksmithing and tools	158 52
Water	63 03
Fuel and oil	21 20
Miscellaneous supplies	9 00
Powder, etc.	77 18
	<hr/>
	\$4,144 84

Size and Length of Sewer.

630.35 feet 12 in., pipe.

Weld Street, between Maple Street and Willow Street.

James Dolan, contractor	\$5,073 38
Labor	262 50
Cement, 50 bbls.	59 00
Manhole frames and covers, 4	25 61
Pipe	317 76
Water	56 55
Fuel	92
Miscellaneous	1 50
	<hr/>
	<u>\$5,797 22</u>

Size and Length of Sewer.

565.55 feet 15 in., pipe.

West Roxbury Low-level Sewer.

(Private land between Amory street and 400 feet south of Boylston.)

N.Y., N.H., & H. R.R. Co.	\$13,010 80
Manhole frame and cover, 1	6 48
	<hr/>
	<u>\$13,017 28</u>

Size and Length of Sewer.

2,092.50 feet 2 ft. × 3 ft. 6 in., brick.

White Street and McClellan Avenue.

Labor	\$1,406 73
Cement, 32 bbls	38 40
Bricks, 12,000	103 50
Sand, 8 double loads	13 20
Teaming	69 50
Manhole frames and covers, 7	47 25
Pipe	507 29
Blacksmithing	27 38
Water	143 05
	<hr/>
	<u>\$2,356 30</u>

Size and Length of Sewer.

1,019.80 feet 12 in., pipe.

Willow Street.

D. O'Connell, contractor	\$1,631 84
Labor	94 50
Cement, 14 bbls	16 80
Manhole frames and covers, 3	19 37
Water	76 10
Pipe	306 67
	<hr/>
	<u>\$2,145 28</u>

Size and Length of Sewer.

761.06 feet 12 in., pipe.

APPENDIX F.

REPORT OF DEPUTY SUPERINTENDENT OF STREET-CLEANING DIVISION.

14 BEACON ST., BOSTON, February 1, 1896.

MR. B. T. WHEELER, *Superintendent of Streets.*

DEAR SIR: I respectfully submit my annual report of the expenditures and income of the Street-Cleaning Division of the Street Department for the financial year ending January 31, 1896.

Respectfully yours,

BENJ. M. CRAM,

Deputy Superintendent.

FINANCIAL STATEMENT.

Amount of appropriation	\$250,000 00
Transfer from Paving Division	35,000 00
Transfer from Watering Division	15,000 00
Transfer from Sewer Division	6,000 00
	\$306,000 00.
Total amount of appropriation	\$306,000 00.
Total amount of expenditures	305,998 50
	\$1 50
Balance	1 50

OBJECTS OF EXPENDITURES.

Superintendence.

Salary of Deputy Superintendent	\$3,000 00
Office pay-rolls	4,016 72
Stationery	251 27
Printing	483 31
Board of horses	691 17
Telephone service	295 78
	\$8,738 25
Total cost of superintendence	\$8,738 25

In connection with the following figures, it must be borne in mind, that the district lines were changed in May, and a comparison shows a large resultant economy in favor of the new methods, although an exact comparison by districts of the past two years work is impossible:

STREET DEPARTMENT — STREET-CLEANING DIVISION. 403

CLEANING STREETS, UP TO MAY 16, 1895, INCLUSIVE.

Including the Cost of Sweeping, Loading, and Removal of Street-dirt.

Old District 1. West End	\$5,356 55
Old District 2. North End	5,488 50
Old District 3. South End	7,395 90
Old District 4. South End	6,050 73
Old District 5. Back Bay	4,600 88
Old District 6. South Boston	4,666 40
Old District 7. Roxbury	4,201 00
Old District 9. Charlestown and East Boston	3,984 46
Total cost of cleaning streets	<u>\$41,744 42</u>

FROM MAY 17, 1895, TO JANUARY 23, 1896, INCLUSIVE.

New District 1. South Boston	\$11,723 47
New District 2—3. East Boston and Charlestown	9,639 88
New District 7. Roxbury	12,427 71
New District 8. South End	34,412 82
New District 9. Back Bay	6,635 65
New District 10. West End and North End	26,395 31
Total cost of cleaning streets	<u>\$101,234 84</u>

CLEANING GUTTERS UP TO MAY 16, 1895, INCLUSIVE.

Including Cost of Sweeping, Loading, and Removal of Street-dirt.

Old District 1. West End	\$373 07
Old District 2. North End } District entirely paved.	
Old District 3. South End }	
Old District 4. South End	216 92
Old District 5. Back Bay	652 08
Old District 6. South Boston	767 61
Old District 7. Roxbury	1,198 17
Old District 9. Charlestown and East Boston	843 81
Total cost of cleaning gutters	<u>\$4,051 66</u>

Total length of gutters cleaned, 356.06 miles.

Average cost per mile (incl. dump), \$12.41.

From May 17, 1895, to January 23, 1896, Inclusive.

