

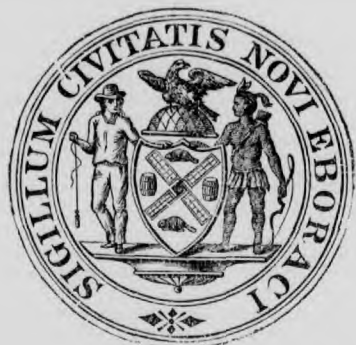
THE CITY RECORD.

OFFICIAL JOURNAL.

VOL. XX.

NEW YORK, FRIDAY, SEPTEMBER 30, 1892.

NUMBER 5,899.



BOARD OF ALDERMEN.

STATED MEETING.

THURSDAY, September 29, 1892,
1 o'clock P. M.

The Board met in room No. 16, City Hall.

PRESENT:

Hon. John H. V. Arnold, President;

ALDERMEN

Andrew A. Noonan,
Vice-President,
Nicholas T. Brown,
William Clancy,
James A. Cowie,
Peter J. Dooling,
Cornelius Flynn,

Horatio S. Harris,
Harry C. Hart,
Joseph Martin,
Abraham Mead,
Rollin M. Morgan,
William H. Murphy,
Patrick J. O'Beirne,

David J. Roche,
Frank Rogers,
Patrick J. Ryder,
Henry L. School,
Charles J. Smith,
Jacob C. Wund.

The minutes of the last meeting were read and approved.

PROTEST.

To the Honorable the President and Members of the Board of Aldermen of the City of New York:

The undersigned citizens and residents of the City of New York and owners of property bounded on Lexington avenue in said city do hereby respectfully protest against any action on the part of your Board granting the application of the Houston, West Street and Pavia Ferry Railroad Company for your consent, as the local authorities of the City of New York, to the construction and operation of a street surface railroad on said avenue north of Forty-second street.

Dated NEW YORK, September 29, 1892.

SIMON P. FLANNERY, No. 949 Lexington avenue.
JOHN F. EUSTACE, No. 951 Lexington avenue.
HENRY McCABE, No. 947 Lexington avenue, Nos. 943, 945 and 947 Lexington avenue.
JAMES McCABE, Nos. 953 and 884 Lexington avenue.
CATHARINE McCABE, No. 878 Lexington avenue.
J. O'DWYER, M. D., No. 967 Lexington avenue.
DR. W. K. SIMPSON, No. 952 Lexington avenue.

Which was referred to the Committee on Railroads.

REPORTS.

Your Committee having in charge the application of the Houston, West Street and Pavia Ferry Railroad Company to unite two street surface railroad routes and, by virtue thereof, to establish a new route for public travel, had the matter under consideration and have heard all the evidence and facts and suggestions made in respect thereof, and find that there was and is no opposition or objection to the granting of the petition of said company.

Your Committee find and report that due and legal notice has been given as required by law for the hearing thereof and that the facts stated in said petition are true, and that the distance to accomplish such union is less than one-half mile, and that the union proposed by the connection described in the petition will constitute when made a new route for public travel, and that such connection cannot be operated as an independent railroad without inconvenience to the public, but that it is to the public advantage that the same should be operated as a continuous route or line of the road of the petitioner, and that there is a public demand for said extension and union, and that the construction thereof will facilitate public travel and be of great public utility and advantage.

Wherefore said Committee recommends that said application be granted on condition that said branch or extension shall be operated as a part of a continuous route for one fare, either by a continuous ride or transfer tickets, and that in making such extensions, connection and union, the petitioner complies with the law covering such union, and that it be required to build said road and make such connections and union within two years from date, unless prevented by legal proceedings. All of which is respectfully submitted.

Whereas, The Houston, West Street and Pavia Ferry Railroad Company, being a corporation duly and legally incorporated and existing under and by virtue of the laws of this State for the purpose of providing street railroad facilities for compensation in the City of New York, heretofore made application in writing to the Common Council in the City of New York for consent to build, extend and construct a branch road of its line over the streets and avenues therein mentioned, such application being in words and figures as follows, to wit, that is to say:

To the Honorable the Common Council of the City of New York:

The petition of the Houston, West Street and Pavia Ferry Railroad Company respectfully shews:

First—That your petitioner is and for many years has been a street surface railroad corporation owning, operating and using a street surface railroad through, upon and along certain streets and avenues in the City of New York, and among other streets and avenues from Stanton street through, upon and along Pitt street with a single track to Houston street; thence from Houston street through, upon and along Avenue C with a single track to Third street; thence with a double track through, upon and along Avenue C to Seventeenth street; thence through, upon and along various other streets and avenues to the Grand Central Depot in the City of New York.

Second—That the Chambers Street and Grand Street Ferry Railroad Company formerly owned and operated a street surface railroad through, upon and along certain streets and avenues in the City of New York and, among other streets and avenues, from the Grand Street Ferry on the East river through, upon and along East street; thence through, upon and along Cherry street; thence through, upon and along Jackson street to Madison street; thence through, upon and along Madison street with a double track to New Chambers street; thence through, upon and along New Chambers street to Park Row; thence through, upon and along various other streets and avenues to Pavia Ferry on the North river; thence through, upon and along various other streets and avenues to Roosevelt Street Ferry on the East river.

Third—That heretofore, pursuant to statute, the said The Chambers Street and Grand Street Ferry Railroad Company was merged with your petitioner and your petitioner now owns, operates and uses the railroad and railroad routes formerly owned by the said The Chambers Street and Grand Street Ferry Railroad Company.

Fourth—That your petitioner desires to unite the said two street surface railroad routes at the intersection of Pitt street and Delancey street, said point of union being not over one-half mile from such respective lines or routes; the connection to be made by the construction, maintenance and operation of an extension or branch of your petitioner's said railroad commencing at the intersection of Third street and Avenue C, connecting there by suitable curves and appliances with your petitioner's said road, and running thence with an additional single track through, upon and along Avenue C to and across Houston street to Pitt street, there to connect by suitable curves and appliances with the existing single track of your petitioner's road in Pitt street, and running thence through, upon and along Pitt street over the said single track in said street to Stanton street; thence (with suitable connections and curves at Stanton street) upon and across Stanton street with a single track; thence through, upon and along Pitt street to said point of union; and by the construction,

maintenance and operation of an extension or branch of the said railroad formerly of the Chambers Street and Grand Street Ferry Railroad Company, commencing at the intersection of Gouverneur street and Madison street, connecting there by suitable curves and appliances with the said road formerly of the Chambers Street and Grand Street Ferry Railroad Company, running thence with a single track through, upon and along Gouverneur street to and across Grand street; thence with a single track, through, upon and along Pitt street to said point of union; such connection to be operated by any motive power which is or may at any time lawfully be used on either of the routes connected thereby.

