

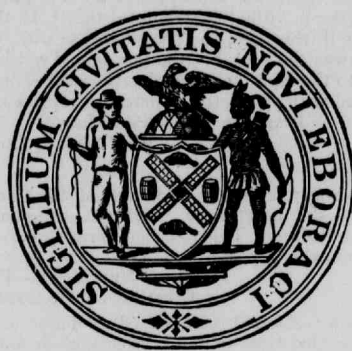
THE CITY RECORD.

OFFICIAL JOURNAL.

VOL. VII.

NEW YORK, TUESDAY, JULY 1, 1879.

NUMBER 1,844.



DEPARTMENT OF PUBLIC WORKS.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE, ROOM 19, CITY HALL,
NEW YORK, June 26, 1879.

In accordance with section 110, chapter 335, Laws of 1873, the Department of Public Works makes the following report of its transactions for the week ending June 21, 1879:

Public Moneys Received and Deposited in the City Treasury.

For Croton water rent.....	\$42,911 15
For penalties on Croton water rent.....	89 85
For tapping Croton pipes.....	293 50
For vault permits.....	408 37
For sewer permits.....	376 83
Total.....	\$44,079 70

Public Lamps.

10 new lamps lighted.
1 lamp-post reset.
25 lamp-posts straightened.
5 columns refitted.
14 columns releaded.

Report of Photometrical Examinations of Illuminating Gas, for the week ending June 21, 1879, made at the Photometrical Rooms of the Department of Public Works.

DATE.	TIME.	Thermometer.	Barometer.	GAS COMPANY.	BURNER.	Pressure at point of ignition.	Consumption of Gas, Rate per hour.	Consumption of Candle, Grs. per hour.	ILLUMINATING POWER.	
									Observed.	Corrected.
June 16	12 30 P.M.	82.	29.59	New York.....	Sugg-Letheby....	.05	5.00	121.8	16.28	16.52
" 17	12 30 P.M.	80.	30.05	" .....	" .....	.05	5.00	125.4	16.18	16.88
" 18	1 30 P.M.	76.	30.19	" .....	" .....	.05	5.00	123.0	16.70	17.12
" 19	1 P.M.	75.	30.34	" .....	" .....	.05	5.00	120.0	16.88	16.88
" 20	3 30 P.M.	76.	30.29	" .....	" .....	.05	5.00	120.0	16.98	16.98
" 21	1 P.M.	77.	30.28	" .....	" .....	.05	5.00	126.0	16.40	17.22
									Average.	16.93
June 16	12 M.	82.	29.59	Manhattan ...	" .....	.05	5.00	117.0	17.78	17.33
" 17	12 M.	80.	30.05	" .....	" .....	.05	5.02	120.0	17.64	17.57
" 18	2 P.M.	76.	30.19	" .....	" .....	.05	5.00	124.8	16.58	17.24
" 19	1 30 P.M.	76.	30.34	" .....	" .....	.05	5.00	120.0	16.95	16.95
" 20	3 P.M.	75.	30.29	" .....	" .....	.05	5.00	120.0	17.08	17.08
" 21	1 30 P.M.	78.	30.28	" .....	" .....	.05	5.00	126.0	16.42	17.24
									Average.	17.23
June 16	1 P.M.	82.	29.59	N. Y. Mutual..	" .....	.05	3.76	114.0	14.14	17.86
" 17	11 30 A.M.	79.	30.05	" .....	" .....	.05	3.76	114.0	14.06	17.76
" 18	2 30 P.M.	76.	30.19	" .....	" .....	.05	3.96	121.2	14.50	18.47
" 19	12 30 P.M.	75.	30.34	" .....	" .....	.05	3.96	123.0	14.22	18.40
" 20	4 P.M.	76.	30.29	" .....	" .....	.05	3.88	124.8	13.74	18.41
" 21	12 30 P.M.	76.	30.28	" .....	" .....	.05	3.92	124.8	13.52	17.93
									Average.	18.14
June 16	11 A.M.	81.	29.54	Metropolitan...	" .....	.05	4.00	126.0	14.04	18.42
" 17	10 A.M.	76.	30.04	" .....	" .....	.05	4.15	123.0	15.04	18.57
" 18	12 M.	72.	30.18	" .....	" .....	.05	4.25	120.0	15.64	18.40
" 19	4 P.M.	70.	30.32	" .....	" .....	.05	4.16	122.4	15.02	18.41
" 20	1 P.M.	73.	30.28	" .....	" .....	.05	4.14	120.6	15.16	18.40
" 21	11 30 A.M.	72.	30.25	" .....	" .....	.05	4.03	126.0	14.12	18.39
									Average.	18.43
June 16	10 30 A.M.	80.	29.54	Harlem.....	" .....	.05	5.00	126.0	15.50	16.28
" 17	10 30 A.M.	77.	30.04	" .....	" .....	.05	5.00	120.6	16.24	16.32
" 18	12 30 P.M.	73.	30.18	" .....	" .....	.05	5.00	120.0	16.08	16.08
" 19	4 30 P.M.	71.	30.32	" .....	" .....	.05	5.00	121.2	16.14	16.30
" 20	12 30 P.M.	72.	30.28	" .....	" .....	.05	5.00	126.0	15.69	16.47
" 21	12 M.	73.	30.25	" .....	" .....	.05	5.00	121.2	16.30	16.46
									Average.	16.32

E. G. LOVE, PH. D., Gas Examiner.

Permits Issued.

66 permits to tap Croton pipes.
170 permits to open streets.
25 permits to make sewer connections.
17 permits to repair sewer connections.
2 permits to construct street vaults.
121 permits to place building material on streets.
1 permit to cut down tree.

Removing Obstructions.

Tent, from 28 West Fourteenth street.
Wagon, from 146 West Thirty-sixth street.
Twenty-six barrels of cement, southside Seventy-second street, west of Third avenue.

Repairing Pavements over Croton-mains.

In Fifth avenue, between Fifty-fourth and Fifty-fifth streets.
In Fifth avenue, between Forty-ninth and Fiftieth streets.
In Fifty-seventh street, between Broadway and Seventh avenue.
In First avenue, between Forty-fifth and Forty-ninth streets.
In Fifty-seventh street, between Ninth and Tenth avenues.
In Chambers street, between West Broadway and Greenwich street.

Repairing Pavements.

In Lexington avenue, between Sixty-third and Sixty-fourth streets.
In Madison avenue, between Fifty-third and Fifty-fourth streets.
In Ninety-second street, between First and Second avenues.
In Fifth avenue, between Twenty-sixth and Twenty-eighth streets.
In Fifty-fifth street, between Second and Third avenues.
In Spring street, between Mercer and Greene streets.
In Forty-sixth street, between Tenth and Eleventh avenues.
In Forty-fifth street, between Seventh and Eighth avenues.
In Eightieth street, between Second and Third avenues.
In Eighty-fifth street, between Second and Third avenues.
In Fifth avenue, between Thirty-eighth and Thirty-ninth streets.
In Fifty-third street, between Second and Third avenues.
In Third avenue, between Ninth and Tenth streets.
In Tenth avenue, between Forty-second and Forty-fourth streets.
In Tenth avenue, between Forty-sixth and Forty-seventh streets.
In Forty-second street, between Sixth and Seventh avenues.
In Forty-second street, between Broadway and Seventh avenue.
In Eleventh avenue, between Twenty-ninth and Thirtieth streets.
In Twenty-fifth street, between Eighth and Ninth avenues.
In Thirteenth street, between Broadway and Fourth avenue.
In Union Square, between Fourteenth and Fifteenth streets.
In Eighth street, between Broadway and Fourth avenue.
In Eleventh street, between B and C avenues.
In Avenue C, between Twelfth and Fourteenth streets.
In Broome street, between Elm street and Broadway.
In Fulton street, between Nassau and William streets.
In Old Slip, between South and Front streets.
In Jefferson Slip, between Cherry and Water streets.
In Essex street, between Houston and Rivington streets.
In South street, between Piers 4 and 7, East river.
In South street, between Piers 46 and 47, East river.
In Thirty-fifth street, between Tenth and Eleventh avenues.
In Thirty-first street, between Tenth and Eleventh avenues.
In Eighth avenue, between Seventeenth and Nineteenth streets.
In Fourth street, between Broadway and Bowery.
In Sixteenth street, between Avenue C and East river.
In Ninth street, between First and Second avenues.
In Seventh street, between A and B avenues.
In Avenue A, between Sixth and Seventh avenues.
In Canal street, between Broadway and West Broadway.
In Hanover street, between Wall street and Exchange place.
In Cherry street, between Catharine and Market streets.
In Rivington street, between Bowery and Chrystie streets.
In Bowery, between Broome and Delancey streets.
In front of Piers 1 and 8, North river, on West street.
In roadway of West Washington Market.
Crosswalks across Bowery at northwest corner of Broome street.

Repairing and Cleaning Sewers.

104 receiving basins and culverts cleaned.
200 lineal feet of sewer cleaned.
27 lineal feet of sewer rebuilt.
3 lineal feet of spur-pipe laid.
2 new basin covers put on.
17 manholes repaired.
4 new manhole heads and covers put on.
1 new manhole cover put on.
15 manhole heads and covers reset.
214 cart loads of dirt removed.

Assessment Lists of Completed Improvements Transmitted to the Board of Assessors.

Flagging south side of Eighty-fifth street, 100 feet west of Lexington avenue..... \$70 49

Contracts entered into.

Sewer in Sixty-ninth street between Boulevard and Ninth avenue. Contractors—Thomas L. Butler and Thomas J. Reilly, 154 East Forty-eighth street. Sureties—Thomas O'Reilly, 1091 First avenue; John Davidson, 128 East Fifty-second street.

STATEMENT of Laboring Force Employed in the Department of Public Works during the week ending June 21, 1879.

NATURE OF WORK.	MECHANICS.	LABORERS.	TEAMS.	CARTS.
Maintenance of Aqueduct and Reservoirs.....	9	112	7	1
In Pipe Yard, foot of East Twenty-fourth street....	2	14	..	..
Repairing six-foot pipes.....	..	..	..	..
Laying and repairing Croton pipes, etc.....	33	116	..	25
Repairing pavements.....	82	277	..	82
Repairing and cleaning sewers.....	3	23	..	9
Maintenance and construction of Boulevards and Aves.	3	39	18	7
Repairing roads.....	1	21	8	3
Total.....	133	602	33	127
Increase over previous week.....	1	..	..	..
Decrease from previous week.....	..	6	1	..

Bonds entered into for Completion of following:

Sewer, Seventy-second street, between First and Second avenues. Contractor—R. A. Cunningham, 343 East Sixteenth street.
Receiving basin on southeast corner Water and Jefferson streets. Contractor—R. A. Cunningham.

For furnishing materials and building an engine and boiler house, tower chimney, and vaults on lot 50 x 200.10, between Ninety-seventh and Ninety-eighth streets, 100 feet west of Ninth avenue. Contractor—D. C. Weeks, Mott avenue, between Sixty-second and Sixty-third streets. Sureties—Valentine Cook 214 East Thirty-seventh street; Francis M. Weeks, Walton, between One Hundred and Sixty-second and One Hundred and Sixty-third streets.

Appointments.

J. E. Lynch, Inspector of Sewers.
John Dunlay, Inspector of Sewers.
Jethro Thomas, Inspector of Sewers.
Mary Harper, Cleaner, Tenth District Court-house.

Removed on Completion of Work.

John Dunlay, Inspector of Sewers.

Requisitions on the Comptroller.

The total amount of requisitions drawn by the Department upon the Comptroller during the week is \$89,732.93.

FRED. H. HAMLIN,
Deputy Commissioner of Public Works.

COMMISSIONERS OF THE SINKING FUND.

Abstract of the Proceedings of the Commissioners of the Sinking Fund, at the meeting held June 27, 1879.

Present—Hon. Edward Cooper, Mayor (Chairman); Hon. John K. Hackett, Recorder; Hon. John Kelly, Comptroller; J. Nelson Tappan, Esq., Chamberlain; and Nicholas Houghton, Esq., Chairman Finance Committee Board of Aldermen.

The minutes of the last meeting were read; and the Mayor moved to amend the same by adding the word "over" before the words "ten per cent.," and the word "and" before the words "one-half of all earnings over thirteen per cent.," in the amendment, he offered to the fourth condition of the resolution, submitted by the Counsel to the Corporation;—which was adopted, and the minutes, as amended, were approved.

The Comptroller, to whom was referred the application of Sabina Wendel and others, for Deed of Confirmation, submitted the following report:

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, June 25, 1879.

The Comptroller, to whom was referred the petition of Sabina Wendel and others, widow and heirs at law of John Wendel, for a Deed of Confirmation to John Wendel, of the three lots of land at the northwest corner of Third avenue and Fifty-fifth street, purchased at the Corporation sale in 1866; also for confirming the satisfactions of mortgages heretofore paid the city, would report:

That these premises were sold by the city to John Wendel, and a deed delivered to him, dated July 2, 1866, which was duly recorded on the 17th day of July, 1866—Mr. Wendel giving back at the close of the purchase three mortgages of \$5,110, \$5,390, and \$8,050, all of which were paid on October 26, 1867.

That this deed and the satisfaction pieces were not signed by the Mayor, and objection being now made that execution was not sufficient with the seal of the city, attested by the Clerk of the Common Council; this application is made by the representatives of John Wendel for a Deed of Confirmation, and for satisfactions of the mortgages to be executed by the Mayor.

There being no reasonable objection to a compliance with such request, the following resolution, authorizing the execution of a confirmatory deed and of new satisfaction pieces is hereby presented for the action of this Board.

Respectfully submitted,

JOHN KELLY, Comptroller.

The report was accepted, and, on motion, the resolution submitted with the report was adopted, viz.:

Resolved, That the communication from Sabina Wendel, John Wendel, Katie Embler, Annie S. Krack, and Eliza Wendel, for a deed, confirming the title granted to John Wendel by deed, dated July 2, 1866, and also confirming the satisfactions of mortgages upon such property, be referred to the Counsel to the Corporation, to have prepared a confirmatory deed and satisfaction pieces, as the facts in the case may require.

The Comptroller submitted the following report on the petitions of Morris Heymann and Joseph Blum for deeds of confirmation:

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, June 26, 1879.

The Comptroller would report:

That the petitions of Morris Heymann and Joseph Blum are for deeds of confirmation of sales, which were made in 1866, of premises on the south side of Eightieth street, between Madison and Fourth avenues, lots Nos. 23 and 26 to Edward J. Shandley; Nos. 24 and 25 to Michael Shandley Jr.; and Nos. 27 and 28 to Henry McCadden Jr.; and of premises in Eightieth street, between Madison and Fifth avenues, lots Nos. 6 and 7 to Ferdinand Mayer; No. 8 to Richard Fischer; and No. 9 to Nelson Sherwood.

None of the deeds given on such sales were executed by the Mayor of the City of New York, and objections having been made that the ordinance relating to the Sinking Fund has not been complied with, these applications are now presented requesting that deeds of confirmation be executed by the Mayor, and delivered to such petitioners in order to correct any defect which may exist in the original conveyances.

The full consideration having been paid in each of these cases, there can be no reason why sufficient deeds to convey the title of the city should not be delivered to the parties entitled thereto; and it is recommended that the subject be referred to the Counsel to the Corporation to prepare the necessary deeds for execution.

Respectfully submitted,

JOHN KELLY, Comptroller.

The report was accepted, and, on motion, the resolution, submitted with the report, was adopted, viz.:

Resolved, That the petitions of Morris Heymann and Joseph Blum be referred to the Counsel to the Corporation, to have prepared by him deeds of confirmation, as the facts in each case may require, and that the Mayor be authorized to execute such deeds on behalf of the Commissioners of the Sinking Fund.

The Comptroller submitted a report on the communication of James A. Deering, in relation to the title and disposition of strip of land, between the Boulevard and Riverside avenue; together with the report of the Counsel to the Corporation on the same subject.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, June 27, 1879.

The Comptroller, to whom was referred the communication from James A. Deering, relative to sale of a parcel of land, formerly known as part of One Hundred and Twenty-fourth street, west of Eleventh avenue, would report:

That such part of One Hundred and Twenty-fourth street, between the Boulevard and Claremont avenue, and from Claremont avenue to Riverside avenue, has been closed on the map of the city as at present laid out.

The Counsel to the Corporation is of the opinion that the fee of the land is in the city. He recommends, however, that a sale should only be made of the city's right, title and interest therein.

The city having no use for such premises, I would recommend that its title in the same be sold, and offer for adoption the following resolution.

Respectfully submitted,

JOHN KELLY, Comptroller.