New District 1. South Boston	\$2,739 55
New District 2—3. East Boston and Charlestown	3,422 07
New District 7. Roxbury	5,843 43
New District 8. South End	2,642 53
New District 9. Back Bay	3,013 95
New District 10. West End and North End	1,418 09
Total cost of cleaning gutters	<u>\$19,079 62</u>

Total length of gutters cleaned, 2,362.39 miles.

Average cost per mile (incl. dump), \$8.23.

Average cost per mile, entire year (incl. dump), \$8.78.

COST OF MAINTAINING DUMPS UP TO MAY 16, 1895, INCLUSIVE.

Old District 1.	West End	\$150 15
Old District 2.	North End	137 55
Old District 3.	South End	152 25
Old District 4.	South End	162 75
Old District 5.	Back Bay	143 85
Old District 6.	South Boston	128 10
Old District 7.	Roxbury . . . . .	. . . . .
Old District 9.	Charlestown and East Boston	130 00
Total cost of dumps		<u>\$1,004 65</u>

From May 17, 1895, to January 23, 1896, Inclusive.

New District 1.	South Boston	\$347 05
New District 2-3.	East Boston and Charlestown	385 00
New District 7.	Roxbury . . . . .	. . . . .
New District 8.	South End	750 26
New District 9.	Back Bay	387 44
New District 10.	West End and North End	726 75
Total cost of dumps		<u>\$2,596 50</u>

REMOVING SNOW UP TO MAY 16, 1895, INCLUSIVE.

Including Labor on Crossings, in Streets, Carting of Snow, etc.

Old District 1.	West End	\$1,673 49
Old District 2.	North End	1,826 55
Old District 3.	South End	2,277 08
Old District 4.	South End	1,587 67
Old District 5.	Back Bay	1,593 64
Old District 6.	South Boston	1,432 00
Old District 7.	Roxbury	2,258 39
Old District 9.	Charlestown and East Boston	1,263 39
Total cost		<u>\$13,912 21</u>

From May 17, 1895, to January 23, 1896, Inclusive.

New District 1.	South Boston	\$1,382 11
New District 2-3.	East Boston and Charlestown	756 30
New District 7.	Roxbury	1,273 34
New District 8.	South End	2,933 38
New District 9.	Back Bay	727 70
New District 10.	West End and North End	2,345 73
Total cost		<u>\$9,418 56</u>

STREET DEPARTMENT — STREET-CLEANING DIVISION. 405

MISCELLANEOUS WORK UP TO MAY 16, 1895, INCLUSIVE.

This shows the cost of such work as may not be characterized the same in all districts.

Including miscellaneous work, sweeping and carting of leaves, etc.

Old District 1.	West End	\$129 81
Old District 2.	North End	375 13
Old District 3.	South End . . . . .	. . . . .
Old District 4.	South End	57 02
Old District 5.	Back Bay	174 42
Old District 6.	South Boston	119 05
Old District 7.	Roxbury	243 29
Old District 9.	Charlestown and East Boston	273 03
Total cost		<u>\$1,371 75</u>

From May 17, 1895, to January 23, 1896, inclusive.

New District 1.	South Boston	\$26 34
New District 2-3.	East Boston and Charlestown . . . . .	. . . . .
New District 7.	Roxbury	67 20
New District 8.	South End . . . . .	. . . . .
New District 9.	Back Bay . . . . .	. . . . .
New District 10.	West End and North End	40 33
Total cost		<u>\$133 87</u>

CLEANING CROSSINGS.

Including Cost of Manual and Machine Labor.

Cost of cleaning crossings	\$1,633 22
Removing snow by patrol	1,972 68
Total cost	<u>\$3,605 90</u>

PATROLLING BY DISTRICTS.

This includes the cost of picking up and removal of refuse papers, etc., from the streets.

Cost of paper patrol	<u>\$1,524 03</u>
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PUSH-CART PATROL SYSTEM.

Superintendence	\$854 60
Public waste barrels	380 00
Push-carts, including labor and teaming	25,357 21
	<u>\$26,591 81</u>

Recapitulation of Expenses, exclusive of Superintendence, Stable and Yard Expenses, Stock and Miscellaneous Accounts.