Fifth—And by the construction of such connection your petitioner will be able and hereby offers, consents and agrees to establish and maintain (the requisite consents of property-owners or the lawful substitute therefor having been first obtained) a new continuous route for public travel for one fare over the line of your petitioner, running south from the Grand Central Depot and over the line formerly of the Chambers Street and Grand Street Ferry Railroad Company, running west on the east side of the city between the Grand Central Depot and the neighborhood of the Brooklyn Bridge, Post-office and the public buildings in the city at Broadway and Chambers street and the terminus of said Chambers Street and Grand Street Ferry Railroad Company at Pavia Ferry, on the North river.

Sixth—That said connection cannot be operated as an independent railroad conveniently to the public, and it is manifestly to the public advantage that the line shall be operated as a continuous line or route with said existing railroads.

Wherefore your petitioner prays for the consent of the local authorities of the City of New York to the construction and operation by your petitioner of said connection and to the establishment, maintenance and operation by your petitioner of said new continuous route for public travel.

THE HOUSTON, WEST STREET AND PAVONIA FERRY RAILROAD COMPANY,

By JOHN D. CRIMMINS, President.

All persons interested in the foregoing application are hereby notified to be present at the time and place mentioned in the application.

MICHAEL F. BLAKE, Clerk, Common Council.

Whereas, Said application contemplated the connection and union of two street surface railroads, at a point not over one-half mile distant from its line of route as it now exists, and to establish, by the construction of such connection, a new route for public travel; and

Whereas, Said corporation making such application did therein and does hereby consent to operate such new route, when said connection and union is made as a part of a continuous route, for one fare, either by continuous ride or transfer tickets; and

Whereas, The said Common Council caused public notice of such application and of the time and place when the same would be first considered to be given, by a notice thereof published daily for at least fourteen days prior to a hearing in two daily newspapers of the City of New York, to wit, in the "Sun" and "News," which papers were lawfully designated for that purpose by his Honor the Mayor of said city; and

Whereas, On the 28th day of September, 1892, at 11 o'clock A. M., at the Chamber of the Board of Aldermen of said city, that being the time and place designated in said notice, a meeting of the Common Council of said city was held and said application was first considered by said Common Council; and

Whereas, It appeared to the local authorities, upon a hearing had upon such application, as provided by law, that such connection and new route cannot be operated as an independent railroad without inconvenience to the public, but that it is to the public advantage that the same be operated as a continuous line or route with the existing railroads of the applicant for one fare, either by continuous ride or transfer tickets; it is

Resolved, In pursuance of law, that the consent of the Common Council of the City of New York be and is hereby given to said company to construct, maintain, use and operate upon the streets and avenues in said application described, upon the conditions hereinafter named, and not otherwise, the extensions and branches aforesaid, as street railroads, upon the express condition that the corporation making such connections and extensions or branches shall pay into the treasury of said city the annual percentages provided for extensions or branches in the laws as they now exist; and be it further

Resolved, That the consent of said Common Council to said petition is hereby given on the further express condition that said applicant will do and perform all that the law requires in such cases and shall be subject to all the limitations thereof.

ANDREW A. NOONAN,
JACOB C. WUND,
WILLIAM H. MURPHY,
HORATIO S. HARRIS,
HARRY C. HART,

Committee
on
Railroads.

Alderman Morgan offered the following amendment to be added to said report:

"And this consent is given upon the further and absolute condition that nothing therein shall be construed as a consent, grant or permission to use the motive power designated and known as the Trolley system, and that no motive power operated by means of electricity through an overhead wire shall be used."

Alderman O'Beirne moved, as a further amendment, that the report be recommitted to the Committee on Railroads, and that the Counsel to the Corporation be asked for an opinion as to whether the said report permitted the use of the Trolley system.

The President put the question whether the Board would agree with said amendment.

Which was decided in the negative by the following vote:

Affirmative—The President, Aldermen Clancy, Cowie, Morgan, O'Beirne, School, and C. J. Smith—7.

Negative—The Vice-President, Aldermen Brown, Dooling, Flynn, Harris, Hart, Martin, Mead, Murphy, Roche, Rogers, Ryder, and Wund—13.

The President then put the question whether the Board would agree with the amendment of Alderman Morgan.

Which was decided in the negative by the following vote:

Affirmative—Aldermen Clancy, Cowie, Morgan, O'Beirne, School, and C. J. Smith—6.

Negative—The President, the Vice-President, Aldermen Brown, Dooling, Flynn, Harris, Hart, Martin, Mead, Murphy, Roche, Rogers, Ryder, and Wund—14.

The President then put the question whether the Board would agree to accept said report and adopt said resolutions.

Which was decided in the affirmative by the following vote:

Affirmative—The President, the Vice-President, Aldermen Brown, Clancy, Dooling, Flynn, Harris, Hart, Martin, Mead, Murphy, Roche, Rogers, Ryder, and Wund—15.

Negative—Aldermen Cowie, Morgan, O'Beirne, School, and C. J. Smith—5.

The Ninth Avenue Railroad Company having heretofore presented its petition in writing to the Common Council of the City of New York, and having thereby made application to said the Common Council of the City of New York for its consent and permission to be granted to said the Ninth Avenue Railroad Company, its successors, lessees and assigns, to extend the existing railroad tracks of said company; and that said The Ninth Avenue Railroad Company may build, construct, maintain and operate extensions or branches of the railroad of said company in the City of New York upon the route and in the manner mentioned in said petition, and the said application of the said company having been referred to the Committee on Railroads, your Committee now respectfully

REPORT

as follows:

Before acting upon the petition and application aforesaid, public notice was given of the time and place when the same would first be considered, by the publication of said notice daily for at least fourteen days in two of the daily newspapers published in the City of New York, which were designated by the Mayor for such purpose, to wit: In the "New York Daily Sun" and in the "New York News," and the said notice was also published in the "New York Law Journal," a daily newspaper printed and published in the City of New York, for fourteen days successively, that being a daily law journal published in said city in which notices or advertisements in legal proceedings are required by law to be published, and the time for the hearing and consideration of the said application having been from time to time adjourned to and including the 28th day of September, 1892, at which time the petitioner, having appeared by counsel and having presented to your Committee the consent in writing, signed by the owners of more than one-half and nearly two-thirds in amount of the property bounded on Columbus avenue, between Sixty-fourth street and One Hundred and Tenth street, and also the consents of the owners of a large portion of the property bounded on One Hundred and Sixth street, between Columbus avenue and Amsterdam avenue, in favor of the granting of the said application, and no one appearing in opposition to the said application, your Committee are of the opinion that the consent and permission of the Common Council should be granted for the extension of the railroad tracks of said petitioner as mentioned in said petition, and the reasons of your Committee therefor are as follows:

First—There is now no railroad on Columbus avenue, between Sixty-fourth street and One Hundred and Tenth street, except the Elevated Railway, the stations on which are too far apart to afford the necessary accommodation for the public, and there is urgent need of a railroad on the surface of said avenue for the accommodation of passengers having occasion to travel on the said avenue between said Elevated Railroad stations in order to reach the numerous stores and other places of business on said avenue, or for other purposes.