Resolved, That the right, title and interest of the City of New York in the premises formerly part of One Hundred and Twenty-fourth street, extending from the Boulevard to Claremont avenue, and from Claremont avenue to the Riverside avenue, be sold at public auction, in accordance with the Charter of 1873, and that the Comptroller take all necessary measures on behalf of the Sinking Fund to effect such sale.

LAW DEPARTMENT,
OFFICE OF THE COUNSEL TO THE CORPORATION,
NEW YORK, June 25, 1879.

Hon. JOHN KELLY, Comptroller:

SIR—I duly received your letter of the 3d instant, in which you state that application has been made to the Commissioners of the Sinking Fund for the sale of premises formerly part of One Hundred and Twenty-fourth street, extending from Boulevard to Claremont avenue, and from Claremont avenue to Riverside avenue, as shown on the diagram attached to such application, which is transmitted with your letter, and that \$10,000 are offered for the title which the City of

New York may have in the premises. You request my opinion as to the title which the City of New York has in such parcels of land.

It appears from the application referred to in your letter, and from various maps and records, that the land in question formed a part of One Hundred and Twenty-fourth street as originally laid out; that on April 4, 1866, the city acquired title in fee to said land under the various statutes relating to street openings; that chapter 87 of the Laws of 1867 authorized the Commissioners of the Central Park to lay out that portion of the city lying between Fifty-ninth and One Hundred and Fifty-fifth streets and west of Eighth avenue; that said portion of One Hundred and Twenty-fourth street was not shown or retained on the maps filed by said Commissioners pursuant to that act, and by force of the statute ceased to be a public street.

The fee of the land in question appears to be in the city, and I think that the city has the right to sell such land, but the sale can, of course, be made only by public auction or upon sealed bids, and after appraisal. In the application referred to in your letter it is stated that the applicant will pay \$10,000 for the property, and take it without warranty of title. If the Commissioners of the Sinking Fund think it advisable to sell this land, the proper course will be to have the same appraised, upon the theory that the city owns the fee; but the sale should not be of such fee, but only of the city's right, title, and interest to the land, and the advertisement should expressly so state.

The application transmitted with your letter is herewith returned.

I am, sir, yours respectfully,

W. C. WHITNEY, Counsel to the Corporation.

Laid over for consideration.

The Comptroller, to whom was referred the resolution of the Common Council, approved by the Mayor June 5, 1879, to establish a ferry on the North river, at or between the foot of One Hundred and Twenty-ninth and One Hundred and Thirty-second streets, New York, to Fort Lee, Bergen County, N. J., submitted the following report:

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, June 27, 1879.

The Comptroller, to whom was referred the annexed resolution to establish a ferry from a point on the North river, at or between One Hundred and Twenty-ninth and One Hundred and Thirty-second streets, New York, to Fort Lee, Bergen County, State of New Jersey, would report:

That only the franchise can be sold in this case, the City of New York not owning the landing places on either side of the river.

The following resolution is presented for the action of the Sinking Fund Commissioners.

Respectfully submitted,

JOHN KELLY, Comptroller.

Resolved, That the franchise of the ferry from a point on the North river at or between the foot of One Hundred and Twenty-ninth and One Hundred and Thirty-second streets, New York, to Fort Lee, Bergen County, State of New Jersey, be leased at public auction for a period not exceeding ten years, after public advertisement and appraisal, under the direction of the Comptroller, the lease to be prepared by the Counsel to the Corporation and to be executed by the Comptroller on behalf of the Commissioners of the Sinking Fund.

The report was accepted and the resolution submitted with the report, was, on motion, adopted, the Mayor, Recorder, Comptroller, and Chamberlain voting in the affirmative and the Chairman Finance Committee Board of Aldermen in the negative.

W. H. DIKEMAN, Secretary.

COMMISSIONERS OF RAPID TRANSIT.

BOARD OF COMMISSIONERS OF RAPID TRANSIT,
54 EXCHANGE PLACE, MONDAY, June 9, 1879.

The Board met, pursuant to adjournment, at 10 o'clock A. M.

Present—All the Commissioners, viz.: The President, Henry F. Spaulding, Benjamin G. Arnold, Lewis G. Morris, and Samuel R. Filley.

The minutes of the previous meeting were read and approved.

The President laid before the Board the following communication:

NEW YORK, June 7, 1879.

The Honorable HENRY G. STEBBINS, HENRY F. SPAULDING, BENJAMIN G. ARNOLD, LEWIS G. MORRIS, SAMUEL R. FILLEY, Commissioners, etc.:

The undersigned, citizens of New York, call the attention of your Honorable Body to the fact that there is great need of a rapid transit route between the two lines now established, which shall run from the upper part of the city to the City Hall and intermediate places.

Believing that a Commission composed of honorable and public spirited men will act in the interests of the public, we earnestly request that you will designate a rapid transit route in accordance with the plan hereto annexed, and which has been carefully examined and approved by a competent and eminent engineer.

All of which we have the honor most respectfully to submit,

EDWARDS PIERREPONT,
AUGUSTUS SCHELL,
H. J. JEWETT.

The description and plan of the route referred to is as follows:

Commencing at a point on the northerly side of Forty-second street, below the grade of said street, and thence southerly along the easterly side of Fourth avenue, or Park avenue, below the surface of said avenue, to the south side of Thirty-fourth street, ascending to the surface at Fourth avenue; then by an elevated road along Fourth avenue southerly to a point between Eighth street and Ninth street; thence through the block on the west side of Fourth avenue, to and across Eighth street and Astor place, to and through Lafayette place, to and across Great Jones street, through the block to Bond street, across Bond street to and across Bleecker street to Crosby street, and through and along Crosby street to Grand street; thence across Grand street and through the block diagonally to a point in Elm street near Howard street; thence through and along Elm to Pearl street; thence across Pearl street, and diagonally across the block to Duane street, to Centre street; thence through and along Centre street and Park row to a line drawn easterly and westerly across the city at the south line of the City Hall.

The subject of the foregoing request was debated.

The descriptive plan accompanying the application was referred to the Consulting Engineer, Gen. Greene, who had previously examined the means of communication from the existing railroads to the lower part of the city, and was familiar with the line indicated.

A communication was received from Wm. R. Garrison, President of the Manhattan Railway Co., which was read before the Board, and is as follows:

NEW YORK, June 7, 1879.

To the Honorable the Board of Commissioners for the Location of Steam Railways, etc.:

GENTLEMEN—The Manhattan Railway Company, being a corporation organized under chapter 606, Laws of 1875, and the lessee of all the lines of the Metropolitan Elevated Railway Company and the New York Elevated Railway Company, petition your Honorable Board to fix and determine the following described routes of connection for the New York Elevated Railroad Company, a railroad company in actual operation at the passage of the act aforesaid, to wit: from a point on the line of said railroad company at the junction of the Ninth avenue and Fifty-ninth street, easterly through Fifty-ninth street to a point of connection to the railway of the Metropolitan Elevated Railway Company and the depot thereof at Fifty-eighth street and Sixth avenue; also another connection from the terminus of the present railroad of the New York Elevated Railroad Company, at Third avenue, westwardly to Exterior, sometimes called River street, and thence westwardly to the Eighth avenue and across the Harlem river, at or near the terminus of the Eighth avenue, to the north shore thereof; and thence northerly to a point of junction or intersection with the railways and depots of the New York City and Northern Railroad Company and the Spuyten Duyvil and Port Morris Railroad at or near High Bridge; also a connection from Third avenue and One Hundred and Twenty-ninth street across the Harlem river to a connection with the Harlem River and Portchester Railroad Company.

In case the first above described connection shall be fixed and determined by your Honorable Board this company will, as soon as a line can be built thereon, withdraw and remove the present line of the Metropolitan Elevated Railway connecting Sixth and Ninth avenues through Fifty-third street. Such a change would render unnecessary the track crossings which now exist at Fifty-third street and Sixth and Ninth avenues, and would not only materially increase the convenience of traffic and reduce the time of trains, but would remove whatever risk to human life is involved in maintaining these crossings.

This company would, if authorized by you, and that subsequent consent of public authorities and property-owners which the law requires, build a line upon Fifty-ninth street, as far removed as possible from the house-line, and would, by covering in the railroad tracks so as to exclude the view of passing trains, and by the ornamentation of the structure at the entrance to Central Park at Eighth avenue, endeavor to obviate all objections, and to win universal approval of this change, as a great public improvement.

Very respectfully, your obedient servant,

WILLIAM R. GARRISON,
President Manhattan Railway Company.

The application was discussed and the Engineers consulted thereon. The Engineers submitted descriptions of the routes understood to be substantially agreed upon by the Commissioners, and a prolonged discussion followed regarding the final determination of these routes.

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A communication was received from Engineer Croes, setting forth the advantages and ultimate necessity of a tunnel at or near Second avenue, which was read to the Board, discussed and ordered to be filed.

The President announced that the Board would take a recess until 2.30 P. M.

AFTER RECESS, 2.30 o'clock P. M.

Present—All the Commissioners, the Engineers, and Counsel of the Board.
Discussion was resumed on the final location and description of the routes.
On motion, adjourned to the 10th inst., at 10 o'clock A. M.

WILLIAM G. TULLER, Secretary.

TUESDAY, June 10, 1879.

The Board met, pursuant to adjournment, at 10 o'clock A. M.

Present—All the Commissioners, viz.: The President, Henry F. Spaulding, Benjamin G. Arnold, Lewis G. Morris, and Samuel R. Filley.

The minutes of the previous meeting were read and approved.

Further debate was had by the Commissioners among themselves and the Consulting Engineer, General Greene, concerning the routes asked for in the application of Edwards Pierrepont and others. Discussion of the application of the President of the Manhattan Railway was resumed, and continued at length by the Commissioners and Engineers.

The description of the several routes heretofore considered and marked out on the maps was taken up, and after some preliminary discussion the President called the attention of the Board, and asked if they were ready for the resolution fixing and determining the routes now under consideration. There being no objection,

On motion, it was

Resolved, That in pursuance of the powers conferred upon us by chapter 606, Laws of 1875, we, the Commissioners appointed by the Mayor of the City of New York on the 2d day of April, 1879, do hereby fix and determine the route or routes of a steam railway or railways in the City of New York, as follows:

(1.) A route to be designated as the Harlem River, Kingsbridge, and Riverdale Route, as follows:

Beginning at a point in the Eighth avenue at or near River street, and at a point of connection with the Metropolitan Elevated Railway, and running thence over and across the Harlem river to the north bulkhead line thereof, on such a line and at such an elevation as shall conform to the requirements of chapter 345 of the Laws of the State of New York, passed May 20th, 1879; thence curving to the left and passing over and across the Spuyten Duyvil and Port Morris Railroad and Commerce avenue, to a point about midway between Commerce and Sedgwick avenues, about 270 feet south of Devoe street; thence crossing under Devoe street and running between said Commerce and Sedgwick avenues northwardly for about 2,080 feet, to a point about 280 feet south of Wolf street; thence curving to the left and passing to and over the line of Commerce avenue, and by a reverse curve to the right continuing over Commerce avenue to a point on the westerly line of said avenue about thirty-five feet north of the High Bridge of the Croton Aqueduct; thence curving to the right and continuing along on the westerly side of Commerce avenue and parallel therewith about 450 feet, and passing to and upon the lands of the New York City and Northern Railroad; thence running northwardly on a line coincident with the route of said New York City and Northern Railroad as now constructed, for about 12,610 feet, to a point in the road leading easterly from the Farmers' Bridge over the Harlem river; thence diverging westwardly from the said New York City and Northern Railroad, and passing between said railroad and the Spuyten Duyvil and Port Morris Railroad about 1,860 feet, to a point about 202 feet east of Broadway, and about 45 feet north of a street not yet designated by name; thence curving to the left and crossing Broadway about 825 feet to a point about 397 feet north of the Spuyten Duyvil and Port Morris Railroad; thence on a straight line crossing Kingsbridge avenue and Ackerman street about 765 feet, to a point about 68 feet west of Ackerman avenue; thence curving to the right and crossing Tibbett's brook and the old road at base of hill west of Tibbett's brook for about 795 feet to a point about 35 feet east of Riverdale avenue, which point is designated (19); thence northwardly on a straight line for about 500 feet to a point about 43 feet west of Waldo street; thence curving to the right for about 310 feet to a point in or under Waldo street; thence curving to the left for about 255 feet to a point about 50 feet west of the Tibbett's brook parkway; thence on a straight line for about 385 feet to a point about 50 feet west of said parkway; thence curving to the left for about 175 feet to a point about 45 feet west of said parkway; thence on a straight line for about 1,070 feet to a point in the old road from Spuyten Duyvil to Moshulu, and also in or under Barney street; thence curving to the right for about 200 feet to a point about 35 feet west of Meyers street; thence on a straight line for about 645 feet to a point in the old road aforesaid, about 160 feet west of Broadway, then curving to the left for about 350 feet to a point about 68 feet west of Broadway at or in Moshulu; thence on a straight line for about 645 feet to a point about 33 feet west of Broadway; thence curving to the left for about 375 feet to a point about 50 feet west of Broadway; thence on a straight line for about 1,920 feet, crossing over and above two certain streets not yet designated by names, to a point about 95 feet west of Broadway; thence curving to the right for about 320 feet to a point about 95 feet west of Broadway; thence on a straight line for about 400 feet to a point about 83 feet west of Broadway; thence curving to the right for about 390 feet, to a point on or near the westerly side of Broadway in the old Post road; thence on a straight line over and across Broadway and Moshulu avenue about 1,520 feet to a point about 625 feet easterly from Broadway, the said line crossing the central line of Moshulu avenue about 440 feet, easterly from the intersection of Moshulu avenue and Broadway; thence curving to the left for about 425 feet to a point about 800 feet easterly of Broadway, and on the line of the Yonkers Rapid Transit Railway Company, as located and shown on the map of said company, filed in the Register's office of the city and county of New York; thence northerly on a tangent coincident with the located line of said company about 1,465 feet to a point in the boundary line between the city of New York and the city of Yonkers about 1,135 feet east of the easterly line of Broadway as measured on said boundary line.

Also a branch beginning at the point (19) above named, and running thence on a tangent for about 255 feet; then curving to the left on a radius of 900 feet for about 570 feet to a point on or near the easterly line of the street lying on the easterly side of the Tibbetts Brook Parkway; thence on a straight line for about 1,400 feet, crossing over and above the Spuyten Duyvil and Port Morris Railroad and certain streets not yet designated by names, and the Spuyten Duyvil Creek at or near Kingsbridge to a point (26) in the old Kingsbridge road, on Manhattan Island, and there connecting with the railroads authorized to be constructed by the Rapid Transit Commissioners of 1875. The routes as above described being shown by red lines on the map hereto annexed, which said map is to be taken and considered as a part of this description.

In case a street or avenue should be laid out and opened from a point on Eighth avenue north of One Hundred and Fifty-fifth street, leading to the Harlem river, before the construction of the railway across the Harlem river, then the route above described may, if desirable, be changed so as to fix the point of junction or connection with the line of the Metropolitan Railway at the junction of such new street with Eighth avenue, and to bring said route through said new street to the Harlem river, and across such river opposite the opening of such new street to the northerly shore of said river; thence by a curve to the left across the line of the Spuyten Duyvil and Port Morris Railway northerly to a point of intersection with the line above described.

It shall be at the option of the company organized and acquiring the right to construct a steam railway or railways upon the route above described, either to construct the same wholly thereon or to vary the route as follows: Beginning at the common point where the route above described ceases to be coincident with the line of the New York City and Northern Railroad Company, to wit: At a point on the road leading easterly from the Farmers' Bridge, over the Harlem river; thence diverging westerly from the said New York City and Northern Railroad, and passing between the said railroad and the Spuyten Duyvil and Port Morris Railroad, about 1,275 feet, to a point about 280 feet east of Broadway; thence curving to the left, and crossing Broadway about 1,215 feet to a point about 55 feet east of Kingsbridge avenue, and about 25 feet north of the Spuyten Duyvil and Port Morris Railroad; there curving to the right, crossing Kingsbridge avenue, Ackerman street, Tibbett's Brook and the old road at the base of the hill, west of Tibbett's Brook, about 1,500 feet to a point about 35 feet east of Riverdale avenue, which point is designated (19), and coincides with the said designated point (19) in the afore-mentioned first described route, and thence as before mentioned and described; and the route between the common points afore-named, last above described, is hereby in like manner fixed and determined as the route for a steam railway or railways; and either of the routes between said common points being built upon, then the right to build upon the other shall cease.

All the above-described routes include crossings and all intervening streets, highways, lands and places, and a width of land of 50 feet for railroad bed and ditches, with such additional widths on any part or parts of said route as shall be needed for proper slopes of cuttings and fillings, and for the construction, operation and maintenance of said railroad.