Ordn Districts.	Cost of cleaning streets up to May 16, 1895.	Cost of cleaning gutters up to May 16, 1895.	Cost of dumps up to May 16, 1895.	Cost of snow up to May 16, 1895.	Miscellaneous work up to May 16, 1895.	Cost of crossings for the year.	Patrolling in business districts for the year.	Cost of patrol system for the year.	Total.
1.....	\$5,356 55	\$373 07	\$150 15	\$1,073 49	\$129 81	.....	.....	.....	\$7,083 07
2.....	5,488 50	.....	137 55	1,826 55	375 13	.....	.....	.....	7,827 73
3.....	7,395 90	.....	132 25	2,277 08	.....	.....	.....	.....	9,825 23
4.....	6,050 73	216 92	.....	1,587 67	57 02	.....	.....	.....	8,075 09
5.....	4,600 88	652 08	162 75	1,593 64	174 42	.....	.....	.....	7,164 89
6.....	4,666 40	767 61	143 85	1,432 00	119 05	.....	.....	.....	7,113 16
7.....	4,201 00	1,198 17	128 10	2,258 39	243 29	.....	.....	.....	7,900 85
9.....	3,984 46	843 81	130 00	1,263 39	273 03	.....	.....	.....	6,494 69
Cost of sweep- ing crossings	.....	.....	.....	.....	.....	3,605 90	.....	.....	3,605 90
Patrolling in business dis- tricts	.....	.....	.....	.....	.....	.....	1,524 03	.....	1,524 03
Push-cart pa- trol system..	.....	.....	.....	.....	.....	.....	26,591 81	.....	26,591 81
Total	\$41,744 42	\$4,051 66	\$1,004 65	\$13,912 21	\$1,371 75	\$3,605 90	\$1,524 03	\$26,591 81	\$93,806 43

Recapitulation of Expenses, etc. — *Concluded.*

NEW DISTRICTS.

NEW DISTRICTS.	Cost of Cleaning Streets from May 17, 1895.	Cost of Cleaning Gutters from May 17, 1895.	Cost of Dumps from May 17, 1895.	Cost of Snow from May 17, 1895.	Miscellaneous Work from May 17, 1895.	Total.
1....	\$11,723 47	\$2,739 55	\$347 05	\$1,382 11	\$26 34	\$16,218 52
2-3..	9,639 88	3,422 07	385 00	756 30	.....	14,203 25
7....	12,427 71	5,843 43	.....	1,273 34	67 20	19,611 68
8....	34,412 82	2,642 53	750 26	2,933 38	.....	40,738 99
9....	6,635 65	3,013 95	387 44	727 70	.....	10,764 74
10....	26,395 31	1,418 09	726 75	2,345 73	40 33	30,926 21
Total.	\$101,234 84	\$19,079 62	\$2,596 50	\$9,418 56	\$133 87	\$132,463 39

STABLE AND YARD EXPENSES.

Including the Cost of the South End, West End, Roxbury, South Boston, and Charlestown Stables, as follows:

Superintendence of stables	\$1,200 16
Labor, including the cost of feeders, hostlers, broom-makers, blacksmiths, carpenters, watchmen, yardmen, messenger, etc.	19,299 46
Cart and carriage repairs	3,809 18
Harness repairs	665 89
Horse-shoeing	4,850 84
Painting	505 09
Sweeping-machine repairs	2,893 64
Stable and shed repairs	483 92
Street-car tickets and ferry passes	1,052 50
Tool repairs	94 42
Veterinary services and medicine	1,526 07
Total	<u>\$36,381 17</u>

STOCK ACCOUNT.

Broom stock purchased	\$8,644 81
Carts and carriages purchased	700 00
Harnesses and horse furnishings purchased	304 34
Horses purchased (net)	2,812 50
Tools purchased	597 60
Patrol stock and maintenance of same	862 75
Total	<u>\$13,922 00</u>

MISCELLANEOUS.

Holidays	\$12,919 60
Scow (cost of disposal at sea of 312.78 loads of street-dirt)	7,648 18
Sundries	1,591 77
Total	<u>\$22,159 55</u>

GENERAL RECAPITULATION OF EXPENSES.

Superintendence	\$8,738 25
Cleaning streets	142,979 26
Cleaning gutters	23,131 28
Maintaining dumps	3,601 15
Removal of snow and ice	23,330 77
Miscellaneous work	1,505 62
Cleaning crossings	3,605 90
Paper patrol in business districts	1,524 03
Patrol system, push-carts	26,591 81
Stable and yard expenses	36,381 17
Stock account	13,922 00
Miscellaneous	22,159 55
Total	<u>\$307,470 79</u>

NOTE.—Of the above amount, the sum of \$1,472.29 was paid by other departments and divisions, on account of work done, etc., making the net expenses of this division, as shown in financial statement, \$305,998.50.

INCOME.

Amount of bills deposited with the City Collector during the financial year ending January 31, 1896, \$6,465 26

Table showing the Cost per Mile of Cleaning the Streets in each District, exclusive of Supervision and other Expenses.

OLD DISTRICTS.	Miles of Streets Cleaned.	Cost of Cleaning.	Pro Rata Cost of Dumps.	Total Cost.	Cost per Mile.
1.....	439.64	\$5,356 55	\$139 71	\$5,496 26	\$12 50
2.....	486.80	5,488 50	137 55	5,626 05	11 55
3.....	652.00	7,395 90	152 25	7,548 15	11 57
4.....	399.53	6,050 73	157 11	6,207 84	15 54
5.....	167.66	4,600 88	121 90	4,722 78	28 10
6.....	207.89	4,666 40	110 00	4,776 40	22 97
7.....	94.35	4,201 00	.....	4,201 00	44 52
9.....	204.96	3,984 46	107 27	4,091 73	19 96
	2,652.83	\$41,744 42	\$925 79	\$42,670 21	

Average cost per mile of cleaning street in eight old districts, exclusive of supervision, etc., \$16.08.