Second—The distance between Eighth avenue and Columbus avenue being eight hundred feet, and the distance between Columbus avenue and Amsterdam avenue being eight hundred feet, we believe the residents of Columbus avenue are entitled to equal railroad accommodation with the residents of the Eighth avenue and Amsterdam avenue, and on that ground we think that public accommodation requires the construction and operation of a surface railroad on Columbus avenue.

Third—The lease which has been made by the Ninth Avenue Railroad Company of its railroad and franchises to the parties engaged in the operation of the Broadway Railroad will enable passengers on the Ninth Avenue line to be transported without change of cars, and for a single fare, not only over the routes of the Ninth Avenue Railroad Company, but likewise over the Broadway Railroad, so that persons residing on the west side of the city may thereby reach Broadway and the business streets bordering thereon, or intersecting the same, which would be manifestly a great convenience.

Fourth—We believe the construction and operation of the proposed extension of the Ninth Avenue Railroad would increase the value of the property bordering thereon, and by the connecting link through One Hundred and Sixth street the two routes of the said railroad, when so extended, will be united so that passengers may be carried from One Hundred and Twenty-fifth street either along Broadway or along the said present existing route of the said railroad for a single fare to the City Hall and below.

Your Committee, therefore, beg leave to offer the following resolutions for your adoption:

Whereas, The Ninth Avenue Railroad Company, pursuant to the Railroad Law, heretofore made its application in writing to the Common Council of the City of New York for its consent and permission to be granted to said Ninth Avenue Railroad Company, its successors, lessees and assigns, to extend the existing railroad tracks of the said company, and that the said company may be allowed to build, construct, maintain and operate branches of its railroad in the streets and avenues in the City of New York hereinafter mentioned; and

Whereas, Due notice has been given, as required by the Railroad Law, that said application would be considered at the Chamber of this Board on the twenty-eighth day of September, 1892, at 11 o'clock A.M.; and

Whereas, At the time and place so designated such application was considered, and all persons desirous of being heard in reference thereto were heard, and no opposition being made; now, therefore, pursuant to law, it is

Resolved, First—That the consent of the Common Council of the City of New York be and is hereby given that said The Ninth Avenue Railroad Company, its successors, lessees and assigns, may extend the existing railroad tracks of said company, and may construct, maintain and operate an extension or branches of the railroad of said company in the City of New York as follows, that is to say: Commencing in Columbus avenue, at or near Sixty-fourth street, there to connect with the existing double track of said company in said avenue; thence running across the surface of the Boulevard, and upon, along and over the surface of Columbus avenue (formerly named Ninth avenue) with double tracks to One Hundred and Tenth street, also from Columbus avenue with double tracks through and along One Hundred and Sixth street to Amsterdam avenue, to connect with the existing double tracks in Amsterdam avenue (formerly named Tenth avenue), now owned by the said The Ninth Avenue Railroad Company, together with all necessary connections, turn-outs and switches necessary for the proper working and accommodation of the cars to be run over such extension or branches in connection with the present existing railroad route of said The Ninth Avenue Railroad Company, its lessees or assigns.

Resolved, Second—That the conditions upon which, and not otherwise, the said consent is hereby given shall be and are as follows: That the right, privilege and franchise of using the said streets and avenues to construct, maintain, use and operate a street surface railroad upon the said streets and avenues as a branch or extension of the road of the applicant shall be sold at public auction to the bidder which shall be a duly incorporated railroad corporation of this State, organized to construct, maintain and operate a street railroad in the City of New York, for which this consent may be given, and which will agree to give the largest percentage per annum of the gross receipts of the said branch or extension, as defined by section 93 of the Railroad Laws of this State, with adequate security by bond or undertaking in writing and under seal, in such form and amount and with such conditions and sureties as shall be required and approved by the Comptroller of said City, for the fulfillment of the said agreement and for the commencement and completion of such road, according to the plan or plans and on the route fixed for its construction within the time designated and prescribed therefor by the laws now prevailing and applicable thereto.

Resolved, Third—That the bidder to which the aforesaid sale shall be made shall construct and put in operation a double track railroad to be operated by power other than horses or locomotive steam power, upon said branch or extension, with all necessary equipment and fixtures in the way of machinery, power, and power-houses as shall be necessary for the operation of a first-class railroad, the materials and work to be of the best quality and character; the plans of street construction, quality and pattern of material therefor, number and location of sidings, connections with power-houses and other railroads, turn-outs and turn-tables, to be subject to the approval of the Commissioner of Public Works of said City.

Resolved, Fourth—That the cars shall be run upon such branch or extension as frequently as the convenience of the public may require. And if the right to construct or operate said branch or extension shall be purchased at said sale by the company applying for this consent the same shall be operated as a part of the continuous line of the applicant so as to enable any passenger, by transfer tickets or otherwise, to obtain the benefit of a continuous ride, for one fare, to or from any point on said branch or extension and any point on the lines of railroad of the company applying for this consent, whether the same be owned or leased by said company. And if the right to construct said branch or extension shall be purchased at said sale by any corporation other than the applicant for this consent the said purchaser shall deliver and receive passengers at the point of junction with the road of the applicant, upon a division of earnings from such joint business in the proportion that the length of the extension or branch so sold shall bear to the entire length of road of the company applying for this consent, whether owned or leased, together with the mileage of such branch or extension.

This consent is further conditioned that if the right to construct and operate said branch or extension shall be purchased by the company applying for this consent the percentage to be paid upon gross receipts, on behalf of such branch or extension, shall be calculated on such portion of the gross receipts of the applicant as shall bear the same proportion to the whole amount thereof as the length of such extension or branch shall be to the entire length of its road, owned or leased. This consent is further conditioned that no passenger shall be charged more than five cents for a continuous ride upon, from, or to the above branch or extension under the conditions as to connections herein in this section provided.