Resolved, That in pursuance of the powers conferred upon us by chapter 606, Laws of 1875, we, the Commissioners appointed by the Mayor of the City of New York on the 2d day of April, 1879, do hereby fix and determine the route or routes of a steam railway or railways in the City of New York, as follows:

(2.) A route to be designated the "Central Route," as follows:

THE CENTRAL ROUTE.

Beginning at the intersection of Second avenue and One Hundred and Twenty-ninth street, in the City of New York, and connecting there with the routes fixed and determined by the Rapid Transit Commissioners of 1875, and running thence over and across the Harlem river on such a line and at such an elevation as shall conform to the requirements of chapter 345 of the Laws of the State of New York, passed May 20, 1879, to a point about 90 feet south of the Southern Boule-

vard; thence curving to the left for about 275 feet to a point about 70 feet north of the Southern Boulevard, and 200 feet west of Alexander avenue; thence running northwardly parallel to Alexander avenue and 200 feet distant therefrom for about 1,165 feet to the southerly side of One Hundred and Thirty-eighth street, then curving to the left for about 420 feet to a point on One Hundred and Thirty-ninth street, thence over and along One Hundred and Thirty-ninth street, over and across Third avenue and Morris avenue for about 240 feet to a point on or near the westerly side of said Morris avenue; thence curving to the right for about 420 feet to a point in the centre of Rider avenue, thence over and along Rider avenue to the northerly side of One Hundred and Forty-fourth street; thence on a line at right angles to One Hundred and Forty-fourth street, to, over, and across the New York and Harlem Railroad at or near One Hundred and Fifty-third street and to a point midway between Grant and Sherman avenues, near One Hundred and Fifty-sixth street; thence on a line midway between Grand and Sherman avenues to One Hundred and Sixty-fourth street; thence curving to the left and passing across and under Morris avenue and One Hundred and Sixty-fifth street, then curving to the right and running parallel to and 25 feet distant from Morris avenue, to a point near Overlook avenue; thence across and under Overlook avenue, then deflecting to the left and running between Sherman and Morris avenues to a point at or near Elliott street; thence deflecting to the left and running still between Sherman and Morris avenues to a point at or near Mott avenue, about midway between Belmont street and Martindale place; then deflecting to the left, and running between Belmont street and Eden avenue to One Hundred and Seventy-fourth street, then deflecting to the right and running to a point in One Hundred and Seventy-sixth street about 160 feet west of Fleetwood avenue, then curving to the right across Fleetwood avenue and One Hundred and Seventy-seventh street at or near their intersection, then curving to the left across Tremont avenue; then running parallel to Fleetwood avenue, and about 110 feet distant therefrom to Burnside avenue; then curving to the right and crossing Morris avenue at a point about midway between One Hundred and Eightieth and One Hundred and Eighty-first streets; then curving to the left and running between Morris and Creston avenues to One Hundred and Eighty-third street; then curving to the right across Creston avenue; then curving to the left and running between Creston and Ryer avenues to a point near Welch street; then curving to the right and then to the left and crossing the Highbridge road near Anthony avenue; then running between Anthony and Creston avenues, and crossing Travers and Jerome avenues and through Jerome Park, about 150 feet west of Jerome avenue to a point about 125 feet north of Potter place, and there connecting with the east side route, as fixed and determined by this Commission; then curving to the left, crossing Van Courtland avenue, about 250 feet west of Jerome avenue; then curving to the right and running northwardly for about 900 feet, and then curving to the left for about 1,100 feet, crossing the Croton Aqueduct; then curving to the right and passing west of the Croton Aqueduct for about 4,700 feet; then curving to the left, crossing over the valley of Tibbett's Brook and crossing the New York City and Northern Railroad about 1,300 feet south of Moshulu avenue, and crossing Moshulu avenue at or near a curve in the same; then curving to the right and running north of Moshulu avenue for about 2,000 feet, to a point 850 feet east of Broadway; then northerly to the north line of the City of New York, at a point about 1,185 feet east of Broadway. The streets, roads, and avenues lying east of Jerome avenue and named in this description, being the same which are shown on a certain map of "the Central District of the Twenty-third and Twenty-fourth Wards," filed by the commissioners of the Department of Public Parks in the Register's office of the City and County of New York, on the 28th day of February, 1879; and the route as above described being shown by a red line on the map hereto annexed, which said map is to be taken and considered as a part of this description.

All the above described routes include crossings and all intervening steets, highways, lands, and places, and a width of land of 50 feet for railroad bed and ditches, with such additional widths on any part or parts of said route as shall be needed for proper slopes of cuttings and fillings, and for the construction, operation, and maintenance of said railroad.

Provided that the company authorized to build, or which may acquire the right to build the railways upon said above described route may build the same wholly upon said described route, or may vary the same as follows: Beginning at the intersection of Second avenue and One Hundred and Twenty-ninth street, thence westwardly along One Hundred and Twenty-ninth street to a point to be selected by said company, not more than three hundred feet west of the westerly line of Second avenue, measured on said One Hundred and Twenty-ninth street; thence curving to the right to the bulkhead line, and to and across the Harlem river upon such line as shall be in accordance with the provisions of law above named, to a point on the northerly shore thereof; thence curving to the right to a junction with the East side route, above described.

Resolved, That in pursuance of the powers conferred upon us by chapter 606, Laws of 1875, we, the Commissioners appointed by the Mayor of the City of New York on the 2d day of April, 1879, do hereby fix and determine the route or routes of a steam railway or railways in the City of New York, as follows:

(3.) A route to be designated the East Side Route, as follows:

Beginning at the intersection of Second avenue and One Hundred and Twenty-ninth street, in the City of New York, and connecting there with the routes fixed and determined by the Rapid Transit Commissioners of 1875, and running thence over and across the Harlem river, on such a line and at such an elevation as shall conform to the requirements of chapter 345 of the Laws of the State of New York, passed May 20, 1879, to the northerly shore thereof; then curving to the right to a point on One Hundred and Thirty-second street, at or near the west side of Alexander avenue; then along One Hundred and Thirty-second street, to a point about 170 feet west of Willis avenue; then curving to the right and then to the left to a point about 50 feet north of One Hundred and Thirty-first street and about 300 feet east of Willis avenue; thence easterly on a line parallel to One Hundred and Thirty-first street, to a point at or near the westerly side of Brook avenue; then curving to the left to the north side of the Southern Boulevard about 125 feet west of St. Ann's avenue; then northerly parallel to St. Ann's avenue to a point at or near the north side of One Hundred and Thirty-eighth street; then curving to the right and crossing St. Ann's avenue, and then curving to the left to a point at or near Division street, and about 225 feet east of the east side of St. Ann's avenue; thence northeasterly to One Hundred and Forty-ninth street, at or about 40 feet east of the east side of Eagle avenue; thence curving to the right between Westchester avenue and Terrace place to a point about 75 feet southerly of the south side of Westchester avenue at or about the intersection of the west side of Trinity avenue and Westchester avenue; thence easterly on a line parallel with the course of Stebbins avenue, at or about 125 feet south of the south side of the same to Leggett avenue; thence curving to the left on a line parallel to said Stebbins avenue at or about 175 feet to the southeast side thereof; thence curving to the left to Westchester avenue; thence northerly parallel to said Stebbins avenue at or about 120 feet to the east thereof to One Hundred and Sixty-fifth street; thence curving to the right to and past One Hundred and Sixty-seventh street, and to a line between and about midway of Stebbins avenue and Intervale avenue to Freeman street; thence northeasterly to a point about 40 feet west of the intersection of Intervale avenue and Wilkins place; thence curving to the right to a point at or about 300 feet to the west of the Southern Boulevard; thence northeasterly to the intersection of the Southern Boulevard and the Boston road; thence curving to the left to Woodruff avenue at or about 100 feet to the southeast of Southern Boulevard; thence northeasterly to Locust avenue, at or about 200 feet to the east of the Southern Boulevard; thence northeasterly to the Kingsbridge road, at or about 420 feet to the east of the Southern Boulevard; thence northeasterly through lands of the Philip Lydig estate to Fordham and Pelham avenue at or about 300 feet to the southeast of the Southern Boulevard; thence northerly and easterly through the lands of St. John's R. C. College and the Lorillard estate to Grove street, at or about 280 feet to the east of the Southern Boulevard; thence curving westerly through lands of the Lorillard estate to a street or line passing across the New York and Harlem Railroad at or about 1,075 feet to the northeast of the intersection of the Southern Boulevard with said railroad; thence over and across said railroad and Webster avenue and running south of Bussing street to or near the Williamsbridge road or Bainbridge avenue; thence curving to the left and running across Middle Brook avenue and parallel to Potter place, and about 125 feet distant therefrom to and across Jerome avenue; and thence connecting with the central route as laid out by this Commission.

The streets, roads, and avenues named in this description lying between St. Ann's avenue and the intersection of the Southern Boulevard and the Boston road are the same which are shown on a certain map of "the Hunt's Point District of the Twenty-third Ward," filed by the Commissioners of the Department of Public Parks in the Register's office of the City and County of New York, on the 8th day of August, 1878; and the streets, roads, and avenues lying west of the New York & Harlem Railroad are the same which are shown on a certain map of the Central District of the Twenty-third and Twenty-fourth Wards, filed by the said Commissioners in the Register's office on the 28th day of February, 1879.

The routes hereinbefore described are shown by a red line on the map hereto annexed, which said map is to be taken and considered as a part of this description.

All the above-described routes include crossings and all intervening streets, highways, lands, and places, and a width of land of fifty feet for railroad bed and ditches, with such additional widths on any part or parts of said route as shall be needed for proper slopes of cuttings and fillings, and for the construction, operation, and maintenance of said railroad.

Provided that the company authorized to build, or which may acquire the right to build the railways upon said above-described route, may build the same wholly upon said described route, or may vary the same as follows: Beginning at the intersection of Second avenue and One Hundred and Twenty-ninth street, thence westwardly along One Hundred and Twenty-ninth street to a point to be selected by said company not more than three hundred feet west of the westerly line of Second avenue, measured on said One Hundred and Twenty-ninth street; thence curving to the right to the bulkhead line and to and across the Harlem river upon such line as shall be in accordance with the provisions of law above named to a point on the northerly shore thereof; thence curving to the right to a junction with the east side route above described.

Resolved, That in pursuance of the powers conferred upon us by chapter 606, Laws of 1875, we, the Commissioners appointed by the Mayor of the City of New York on the 2d day of April, 1879,

do hereby fix and determine the route or routes of a steam railway or railways in the City of New York, as follows:

(4.) A route to be designated the Jerome Avenue Branch, as follows:

Beginning at a point on Eighth avenue, at or near River street, and running thence over and across the Harlem river in the manner specified for Harlem river, Kingsbridge, and Riverdale route; then curving to the right and passing under and across Sedgwick, Aqueduct, and Ogden avenues to Bremer avenue, at or near Jerome avenue; then curving to the left and crossing over Bremer and Jerome avenues to a point about 125 feet southwardly from Marchwood place; then parallel to Marchwood place for about 300 feet; then curving to the left crossing over Marchwood place, and then running midway between Cromwell and River avenues to, under, and across Jerome avenue; thence between Jerome avenue and the next adjacent avenue on the westward for about 3,800 feet; then curving to the right and crossing over Jerome avenue, and then curving to the left and connecting with the "central route" fixed and determined by this Commission, at or about One Hundred and Seventy-sixth street.

The above described route being shown by a red line on the map hereto annexed, which said map is to be taken and considered as a part of this description.

All the above described routes include crossings and all intervening streets, highways, lands, and places, and a width of land of fifty feet for railroad bed and ditches, with such additional widths on any part or parts of said route as shall be needed for proper slopes of cuttings and fillings, and for the construction, operation, and maintenance of said railroad.

Resolved, That in pursuance of the powers conferred upon us by chapter 606, Laws of 1875, we the Commissioners appointed by the Mayor of the City of New York, on the 2d day of April, 1879, do hereby fix and determine the route or routes of a steam railway or railways in the City of New York, as follows:

(5.) A route, to be designated the Fordham Avenue Branch, as follows:

Beginning at a point on the east side route, fixed and determined by this Commission, about 300 feet north of One Hundred and Forty-ninth street, and running thence about midway between Eagle and Caldwell avenues to One Hundred and Sixty-third street; then deflecting to the left and crossing the Boston road at or near One Hundred and Sixty-fourth street; then deflecting to the right, and running between Third or Fordham avenue, and Fulton avenue to Wendover avenue, and thence northwardly in the same general direction as Fordham avenue to the Quarry road; thence running to the eastward of the Home for Incurables, and crossing the Kingsbridge road to a point midway between Arthur and Hoffman streets; then on a line midway between said streets for about 3,000 feet, to, over, and through the lands of St. John's College; thence curving to the right, crossing the Southern Boulevard at or about an angle in the same, about 1,500 feet east of the Harlem railroad, and then connecting with the east side route fixed and determined by this Commission.

The route above described being shown by a red line on the map hereto annexed, which map is to be taken and considered as a part of this description.

All the above described routes include crossings and all intervening streets, highways, lands and places, and a width of land of 50 feet for railroad bed and ditches, with such additional widths on any part or parts of said route as shall be needed for proper slopes of cuttings and fillings, and for the construction, operation, and maintenance of said railroad.

Resolved, That in pursuance of the powers conferred upon us by chapter 606, Laws of 1875, we the Commissioners appointed by the Mayor of the City of New York, on the 2d day of April, 1879, do hereby fix and determine the route or routes of a steam railway or railways in the City of New York, as follows:

(6.) A route to be designated as the "Hunt's Point Route," as follows:

Beginning at or near the present terminus at the Harlem river, of the Harlem River and Port Chester Railroad, and there connecting with the east side route fixed and determined by this Commission, and running thence on a line coincident with the line of said railroad to the easterly line of New York City, at or in the Bronx river; with a branch thereto beginning at a point on the east side route at or about 175 feet west of the west line of Willis avenue; thence curving southeasterly and easterly to a point at or about 150 feet to the east of Willis avenue, on or about the north side of One Hundred and Thirty-first street; thence along, on or about the north side of One Hundred and Thirty-first street to Brook avenue; thence curving northerly to the intersection of the west side of Gouverneur place and One Hundred and Thirty-second street; thence easterly to the west side of Cypress avenue at or about 250 feet to the south of the Southern Boulevard; thence nearly parallel to the Southern Boulevard at or about 200 feet to the south thereof to a junction with the Harlem River and Port Chester Branch of the New York, New Haven and Hartford Railroad at or about the crossing of the Spuyten Duyvil and Port Morris Railroad.

All the above described routes include crossings and all intervening streets, highways, land, and places, and a width of land of 50 feet for railroad bed and ditches, with such additional widths on any part or parts of said route as shall be needed for proper slopes of cuttings and fillings, and for the construction, operation, and maintenance of said railroad.

Resolved, That in pursuance of the powers conferred upon us chapter 606, Laws of 1875, we the Commissioners appointed by the Mayor of the City of New York on the 2d day of April, 1879, do hereby fix and determine the route or routes of a steam railway or railways in the City of New York, as follows:

(7.) A route to be designated as the Westchester Branch, as follows:

Beginning at a point on the East Side route at or about 300 feet northeasterly of Samuel street; thence curving easterly to Kingsbridge road, at or about 275 feet to the west of Catharine street; thence northerly and easterly through lands of the Philip Lydig estate to the city limits in the Bronx river, at or about 1,600 feet north of the bridge over the Bronx river at Samuel street.

All the above described routes include crossings and all intervening streets, highways, lands and places, and a width of land of 50 feet for railroad bed and ditches, with such additional widths on any part or parts of said route as shall be needed for the proper slopes of cuttings and fillings, and for the construction, operation and maintenance of said railroad.

Resolved, That in pursuance of the powers conferred upon us by chapter 606, Laws of 1875, we the Commissioners appointed by the Mayor of the City of New York on the 2d day of April, 1879, do hereby fix and determine the route or routes of a steam railway or railways in the City of New York, as follows:

(8.) A route for a crossing of the Harlem river, as follows:

Beginning at a point between Brook avenue and Willis avenue on the north side of One Hundred and Thirty-first street and there connecting with the other routes, fixed and determined by this Commission, and then running on a curve to the Harlem river, about 250 feet east of Alexander avenue, thence running under and across the Harlem river to the First avenue, and under, through, and along First avenue to the surface of the same, and then over and along said avenue to One Hundred and Twenty-first street, and then over and along said One Hundred and Twenty-first street to Second avenue, and there connecting with the Metropolitan Elevated Railroad route.

The route above described being shown by a red line on the map hereto annexed, which said map is to be taken and considered as a part of this description.

All the above described routes include crossings and all intervening streets, highways, lands, and places, and a width of land of 50 feet for railroad bed and ditches, with such additional widths on any part or parts of said route as shall be needed for proper slopes of cuttings and fillings and for the construction, operation and maintenance of said railroad.