STREET DEPARTMENT — STREET-CLEANING DIVISION. 409

NEW DISTRICTS.	Miles of Streets Cleaned.	Cost of Cleaning.	Pro Rata Cost of Dumps.	Total Cost.	Cost per Mile.
1.....	858.50	\$11,723 47	\$281 30	\$12,004 77	\$13 98
2-3.....	799.28	9,639 88	284 12	9,924 00	12 41
7.....	433.71	12,427 71	.....	12,427 71	28 65
8.....	3,671.47	34,412 82	696 75	35,109 57	9 63
9.....	459.13	6,635 65	266 42	6,902 07	15 03
10.....	2,544.07	26,395 31	689 68	27,084 99	10 64
	8,766.16	\$101,234 84	\$2,218 27	\$103,453 11	

Average cost per mile of cleaning streets in six new districts, exclusive of supervision, etc., \$11.80.

Table showing the Cost per Mile of Cleaning Streets in each District, including Supervision, Labor, Yard and Stable Expenses.

OLD DISTRICTS.	Miles of Streets Cleaned.	Cost of Cleaning Streets.	64% of the Total Cost of Superv'n	73% of the Total Cost of Yard and Stable Expenses.	Total Expense.	Total Cost per Mile.
1.....	439.64	\$5,496 26	\$210 33	\$998 86	\$6,705 45	\$15 25
2.....	486.80	5,488 50	210 03	997 44	6,695 97	13 75
3.....	652.00	7,395 90	283 04	1,344 04	9,022 98	13 83
4.....	399.53	6,207 84	237 56	1,128 16	7,573 56	18 90
5.....	167.66	4,722 78	180 73	878 29	5,761 80	34 36
6.....	207.89	4,776 40	182 78	868 03	5,827 21	28 03
7.....	94.35	4,201 00	160 77	763 46	5,125 23	54 32
9.....	204.96	4,091 73	156 58	743 61	4,991 92	24 35
	2,652.83	\$42,380 41	\$1,621 82	\$7,701 89	\$51,704 12	

Average cost per mile of cleaning streets in eight old districts, including supervision, etc., \$19.49.

NEW DISTRICTS.	Miles of Streets Cleaned.	Cost of Cleaning Streets.	64% of the Total Cost of Superv'n.	73% of the Total Cost of Yard and Stable Expenses.	Total Expense.	Total Cost per Mile.
1.....	858.50	\$12,004 77	\$460 77	\$2,188 11	\$14,653 65	17 06
2-3.....	799.28	9,924 00	380 89	1,808 85	12,113 74	15 15
7.....	433.71	12,427 71	476 99	2,265 20	15,169 90	34 97
8.....	3,671.47	35,109 57	1,347 55	6,399 40	42,856 52	11 67
9.....	459.13	6,902 07	263 92	1,258 04	8,425 03	18 34
10.....	2,544.07	27,084 99	1,039 54	4,936 76	33,061 29	12 99
	8,766.16	\$103,453 11	\$3,970 66	\$18,856 36	\$126,280 13	

Average cost per mile of cleaning streets in six new districts, including supervision, etc., \$14.40.

Table showing the Number of Loads of Street-dirt removed.

OLD DISTRICTS.	Num'r of Loads of Dirt removed.	Cost per Load of cleaning streets and removing to Dumps, including Foreman's superintendence.	NEW DISTRICTS.	Num'r of Loads of Dirt removed.	Cost per Load of cleaning streets and removing to Dumps, including Foreman's superintendence.
1.....	3,076	\$1 86	1.....	9,582	\$1 50
2.....	2,760	1 98	2-3....	9,234	1 41
3.....	3,119	2 36	7.....	19,440	93
4.....	3,553	1 86	8.....	19,819	1 86
5.....	4,013	1 30	9.....	5,397	1 78
6.....	3,793	1 43	10.....	15,255	1 82
7.....	5,651	95			
9.....	3,645	1 32			
	29,610			78,727	

Removed by Paper Patrol, etc. 1,160 loads.
 Removed by Push-Cart Patrol System 5,386 loads.
 (Equal to 54,026 barrel-loads).
 Total cart loads removed 114,883 loads.

31,278 loads of the above dirt (or about 27 per cent.) were delivered at the dumping-scow, and towed to sea by the Sanitary Division. In addition to the above, 22,636 single loads and 2,107 double loads of street-scrappings were removed from the streets by the Paving Division.

PUBLIC WASTE-BARRELS.

Total number of waste-barrels emptied 26,188

FORCE EMPLOYED.

Deputy Superintendent 1
 Clerk 1
 Messengers 2
 Employees in the Division, not including the above 317

 Entire force 321

 Average force employed during the year on the New District
 Basis, 316

APPENDIX G.

REPORT OF DEPUTY SUPERINTENDENT OF STREET-WATERING DIVISION.