Resolved, Fifth—As a further condition of this consent that the successful bidder at said sale, to whom this consent for the construction and operation of such branch or extension shall be awarded, shall deposit at the time of said sale with the Comptroller of said city conducting the sale, to the order of the Mayor, the sum of five hundred thousand dollars, which shall be deposited by said Mayor in some Trust Company or National Bank in the City of New York as a special deposit, subject to conditions, as follows:

Said money to be held as security that the said railroad, for the construction of which said consent is hereby given, shall be in good faith built and put in operation as contemplated by this consent within the time or times prescribed by the Railroad Law, unless the construction or operation of the said railroad shall be prevented by injunction or other hostile legal proceedings; and as expenditures upon said railroad for property, fixtures, machinery, street work, equipment or appurtenances, shall progress said special deposit shall be subject to drafts of the corporation engaged in said work, upon certificate of the Commissioner of Public Works that an amount equal to the amount drawn from time to time from said fund has been expended in good faith upon or for the purposes of said railroad as herein in this section provided. And if, at the expiration of two years from the time of said sale, said road shall not have been constructed and be in operation, the said fund then on deposit shall be forfeited to said city unless the construction and operation of the said railroad shall have been prevented by injunction or hostile legal proceedings as aforesaid. And in case of failure on the part of any successful bidder at said sale to make such deposit at the time of said sale, a re-sale shall be immediately made upon the terms and conditions hereinafter provided.

ANDREW A. NOONAN,
JACOB C. WUND,
HORATIO S. HARRIS,
WILLIAM H. MURPHY,
HARRY C. HART,

Committee
on
Railroads.

Alderman Morgan moved that the following amendment be inserted after the words "locomotive steam power" wherever they occur:

"And also the motive power designated and known as the Trolley system, operated by means of electricity through an overhead wire."

The President put the question whether the Board would agree with said amendment.

Which was decided in the negative by the following vote:

Affirmative—The President, Aldermen Brown, Cowie, Morgan, O'Beirne, Rogers, and School

—7.
Negative—The Vice-President, Aldermen Dooling, Flynn, Harris, Hart, Martin, Mead, Murphy, Roche, Ryder, C. J. Smith, and Wund—12.

Alderman O'Beirne offered the following amendment:

"And this consent is given upon the further and absolute condition that nothing therein shall be construed as a consent or grant or permission to use the motive power designated and known as the Trolley system, and that no motive power by reason of electricity, through an overhead wire, shall be used."

Alderman Flynn moved that Alderman O'Beirne's amendment be laid on the table.

The President put the question whether the Board would agree with said motion.

Which was decided in the affirmative.

The President put the question whether the Board would agree to accept said report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—The Vice-President, Aldermen Brown, Dooling, Flynn, Harris, Hart, Martin, Mead, Murphy, Roche, Rogers, Ryder, C. J. Smith, and Wund—14.

Negative—The President, Aldermen Cowie, Morgan, O'Beirne, and School—5.

MESSAGES FROM HIS HONOR THE MAYOR.

The President laid before the Board the following message from his Honor the Mayor:

CITY OF NEW YORK—OFFICE OF THE MAYOR,
September 28, 1892.

To the Honorable the Board of Aldermen:

I return, without approval, the resolution of your Honorable Body, adopted September 20, 1892, which permits the placing and keeping of a watering-trough in front of the premises No. 1399 Fifth avenue, on the ground of the following report made thereon by the Commissioner of Public Works:

"The placing of this watering-trough is objectionable, because the pavement of the carriageway is of asphalt and would be injured by the drippings from the trough."

HUGH J. GRANT, Mayor.

Resolved, That permission be and the same is hereby given to T. J. Banker to place and keep a watering-trough in front of his premises, No. 1399 Fifth avenue, the work to be done and water supplied at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

Which was laid over, ordered to be printed in the minutes and published in full in the CITY RECORD.

The President laid before the Board the following message from his Honor the Mayor:

CITY OF NEW YORK—OFFICE OF THE MAYOR,
September 29, 1892.

To the Honorable the Board of Aldermen:

I return, without approval, the resolution of your Honorable Board, adopted September 27, 1892, permitting the National Horse Show Association of America to occupy the south side of Twenty-seventh street, between Fourth and Madison avenues, and adjoining Madison Square Garden, extending eleven feet from the curb, and to erect a temporary structure thereon.

This resolution is not accompanied by any diagram of the proposed structure. Accordingly approval of it is withheld.

HUGH J. GRANT, Mayor.

Resolved, That permission be and the same is hereby given to the National Horse Show Association of America to occupy the south side of Twenty-seventh street, between Fourth and Madison avenues, and adjoining Madison Square Garden, extending eleven feet from the curb, and to erect a temporary structure thereon, the same to be removed immediately after the horse show to be held in the Madison Square Garden, the work to be done at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only for thirty days from November 1, 1892.

Which was laid over, ordered to be printed in the minutes and published in full in the CITY RECORD.

The President laid before the Board the following message from his Honor the Mayor:

CITY OF NEW YORK—OFFICE OF THE MAYOR,
September 28, 1892.

To the Honorable the Board of Aldermen:

I return, without approval, the resolution of your Honorable Body, adopted September 20, 1892, which permits the extension of the vault in front of Nos. 152 to 156 Wooster street, three feet beyond the curb, on the report of the Commissioner of Public Works that:

"Such vault extension at the place mentioned is objected to because it would interfere with gas-mains, electric subway and other underground structures and conduits and would endanger the twenty-inch water-main in the street, the safety of which is of the utmost importance, especially for furnishing an adequate water supply in the wholesale dry goods district in case of fire."

HUGH J. GRANT, Mayor.

Resolved, That permission be and the same is hereby given to Joseph B. Bloomingdale to extend the vault in front of his premises, Nos. 152, 154 and 156 Wooster street, one hundred and twenty feet south of Houston street, three feet beyond the curb-line, as shown on the annexed diagram, upon payment of the usual fee, provided that the said Joseph B. Bloomingdale shall stipulate with the Commissioner of Public Works to save the city harmless from any loss or damage that may be occasioned by the exercise of the privilege hereby granted during the progress or subsequent to the completion of extending said vault, the work to be done at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

Which was laid over, ordered to be printed in the minutes and published in full in the CITY RECORD.

The President laid before the Board the following message from his Honor the Mayor:

CITY OF NEW YORK—OFFICE OF THE MAYOR,
September 28, 1892.

To the Honorable the Board of Aldermen:

I return, without approval, the resolutions of your Honorable Body, adopted September 20, 1892, which provide for the placing of watering-troughs at the corner of Webster avenue and Anna place and in front of No. 2712 Third avenue, respectively, on the ground of the following report thereon, which I have received from the Commissioner of Public Works:

"The objection to these two resolutions is, that the entire water supply to the Twenty-third and Twenty-fourth Wards comes from the Bronx river, and is, at times, barely adequate for necessary domestic and business consumption, while that section of the city is very rapidly growing in buildings and population, causing a proportionate growth in the demand for necessary water supply. Under these circumstances, and in view of the fact that there are already numerous conveniences for watering animals at public drinking-hydrants and at watering-troughs maintained at private expense, it is not deemed prudent to allow the placing of additional watering-troughs, which, in all cases, consume large quantities of water."