All the Commissioners voting in the affirmative.

On motion, adjourned to the 11th inst., at 10 o'clock A. M.

WILLIAM G. TULLER, Secretary.

WEDNESDAY, June 11, 1879.

The Board met, pursuant to adjournment, at 10 o'clock A. M. Present—All the Commissioners, viz.: The President, Henry F. Spaulding, Benjamin G. Arnold, Lewis G. Morris, and Samuel R. Filley.

The minutes of the previous meeting were read and approved.

The application of Edward Pierrepont and others, and of the Manhattan Railway Company, were again taken up and discussed in presence of the Consulting Engineer and the Counsel of the Board.

At 12.30 the President announced a recess until 2.30 P. M.

AFTER RECESS, 2.30 P. M.

Present—All the Commissioners, the Counsel, and the Consulting Engineer. The discussion relating to routes asked to be fixed and determined in the application of Edwards Pierrepont and others, was renewed.

When, on motion, it was

Resolved, That in pursuance of the powers conferred upon us by chapter 606, Laws of 1875, we the Commissioners appointed by the Mayor of the City of New York, on the 2d day of April, 1879, do hereby fix and determine the route or routes of a steam railway or railways under, over, along, through, or across the streets, avenues, places or lands, in the City of New York, as follows:

Beginning at the intersection of the New York and Harlem Railroad at the line of the City of New York at Bronx river; thence along the line of the New York and Harlem Railroad, and coincident with said railroad to the north shore of the Harlem river, and thence across Harlem river, coincident with said New York and Harlem Railroad to the south side of Harlem river.

And also commencing at a point on the northerly side of Forty-second street, below the grade of said street; thence under, through, and across Forty-second street; and thence southerly under, through, and along the easterly side of Fourth avenue or Park avenue, and below the surface of said avenue to the south side of Thirty-fourth street, ascending to the surface of Fourth avenue; then by an elevated road over, through, and along Fourth avenue, southerly to a point between Eighth street and Ninth street; thence through the block on the west side of Fourth avenue to, over, and across Eighth street and Astor place, to, over, and along, and through Lafayette place; to, over,

and across Great Jones street, through the block to Bond street, over and across Bond street, to, over, and across Bleecker street to Crosby street, and over, through, and along Crosby street, to Grand street; thence over and across Grand street, and through the block diagonally to a point in Elm street, near Howard street; thence over and across Howard street; thence over, through, and along Elm to Pearl street; thence over and across Pearl street, and diagonally across the block to Duane street; thence across, over, through, and along Duane street to Centre street; thence over, through, and along Centre street and Park row to a line drawn easterly and westerly across the city at the south line of the City Hall.

And also with a branch beginning at the intersection of the line of the New York Central and Hudson River Railroad with the northerly line of the City of New York near the Hudson or North river, and thence southerly along the line of said New York Central and Hudson River Railroad, and coincident therewith, to the connection of said New York Central and Hudson River Railroad with the Spuyten Duyvil and Port Morris Railroad; thence along the line of said Spuyten Duyvil and Port Morris Railroad, and coincident therewith, to the New York and Harlem Railroad.

All the Commissioners voting in the affirmative.

At this point the President left the meeting.

The application of the President of the Manhattan Railway Company was again brought forward and debated at length, when, on motion, it was

Resolved, That in pursuance of the powers and authority conferred upon us by chapter 606, Laws of 1875, we do hereby fix and determine the route by which the New York Elevated Railroad and elevated steam railway now, and at the time said law was enacted, in actual operation, may connect with the certain other steam railway, or the depots thereof, of the Metropolitan Elevated Railway Company, as follows:

Beginning at a point on the railway of said New York Elevated Railroad Company, at the intersection of Fifty-ninth street and Ninth avenue, and thence easterly through and along Fifty-ninth street, and through, over, and across all intervening lands and places to the junction of said Fifty-ninth street and Sixth avenue, and to a connection in Sixth avenue, near said point of junction with the railway of said Metropolitan Elevated Railway Company, and with the depot thereof at Fifty-eighth street; said route to be as nearly as possible over the middle of said Fifty-ninth street, or over or partly over the northerly sidewalk on said street, except at the curves, where it may be drawn towards and upon the sidewalk, as may be requisite to make a safe and practical curve.

Also, as and for a route by which the said New York Elevated Railroad may connect with the certain other steam railways, or the depots thereof, commonly known as the Spuyten Duyvil and Port Morris Railroad, and the New York City and Northern Railroad, as follows:

Beginning at a point on the railway of said New York Elevated Railroad, at the intersection of Third avenue and One Hundred and Twenty-ninth street; thence westwardly along East One Hundred and Twenty-ninth street to Lexington avenue; thence over, through, and along Lexington avenue to River street and the Harlem river; thence coincident with the established line of the Metropolitan Elevated Railway, over, through, and along River street, or Exterior street, and the southerly shore of the Harlem river, to the junction of River street and Eighth avenue, and to a point of connection with the Metropolitan Elevated Railway, and running thence over and across the Harlem river to the north shore thereof, on such a line and such an elevation as shall conform to the requirements of chapter 345 of the Laws of the State of New York, passed May 20, 1879, for about 510 feet; thence curving to the left and passing over and across the Spuyten Duyvil and Port Morris Railroad and Commerce avenue, to a point about midway between Commerce and Sedgwick avenues, about 270 feet south of Devoe street; thence crossing under Devoe street and running between said Commerce and Sedgwick avenues northwardly for about 2,080 feet, to a point about 280 feet south of Wolf street; thence curving to the right, crossing to the north side of Wolf street about 330 feet; and thence on a straight line about 25 feet easterly from and parallel with Commerce avenue, about 520 feet, to a point at or about the north side of Depot place; thence curving to the left and crossing Commerce avenue, under the High Bridge, and reversing by a curve to the right, about 400 feet on both of said curves, to a point on the west of Commerce avenue, between said avenue and the Spuyten Duyvil and Port Morris Railroad, and about 170 feet north of High Bridge; thence by a straight line between Commerce avenue and the Spuyten Duyvil and Port Morris Railroad, about 315 feet, and passing thence to and upon the lands of the New York City and Northern Railroad, and connecting with the steam railways of the said New York City and Northern Railroad Company, and of the Spuyten Duyvil and Port Morris Railroad at or near the same point.

Also, as and for a route by which the said New York Elevated Railway may connect with the certain other steam railways or the depots thereof, known as the Harlem River and Portchester Railroad, as follows:

Beginning at a point on the railway of the said New York Elevated Railroad, at the intersection of Third avenue and One Hundred and Twenty-ninth street, and connecting therewith; thence curving to the right to One Hundred and Twenty-ninth street; thence along One Hundred and Twenty-ninth street to the intersection of Second avenue and One Hundred and Twenty-ninth street, and running thence over and across the Harlem river on such a line and at such an elevation as shall conform to the requirements of chapter 345 of the Laws of the State of New York, passed May 20, 1879, to the northerly shore thereof; thence to a junction with the steam railway of the Harlem River and Portchester Railway, at or near the present terminus thereof at the Harlem river. Provided that the said line of connection may be constructed wholly upon the route above described, or may diverge from the line above described, at a point to be selected by said New York Elevated Railroad Company on One Hundred and Twenty-ninth street, not more than 300 feet west of the westerly line of Second avenue, measured on said One Hundred and Twenty-ninth street; thence to and across the Harlem river as aforesaid, to a point on the northerly shore thereof; thence curving to the right to a point of junction with the above described route of connection; and thence, as above described, to the junction with the steam railways of the Harlem River and Portchester Railroad aforesaid.

Four of the Commissioners present voting in the affirmative, viz.: Mr. Spaulding, Mr. Arnold, Mr. Morris, and Mr. Filley.

On motion, adjourned to the 12th inst., at 10 o'clock A. M.

WILLIAM G. TULLER, Secretary.

THURSDAY, June 12, 1879.

The Board met and adjourned to 3 o'clock P. M.

3 O'CLOCK, P. M.

Present—All the Commissioners, viz.: The President, Henry F. Spaulding, Benjamin G. Arnold, Lewis G. Morris, and Samuel R. Filley.

The minutes of the meeting held yesterday (11th inst.) were read and approved.

On motion, it was

Resolved, That the Engineers be directed to prepare profile maps, approximately correct, of the various projected routes declared for Rapid Transit, and that they be authorized to employ the necessary help to accomplish the work with the least possible delay.

On motion, adjourned to the 13th inst., at 10 o'clock A. M.

WILLIAM G. TULLER, Secretary.

FRIDAY, June 13, 1879.

The Board met, pursuant to adjournment, at 10 o'clock A. M.

Present all the Commissioners, viz.: The President, Henry F. Spaulding, Benjamin G. Arnold, Lewis G. Morris, and Samuel R. Filley.

The minutes of the previous meeting were read and approved.

The form of a communication to the Mayor, reporting the proceedings of the Commissioners, was agreed upon.

The powers and duties of the Commissioners under sections 5 and 6, chap. 606, Laws of 1875, were considered.

On motion, adjourned to the 14th inst. at 10 o'clock A. M.

WILLIAM G. TULLER, Secretary.

SATURDAY, June 14, 1879.

The Board met, pursuant to adjournment, at 10 o'clock, A. M.

Present—All the Commissioners, viz.: The President, Henry F. Spaulding, Benjamin G. Arnold, Lewis G. Morris, and Samuel R. Filley.

The minutes of the previous meeting were read and approved.

The Secretary informed the Board that the printed description of the routes located would be completed this P. M.

The following communication to the Mayor was then read and approved:

BOARD OF COMMISSIONERS OF RAPID TRANSIT,
No. 54 EXCHANGE PLACE,
NEW YORK, June 14, 1879.

To his Honor EDWARD COOPER, Mayor:

SIR—The undersigned, constituting the Board of Commissioners appointed by you, under the provisions of chapter 606, Laws of 1875, on the 2d day of April, 1879, have fixed and determined routes, in addition to any heretofore authorized or now existing, for steam railways in this city, copies of which, together with maps showing the same, are hereto annexed, and respectfully ask that you communicate to the Common Council the result of our action, and request the consent of that body, in the manner provided by law, to the location, construction, and operation of such steam railways, over, upon, along, across, or under the streets, avenues, and places fixed and determined by us as routes for such steam railways.

In the discharge of the duties devolving upon us we have carefully examined the entire system of railways within the limits of the city, with the view, if possible, of so utilizing the roads now organized or in operation, that, in connection with the routes fixed and determined by us, all parts of the city should share in the great benefits to be derived from a complete system of rapid transit roads.

The success of the roads now in operation has demonstrated the fact that rapid transit is practicable, and the public at large demand increased facilities and additional routes.

Acting in harmony with this public sentiment, and recognizing it to be our special duty to fix and determine such routes as might appear to us to be desirable and necessary, we have carefully examined all applications made to us, and for that purpose have been in almost daily consultation, and have had the professional advice and assistance of competent and experienced civil engineers. It affords us great pleasure to add that the result of our action is a unanimous report in favor of the routes as designated.

We now submit this important branch of our work, through you to the local authorities, whose consent, as also the consent of the requisite number of property owners, as provided by law, to the proposed routes is necessary.

We will next devote our attention to the plans of construction submitted for our examination, and as soon as we shall have decided which are most suitable to the routes selected, we will again report to your Honor. Until which time,

We remain, with great respect, your obedient servants,

HENRY G. STEBBINS,
HENRY F. SPAULDING,
BENJAMIN G. ARNOLD,
LEWIS G. MORRIS,
SAMUEL R. FILLEY,

Commissioners
of
Rapid Transit.

Commissioner Filley and the Secretary were requested to convey the communication, with a printed description of the routes, accompanied with maps, to the Mayor, in person, this P. M. On motion, adjourned to the 16th inst., at 10 o'clock A. M.

WILLIAM G. TULLER, Secretary.

DEPARTMENT OF BUILDINGS.

[BOARD OF EXAMINERS.]

At a meeting of the Board of Examiners, held pursuant to the call of the Superintendent of Buildings, at the office of the Department of Buildings, No. 2 Fourth avenue, on Tuesday, the 24th day of June, A. D. 1879, at 3 o'clock P. M.

There being present thereat—Superintendent Henry J. Dudley, Edwin Dobbs, Henry Dudley, and John Banta.

Superintendent Henry J. Dudley presiding.

The reading of the minutes of the previous meeting having been, on motion, dispensed with,

The Chairman submitted for the action of the Board the hereinafter named petitions and applications, to wit:

Petition of David L. Noyes, of firm of Noyes & Wines, builders, on behalf of Smith & McNeil, owners, for permission in the proposed alteration and enlargement of their hotel building on premises No. 198 Greenwich street, to be allowed to so far deviate from the provisions of the Building Law as will permit the placing of an additional story thereon, in conformity with Alteration Plans and Specifications No. 661, filed relative thereto May 19, 1879, such additional story to be constructed wholly with fire-proof material. Which petition was, upon motion, granted.

Petition of David Jardine, architect, on behalf of James W. Pinchot, owner, for permission, in the proposed alteration and enlargement of the building on north side of Forty-second street, 130 feet east of Fourth avenue (known as Croton Market, and which building is three stories in height at one part, two stories at another part, and a portion of the rear of same but one story in height), to be allowed to so far deviate from the provisions of the Building Law as will permit the building to be raised to the uniform height of three stories, and to allow the petitioners to line up the westerly wall of the building (on first story), and also the portion of second-story wall shown in diagram, with eight (8) inches of brickwork laid in cement mortar, and to be well anchored to the old brickwork, in conformity with Alterations Plans and Specifications No. 717, filed relative thereto, June 2, 1879. Which petition was, upon written request of D. Jardine, architect, withdrawn.

Application of Joseph Thompson for permission, in the erection of a seven-story brick and stone building, 100 x 95 feet and 100 feet in height, on southeast corner of Sixth avenue and Fifty-seventh street, to be allowed to so far vary the provisions of the Building Law as will permit him (on behalf of the owner, John H. Sherwood,) to use the party-wall of the building adjoining on Fifty-seventh street, and to erect the building in conformity with New Building Plans and Specifications No. 313, filed relative thereto April 23, 1879. And which petition was, upon motion, denied.

Petition of Richard L. Schieffelin for permission, in the erection of a three-story brick dwelling house with store on first floor, on north side of Twenty-second street, about 40 feet east of Third avenue, to be 29 x 39 and 36 feet in height, to be allowed to so far vary the provisions of the Building Law as will permit him to construct the brick partition wall through centre of the building, extending from the front to the rear walls, of the thickness of twelve inches in basement story, and but eight inches from thence to the roof, in conformity with New Building Plans and Specifications No. 467, filed relative thereto June 2, 1879. Which petition was, upon motion, granted.

Petition of John Corraja, architect, on behalf of Patrick Dollard, owner, for permission, in the proposed alterations to the four-story brick building (30 feet front and 10 feet in width in rear, 52 feet in depth and 53 feet high) No. 9 State street, to be allowed to so far deviate from the provisions of the Building Law as will permit the said building to be altered and an additional story placed thereon in conformity with Alteration Plans and Specifications No. 724 filed relative thereto June 4, 1879. Which petition was, upon motion, granted.

Petition of James F. Malcolm, owner, for permission, in the erection of three brown-stone front three-story and basement brick dwellings, 17 x 47 and 49 feet in height, on premises northeast corner of Lexington avenue and Seventy-sixth street, to be allowed to so far deviate from the provisions of the Building Law as to permit him to build the "bearing wall" of the corner building on the line of Seventy-sixth street, above the foundation thereof, but twelve inches in thickness instead of sixteen inches as conditioned in New Building Plans and Specifications No. 382, filed relative thereto May 10, 1879. Which petition was, upon motion, granted.

Petition of F. W. Klent, architect, on behalf of John Walbeck, owner, for permission, in the proposed alteration to the three-story brick and frame buildings 20 x 35, 32 feet in height, No. 178 Stanton street, to be allowed to so far vary the provisions of the Building Law as will permit him to build a one-story brick extension thereto, 20 x 36 and eight (8) feet in height, with walls of but eight (8) inches in thickness, in conformity with the Alteration Plans and Specifications No. 746, filed June 9, 1879, relative thereto. Which petition was, upon motion, granted.

Petition of Ralph Townsend, architect, on behalf of Rev. T. M. Peters, owner, for permission, in the erection of five two-story with one-story extension brick dwellings, on north side of One Hundred and Twenty-ninth street, 253 feet five inches west of the Tenth avenue (each to be 16 feet five inches by 35 and 26 feet in height), to be allowed to so far vary the provisions of the Building Law as to permit the bearing walls thereof to be built but eight inches in thickness above the foundation walls. The beams in party walls to be placed alternately, in conformity with New Building Plans and Specifications No. 497, filed relative thereto, June 12, 1879. Which petition was granted upon the condition that the front and two outside gable walls be built twelve (12) inches in thickness.