ROOM 1, PROBATE BUILDING, BOSTON, February 1, 1896.

MR. B. T. WHEELER, *Superintendent of Streets*:

DEAR SIR: I respectfully submit my annual report of the expenditures, income and operations of the Street-Watering Division of the Street Department for the financial year ending January 31, 1896.

Respectfully yours,

M. EDWIN LIBBY,

Deputy Superintendent.

FINANCIAL STATEMENT.

Amount of appropriation	\$100,000 00
Amount of expenditures Feb 1, 1895, to Jan. 31, 1896	\$76,424 70
Amount transferred to Street-Cleaning Division	15,000 00
Amount transferred to Sanitary Division,	5,000 00
	96,424 70
Balance unexpended	\$3,575 30

Objects of Expenditures.

Districts.	Hired Carts.	Labor.	Water-Posts.	Bicycles and Repairs.	Horse-Hire.	Repairs of Carts.	Sundries.	Totals.	Districts.
South Boston.....	\$4,637 50	\$506 00	\$86 15	\$56 73	.....	.....	.....	\$5,286 38	South Boston.
East Boston.....	4,650 00	474 00	101 53	56 73	.....	.....	.....	5,192 26	East Boston.
Charlestown.....	3,895 00	502 06	61 53	56 73	.....	.....	.....	4,515 26	Charlestown.
Brighton.....	7,895 00	464 00	135 38	56 73	.....	.....	.....	8,548 61	Brighton.
West Roxbury.....	10,338 00	927 00	203 64	113 56	.....	.....	.....	11,582 20	West Roxbury.
Dorchester.....	10,037 50	918 00	252 26	113 56	.....	.....	.....	11,321 32	Dorchester.
Roxbury.....	11,032 75	502 00	209 17	56 73	.....	.....	.....	11,800 67	Roxbury.
City Proper.....	12,039 50	3,697 65	159 52	113 33	713 00	604 24	750 76	18,078 00	City Proper.
Totals	\$64,532 75	\$7,990 65	\$1,209 20	¹ \$624 10	\$713 00	² \$604 24	\$750 76	\$76,424 70	Totals.

¹ Twelve new bicycles included. ² One new Concord buggy included.

INCOME.

During the year the Division watered in front of 127 school-houses, 9 police-stations, and 39 engine-houses. The Board of Police and the Fire Department agreed to pay for the service, as they have formerly done, but the School Board refuses, on the ground that they have no appropriation for the purpose, although they did pay for such service in 1891 and 1892. It is customary for departments rendering service for other branches of the City Government to charge for the work done, as appropriations are made for specific public work, and each department has money or should have it for service which they are willing to accept or request. Why the School Board should refuse to pay our fair charge is not altogether apparent.

The following sums were charged for street-watering, and bills for the same deposited with the City Collector during the financial year ending January 31, 1896 :

Fire Department	\$490 00
Board of Police	136 85
Homeopathic Hospital	105 00
Louisburg square	100 00
Fairfax and Beaumont streets	75 00
Marcella-street Home	28 00
State House Grounds	25 00
Dispensary Hospital	12 25
Total	<u>\$972 10</u>

The bill against the School Board amounts to \$3,466.54.

Summary of Day Work paid for by the City.

No.	DISTRICT.	No. Carts.	No. Miles Covered.	Average Per Cart.
1	South Boston	9	23.05	2.56
2	East Boston	8	21.63	2.70
3	Charlestown	7	15.00	2.14
4	Brighton	13	32.65	2.51
5	West Roxbury	18	59.06	3.28
6	Dorchester	19	62.31	3.28
7	Roxbury	19	54.19	2.85
8	Back Bay	10	15.44	1.54
9	Beacon Hill	2	4.25	2.25
10	South Yard	7	14.36	2.05
	Totals	112	301.92	2.69

The above summary shows that 112 carts watered 301.92 miles of macadam streets this year. Last year 108½ carts, hired by the city, 13½ working under contract, watered 292.16 miles.

The cost of the day work this year, exclusive of supervision, was \$214 per mile, or \$64,532.75, against \$229 per mile for the day work done last year, and \$575 per mile for the contract fresh-watering service in the Back Bay, and \$460 per mile in the South End, and a total expense of \$74,296.67. Fresh water was used entirely this year.

Comparison of Day Work with Contract Work in Back Bay and South End.

Year.	Districts.	Method of Watering.	Expense.	Saving in Day Work.
1894.....	Back Bay	Contract	\$6,696 02	
1895.....	Back Bay	Day	4,990 00	\$1,706 02
1894.....	South End ...	Contract	5,128 50	
1895.....	South End ...	Day	2,540 00	2,588 50
Total saving in Day work over Contract work				\$4,294 52

The above comparison is one of the most satisfactory evidences of the good results accomplished by the division this year. To it attention is specially directed.

The cost for watering in the Back Bay, with fresh water, in 1894 under contract was \$575 per mile, while this year the same service was more efficiently rendered at an expense of \$424 per mile.