HUGH J. GRANT, Mayor.

Resolved, That permission be and the same is hereby given to John Niesteremann to place and keep a watering-trough in front of his premises, corner Webster avenue and Anna place, the work to be done and water supplied at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

Resolved, That permission be and the same is hereby given to Frank Engelfried to place and keep a watering-trough in front of his premises, No. 2712 Third avenue, the work to be done and water supplied at his own expense, under the direction of Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

Which was laid over, ordered to be printed in the minutes and published in full in the CITY RECORD.

MOTIONS AND RESOLUTIONS.

By Alderman Flynn—

Resolved, That the names of the following persons, recently appointed or superseded as Commissioners of Deeds, be and they are hereby corrected and amended so as to read as follows:

Frank McMullen, in place of..... Henry L. Joyce.
Jacob Freeman, "..... George R. Hall.
R. U. Baar, to read..... R. Van Baar.
Mathew Anderson, to read..... Mathew Anderson.
Charles A. O. Niel, "..... Charles A. O. Neill.
A. C. Todd, in place of..... Thomas J. McCabe.
F. Fisher, to read..... F. Fischer.

The President put the question whether the Board would agree with said resolution.

Which was decided in the affirmative.

REPORTS RESUMED.

Your Committee having in charge the application of the Houston, West Street and Pavonia Ferry Railroad Company to unite two street surface railroad routes, and by virtue thereof to establish a new route for public travel, had the matter under consideration, and have heard all the evidence and facts and suggestions made in respect thereof, and find that there was and is no opposition or objection to the granting of the petition of said company.

Your Committee find and report that due and legal notice, as required by law, has been given for the hearing thereof, and that the facts stated in said petition are true, and that the distance to accomplish such union is less than one-half mile, and that the union proposed by the connection described in the petition will constitute, when made, a new route for public travel, and that such connection cannot be operated as an independent railroad without inconvenience to the public, but that it is to the public advantage that the same should be operated as a continuous route or line of the road of the petitioner, and that there is a public demand for said extension and union, and that the construction thereof will facilitate public travel and be of great public utility and advantage.

Wherefore said Committee recommends that said application be granted on condition that said branch or extension shall be operated as a part of a continuous route for one fare, either by a continuous ride or transfer tickets, and that in making such extensions, connection and union, the petitioner complies with the law covering such union, and that it be required to build said road and make such connections and union within two years from date, unless prevented by legal proceedings, all of which is respectfully submitted.

Whereas, The Houston, West Street and Pavonia Ferry Railroad Company, being a corporation duly and legally incorporated and existing under and by virtue of the laws of this State for the purpose of providing street railroad facilities for compensation in the City of New York, heretofore made application in writing to the Common Council in the City of New York for consent to build, extend and construct a branch road of its line over the streets and avenues therein mentioned, such application being in words and figures as follows, to wit, that is to say:

To the Honorable the Common Council of the City of New York:

The petition of The Houston, West Street and Pavonia Ferry Railroad Company respectfully shows:

First—That your petitioner is and for many years has been a street surface railroad corporation owning, operating and using a street surface railroad through, upon and along certain streets and avenues in the City of New York, and among other streets and avenues from Houston street through, upon and along Avenue C, with a single track to Third street; thence with a double track through, upon and along Avenue C to Seventeenth street; thence through, upon and along various other streets and avenues to the Grand Central Depot in the City of New York.

Second—That the Chambers Street and Grand Street Ferry Railroad Company formerly owned and operated a street surface railroad through, upon and along certain streets and avenues in the City of New York, and among other streets and avenues, from Grand Street Ferry on the East river, through, upon and along East street; thence through, upon and along Cherry street; thence through, upon and along Jackson street to Madison street; thence through, upon and along Madison street, with a double track, to New Chambers street; thence through, upon and along New Chambers street to Park Row; thence through, upon and along various other streets and avenues to Pavonia Ferry, on the North river; thence, through, upon and along various other streets and avenues to the Roosevelt Street Ferry, on the East river.

Third—That heretofore, pursuant to statute, the said The Chambers Street and Grand Street Ferry Railroad Company was merged with your petitioner, and your petitioner now owns, operates and uses the railroad and railroad routes formerly owned by the said The Chambers Street and Grand Street Ferry Railroad Company.

Fourth—That your petitioner desires to unite said two street surface railroad routes at the intersection of Ridge street and Delancey street, said point of union being not over one-half mile from said respective lines or routes, the connection to be made by the construction, maintenance and operation of an extension or branch of your petitioner's said railroad, commencing at the intersection of Houston street and Avenue C in the City of New York, connecting there by suitable curves and appliances with the road of your petitioner, running thence through, upon and along Houston street over the single track in said street of the road of the Forty-second Street and Grand Street Ferry Railroad Company to Ridge street; thence (with suitable curves and appliances at or near Ridge street) through, upon and along Ridge street with a single track to the said point of union, and by the construction, maintenance and operation of an extension or branch of the said railroad formerly of the Chambers Street and Grand Street Ferry Railroad Company, commencing at the intersection of Montgomery street and Madison street, connecting there by suitable curves and appliances with the said road formerly of the Chambers Street and Grand Street Ferry Railroad Company, running thence with a single track through, upon and along Montgomery street to Division street; thence through, upon and across Division street to Ridge street; thence through, upon and along Ridge street with a single track to the said point of union, such connection to be operated by any motive power which is or may at any time lawfully be used on either of the routes connected thereby.

Fifth—And by the construction of such connection your petitioner will be able and hereby offers, consents and agrees to establish and maintain (the requisite consents of property-owners or the lawful substitute thereof having been first obtained) a new continuous route for public travel for one fare over the line of your petitioner, running north of Houston street and over the line formerly of the Chambers Street and Grand Street Ferry Railroad Company on the east side of the city between the Grand Central Depot and the neighborhood of the Brooklyn Bridge, Post-office and the public buildings in the city at Broadway and Chambers street, and the terminus of said Chambers Street and Grand Street Ferry Railroad at Pavonia Ferry on the North river.

Sixth—That said connection cannot be operated as an independent railroad conveniently to the public, but it is manifestly to the public advantage that the same shall be operated as a continuous line or route with said existing railroads.

Wherefore your petitioner prays for the consent of the local authorities of the City of New York to the construction and operation by your petitioner of said connection and to the establishment, maintenance and operation by your petitioner of said new continuous route for public travel.