Petition of John Jardine, architect, for and on behalf of the New York Eye and Ear Infirmary, for permission, in the erection of a five-story brick and iron front store, on premises No. 121 Mercer street, to be 25 x 85 and 74 feet in height, with an extension on first story thereof, to be allowed to so far vary the provisions of the Building Law as will permit the use of the present party walls on either side of said premises (and which walls are each 42 feet in height), by lining up the same with twelve inches of solid brickwork, and making both walls where old and new work unite, two (2) feet in thickness, the work to be done in conformity with New Building Plans and Specifications No. 356, filed relative thereto, May 6, 1879, and amended application filed May 31, 1879. Which petition was laid over at Board meeting of June 3, 1879, for report of Examining Inspector thereon, was, upon motion, taken up, and the report of the Examining Inspector having been read as to the condition of the party walls referred to. The petition was upon motion, granted.

Petition of Richard M. Upjohn, architect, for and on behalf of Eugene Ferris, owner, for permission in the proposed alteration and enlargement of the five-story brick building, No. 81 Nassau street, to be allowed to so far deviate or vary from the provisions of the Building Law as will permit an additional story to be built thereon, in conformity with the Alteration Plans and Specifications No. 769, filed relative thereto June 12, 1879. Which petition was, upon motion, granted.

Special application of the Russell Pavement Company for permission to erect a wooden, open shed, and an office, to be also constructed of wood, one story in height, 10 x 12, on bulkhead between Forty-sixth and Forty-seventh streets, fronting North river, commencing 100 feet 5 inches north of Forty-sixth street, the shed to be open, one story in height, 68 feet in width, 40 feet in depth, and 20 feet in height, with an open extension 70 feet long by 30 feet deep, the office to be enclosed on all sides, and to be covered with iron. Special Application No. 386, filed June 16, 1879. Which petition was, upon motion, granted, and the report of the Examining Inspector thereon, was, upon motion, taken up, and the report of the Examining Inspector having been read as to the condition of the party walls referred to. The petition was upon motion, granted.

Petition of William Jose, architect, for and on behalf of John Lindermeier, owner, for permission, in the erection of a brown stone front and brick five-story French apartment building, on premises No. 13 St. Mark's place, to be 26 x 95, and 55 feet in height, to be allowed to so far vary the provisions of the Building Law as will permit the use of the present party walls, on either

side of said building, in the erection thereof, in conformity with New Building Plans and Specifications No. 398, filed relative thereto May 16, 1879. Which petition was, upon motion, granted.

Petition of William P. Kirk, amendatory of former application, "Plan and Specification" No. 627, granted by Board of Examiners May 20, 1879, permitting the 2½ story, peak roof, brick building, No. 66 Cherry street, to be altered and enlarged in conformity with Alteration Plans and Specifications No. 627, filed May 13, 1879; reciting that in consequence of the old wall of the addition to and upon rear of same having, since the removal of the roof, become out of plumb, and therefore unsafe, it has become necessary to take the same down, and he therefore petitions the Board to be allowed to so far vary the provisions of the Building Law as will permit him to take down the old wall and build a new wall in its stead twelve (12) inches in thickness from the foundation to the top of the second-story floor beams, and thence to top but eight inches in thickness, and to be allowed and permitted also to carry the walls up to a height of forty feet, making the building four stories instead of three stories in height, in conformity with Alteration Plans and Specifications No. 627, as amended, and amended petition relative thereto filed June 16, 1879. Which petition was, upon motion, granted.

Petition of William Jose, architect, on behalf of Andrew Schacht, owner, for permission, in the erection of a one-story brick extension to, and on rear of the five story brick store and tenement building, No. 139 First avenue (such extension to be 20 x 39, and 10 feet in height) to be allowed to so far deviate from the provisions of the Building Law, as to permit the same to be erected, with wall of but eight (8) inches in thickness, in conformity with Alteration Plans and Specifications relative thereto, filed June 16, 1879, and numbered 779, of Alterations. Which petition was upon motion, granted.

Petition of Linus Scudder, builder, on behalf of J. A. Roosevelt and Robert Carter, owners, for permission, in the erection of a five-story brick and cast-iron front store, on premises Nos. 6 and 8 East Twentieth street, to be 50 x 78, and to be 70 feet in height, to be allowed to so far vary the provisions of the Building Law as to permit the use of the easterly wall of the building No. 4 East Twentieth street, as a party wall, by lining the said wall up with eight inches of new brickwork, laid in cement, and anchored with strong iron anchors, in conformity with New Building Plans and Specifications No. 350, filed May 2, 1879. Which petition was, upon motion, granted, upon condition that the basement wall be lined up with 16 inches of brickwork to top of first-story floor beams, and wall thence to top of third-story floor beams with 12 inches of brickwork, and thence to top of old wall with eight inches of brickwork.

Petition of Joseph M. Dunn, architect, on behalf of Cain Brothers, owners, for permission, in the erection of a two-story brick stable on rear of premises No. 331 East Thirty-fifth street, to be 25 x 15, and 18 feet in height, to be allowed so far to vary or deviate from the provisions of the Building Law as to permit the said building to be erected with brick walls but eight inches in thickness, in conformity with New Building Plans and Specifications No. 479, filed June 7, 1879. Which petition was granted, upon condition only that the front wall be built twelve inches in thickness.

Petition of Austin Gibbons, owner, for permission, in the proposed erection of a two-story brick carpenter's workshop, on southeast corner of Fortieth street and Seventh avenue (to be 25 x 50 and to be 20 feet in height), to be allowed to so far vary the provisions of the Building Law as to permit him to construct the walls of the first story, as provided in Plans and Specifications, twelve inches in thickness, and the walls of the second-story but eight inches in thickness, New Building Plans and Specifications No. 506, filed relative thereto, June 17, 1879. Which petition was, upon motion, denied.

Petition of Addison Dubois for permission, in the proposed alteration to the four-story brick factory building on premises Nos. 510 and 512 West Thirtieth street (the said building being 44 x 98 feet 3 inches and 48 feet in height), to be allowed to so far vary the provisions of the Building Law as will permit an additional story of seven feet in height to be placed thereon, in conformity with Alterations, Plans and Specifications No. 548, filed April 30, 1879, relative thereto. Which petition was, upon motion, granted.

Petition of George E. Harney, architect, for and on behalf of F. A. Stevens, owner, for permission, in the proposed erection of the five and six story brick and stone front office building at and upon the premises Nos. 14, 16 and 18 Wall street, and No. 3 Nassau street (front on Wall street, 69 feet; front on Nassau street, 23 feet 5 inches; rear on Wall street, 43 feet 11 inches; on Nassau street, 96 feet 5 inches; depth, 111 feet, 100 feet in height; on rear part side walls average height 83 feet; to cornice, 74 feet), to be allowed to so far deviate from the provisions of the Building Law as will permit the said building to be erected in conformity with the New Building Plans and Specifications No. 447, filed relative thereto May 27, 1879, and petition having reference thereto filed June 20, 1879, it being proposed, in the erection of said building, to use the hereinafter named old work, to wit: The rear wall of the Continental (fire proof) bank building Nos. 5 and 7 Nassau street, 15 feet 5 inches long and about 80 feet in height (above curb level), and which wall is a 16-inch party-wall, carrying no or but few beams, and now being carefully underpinned, as a part of the side-wall of the new building on lot No. 16 Wall street; also the rear wall of No. 20 Wall street, 27 feet long and about 59 feet in height above curb level (and which is also a 16-inch party-wall, carrying no beams, except for stairway, and requiring no underpinning), as part of side-wall of the new building upon lot No. 3 Nassau street.

In the case of the 80-foot wall to be raised to 93 feet, it is proposed to add brick-work, as follows:

In cellar, 24 inches, making entire thickness 40 inches.	
In basement, 20 inches, making entire thickness 36 inches.	
In 1st story, 16 " " " "	32 "
In 2d " " " "	32 "
In 3d " " " "	32 "
In 4th " " " "	28 "
In 5th " " " "	28 "
In 6th " wall to be all new and to be 20 inches thick.	

In the case of the 59-foot wall to be raised to 85 feet, it is proposed to add brick-work as follows, to wit:

In cellar, 24 inches, making entire thickness 40 inches.	
In basement, 20 inches, making entire thickness 36 inches.	
In 1st story, 16 " " " "	32 "
In 2d " " " "	32 "
In 3d " " " "	32 "
In 4th " wall to be all new and 20 inches thick.	
In 5th " " " "	

Walls to be laid up in cement mortar in close joints and to be connected with the old work by hold-fast anchors, driven into the old wall, and built into the new lines of anchors vertically and horizontally, in no case over 2 feet 6 inches apart, and arranged to break joints, connection to be made where there are flues, etc., by building in solid. The walls are intended to carry iron beams, and hollow tiles for the several floors; beams laid upon stone plates, clear span of beams for 80-foot wall not over 17 feet 11 inches in cellar, and 20 feet 1 inch for roof. Clear span of beams for 59-foot wall not over 18 feet 4 inches in cellar and 21 feet for roof. Which petition was, upon motion, granted.

Petition of Patrick Walsh, builder, on behalf of estate of Thomas Wardle, owner, for permission, in the proposed alteration to the three-story brick building No. 98 Sixth avenue, 20 x 40, and 31 feet in height, to be allowed to so far deviate from the provisions of the Building Law as will permit the placing of an additional story thereon, in conformity with the Plans and Specifications for New Buildings No. 783, filed relative thereto June 17, 1879. Which petition was, upon motion, granted.

Petition of Havilah M. Smith & Son, for permission to so far deviate from the provisions of the Building Law as will allow them to build for the owner, William H. Wisner, a bay-window on the rear of the third story of the three-story and attic brick building, 25 x 50, known as No. 18 West Twelfth street, in conformity with Alteration Plans and Specifications relative thereto, filed June 16, 1879 (and numbered 780). Which petition was, upon motion, granted.

Petition of John Hogan, owner, for permission to be allowed, in the erection of twenty (20) small brick dwelling-houses on the northwest corner of One Hundred and Nineteenth street and Fifth avenue, to so far vary or deviate from the strict provisions of the Building Law as will permit him to proceed with and finish the said buildings, as originally designed, with eight (8) inch party walls throughout, in accordance with New Buildings Plans and Specifications No. 739 relative thereto, filed December 17, 1878 (and petition referring thereto, filed March 4, 1879), the present petition, filed June 3, 1879, reciting as follows, to wit: That said buildings were originally intended to be two stories and basement, about 29 feet in height, as per plans, and permission was granted by Board of Examiners, December 24, 1878, on a formal petition being filed, to construct the party walls of said buildings, above the basement stories, eight inches in thickness. That, on the 4th day of March of the present year, after the work upon said buildings had been commenced, and considerable progress made thereon, your petitioner made a second application to your Board to be allowed to add a third story to each of said buildings, making the height of each building about 38 feet, which application was granted on condition that every alternate wall should be constructed twelve inches in thickness. That your petitioner was not informed of the conditions upon which his second application was granted until he had carried up the party walls of nearly all of said buildings to the height of the third story floor beams, and should he now be compelled to take down and rebuild every alternate wall twelve inches thick, it would entail upon him a large and serious loss of time and money, and he therefore asks your Honorable Board to alter or modify the conditions upon which his application of March 4, 1879, was granted, so that he may proceed with and finish the said buildings, as originally designed, with eight-inch party walls throughout.

Which petition was, upon motion, laid over.

Application of Charles Sturtzkoher for permission to alter the three-story brick building No. 109 Third avenue, in conformity with Alteration Plans and Specifications No. 750, filed relative thereto June 10, 1879.

Which application was, upon motion, granted.

Application of Helena Michele for permission to alter the three-story brick building No. 258 Hudson street, in conformity with Alteration Plans and Specifications No. 748, filed relative thereto June 9, 1879. Which application was, upon motion, granted.

Application of J. W. Shaw for permission to be allowed to so far vary the provisions of the Building Law as to permit him to erect on premises No. 31 West Forty-fourth street, a brick private carriage house and stable, to be three stories; 41 feet in height, 25 x 100 in conformity with New Building Plans and Specifications, No. 495, filed June 11, 1879. Which petition was, upon motion, granted.

Application of Wm. Joralemon, architect, on behalf of estate of Ellen Wheeler, owner, for permission, in the erection of a brick office, on north side of Fifty-sixth street, 43 feet west of Lexington avenue, to be one-story and basement, 12 feet in height, 11 x 17, to so far vary the provisions of the Building Law as will permit the said building to be erected with eight-inch walls, in conformity with New Building Plans and Specifications No. 520, filed relative thereto June 18, 1879. Which application was, upon motion, granted.

There being no further business before the Board, the minutes of the meeting were upon motion, read and approved as recorded, and the Board, upon motion, adjourned, subject to the call of the Superintendent of Buildings.

New York, June 24, 1879.

SAMUEL T. WEBSTER, Clerk to Board of Examiners.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

DAILY MEETINGS, JUNE 16 TO 21, 1879.

Communications Received.

From Penitentiary—List of prisoners received during week ending June 14, 1879: Males, 26; females, 6. On file.

From Penitentiary—List of 43 prisoners to be discharged from June 22 to 29, 1879. Transmitted to Prison Association.

From Lunatic Asylum, Blackwell's Island—History of 11 patients received during week ending June 14, 1879. On file.

From New York City Asylum for Insane, Ward's Island—History of 9 patients received during week ending June 14, 1879. On file.

From City Prison—Amount of fines received during week ending June 14, 1879, \$132. On file.

Appointments.

June 16. Lawrence S. Ball, Attendant, New York City Asylum for Insane.

18. Louis Schreiber, Attendant, New York City Asylum for Insane.

18. Kate Murphy, Nurse, Randall's Island Hospital.

18. Mary Rohan, Nurse, Infants' Hospital.

18. E. F. Kobbee, Orderly, Bellevue Hospital.

20. Annie Roach, Laundress, Homoeopathic Hospital.

20. John Carr, Fireman, Bellevue Hospital.

21. Daniel Johnson, Attendant, New York City Asylum for Insane.

Resignations.

June 16. Ada E. Lovell, Attendant, Lunatic Asylum.

18. Luther H. Horton, Attendant, New York City Asylum for Insane.

21. Elizabeth Grierson, Attendant, Lunatic Asylum.

21. Catherine Clifford, Nurse, Randall's Island Hospital.

Dismissals.

June 17. Francis Stack, Fireman, Bellevue Hospital.

18. James Grady, Attendant, New York City Asylum for Insane.

20. David Harris, Cook, New York City Asylum for Insane.

JOSHUA PHILLIPS, Secretary.

DEPARTMENT OF BUILDINGS.

DEPARTMENT OF BUILDINGS,
OFFICE NO. 2 FOURTH AVENUE,
NEW YORK, June 30, 1879.

The following comprises the operations of the Department of Buildings for the week ending June 28, 1879.

HENRY J. DUDLEY,
Superintendent of Buildings.
S. T. WEBSTER,
Chief Clerk.

BUREAU OF INSPECTION OF BUILDINGS.

New Buildings.

No. of plans and specifications filed, etc. 24

No. of buildings embraced in same. 62

Classified as follows:

First-class dwellings. 26

Second-class dwellings. 1

French flats. 3

Tenement houses. 27

Hotels and boarding-houses. 1

First-class stores. 1

Second-class stores. 1

Third-class stores. 1

Office buildings. 1

Manufactories and workshops. 1

School-houses. 1

Churches. 1

Public buildings. 2

Stables. 2

Frame buildings (in upper districts). 2

Total. 62

Plans passed upon, including those previously

filed. 35

Approved. 20

Amended and approved. 6

Disapproved. 1

Pending. 8

Total. 35

Altered Buildings.

No. of plans and specifications filed. 16

No. of buildings embraced in same. 16

Classified as follows:

First-class dwellings. 6

Second-class dwellings. 3

French flats. 1

Tenement houses. 1

Hotels and boarding-houses. 1

First-class stores. 1

Second-class stores. 1

Third-class stores. 1

Office buildings. 1

Manufactories and workshops. 1

School-houses. 1

Churches. 1

Public buildings. 2

Stables. 1

Frame buildings. 1

Total. 16

Buildings examined and plans relating thereto

passed upon, including those previously

filed. 29

Approved. 16

Amended and approved. 6

Disapproved. 2

Pending. 5

Total. 29

Special Applications.

Number filed and examinations made. 22

Approved. 13

Disapproved. 3

Pending. 6

Total. 22

Respectfully submitted,
CHARLES K. HYDE,
Chief of Bureau.