The expense in the South End last year for watering was \$460 per mile for fresh water, \$630 per mile for salt water, while this year the watering was done under day-work at an expense of \$277 per mile.

Work done by Contractors at the Expense of the Abutters.

District.	Contractors.	Carts.	Miles.
City Proper	Daniel Clark	4	4.45
City Proper	Potter Bros.....	5	8.75
City Proper	Proctor Bros. & Co.....	5	7.25
City Proper	O. Nute & Son	1	2.73
East Boston	J. J. Fitzpatrick	1	2.00
Charlestown	W. H. Quigley	1	2.00
Roxbury and S. Boston	H. P. Cook & Co.	3	7.78
Roxbury	E. J. Janse.....	1	1.25
Totals		21	36.21

This represents the watering done upon paved streets for and at the expense of the abutters; it is not compulsory, resting entirely with the abutter whether or not he shall have it done. The division's concern in the premises is simply to check exorbitant charges, which it is but fair to state never occur, and to otherwise protect the rights of citizens and the city.

The table shows that 21 carts watered 36.21 miles of paved streets, which is an increase of $1\frac{1}{2}$ carts and 3.28 miles over last year.

Work done by the Contractors Free of Cost to the City.

Name.	Carts.	Miles.
Proctor Bros. & Co.....	1	1.75
Potter Bros.....	$\frac{3}{4}$	1.12
Daniel Clark.....	$\frac{1}{2}$	0.86
H. P. Cook & Co.	$\frac{3}{4}$	1.09
E. J. Janse.....	$\frac{1}{4}$	0.54
O. Nute & Son.....	$\frac{1}{8}$	0.21
Totals.....	$3\frac{3}{8}$	5.57

This summary shows the amount of watering rendered free of cost to the city by the contractors for the franchise of watering for the abutters. They agree to give this gratuitous service in return for the exclusive privilege of soliciting parsonage within defined street-watering districts with the right of using the city's stand-pipes and water. The work shown in the above table would cost the division about \$2,000 to perform.

Distribution of Carts showing Entire Amount of Work done.

No.	District.	Hired carts.	Contractors' carts.	Total.	Miles.
1	South Boston.....	9	1	10	25.98
2	East Boston.....	8	1	9	23.63
3	Charlestown.....	7	1	8	17.00
4	Brighton.....	13	.....	13	32.65
5	West Roxbury.....	18	.....	18	59.06
6	Dorchester.....	19	.....	19	62.31
7	Roxbury.....	19	3	22	60.24
8	City Proper.....	19	15	34	57.23
	Free Watering.....	.....	$3\frac{3}{8}$	$3\frac{3}{8}$	5.47
	Totals.....	112	$24\frac{3}{8}$	$136\frac{3}{8}$	343.67

Water-Posts or Stand-Pipes.

During the year seven new stand-pipes were erected, and twelve relocated for the improvement and efficiency of the service.

The table shows their location by districts :

Districts.	1891.	1892.	1893.	1894.	1895	Increase.
South Boston.....	23	25	27	27	28	1
East Boston.....	16	23	28	32	33	1
Charlestown.....	19	19	20	20	20	
Brighton.....	25	39	42	44	44	
West Roxbury.....	50	59	60	65	66	1
Dorchester.....	61	72	75	82	82	
Roxbury.....	53	60	65	68	68	
City Proper.....	24	42	45	48	52	4
	271	339	362	386	393	7

An increase of 122 standpipes since 1891.

The carts used for street-watering this year were almost entirely of the improved style of manufacture.

The division owns seven watering carts which were this year loaned to contractors who furnished horses and driver, and watered the streets at the rate of \$4.50 per day, the division receiving thereby 50 cents per day for the use of the cart. This arrangement was deemed more profitable than providing horses and a driver for the carts. Two of the carts have been transferred to the Paving Division for use on new macadam work.

The division is indebted to Mr. J. W. Smith, the Local Forecast Official, for the receipt of daily weather reports which assisted us very much in the working of the carts.

To the Water Board also we owe our acknowledgments for the assistance rendered us in supplying standpipes, and in turning on and off the water.

APPENDIX H.

FORMER SUPERINTENDENTS AND DOCUMENT
NUMBERS OF ANNUAL REPORTS.**Bridge Department before 1891.***Previous to 1886 under charge of City Engineer.*

NAME.	Year.
Bartholomew M. Young.....	1886 to 1889
James H. Nugent.....	1889 to 1891

NAME OF DOCUMENT.	For Year.	Pub. Year.	No. of Doc.
Annual Report.....	1886	1887	29
“ “	1887	1888	26
“ “	1888	1889	29
“ “	1889	1890	22
“ “	1890	1891	*

* Published in Annual Report, Executive Department, Part I., City Document No. 1, 1891.

Paving Department before 1891.