THE HOUSTON, WEST STREET AND PAVONIA FERRY RAILROAD COMPANY,

By JOHN D. CRIMMINS, President.

All persons interested in the foregoing application are hereby notified to be present at the time and place mentioned in the resolution.

MICHAEL F. BLAKE, Clerk, Common Council.

Whereas, Said application contemplated the connection and union of two street surface railroads at a point not over one-half mile distant from its line of route as it now exists, and to establish by the construction of such connection a new route for public travel; and

Whereas, Said corporation making such application did therein and does hereby consent to operate such new route when said connection and union is made as a part of a continuous route for one fare, either by continuous ride or transfer tickets; and

Whereas, The said Common Council caused public notice of such application, and of the time and place when the same would be first considered, to be given by a notice thereof published daily for at least fourteen days prior to a hearing, in two daily newspapers of the City of New York, to wit, in the "Sun" and "News," which papers were lawfully designated for that purpose by his Honor the Mayor of said city; and

Whereas, On the twenty-eighth day of September, 1892, at eleven o'clock A. M., at the Chamber of the Board of Aldermen of said city, that being the time and place designated in said notice, a meeting of the Common Council of said city was held and said application was first considered by said Common Council; and

Whereas, It appeared to the local authorities upon a hearing had upon such application as provided by law, that such connection and new route cannot be operated as an independent railroad without inconvenience to the public, but that it is to the public advantage that the same be operated as a continuous line or route with the existing railroads of the applicant for one fare, either by continuous ride or transfer tickets; it is

Resolved, In pursuance of law, that the consent of the Common Council of the City of New York be and is hereby given to said company to construct, maintain, use and operate upon the streets and avenues in said application described, upon the conditions hereinafter named, and not otherwise, the extensions and branches aforesaid, as street railroads upon the express condition that the corporation making such connections and extensions or branches shall pay into the treasury of said city the annual percentages provided for extensions or branches in the laws as they now exist; and be it further

Resolved, That the consent of said Common Council to said petition is hereby given on the further express condition that said applicant will do and perform all that the law requires in such cases and shall be subject to all the limitations thereof.

ANDREW A. NOONAN, } Committee
JACOB C. WUND, } on
WILLIAM H. MURPHY, } Railroads.
HORATIO S. HARRIS, }
HARRY C. HART, }

Alderman Morgan offered the following:

"And this consent is given upon the further and absolute condition that nothing therein shall be construed as a consent, grant or permission to use the motive power designated and known as the Trolley system, and that no motive power operated by means of electricity through an overhead wire shall be used."

Alderman Flynn moved that the amendment be laid on the table.

The Vice-President put the question whether the Board would agree with said motion.

Which was decided in the affirmative.

The President put the question whether the Board would agree to accept said report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—The President, the Vice-President, Aldermen Brown, Clancy, Dooling, Flynn, Harris, Hart, Martin, Mead, Murphy, Roche, Rogers, Ryder, C. J. Smith, and Wund—16.

Negative—Aldermen Cowie, Morgan, O'Beirne, and School—4.

MOTIONS AND RESOLUTIONS RESUMED.

Alderman Morgan moved that the Board do now adjourn.

The President put the question whether the Board would agree with said motion.

Which was decided in the negative by the following vote:

Affirmative—Aldermen Cowie, Morgan, O'Beirne, and School—4.

Negative—The President, the Vice-President, Aldermen Brown, Clancy, Dooling, Flynn, Harris, Hart, Martin, Mead, Murphy, Roche, Rogers, Ryder, C. J. Smith, and Wund—16.
(At this point the Vice-President took the chair.)

REPORTS AGAIN RESUMED.

The Committee having charge of the application of The Houston, West Street and Pavonia Ferry Railroad, and the Broadway and Seventh Avenue Railroad Companies, to unite their two street surface railroad routes, and by virtue thereof, to establish a new route for public travel, had the matter under consideration and have heard all the evidence and facts and suggestions made in respect thereof, and find that there was and is no opposition or objection to the granting of the petition of said companies.

Your Committee find and report that due and legal notice has been given, as required by law, for the hearing thereof, and that the facts stated in said petition are true, and that the distance to accomplish such union by each road is less than one-half mile, and that the union proposed by the connection described in the petition will constitute when made a new route for public travel, and that such connection cannot be operated as an independent railroad without inconvenience to the public, but that it is to the public advantage that the same should be operated as a continuous route or line of the roads of the petitioners, and that there is a public demand for said extension and union, and that the construction thereof will facilitate public travel and be of great public utility and advantage:

Wherefore said Committee recommends that said application be granted, on condition that said branch or extension shall be operated as a part of a continuous route for one fare, either by continuous ride or transfer tickets, and that in making such extensions, connection and union, the petitioners comply with the law covering such union, and that they be required to build said road and make such connection and union within two years from date, unless prevented by legal proceedings, all of which is respectfully submitted.

Whereas, The Houston, West Street and Pavonia Ferry Railroad Company, and the Broadway and Seventh Avenue Railroad Company, both being corporations duly and legally incorporated and existing under, and by virtue of, the laws of this State, for the purpose of providing street railroad facilities for compensation in the City of New York, heretofore made joint application in writing to the Common Council of the City of New York for consent to build, extend and construct a branch road of their respective lines over the streets and avenues therein mentioned, such application being in words and figures as follows, to wit, that is to say:

To the Honorable the Common Council of the City of New York:

Now at this day come the Houston, West Street and Pavonia Ferry Railroad Company and the Broadway and Seventh Avenue Railroad Company, and herewith make and file this application before said authorities to be allowed to build the branch and extended lines of the railway herein-after fully described.

Said Broadway and Seventh Avenue Railroad Company says that it is a street surface railway company organized and existing under and by virtue of the laws of the State of New York, and as such corporation has built and now owns and leases a double-track line of railway from South Ferry in said city on and over the surface of Broadway to a point thereon north of Forty-fourth street and thence over Seventh Avenue to Central Park in said city; that said line on said route between said points crosses Twenty-third street at a junction thereof with Broadway; that Lexington Avenue is a public road, street and highway in said City of New York and extends north and south therein from Gramercy Park in said city to Harlem river; that Twenty-third street in said city is also a public street, road and highway and extends east and west through said city.

That said corporation has filed in each of the offices in which its certificate of incorporation is filed, a statement and description of Twenty-third street from its junction with Broadway to its junction with Lexington Avenue, and of said Lexington Avenue from its junction with Twenty-third street to and across Twenty-seventh street in said city; and that said corporation desires to build and establish a branch and extended line of its road agreeably to law from a point at or near where its present tracks cross Twenty-third street, with suitable curves and appliances, along and over Twenty-third street to Lexington Avenue, and from said Twenty-third street where Twenty-third street crosses Lexington Avenue on and over Lexington Avenue to Twenty-seventh street to a connection and union with the extended line to be built thereon by the Houston, West Street and Pavonia Ferry Railroad Company, if this application be granted.