JOHN J. TINDALE,
Clerk.

BUREAU OF VIOLATIONS AND APPLICATIONS.

Operations for the week ending June 28, 1879:

Complaints received from outside sources. 13

Violations of the law reported. 17

" " removed. 14

Unsafe buildings reported. 20

" " made safe. 17

" " taken down. 3

Surveys held on unsafe buildings. 1

Violation cases sent to the Attorney for prosecution. 4

Unsafe building cases sent to the Attorney for prosecution. 1

Violation notices served. 29

Unsafe building notices served. 41

Respectfully submitted,
ANDREW OWENS,
Chief of Bureau.

WILLIAM H. CLASS,
Clerk.

BUREAU OF FIRE-ESCAPES AND IRON WORK.

Operations for the week ending June 28, 1879:

Buildings reported for additional means of

escape in case of fire. 21

Buildings reported for trap-doors and railings

to hoistways. 8

Buildings reported for iron shutters. 4

Buildings provided with additional means of

escape in case of fire. 3

Buildings provided with trap-doors and rail-

ings to hoistways. 1

Buildings provided with iron shutters. 1

Arch girders tested (approved). 12

" (not approved). 7

Iron beams tested (approved). 7

" (not approved). 12

Iron lintels tested (approved). 12

" (not approved). 65

Notices for fire-escapes, trap-doors, iron shut-

ters, etc., served. 65

Cases sent to the Attorney for prosecution. 1

Respectfully submitted,

CHAS. K. HYDE,

Chief of Bureau.

VICTOR W. VOORHEES,

Clerk.

1879.

Appointments.

June 23—William J. Sauer, Messenger.

1879. Bills Incurred.

June 25—For salaries as members Board of Exam-

iners, at meetings held on the follow-

ing dates, at \$10, per meeting:

To J. M. McLean, May 6, May 20

June 3—three meetings. \$30 00

To J. Banta, May 6, May 20, June

3, June 24—four meetings. 40 00

To H. Dudley, May 6, May 20,

June 3, June 24—four meetings. 40 00

To E. Dobbs, May 6, May 20,

June 3, June 24—four meetings. 40 00

June 27—To S. T. Webster, Chief Clerk,

office expenses, May 29 to

June 26, 1879. 59 75

OFFICIAL DIRECTORY.

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

EXECUTIVE DEPARTMENT.

Mayor's Office.

No. 6 City Hall, 10 A. M. to 3 P. M.

EDWARD COOPER, Mayor; JAMES E. MORRISON,
Secretary.

Mayor's Marshal's Office.

No. 7 City Hall, 10 A. M. to 3 P. M.

JOHN TYLER KELLY, First Marshal.

Permit and License Bureau Office.

No. 1 City Hall, 10 A. M. to 3 P. M.

DANIEL S. HART, Registrar.

LEGISLATIVE DEPARTMENT.

Office of Clerk of Common Council.

No. 8 City Hall, 10 A. M. to 4 P. M.

JORDAN L. MOTT, President; Board of Aldermen.

JACOB M. PATTERSON, Jr., Clerk Common Council.

DEPARTMENT OF PUBLIC WORKS.

Commissioner's Office.

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

ALLAN CAMPBELL, Commissioner; FREDERICK H. HAM-

LIN, Deputy Commissioner.

Bureau of Water Register.

No. 10 City Hall, 9 A. M. to 4 P. M.

JOHN H. CHAMBERS, Register.

Bureau of Incumbrances.

No. 13 City Hall, 9 A. M. to 4 P. M.

JOSEPH BLUMENTHAL, Superintendent.

Bureau of Lamps and Gas.

No. 21 City Hall, 9 A. M. to 4 P. M.

STEPHEN MCCORMICK, Superintendent.

Bureau of Streets.

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

JAMES J. MOONEY, Superintendent.

Bureau of Sewers.

No. 21 City Hall, 9 A. M. to 4 P. M.

STEVENSON TOWLE, Engineer-in-Charge.

Bureau of Chief Engineer.

No. 11½ City Hall, 9 A. M. to 4 P. M.

GEORGE A. JEREMIAH, Superintendent.

Bureau of Street Improvements.

No. 11 City Hall, 9 A. M. to 4 P. M.

GEORGE A. JEREMIAH, Superintendent.

Bureau of Repairs and Supplies.

No. 18 City Hall, 9 A. M. to 4 P. M.

THOMAS KEECH, Superintendent.

Bureau of Water Purveyor.

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

DANIEL O'REILLY, Water Purveyor.

Keeper of Buildings in City Hall Park.

JOHN F. SLOPER, City Hall.

FINANCE DEPARTMENT.

Comptroller's Office.

Nos. 19 and 20 New County Court-house, 9 A. M. to 4 P. M.

JOHN KELLY, Comptroller; RICHARD A. STORRS,
Deputy Comptroller.

Auditing Bureau.

No. 19 New County Court-house, 9 A. M. to 4 P. M.

DANIEL JACKSON, Auditor of Accounts.

Bureau of Arrears.

No. 5 New County Court-house, 9 A. M. to 4 P. M.

ARTEMAS CADY, Clerk of Arrears.

Bureau for the Collection of Assessments.

No. 16 New County Court-house, 9 A. M. to 4 P. M.

EDWARD GILON, Collector.

Bureau of City Revenue.

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

EDWARD F. FITZPATRICK, Collector of City Revenue.

Bureau of Markets.

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

JOSHUA M. VARIAN, Superintendent of Markets.

Bureau for the Collection of Taxes.

First floor, Brown-stone building, City Hall Park.

MARTIN T. McMAHON, Receiver of Taxes; ALFRED

VREDENBURG, Deputy Receiver of Taxes.

Bureau of the City Chamberlain.

No. 18 New County Court-house, 9 A. M. to 4 P. M.

J. NELSON TAPPAN, City Chamberlain.

LAW DEPARTMENT.

Office of the Counsel to the Corporation.

Staats Zeitung Building, third floor, 9 A. M. to 4 P. M.

WILLIAM C. WHITNEY, Counsel to the Corporation

ANDREW T. CAMPBELL, Chief Clerk.

Office of the Public Administrator.

No. 49 Beekman street, 9 A. M. to 4 P. M.

ALGERNON S. SULLIVAN, Public Administrator

MARINE COURT.

General Term, Trial Term Part I, Room 15, City Hall.
Trial Term Part II, Trial Term Part III, third floor, 27 Chambers street.
Special Term, Chambers, second floor, 27 Chambers street, 10 A. M. to 3 P. M.
Clerk's Office, basement, Brown-stone building City Hall Park, 9 A. M. to 4 P. M.
HENRY ALKER, Chief Justice; JOHN SAVAGE, Chief Clerk.

COURT OF GENERAL SESSIONS.

Brown-stone building, City Hall Park, 10 A. M. to 4 P. M.
Clerk's Office, Brown-stone building, City Hall Park, second floor, Room 14, 10 A. M. to 4 P. M.
JOHN K. HACKETT, Recorder; RUFUS B. COWING, City Judge; HENRY A. GILDERSLEEVE, Judge-Sessions; JOHN SPARKS, Clerk.

OVER AND TERMINER COURT.

General Term, New County Court-house, second floor southeast corner, room 13, 10:30 A. M.
Clerk's Office, Brown-stone building, City Hall Park, second floor, northwest corner.

COURT OF SPECIAL SESSIONS.

At Tombs, corner Franklin and Centre streets, Tuesdays, Thursdays, and Saturdays, 10 A. M.
Clerk's Office, Tombs.

DISTRICT CIVIL COURTS.

First District—First, Second, Third, and Fifth Wards, southwest corner of Centre and Chambers streets, 10 A. M. to 4 P. M.
JOHN CALLAHAN, Justice.
Second District—Fourth, Sixth, and Fourteenth Wards, Nos. 112 and 114 White street, 9 A. M. to 4 P. M.
CHARLES M. CLANCY, Justice.
Third District—Eighth, Ninth, and Fifteenth Wards, Sixth avenue, corner West Tenth street.
GEORGE W. PARKER, Justice.
Fourth District—Tenth and Seventeenth Wards, Nos. 20 and 22 Second avenue, 9 A. M. to 4 P. M.
JOHN A. DINKEL, Justice.
Fifth District—Seventh, Eleventh, and Thirteenth Wards, No. 154 Clinton street.
TIMOTHY J. CAMPBELL, Justice.
Sixth District—Eighteenth and Twenty-first Wards, Nos. 389 and 391 Fourth avenue.
WILLIAM H. KELLY, Justice.
Seventh District—Nineteenth and Twenty-second Wards, Fifty-seventh street, between Third and Lexington avenues.
CHARLES H. INGERSOLL, Justice.
Eighth District—Sixteenth and Twentieth Wards, southwest corner of Twenty-second street and Seventh avenue.
FREDERICK G. GEDNEY, Justice.
Ninth District—Twelfth Ward, One Hundred and Twenty-fifth street, near Fourth avenue.
HENRY P. MCGOWN, Justice.
Tenth District—Twenty-third and Twenty-fourth Wards, corner of College avenue and Kingsbridge Road.
JOHN FLANAGAN, Justice.

POLICE COURTS.

Judges—BUTLER H. BIXBY; PATRICK G. DUFFY; CHARLES A. FLAMMER; GEORGE E. KASIMIR; JAMES T. KILBRETH; BANKSON T. MORGAN; HENRY MURRAY; MARCUS OTTERBOURG; F. SHERMAN SMITH; BENJAMIN C. WANDER; and NELSON K. WHEELER.
GEORGE W. CREIGER, Secretary.
Office of Secretary, Fifth District Police Court, One Hundred and Twenty-fifth street, near Fourth avenue.
First District—Tombs, Centre street.
Second District—Jefferson Market.
Third District—No. 69 Essex street.
Fourth District—Fifty-seventh street, near Lexington avenue.
Fifth District—One Hundred and Twenty-fifth street, near Fourth avenue.
Sixth District—Tremont.

RAPID TRANSIT COMMISSION.

OFFICE OF THE
BOARD OF COMMISSIONERS OF RAPID TRANSIT,
54 EXCHANGE PLACE,
NEW YORK, June 28, 1879.

THE COMMISSIONERS APPOINTED BY THE Mayor, on the second day of April, 1879, pursuant to the provisions of Chapter 666, Laws of 1875, hereby give public notice that the further submission of plans for the construction and operation of railways on the routes by them determined, will be received until the fifth proximo, and that they will meet on the ninth day of July, 1879, at 10 o'clock A. M., at the office of the Board, and decide upon the plans for the construction and operation and for the requisite appliances of the several Rapid Transit railways upon the routes so determined.
By order of the Board,
H. G. STEBBINS,
President.

JURORS.

NOTICE
IN RELATION TO JURORS FOR
STATE COURTS

OFFICE OF THE COMMISSIONER OF JURORS,
NEW COUNTY COURT-HOUSE,
NEW YORK, June 1, 1879.

APPLICATIONS FOR EXEMPTIONS WILL BE heard here, from 9 to 4 daily, from all persons liable or recently serving who have become exempt, and all needed information will be given.

Those who have not answered as to their liability, or proved permanent exemption, will receive a "jury enrollment notice," requiring them to appear before me this year. Whether liable or not, such notices must be answered (in person, if possible, and at this office only) under severe penalties. If exempt, the party must bring proof of exemption; if liable, he must also answer in person, giving full and correct name, residence, etc., etc. No attention paid to letters.

Persons "enrolled" as liable must serve when called or pay their fines. No more excuse will be allowed or interference permitted. The fines, received from those who, for business or other reasons, are unable to serve at the time selected, pay the expenses of this office, and if unpaid will be entered as judgments upon the property of the delinquents.

All good citizens will aid the course of justice, and secure reliable and respectable juries, and equalize their duty by serving promptly when summoned, allowing their clerks or subordinates to serve, reporting to me any attempt at bribery or evasion, and suggesting names for enrollment. Persons between sixty and seventy years of age, summer absentees, persons temporarily ill, and United States and District Court jurors are not exempt.

Every man must attend to his own notice. It is a misdemeanor to give any jury paper to another to answer. It is also punishable by fine or imprisonment to give or receive any present or bribe, directly or indirectly, in relation to a jury service, or to withhold any paper or make any false statement, and every case will be fully prosecuted.

THOMAS DUNLAP, Commissioner,
County Court-house (Chambers street entrance).

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE.

PROPOSALS FOR GROCERIES, HARDWARE, CROCKERY, LUMBER, AND POTATOES.

TO CONTRACTORS.

SEALED BIDS OR ESTIMATES FOR FURNISHING

GROCERIES.
10,000 lbs. good, sweet Dairy Butter.
28,000 fresh State Eggs (candled).
5,000 lbs. sifted Black Pepper (whole).
1,000 " Corn Starch.
2,000 " Laundry Starch.
50 doz. 3-pound Canned Tomatoes.
100 lbs. granulated Saltpetre.
100 " best Crystal Borax.
1,500 " best burnt Maracaibo Coffee.
20 bbls. (3,000 to the barrel) Pickles in pure cider vinegar.
1,000 lbs. prime kettle-rendered Lard.
6 doz. Worcestershire Sauce.

HARDWARE, ETC.

4 doz. 6-inch Rim Locks, mineral knobs, complete.
3 " 2-inch good Drawer Locks.
3 " Hay Forks.
3 " Garden Rakes.
12 " each 2, 2½, 3, 3½, and 4 inch Cast Butts.
300 gross Wood Screws (assorted).
20 doz. Dust Brushes.
20 " Window Brushes.
6 gross Knives and Forks.
5 " Cotton Mops.
6 doz. 2-foot Rules.
20 bales medium "Hurl" Broom Corn.

CROCKERY.

5 gross Bowls.
1 " Basins.
To be delivered at foot of Twenty-sixth street, East river.

LUMBER.

15,000 feet ¾-inch Pine, merchantable quality, 12 inches wide and 12 to 16 feet long.
5,000 feet 1½-inch Clear Pine, best quality, not less than 10 inches wide and 12 feet long.
5,000 feet 1½-inch Clear Pine, not less than 10 inches wide and 12 feet long, planed one side.

POTATOES.

1,000 bbls. good, sound, new Irish Potatoes, equal to "Peerless," to weigh 168 lbs. net per barrel.
To be delivered at Blackwell's Island.

—or any part thereof, will be received at the office of the Department of Public Charities and Correction, in the City of New York, until 9 o'clock A. M., of Monday, the 14th day of July, 1879. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate" for Groceries, Hardware, Crockery, Lumber, and Potatoes, and with his or their name or names, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the head of said Department and read.

The award of the contract will be made as soon as practicable after the opening of the bids.
Delivery will be required to be made from time to time at such times and in such quantities as may be directed by the said Department; but the entire quantity will be required to be delivered on or before thirty (30) days after the date of the contract.

Any bidder for this contract must be known to be engaged in and well prepared for the business, and must have satisfactory testimonials to that effect; and the person or persons to whom the contract may be awarded will be required to give security for the performance of the contract by his or their bond, with two sufficient sureties, in the penal amount of fifty (50) per cent. of the estimated amount of the contract.

Each bid or estimate shall contain and state the name and place of residence of each of the persons making the same; the names of all persons interested with him, or them therein; and if no other person be so interested, it shall distinctly state that fact; that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud; and that no member of the Common Council, head of a Department, Chief of a Bureau, Deputy thereof or Clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath in writing, of each of the persons signing the same that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of this contract, over and above all his debts of every nature, and over and above his liabilities, as bail, surety, and otherwise; and that he has offered himself as a surety in good faith and with the intention to execute the bond required by section 27 of chapter 8 of the Revised Ordinances of the City of New York, if the contract shall be awarded to the person or persons for whom he consents to become surety. The adequacy and sufficiency of the security offered to be approved by the Comptroller of the City of New York.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for its faithful performance; and that if he shall omit or refuse to execute the same, they shall pay to the Corporation any difference between the sum to which he would be entitled on its completion and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the work by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of this contract, over and above all his debts of every nature, and over and above his liabilities, as bail, surety, and otherwise; and that he has offered himself as a surety in good faith and with the intention to execute the bond required by section 27 of chapter 8 of the Revised Ordinances of the City of New York, if the contract shall be awarded to the person or persons for whom he consents to become surety. The adequacy and sufficiency of the security offered to be approved by the Comptroller of the City of New York.

Should the person or persons to whom the contract may be awarded neglect or refuse to accept to contract within forty-eight (48) hours after written notice that the same has been awarded to his or their bid or proposal, or if he or they accept but do not execute the contract and give the proper security, he or they shall be considered as having abandoned it, and as in default to the Corporation, and the contract will be re-advertised and re-let as provided by law.