NAME.	Year.
Enoch Patterson, Supt. Streets and Drains.....	1827 to 1831
Zephaniah Sampson “ “ “ “	1831 to 1846
Thomas Hunting, Superintendent.....	1846 to 1853
Alfred T. Turner, “	1853 to 1864
Charles Harris, “	1864 to 1883
Nehemiah T. Merritt, “	1883
James J. Flynn, “	1883
Charles Harris, “	1884
Michael Meehan, “	1884 to 1886
John W. McDonald, “	1886 to 1889
J. Edwin Jones, “	1889 to 1891

Paving Department before 1891.

NAME OF DOCUMENT.	For Year.	Pub. Year.	No. of Doc.
Quarterly Report		1851	6
“ “		1851	29.
Annual Report	1851	1852	2
“ “	1852	1853	6
“ “	1853	1854	6
“ “	1854	1855	5
“ “	1855	1856	3
“ “	1856	1857	3
“ “	1857	1858	3
“ “	1858	1859	5
“ “	1859	1860	6
“ “	1860	1861	5
“ “	1861	1862	4
“ “	1862	1863	3
“ “	1863	1864	3
“ “	1864	1865	7
“ “	1865	1866	3
“ “	1866	1867	6
“ “	1867	1868	9
“ “	1868	1869	14
“ “	1869	1870	13
“ “	1870	1871	12
“ “	1871	1872	16
“ “	1872	1873	21
“ “	1873	1874	25
“ “	1874	1875	27
“ “	1875	1876	30
“ “	1876	1877	38
“ “	1877	1878	29
“ “	1878	1879	24
“ “	1879	1880	24
“ “	1880	1881	48
“ “	1881	1882	51
“ “	1882	1883	47
“ “	1883	1884	46
“ “	1884	1885	97
“ “	1885	1886	30
“ “	1886	1887	16
“ “	1887	1888	23
“ “	1888	1889	30
“ “	1889	1890	19
“ “	1890	1891	*

* Published in Annual Report, Executive Department, Part II., City Document No. 1, 1891.

Sewer Department before 1891.

NAME.	Year.
Enoch Patterson, Superintendent.....	1827 to 1831
Zephaniah Sampson, ".....	1831 to 1837
Charles B. Wells ".....	1837 to 1856
Simeon B. Smith ".....	1856 to 1863
William H. Bradley ".....	1863 to 1883
Horace H. Moses ".....	1883 to 1885
Thomas J. Young ".....	1885 to 1887
Seth Perkins ".....	1887 to 1889
Charles Morton ".....	1889 to 1891

Sewer Department before 1891.

NAME OF DOCUMENT.	For Year.	Pub. Year.	No. of Doc.
Annual Report.....	1859	1860	11
" ".....	1860	1861	12
" ".....	1861	1862	12
" ".....	1862	1863	13
" ".....	1863	1864	11
" ".....	1864	1865	5
" ".....	1865	1866	6
" ".....	1866	1867	8
" ".....	1867	1868	13
" ".....	1868	1869	11
" ".....	1869	1870	3
" ".....	1870	1871	11
" ".....	1871	1872	10
" ".....	1872	1873	13
" ".....	1873	1874	12
" ".....	1874	1875	17
" ".....	1875	1876	11
" ".....	1876	1877	13
" ".....	1877	1878	15
" ".....	1878	1879	11
" ".....	1879	1880	16
" ".....	1880	1881	19
" ".....	1881	1882	18
" ".....	1882	1883	16
" ".....	1883	1884	43
" ".....	1884	1885	
" ".....	1885	1886	58
" ".....	1886	1887	69
" ".....	1887	1888	81
" ".....	1888	1889	129
" ".....	1889	1890	14
" ".....	1890	1891	*

* Published in Annual Report, Executive Department, Part II., City Document No. 1, 1891.

Health Department before 1891.*Sanitary.*

NAME.	Year.
Ezra Forristall, Superintendent.....	1853 to 1854
Joseph W. Coburn, "	1854 to 1855
Ezra Forristall, "	1855 to 1869
George W. Forristall, "	1869 to 1890

Health Department before 1891.*Sanitary.*

NAME OF DOCUMENT.	Year.	Pub. Year.	No. of Doc.
Annual Report.....	1853	1854	7
" "	1854	1855	6
" "	1855	1856	4
" "	1856	1857	4
" "	1857	1858	4
" "	1858	1859	4
" "	1859	1860	5
" "	1860	1861	6
" "	1861	1862	5
" "	1862	1863	5
" "	1863	1864	4
" "	1864	1865	4
" "	1865	1866	8
" "	1866	1867	7
" "	1867	1868	8
" "	1868	1869	12
" "	1869	1870	4
" "	1870	1871	10
" "	1871	1872	17
" "	1872	1873	40
Annual Report from 1873 to 1884, inclusive; the Superintendent's report was embodied in the Report of the Board of Health.....	1885	1886	45
Annual Report.....	1886	1887	22
" "	1887	1888	16
" "	1888	1889	23
" "	1889	1890	21
" "	1890	1891	*

* Published in Annual Report, Executive Department, Pt. II., City Document No. 1, 1891.

Commissioners of Cambridge Bridges before 1891.

(West Boston, Canal, and Prison Point.)