The Houston, West Street and Pavonia Ferry Railroad Company states that it is also a street surface corporation operating in the City of New York, and organized and created under and by virtue of the laws of the State of New York, and as such owns and operates a double-track line of street surface railway on and over Lexington Avenue, between Thirty-sixth and Forty-second streets, in the City of New York, and a single track from Thirty-sixth to Thirty-fifth street on Lexington Avenue, and along said Forty-second street to the Grand Central Depot; that it also has, owns and operates a line of railway on Thirty-fifth and Thirty-sixth streets, in said city, from Lexington Avenue east to First Avenue, and along said First Avenue to the Thirty-fourth Street Ferry over East river.

Said corporation further says that it has filed a statement and certificate in the offices where its certificate of incorporation is filed, giving therein a description of Lexington Avenue, from Thirty-fifth and Thirty-sixth streets to Twenty-seventh street, in said city, and that it proposes, to extend its road along and over said Lexington Avenue so described to said Twenty-seventh street, from Thirty-fifth street by double track, and by single track from Thirty-sixth to Thirty-fifth street.

Said applicants further state that the Houston, West Street and Pavonia Ferry Railroad Company has, by virtue of its corporate powers and privileges, leased the Broadway and Seventh Avenue Railroad Company's line and is now operating the same as a part of one system of railway with its own lines; that the distance from the point in Twenty-third street, at or near where the tracks of the Broadway and Seventh Avenue Railroad cross the tracks of the Twenty-third Street line, and thence over Twenty-third street to Lexington Avenue, and over said Avenue to Twenty-seventh street, is less than one-half mile; that the distance between Thirty-sixth street and said Twenty-seventh street, over which the Houston, West Street and Pavonia Ferry Railroad Company wishes to extend its line to a connection and union with the proposed Broadway and Seventh Avenue Branch line, is less than one-half mile.

That the Broadway and Seventh Avenue Company, as aforesaid, is now unable to give its patrons, customers and the public continuous transportation over its lines as now existing to, or a connection with the Thirty-fourth Street Ferry, or the Grand Central Depot; that it will be a very great public convenience if it be allowed to furnish such transportation over a continuous line for one fare to those desiring to pass over its lines to either side of said points.

That the Broadway and Seventh Avenue Railroad Company desire to construct or establish less than one-half mile of branch railroad from its own tracks at or near where they cross the Twenty-third Street Railroad line, with suitable curves and appliances, over Twenty-third street to Lexington Avenue, and from a junction of said Lexington Avenue with Twenty-third street, over said Lexington Avenue to Twenty-seventh street, to a connection and union with the extended lines of the Houston, West Street and Pavonia Ferry Railroad Company, on Lexington Avenue, as is applied for by said Houston, West Street and Pavonia Ferry Railroad Company in this application; that the Houston, West Street and Pavonia Ferry Railroad Company agrees to give transfer tickets at its junction with the Broadway and Seventh Avenue Railroad, so extended by its branch line, so that passengers may reach the Grand Central Depot and the Thirty-fourth Street Ferry over the tracks of the Houston, West Street and Pavonia Ferry Railroad Company's road for one fare; that to enable the Broadway and Seventh Avenue Railroad Company to utilize the grant herein asked for and to establish said branch and extended lines to a connection and union with the lines of the Houston, West Street and Pavonia Ferry Railroad Company's track, as aforesaid, it will proceed to agree with the Forty-second Street and Grand Street Ferry Railroad Company upon the terms upon which the said Broadway and Seventh Avenue Railroad Company may use intervening tracks of the Forty-second Street and Grand Street Ferry Railroad Company on Twenty-third street, between Broadway and Fourth Avenue, a distance of less than one thousand feet, and in the absence of such agreement, will, in pursuance of law, if authorized to build or establish said branch and extension to a connection and union as aforesaid, apply through the courts for Commissioners under the statutes of New York for the right to establish its branch and extended line in part over said intervening tracks, and said Houston, West Street and Pavonia Ferry Railroad Company, if this application be granted, will, under like circumstances procure the right to pass over that part of the line of New York and Harlem Railroad Company lying between Thirty-second and Thirty-fourth streets, on Lexington Avenue, being a distance of less than one thousand feet.

Applicants say that with these connections so made and established said extension and branch will be used as a part of a continuous route for one fare to the Thirty-fourth Street Ferry and to the Grand Central Depot, either by running of cars through or by giving transfer tickets for one fare; that the creation, establishment and extension of said branch and extended lines will unite two street surface railway routes, to wit: the routes of the applicants herein at a point not over one-half mile from the respective lines or routes of applicants as they now exist prior to said extension and the establishment of said branch line, and will establish thereby a new route for public travel, which applicants consent to operate as a part of their continuous routes for one fare.

Applicants allege that said branch and extension lines cannot be operated as an independent railroad without inconvenience to the public, but that it is to the public advantage that the same should be operated as a continuous line or route with the said railroads now existing.

That the entire length of applicants', owned and operated by perpetual leases, is 31.20 miles of double-track road.

That the Twenty-third Street Railroad Company will permit the Broadway and Seventh Avenue Railroad Company to use its tracks on Twenty-third street, between Fourth avenue and Lexington avenue; and as a part of this application said companies agree and promise that they will pay a reasonable compensation for running over the tracks of any intervening railroad, if they are permitted so to do, and will keep and perform all the conditions of law applicable to the construction and establishment of such branches and extensions, the right to build which is herein applied for.

Wherefore, they most respectfully pray that this application be granted, and that the public authorities consent thereto.

THE HOUSTON, WEST STREET AND PAVONIA FERRY RAILROAD COMPANY,
By JOHN D. CRIMMINS, President.
THE BROADWAY AND SEVENTH AVENUE RAILROAD COMPANY,
By D. B. HASBROUCK, Vice-President.

All persons interested in the foregoing application are hereby notified to be present at the time and place mentioned in the resolution.

MICHAEL F. BLAKE, Clerk, Common Council.