The quality of the articles, supplies, goods, wares, and merchandise must conform in every respect to the samples of the same respectively at the office of the said Department. Bidders are cautioned to examine the specifications for particulars of the articles, etc., required, before making their estimates.

Bidders will state the price for each article, by which the bids will be tested.
Bidders will write out the amount of their estimate in addition to inserting the same in figures.

Payment will be made by a requisition on the Comptroller, issued on the completion of the contract, or from time to time as the Commissioners may determine.

Bidders are informed that no deviation from the specifications will be allowed, unless under the written instruction of the Commissioners of Public Charities and Correction.

The Department of Public Charities and Correction reserves the right to decline any and all bids or estimates if deemed to be for the public interest, and to accept any bid or estimate as a whole, or for any one or more articles included therein. No bid or estimate will be accepted from, or a contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

from, or contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

The form of the agreement, including specifications, and showing the manner of payment for the supplies, will be furnished at the office of the Department.

Dated New York, June 27, 1879.

TOWNSEND COX,
THOMAS S. BRENNAN,
JACOB HESS,

Commissioners of the Department of
Public Charities and Correction.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE.

PROPOSALS FOR FLOUR.

TO CONTRACTORS.

SEALED BIDS OR ESTIMATES FOR FURNISHING

FLOUR.
3,000 barrels of good extra Wheat Flour, to be equal in quality to the samples to be seen at this office (empty barrels to be returned and deducted in proposals from the price of flour), to be delivered at the Bake-house, Blackwell's Island, in quantities as required, free of all expense to the Department.

—will be received at the office of the Department of Public Charities and Correction, in the City of New York, until 9 o'clock A. M. of Monday, the 14th day of July, 1879. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate" for Flour, and with his or their name or names, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the head of said Department and read.

The award of the contract will be made as soon as practicable after the opening of the bids.

Delivery will be required to be made from time to time, at such times and in such quantities as may be directed by the said Department; but the entire quantity will be required to be delivered on or before sixty (60) days after the date of the contract.

Any bidder for this contract must be known to be engaged in and well prepared for the business, and must have satisfactory testimonials to that effect; and the person or persons to whom the contract may be awarded will be required to give security for the performance of the contract by his or their bond, with two sufficient sureties, in the penal amount of fifty (50) per cent. of the estimated amount of the contract.

Each bid or estimate shall contain and state the name and place of residence of each of the persons making the same; the names of all persons interested with him, or them therein; and if no other person be so interested, it shall distinctly state that fact; that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud; and that no member of the Common Council, head of a Department, Chief of a Bureau, Deputy thereof or Clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate, that the several matters stated therein are in all respects true. Where more than one person is interested, it is requisite that the verification be made and subscribed by all the parties interested.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for its faithful performance; and that if he shall omit or refuse to execute the same, they shall pay to the Corporation any difference between the sum to which he would be entitled on its completion and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the work by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of this contract, over and above all his debts of every nature, and over and above his liabilities, as bail, surety, and otherwise; and that he has offered himself as a surety in good faith and with the intention to execute the bond required by section 27 of chapter 8 of the Revised Ordinances of the City of New York, if the contract shall be awarded to the person or persons for whom he consents to become surety. The adequacy and sufficiency of the security offered to be approved by the Comptroller of the City of New York.

Should the person or persons to whom the contract may be awarded neglect or refuse to accept to contract within forty-eight (48) hours after written notice that the same has been awarded to his or their bid or proposal, or if he or they accept but do not execute the contract and give the proper security, he or they shall be considered as having abandoned it, and as in default to the Corporation, and the contract will be re-advertised and re-let as provided by law.

The quality of the articles, supplies, goods, wares, and merchandise must conform in every respect to the samples of the same respectively at the office of the said Department. Bidders are cautioned to examine the specifications for particulars of the articles, etc., required, before making their estimates.

Bidders will state the price for each article, by which the bids will be tested.
Bidders will write out the amount of their estimate in addition to inserting the same in figures.

Payment will be made by a requisition on the Comptroller, issued on the completion of the contract, or from time to time as the Commissioners may determine.

Bidders are informed that no deviation from the specifications will be allowed, unless under the written instruction of the Commissioners of Public Charities and Correction.

The Department of Public Charities and Correction reserves the right to decline any and all bids or estimates if deemed to be for the public interest, and to accept any bid or estimate as a whole, or for any one or more articles included therein. No bid or estimate will be accepted from, or a contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

The form of the agreement, including specifications, and showing the manner of payment, can be obtained at the office of the Department.

Dated June 27, 1879.

TOWNSEND COX,
THOMAS S. BRENNAN,
JACOB HESS,

Commissioners of the Department of
Public Charities and Correction.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE,
NEW YORK, June 20, 1879.

IN ACCORDANCE WITH AN ORDINANCE OF the Common Council, "In relation to the burial of strangers or unknown persons who may die in any of the public institutions of the City of New York," the Commissioners of Public Charities and Correction report as follows:

At Morgue, Bellevue Hospital, from foot of Twenty-fifth street, North river—Unknown man; aged about 25 years; 5 feet 6 inches high; brown hair. Had on blue check jumper, gray linen pants, white shirt, white socks, laced shoes; body about five days in water.

Unknown man, from off Governor's Island; aged about 60 years; 5 feet 8 inches high; gray hair and beard. Had on black coat and pants, dark vest, calico shirt, white drawers, red flannel shirt, white socks, boots.

At Charity Hospital, Blackwell's Island—Ellen Agnes Cleary; aged 40 years; 5 feet 1 inch high; dark hair; brown eyes. Had on when admitted, black cashmere shawl, brown wrapper, black skirt. Nothing known of her friends or relatives.

At Homoeopathic Hospital, Ward's Island—Rose Stetson; aged 27 years; 5 feet 3 inches high; blue eyes; brown hair. Had on when admitted, gray waist, black skirt and sacque, gaiters.

At Hart's Island Hospital—Frederick Lutz; aged 31 years; 5 feet 6 inches high; light hair; gray eyes. Nothing known of his friends or relatives.

By Order,

JOSHUA PHILLIPS,
Secretary.

FIRE DEPARTMENT.

HEADQUARTERS
FIRE DEPARTMENT, CITY OF NEW YORK,
155 AND 157 MERCER STREET,
NEW YORK, July 1, 1879.

SEALED PROPOSALS FOR FURNISHING THIS

Department with the following articles, to wit:
250,000 pounds Hay, of the quality and standard known as Good Sweet Timothy.
50,000 pounds good clean Rye Straw.
1,800 bags clean White Oats, 80 pounds to the bag.
1,200 bags Fine Feed, 60 pounds to the bag.

—will be received at these Headquarters until 9 o'clock A. M. on Wednesday, the 16th instant, when they will be publicly opened and read.

No proposals will be received or considered after the hour named.

Proposals must include all of the items, specifying the price per cwt. for hay and straw, and per bag for oats and feed.

All of the articles are to be delivered at the various houses of the Department in such quantities and at such times as may be directed.

Two responsible sureties will be required upon each proposal, who must each justify thereon, prior to its presentation, in an amount not less than one-half of the amount thereof.

Blank forms of proposals, together with such further information as may be required, may be obtained upon application at these Headquarters, where the prescribed form of contract may also be seen.

Proposals must be indorsed upon the envelope "Proposals for Furnishing Forage," with the name of the bidder, and be addressed to the Board of Commissioners of this Department.

The Board of Commissioners reserves the right to reject any or all of the proposals received if deemed to be for the interest of the city.

VINCENT C. KING,
JOHN J. GORMAN,
CORNELIUS VAN COTT,
Commissioners.

HEADQUARTERS
FIRE DEPARTMENT, CITY OF NEW YORK,
155 AND 157 MERCER STREET,
NEW YORK, June 27, 1879.

NOTICE IS HEREBY GIVEN THAT THE ARTICLES and materials below enumerated will be sold by Van Tassel & Kearney, Auctioneers, at public auction to the highest bidder, for cash, on Monday, July 7, 1879, as follows:

- Lot No. 1. Old scrap iron, wrought and cast.
" 2. Old tire iron.
" 3. Old iron wire.
" 4. 26 old iron bedsteads.
" 5. Old combination hose.
" 6. Old rope.
" 7. 40 old iron hay-racks.
" 8. Old wheel felloes.
" 9. 1 buggy.
" 10. 1 sleigh.
" 11. 2 two-wheel hose jumpers.
" 12. 1 four-wheel hose carriage.
" 13. 64 composition hitch fastenings.
" 14. 4 old truck springs.
" 15. 1 composition tower bell, 5,156 pounds.
" 16. Striking apparatus for tower bell.
" 17. 1,876 pounds composition metal.
" 18. 472 pounds composition boiler tubes.
" 19. 270 pounds composition lathe turnings.
" 20. 324 sets and 46 single parts composition hose couplings.
" 21. 17 empty oil barrels.

The several articles, etc., may be seen at any time prior to the sale, as follows:

Lots 1 to 14, inclusive, at No. 20 Eldridge street.
Lots 15 to 21, inclusive, at the Repair Shops, Nos. 130 and 132 West Third street.

The sale will begin at No. 20 Eldridge street promptly at 10 o'clock A. M. on the day named, and will be proceeded with in the order of enumeration.

All the articles must be removed from the premises within twenty-four hours after the sale.

VINCENT C. KING,
JOHN J. GORMAN,
CORNELIUS VAN COTT,
Commissioners.

HEADQUARTERS
FIRE DEPARTMENT, CITY OF NEW YORK,
155 AND 157 MERCER STREET,
NEW YORK, June 7, 1879.

NOTICE IS HEREBY GIVEN THAT THE ADVERTISEMENT dated May 26th, 1879, inviting proposals for furnishing materials and supplies for the Fire Alarm Telegraph, Supply Room, and Repair Shops of this Department, to be opened at 9 A. M., on the 18th day of June, 1879, being for items Nos. 1 to 67, inclusive, is withdrawn until further notice.

VINCENT C. KING,
President.

HEADQUARTERS
FIRE DEPARTMENT, CITY OF NEW YORK,
155 AND 157 MERCER STREET,
NEW YORK, November 7, 1878.

NOTICE IS HEREBY GIVEN THAT THE Board of Commissioners of this Department will meet daily at 10 o'clock A. M., for the transaction of business.

By order of the Board.

VINCENT C. KING, President,
JOHN J. GORMAN, Treasurer,
CORNELIUS VAN COTT,
Commissioners

CARL JUSSEN,
Secretary

POLICE DEPARTMENT.

CENTRAL DEPARTMENT OF THE MUNICIPAL POLICE,
PROPERTY CLERK'S OFFICE,
No. 300 MULBERRY STREET, ROOM 39,
NEW YORK, June 10, 1879.

OWNERS WANTED BY THE PROPERTY Clerk of the Police Department, City of New York, 300 Mulberry street, Room 39, for the following property now in his custody without claimants: Boats, rope, furniture, male and female clothing, revolvers, gold watch, silver watches, trunks and contents, bags and contents, coffee, tea, liquor, boots, shoes, etc., also small amount of money found and taken from prisoners.

C. A. ST. JOHN,
Property Clerk.

POLICE DEPARTMENT OF THE CITY OF NEW YORK,
300 MULBERRY STREET,
NEW YORK, June 24, 1879.

PUBLIC NOTICE IS HEREBY GIVEN THAT thirteen horses, the property of this Department, will be sold at public auction, on Tuesday, July 8, 1879, at 10 o'clock, A. M., by Arch. Johnston, General Auctioneer, at Nos. 19, 21, 23 and 25 East Thirteenth street.

By Order of the Board,

S. C. HAWLEY,
Chief Clerk.

SUPREME COURT.

In the matter of the application of the Department of Public Works, for and in behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to the opening of Eighty-first street, from the Boulevard to the new avenue, and from Twelfth avenue to the Hudson river, in the City of New York.

WE, THE UNDERSIGNED, COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to the owner or owners, occupant or occupants, of all houses and lands, and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

That we have completed our estimate and assessment, and that all persons interested in these proceedings, or in any of the lands affected thereby, and who may be opposed to the same, do present their objections, in writing, duly verified, to Charles Price, Esq., our Chairman, at the office of the Commissioners, No. 82 Nassau street, Room No. 24, in the said city, on or before the 2d day of August, 1879; and that we, the said Commissioners, will hear parties so objecting within the ten next days next after the said 2d day of August; and for that purpose, will be in attendance at our said office on each of said ten days, at one o'clock P. M. That the abstract of the said estimate and assessment, together with our maps, and also all the affidavits, estimates, and other documents which were used by us in making our report have been deposited in the office of the Department of Public Works, in the City of New York, there to remain until the 14th day of August, 1879.

That the limits embraced by the assessment aforesaid, are as follows: All those lots, pieces, or parcels of land lying and being on Eighty-first street, between the Boulevard and the new avenue, and between the Twelfth avenue and the Hudson river, and extending on either side of Eighty-first street, as aforesaid, one-half the distance to the next street thereto in the City of New York. That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held in the Court House, in the City of New York, on the 29th day of August, 1879, at ten o'clock A. M., on that day, and that then and there, or as soon thereafter as counsel can be heard, a motion will be made that the said report be confirmed.

Dated New York, June 30, 1879.

CHARLES PRICE,
JOSEPH MEEKS,
LOUIS MESIER,
Commissioners.

In the matter of the application of the Department of Docks, for and in behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring right and title to and possession of Pier Forty-four (44), old number, North river, in the City of New York.

WE, THE UNDERSIGNED, COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to the owner or owners, occupant or occupants, of all lots, and improved or unimproved lands, land under water, water rights, terms, easements or privileges affected thereby, and to all others whom it may concern.

That we have completed our report and estimate, and that all persons interested in these proceedings, or in any of the lands, land under water, water rights, terms, easements or privileges affected thereby, and who may be opposed to the same, may present their objections in writing, duly verified, to James Matthews, Esq., our chairman, at the office of the Commissioners, No. 13 Cortlandt street (Room No. 76), in said city, on or before the 31st day of July, 1879; and that we, the said Commissioners, will hear parties so objecting within the ten next days next after the said 31st day of July, and for that purpose will be in attendance at our said office on each of said ten days, at one o'clock P. M. That our said report and estimate, together with a transcript of the testimony taken before us upon the hearing, and used by us in making our report, have been deposited in the office of the Department of Public Works, in the City of New York, there to remain until the 12th day of August, 1879.

That the metes and bounds of the lands, land under water, water rights, terms, easements or privileges affected by our said report, are as follows: Beginning at a point about two hundred and sixty-eight feet northerly from the northeast corner of Spring and West streets, and seventy feet west of the east side of West street, said point lying on the city boundary line of 1807, on the south side of Pier 44, as existing in 1846; thence westerly, along the southerly side of Pier 44, as existing in 1846, and continued westerly out to the new pier line as established in 1871, a total distance of seven hundred and seventy feet; thence northerly, along said pier line forty feet; thence easterly four hundred and ten feet, parallel with the south side of said Pier 44; thence northeasterly about ten feet; thence easterly, along the northerly side of said Pier 44 three hundred and fifty feet, to the old city boundary line; thence southerly, along said line, forty-six feet and ten inches, to the point of beginning.

That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof to be held in the Court-house in the City of New York, on the 27th day of August, 1879, at 10 o'clock A. M., on that day; and that then and there, or as soon thereafter as counsel can be heard, a motion will be made that the said report be confirmed.

Dated New York, June 28, 1879.

JAMES MATTHEWS,
WILLIAM H. WICKHAM,
LOUIS FITZGERALD,
Commissioners.

In the matter of the application of the Mayor, Aldermen, and Commonalty of the City of New York, relative to the opening of One Hundred and Forty-ninth street, from Eighth avenue to the Harlem river, in the City of New York.

NOTICE IS HEREBY GIVEN THAT P. H. Jones, Esq., to whom was referred by order of this Court, dated the 20th day of June, 1879, a bill of costs, charges, and expenses incurred by reason of this proceeding, for examination preliminary to taxation, will hear all parties interested herein, at his office No. 150 Nassau street, City of New York, on Wednesday, the 2d day of July, 1879, at 11 o'clock in the forenoon of that day.

Dated June 26, 1879.

WM. C. WHITNEY,
Counsel to the Corporation.

In the matter of the application of the Department of Public Works, for and in behalf of the Mayor, Aldermen, and Commonalty of the City of New York, relative to the opening of Ninety-first street, from Eighth avenue to the new road or drive, and from Twelfth avenue to the Hudson river, in the City of New York.

NOTICE IS HEREBY GIVEN THAT WILLIAM M. Prichard, Esq., to whom was referred, by order of this Court, dated the 12th day of June, 1879, the bill of costs, charges, and expenses incurred by reason of this proceeding, for examination preliminary to taxation, will hear all parties interested herein at his office No. 49 Wall street, in the City of New York, on Tuesday, the 1st day of July, 1879, at 2 o'clock in the afternoon of that day.