NAME.	Year.
Frederick W. Lincoln, Commissioner for Boston.....	} May 22, 1871, to March, 1891.
Ezra Parmenter, Commissioner for Cambridge.....	
William J. Marvin, Commissioner for Cambridge.....	

Harvard Bridge added in 1892.

Commissioners of Cambridge Bridges before 1891.

(West Boston, Canal, and Prison Point.)

NAME OF DOCUMENT.	For Year.	Pub. Year.	No. of Doc.
Annual Report.....	1871	1872	19
“ “	1872	1873	12
“ “	1873	1874	16
“ “	1874	1875	23
“ “	1875	1876	20
“ “	1876	1877	12
“ “	1877	1878	10
“ “	1878	1879	8
“ “	1879	1880	12
“ “	1880	1881	8
“ “	1881	1882	15
“ “	1882	1883	15
“ “	1883	1884	19
“ “	1884	1885	8
“ “	1885	1886	12
“ “	1886	1887	19
“ “	1887	1888	25
“ “	1888	1889	22
“ “	1889	1890	20
“ “	1890	1891	*

* Published in Annual Report, Executive Department, Part I., City Document No. 1, 1891.

Ferry Department before 1895.

NAME.	YEAR.	
Board of Ferry Directors.....	1870	1891
William J. Burke, Superintendent	1891	May 1, 1895
Thomas Kellough, “	May 1, 1895	July 1, 1895.

Ferry Department before 1895.

NAME OF DOCUMENT.	For Year.	Pub. Year.	No. of Doc.
Annual Report.....	1870	1871	41
“ “.....	1871	1872	55
“ “.....	1872	1873	81
“ “.....	1873	1874	42
“ “.....	1874	1875	65
“ “.....	1875	1876	51
“ “.....	1876	1877	53
“ “.....	1877	1878	49
“ “.....	1878	1879	60
“ “.....	1879	1880	74
“ “.....	1880	1881	77
“ “.....	1881	1882	72
“ “.....	1882	1883	93
“ “.....	1883	1884	76
“ “.....	1884	1885	72
“ “.....	1885	1886	28
“ “.....	1886	1887	12
“ “.....	1887	1888	10
“ “.....	1888	1889	3
“ “.....	1889	1890	4
“ “.....	1890	1891	*
“ “.....	1891	1892	12
“ “.....	1892	1893	11
“ “.....	1893	1894	11
“ “.....	1894	1895	11

* Published in Annual Report, Executive Department, Part I., City Document No. 1, 1891.

Street Department since 1891.

Superintendent.

Henry H. Carter, Member of American Society Civil Engineers.
Resigned, December 8, 1894.

Charles R. Cutter, *Acting Superintendent from December 8, 1894, to January 14, 1895.*

Member of the Boston Society Civil Engineers.

Bertrand T. Wheeler, *Superintendent from January 14, 1895, to the present time.*

Member of the American Society Civil Engineers.

Executive Engineer.

Henry B. Wood, Member American Society Civil Engineers.

BRIDGE DIVISION — John A. McLaughlin, *Deputy Superintendent until June 1, 1895.*

BRIDGE DIVISION. — John P. Wise, *Deputy Superintendent from June 1, 1895, to the present time.*

FERRY DIVISION. — Thomas Kellough, *Deputy Superintendent July 1, 1895, to the present time.*

PAVING DIVISION. — Charles R. Cutter, *Deputy Superintendent until January 24, 1895.*

PAVING DIVISION. — Darius N. Payson, *Deputy Superintendent from January 24, 1895, to the present time.*

SANITARY DIVISION. — George W. Forristall,¹ *Deputy Superintendent.*

SANITARY DIVISION. — Philip A. Jackson, *Acting Deputy Superintendent from January 16, 1894, to February 1, 1895.*

SANITARY DIVISION. — Charles A. Young, *Deputy Superintendent from February 1, 1895, to the present time.*

SEWER DIVISION. — Henry W. Sanborn, *Deputy Superintendent.*

Member Philadelphia Society Civil Engineers.

STREET-CLEANING DIVISION. — Philip A. Jackson, *Deputy Superintendent until March 22, 1895.*

STREET-CLEANING DIVISION. — Benjamin M. Cram, *Deputy Superintendent from March 22, 1895, to the present time.*

STREET-WATERING DIVISION. — M. Edwin Libby, *Deputy Superintendent March 6, 1895, to the present time.*

BOSTON AND CAMBRIDGE BRIDGES. — Henry H. Carter, *Ex-officio, Commissioner for Boston until December 8, 1894.*

Charles R. Cutter, *Acting, from December 8, 1894, to January 14, 1895.*

Bertrand T. Wheeler, *since January 14, 1895.*

William J. Marvin, *Commissioner for Cambridge.*

¹ Died January 12, 1894.

Street Department.

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Annual Report, Executive Department, Part II..	1891	1892	36
“ “ “ “ “ ..	1892	1893	34
“ “ “ “ “ ..	1893	1894	34
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