Dated June 18, 1879.

WM. C. WHITNEY,
Counsel to the Corporation.

CORPORATION NOTICE.

NOTICE IS HEREBY GIVEN THAT THE FOL- lowing Assessment Lists have been received by the Board of Assessors from the Commissioner of Public Works.

No. 1.—Paving Seventy-fourth street, between Avenue A and East river.....	\$3,417 87
No. 2.—Flagging First avenue, west side, between Fifty-ninth and Sixtieth streets	55 50
No. 3.—Flagging Madison avenue, east side, between Eightieth and Eighty-first streets.....	161 40
No. 4.—Flagging Fifty-first street, north side, between Broadway and Eighth avenue.....	31 39
No. 5.—Fencing Madison avenue, east side, between Eightieth and Eighty-first streets, and in Eightieth street, between Madison and Fourth avenues	189 47
No. 6.—Fencing Sixth avenue, east side, between One Hundred and Twenty-fourth and One Hundred and Twenty-fifth streets.....	113 09
No. 7.—Fencing Seventy-fourth street, south-west corner of Fourth avenue.	85 31
No. 8.—Fencing Forty-fourth street, between Tenth and Eleventh avenues.....	21 79
No. 9.—Flagging Sixtieth street, between Boulevard and Ninth avenue.....	785 32
Total.....	\$4,861 14

WM. H. JASPER,

Secretary.
OFFICE BOARD OF ASSESSORS,
No. 114 WHITE STREET (CORNER CENTRE),
NEW YORK, June 9, 1879.

THE CITY RECORD.

COPIES OF THE CITY RECORD CAN BE obtained at No. 2 City Hall (northwest corner basement). Price three cents each.

BOARD OF EDUCATION.

SEALED PROPOSALS WILL BE RECEIVED BY the Board of Trustees of Common Schools of the several Wards, at the Hall of the Board of Education, corner of Grand and Elm streets, for Repairing and Painting School Buildings; for furnishing New Furniture; for furnishing New Heating Apparatus; to be done and furnished mainly during the months of July and August, 1879, as follows:

By the Trustees of the Fifth Ward, until 9½ o'clock A. M., on Monday, July 7, 1879, for Sliding Doors, etc., and for Fire-proof Stairs for Grammar School House No. 44.

JOHN HAM,
Chairman.

ANDREW W. LEGGATT,
Secretary,
Board of School Trustees Fifth Ward.

By the Trustees of the Ninth Ward, until 10½ o'clock A. M., on Monday, July 7, 1879, for Outside Iron Stairway for Grammar School No. 3.

CHARLES S. WRIGHT,
Chairman.

ELLERY DENISON, M. D.,
Secretary,
Board of School Trustees Ninth Ward.

By the Trustees of the Tenth Ward, until 4 o'clock P. M., on Monday, July 7, 1879, for new Closets for Grammar School No. 20.

HENRY R. ROOME,
Chairman.

PETER DENNERLEIN,
Secretary,
Board of School Trustees Tenth Ward.

By the Trustees of the Fourteenth Ward, until 4½ o'clock P. M., on Monday, July 7, 1879, for new Sashes, etc., for Grammar School No. 30.

FRANKLIN SMITH, M. D.,
Chairman.

GEORGE THUM,
Secretary,
Board of School Trustees Fourteenth Ward.

By the Trustees of the Fifteenth Ward, until 9½ o'clock A. M., on Tuesday, July 8, 1879, for Sliding Doors, etc., for Grammar School No. 10.

JOSEPH BRITTON,
Chairman.

HENRY M. TABER,
Secretary,
Board of School Trustees Fifteenth Ward.

By the Trustees of the Twenty-first Ward, until 11 o'clock A. M., on Tuesday, July 8, 1879, for Painting and Repairing Grammar School Building No. 14.

Also for Steam Heating and Ventilating Apparatus for the new building on the rear of Grammar School No. 14. Also for the Furniture for the new building last named. Also for Painting and Repairing portions of Grammar School Building No. 49.

JOSEPH R. SKIDMORE,
Chairman.

E. ELLERY ANDERSON,
Secretary,
Board of School Trustees Twenty-first Ward.

By the Trustees of the Twenty-second Ward, until 2 o'clock P. M., on Tuesday, July 8, for Altering Grammar School Building No. 17.

Also for Steam Heating and Ventilating Apparatus for Grammar School No. 51.

Also for Furniture for Grammar School No. 51.

JOEL W. MASON,
Chairman.

WALTER CARTER,
Secretary,
Board of School Trustees Twenty-second Ward.

By the Trustees of the Twenty-third Ward, until 3½ o'clock P. M., on Tuesday, July 8, 1879, for building new Closets for Grammar School No. 61.

NATHAN S. KING, M. D.,
Chairman.

GEO. J. A. NORMAN,
Secretary,
Board of School Trustees Twenty-third Ward.

Plans and specifications may be seen, and blanks for proposals obtained at the office of the Superintendent of School Buildings, No. 146 Grand street, third floor.

The party submitting a proposal and the parties proposing to become sureties must each write his name and place of residence on said proposal.

Two responsible and approved sureties, residents of this city, are required in all cases.

No proposal will be considered from persons whose character and antecedent dealings with the Board of Education render their responsibility doubtful.

No substitution by the accepted contractor will be permitted without first obtaining in writing permission from the Committee on Buildings of the Board of Education.

The Trustees reserve the right to reject any or all of the proposals submitted.

Dated New York, June 23, 1879.

SEALED PROPOSALS WILL BE RECEIVED BY the School Trustees of the Twelfth Ward, at the Hall of the Board of Education, corner of Grand and Elm streets, until Monday the 30th day of June, 1879, and until 4 o'clock P. M., on said day, for the erection of a New School House on the west side of Lexington avenue, between One Hundred and Fifth and One Hundred and Sixth streets.

Plans and specifications may be seen at the office of the Superintendent of School Buildings, No. 146 Grand street, third floor.

Proposals must state the estimate for each branch of the work separately, and be indorsed "Proposal for Mason Work," "Proposal for Carpenter Work," "Proposal for Painting."

The party submitting a proposal and the parties proposing to become sureties must each write his name and place of residence on said proposal.

Two responsible and approved sureties, residents of this city, are required in all cases.

No proposal will be considered from persons whose character and antecedent dealings with the Board of Education render their responsibility doubtful.

No substitution by the accepted contractor will be permitted without first obtaining, in writing, permission from the Committee on Buildings of the Board of Education.

The Trustees reserve the right to reject any or all of the proposals submitted.

DAVID H. KNAPP
CHARLES CRARY
ANDREW L. SOULARD
GERMAIN HAUSCHEL
ROSEWELL G. ROLSTON.

Board of School Trustees, Twelfth Ward
Dated New York, June 16, 1879.

DEPARTMENT PUBLIC WORKS.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE, ROOM 19, CITY HALL,
NEW YORK, June 27, 1879.

TO CONTRACTORS.

PROPOSALS INCLOSED IN A SEALED EN- velope, which must be indorsed with the name of the bidder and the title and number of the work, as in the advertisement, will be received at this office until the 14th of July, 1879, at 12 o'clock M., at which hour they will be publicly opened by the Head of the Department, and read, for each of the following works:

No. 1. PAVING with Belgian or trap-block pavement Lexington avenue, from Seventy-ninth to Eighty-fifth street, and laying crosswalks at the intersecting streets and avenues where required.

No. 2. PAVING with Belgian or trap-block pavement Forty-fourth street, between Second and Third avenues, and laying crosswalks at the intersecting streets and avenues where required.

No. 3. PAVING with Belgian or trap-block pavement Fifty-eighth street, between Ninth and Tenth avenues, and laying crosswalks at the intersecting streets and avenues where required.

No. 4. PAVING with Belgian or trap-block pavement Sixty-ninth street, from First to Third avenue, and laying crosswalks at the intersecting streets and avenues where required.

Blank forms of proposals, the specifications and agreements, the proper envelopes in which to inclose the bids, and any further information desired, can be obtained at the office of the Water Purveyor, Room 4, City Hall.

The Commissioner of Public Works reserves the right to reject any or all proposals, if in his judgment the same may be for the best interests of the city.

ALLAN CAMPBELL,
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE, ROOM 19, CITY HALL,
NEW YORK, June 19, 1879.

TO CONTRACTORS.

PROPOSALS, INCLOSED IN A SEALED EN- velope, which must be indorsed with the name of the bidder, the title and number of the work, as in the advertisement, will be received at this office, until Wednesday, July 2, 1879, at 12 o'clock M., at which hour they will be publicly opened by the Head of the Department, and read, for each of the following works:

No. 1. SEWERS in West street, between Spring and West Eleventh streets, with connections to present sewers, and alterations and improvements to existing sewers in Sewerage District No. 20.

No. 2. SEWERS in Lexington avenue, between Seventy-second and Seventy-third streets.

No. 3. SEWER in Fifty-second street, between Third and Lexington avenues, from end of present sewer to near Lexington avenue.

No. 4. SEWER in Fifty-eighth street, between Avenue A and East river.

No. 5. SEWERS in Sixty-ninth and Seventieth streets, between Second and Third avenues.

No. 6. SEWERS in One Hundred and Thirtieth street, between Madison and Fifth avenues; in Madison avenue, between One Hundred and Thirtieth and One Hundred and Forty-fifth streets, and in One Hundred and Forty-fifth street, between Fourth and Fifth avenues.

No. 7. SEWER in One Hundred and Thirtieth street, between Tenth avenue and summit east of Tenth avenue.

No. 8. SEWER in One Hundred and Thirtieth street, between Sixth avenue and summit west of Sixth avenue.

Blank forms of proposals, the specifications and agreements, the proper envelopes in which to inclose the bids, and any further information desired, can be obtained at the office of the Engineer in Charge of Sewers, Room 21, City Hall.

The Commissioner of Public Works reserves the right to reject any or all proposals, if in his judgment, the same may be for the best interests of the city.

ALLAN CAMPBELL,
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE, ROOM 19, CITY HALL,
NEW YORK, June 19, 1879.

TO CONTRACTORS.

PROPOSALS, INCLOSED IN A SEALED EN- velope, with the title of the work and the name of the bidder indorsed thereon, will be received at this office, until Wednesday, the 2d day of July, 1879, at 12 o'clock M., at which hour they will be publicly opened by the head of the Department, and read, for

CONSTRUCTING AN IRON BRIDGE AT FOURTH AVENUE AND ONE HUNDRED AND SIXTEENTH STREET, WITH THE NECESSARY ABUTMENTS, RETAINING WALLS, ETC.

Blank forms of proposals, the specifications and agreements, the proper envelopes in which to inclose the bids, and any further information desired, can be obtained at the office of the Chief Engineer, Room 11½, City Hall.

Bidders are particularly notified that the city only pays one-half the entire cost of the bridge, and that the New York and Harlem Railroad Company pays one-half on the additional certificate of their Engineer, as stated in the agreements.

The Commissioner of Public Works reserves the right to reject any or all proposals, if, in his judgment, the same may be for the best interests of the city.

ALLAN CAMPBELL,
Commissioner of Public Works

LEGISLATIVE DEPARTMENT.

THE COMMITTEE ON LAW DEPARTMENT of the Board of Aldermen will meet every Monday in the City Library, Room No. 12 City Hall, at 1 o'clock P. M.

By Order of the Committee,

J. GRAHAM HYATT,
Chairman.

FINANCE DEPARTMENT.

WILLIAM KENNELLY & HUGH N. CAMP,
Auctioneers.

CORPORATION SALE OF REAL ESTATE.

PUBLIC NOTICE IS HEREBY GIVEN THAT BY virtue of the powers vested in the Commissioners of the Sinking Fund of the City of New York, they will offer for sale, at public auction, on Thursday, April 24, 1879, at noon, at the Exchange Salesroom, No. 111 Broadway, in the City of New York, the following real estate belonging to the Corporation of the City of New York, viz.:

Lots Nos. 13, 14, 15, Harlem market property, south side 121st street, near Third avenue.
West side 3d avenue, between 67th and 68th streets, lots Nos. 1 to 7.
South side 68th street, between 3d and Lexington avenues, lots Nos. 10 to 16.
East side Lexington avenue, between 67th and 68th streets, lots Nos. 22 to 25.
North side 67th street, between Lexington and 3d avenues, lots Nos. 26 to 33.

Lithographic maps of the above real estate may be obtained at the Comptroller's office at the New County Court-house, on and after April 15, 1879.

Full warrantee deeds will be given to all purchasers.

COMPTROLLER'S OFFICE,
NEW COUNTY COURT-HOUSE,
March 24, 1879.

JOHN KELLY,
Comptroller.

The sale of the above premises is adjourned to Thursday, July 10, 1879, at the same hour and place.

NEW YORK—COMPTROLLER'S OFFICE,
NEW COUNTY COURT-HOUSE,
June 12, 1879.

JOHN KELLY,
Comptroller.

DEPARTMENT OF FINANCE,
BUREAU FOR COLLECTION OF ASSESSMENTS,
No. 16 NEW COURT-HOUSE, CITY HALL PARK,
NEW YORK, June 10, 1879.

NOTICE TO PROPERTY-HOLDERS.

PROPERTY-HOLDERS ARE HEREBY NOTI- fied that the following assessment lists were received this day in this Bureau for collection

CONFIRMED AND ENTERED JUNE 5, 1879.
1st avenue, sewer, between 92d and 101st streets, and 2d avenue, sewer, between 95th and 101st streets, with branches in 93d, 96th, 97th, 98th, 100th, 101st, 102d, 103d, 104th, 105th, 107th, and 108th streets.

4th avenue, regulating and grading, between 116th and 124th streets.
All payments made on the above assessments on or before August 9, 1879, will be exempt (according to law) from interest. After that date interest will be charged at the rate of seven (7) per cent. from the date of entry.

The Collector's office is open daily, from 9 A. M. to 2 P. M., for the collection of money, and until 4 P. M. for general information.

EDWARD GILON,
Collector of Assessments.

DEPARTMENT OF FINANCE,
BUREAU FOR COLLECTION OF ASSESSMENTS,
FIRST FLOOR (NEW WING), NEW COURT-HOUSE,
CITY HALL PARK,
NEW YORK, June 6, 1879.

NOTICE TO PROPERTY HOLDERS.

PROPERTY-HOLDERS ARE HEREBY NOTI- fied that the following assessment list was received this day in this Bureau for collection.

CONFIRMED MAY 15, ENTERED MAY 20, 1879.
Inwood street opening, from the westerly line of Kingsbridge road to the Hudson river.

All payments made on the above assessment on or before August 5, 1879, will be exempt (according to law) from interest. After that date interest will be charged at the rate of seven (7) per cent. from the date of entry.

The Collector's office is open daily, from 9 A. M. to 2 P. M., for the collection of money, and until 4 P. M. for general information.

EDWARD GILON,
Collector of Assessments.

DEPARTMENT OF FINANCE,
BUREAU FOR COLLECTION OF ASSESSMENTS,
No. 16 NEW COURT-HOUSE, CITY HALL PARK,
NEW YORK, June 2, 1879.

NOTICE TO PROPERTY-HOLDERS.

PROPERTY-HOLDERS ARE HEREBY NOTI- fied that the following assessment lists were received this day in this Bureau for collection:

CONFIRMED AND ENTERED MAY 29, 1879.
76th street, paving, from 8th avenue to Riverside Park.

10th avenue, sewer, between 77th and 81st streets, with branches in 77th, 78th, 79th, and 80th streets.

57th street, sewer extension at East river.
70th street, basin, northeast corner 5th avenue.
68th street, paving intersections of 4th avenue.

Fordham avenue, crosswalk near 11th street (24th ward).
All payments made on the above assessments on or before Aug. 1st, 1879, will be exempt (according to law) from interest. After that date interest will be charged at the rate of seven (7) per cent. from the date of entry.

The Collector's office is open daily, from 9 A. M. to 2 P. M., for the collection of money, and until 4 P. M. for general information.

EDWARD GILON,
Collector of Assessments.

REAL ESTATE RECORDS

THE ATTENTION OF LAWYERS, REAL Estate Owners, Monetary Institutions engaged in making loans upon real estate, and all who are interested in providing themselves with facilities for reducing the cost of examinations and searches, is invited to these Official Indices of Records, containing all recorded transfers of real estate in the City of New York from 1653 to 1877, prepared under the direction of the Commissioners of Records.

Grantors, grantees, suits in equity, insolvents' and Sheriffs' sales, in 61 volumes, full bound, price..... \$100 00
The same, in 25 volumes, half bound..... 15 00
Complete sets, folded, ready for binding..... 15 00
Records of Judgments, 25 volumes, bound..... 10 00