And Whereas, Said joint application contemplates the connection and union of two street surface railroads at a point not over one-half mile distant from their respective lines or routes as they now exist, and to establish by the construction of such new connection a new and continuous route for public travel; and

Whereas, Said corporations making said application did therein and do hereby consent to operate said new route when such connection and union is made as a part of a continuous route for one fare, either by a continuous ride or by transfer tickets; and

Whereas, The said Common Council caused public notice of such application, and of the time and place when the same will be first considered, to be given by a notice thereof published daily for at least fourteen days prior to a hearing, in two daily newspapers of the City of New York, to wit: the "Sun" and the "News," which papers were lawfully designated for that purpose by his Honor the Mayor of said city; and

Whereas, On the twenty-eighth day of September, 1892, at eleven o'clock A. M., at the Chamber of the Board of Aldermen of said city, that being the time and place designated in said notice, a meeting of the Common Council of said city was held and said application was first considered by said Common Council; and

Whereas, It appears to the local authorities, upon a hearing had of said application, as provided by law, that said connection and new route cannot be operated as an independent railroad without inconvenience to the public, but that it is to the public's advantage that the same be operated as a continuous line or route with the existing railroads of the applicants for one fare, either by continuous ride or transfer tickets, that the public convenience requires the same; it is

Resolved, In pursuance of law, that the consent of the Common Council of the City of New York be and is hereby given to said companies to construct, maintain, use and operate upon the streets in said application described, upon conditions hereinafter named and not otherwise, the extensions and branches aforesaid as street railroads, upon the express condition that the corporation or corporations making such connection, extensions or branches, shall pay into the treasury of said city annual percentages provided for extensions or branches in the laws as they now exist. Be it further

Resolved, That the consent of the Common Council to said petition is hereby given on the further express condition that said applicants, each of them, will do and perform all that the law requires in such cases, and shall be subject to all the limitations thereof.

HORATIO S. HARRIS,
JACOB C. WUND,
ANDREW A. NOONAN,
WILLIAM H. MURPHY,
HARRY C. HART,

Committee
on
Railroads.

Alderman Morgan offered the following amendment:

"And this consent is given upon the further and absolute condition that nothing therein shall be construed as a consent, grant or permission to use the Trolley system, and that no motive power operated by means of electricity through an overhead wire shall be used."

Alderman Flynn moved that the amendment be laid on the table.

The Vice-President put the question whether the Board would agree with said motion.

Which was decided in the affirmative.

The Vice-President put the question whether the Board would agree to accept said report and adopt said resolutions.

Which was decided in the affirmative by the following vote:

Affirmative—The Vice-President, Brown, Clancy, Dooling, Flynn, Harris, Hart, Martin, Mead, Murphy, Roche, Rogers, Ryder, C. J. Smith, and Wund—15.

Negative—Aldermen Cowie, Morgan, O'Beirne, and School—4.

The Committee having charge of the application of the Houston, West Street and Pavonia Ferry Railroad, the Sixth Avenue Railroad and the Ninth Avenue Railroad Companies to unite their two street surface railroad routes, and by virtue thereof to establish a new route for public travel, had the matter under consideration, and have heard all the evidence and facts and suggestions made in respect thereof, and find that there was and is no opposition or objection to the granting of the petition of said companies.

Your Committee find and report that due and legal notice has been given for the hearing thereof, and that the facts stated in said petition are true, and that the distance to accomplish such union is less than one-half mile, and that the union proposed by the connection described in the petition will constitute when made a new route for public travel, and that such connection cannot be operated as an independent railroad without inconvenience to the public, but that it is to the public advantage that the same should be operated as a continuous route or line of the roads of the petitioners, and that there is a public demand for said extension and union, and that the construction thereof will facilitate public travel and be of great public utility and advantage.

Wherefore said Committee recommends that said application be granted, on condition that said branch or extension shall be operated as a part of a continuous route for one fare, either by continuous ride or transfer tickets, and that in making such extensions, connection and union the petitioners comply with the law covering such union, and that they be required to build said road and make such connection and union within two years from date, unless prevented by legal proceedings, all of which is respectfully submitted.

Whereas, The Houston, West Street and Pavonia Ferry Railroad Company, the Sixth Avenue Railroad Company and the Ninth Avenue Railroad Company, all being corporations duly and legally incorporated and existing under and by virtue of the laws of this State for the purpose of providing street railroad facilities for compensation in the City of New York, heretofore made joint application in writing to the Common Council of the City of New York for consents to build, extend and construct a branch road of their respective lines over the streets and avenues therein mentioned, such application being in words and figures as follows, to wit, that is to say:

To the Honorable Common Council of the City of New York:

The petition of the Houston, West Street and Pavonia Ferry Railroad Company respectfully shows:

First—That your petitioner and the Sixth Avenue Railroad Company and the Ninth Avenue Railroad Company are and for many years have been street surface railroad corporations, owning and operating street surface railroads through, upon and along certain streets and avenues in the City of New York.

Second—That by leases duly filed in the proper public offices your petitioner is the lessee for long terms of years of the tracks, railroads, and railroad routes of said Sixth Avenue Railroad Company and of said Ninth Avenue Railroad Company, and is using the tracks, railroads and railroad routes of said several companies.

Third—That it is desired to unite the routes of said Sixth Avenue Railroad Company and said Ninth Avenue Railroad Company at the intersection of Fifty-third street and Seventh avenue, said point of union being not over one-half mile from such respective lines of routes, and the connection to be made by the construction, maintenance and operation of an extension or branch of the railroad of said Ninth Avenue Railroad Company, commencing at Ninth avenue and West Fifty-third street, connecting there by suitable curves and attachments with the road of said Ninth Avenue Company, and running thence, with double tracks, easterly through, upon and along West Fifty-third street to said point of union; and by the construction, maintenance and operation of an extension or branch of the railroad of said Sixth Avenue Company, commencing at Sixth avenue and West Fifty-third street, and connecting there by suitable curves and attachments with the road of said Sixth Avenue Company, and running thence, with double tracks, westerly through, upon and along West Fifty-third street to said point of union; and the same to be operated by any motive power which is now or may at any time lawfully be used on either of the routes connected thereby.

Fourth—That by the construction of such connection your petitioner will be able and hereby offers to establish and maintain a new continuous route for public travel over the existing tracks or roads and said connection, and provided that the local authorities of the City of New York will consent to the construction of said connection and to the establishment, maintenance and operation of said new route for public travel, your petitioner hereby consents and agrees (the requisite consents of property-owners or the lawful substitute therefor having been first obtained) to construct said connection and to maintain and operate the same as a part of said continuous route for one fare.

Fifth—That the said connection cannot be operated as an independent railroad without inconvenience to the public, but it is to the public advantage that the same should be operated as a continuous line or route with said existing railroads respectively.

Wherefore, your petitioner prays for the consent of the local authorities of the City of New York to the construction and operation of said connection, and to the establishment, maintenance and operation of said connection, and to the establishment, maintenance and operation of said new continuous route for public travel.

And your petitioner makes this application as well for and on behalf of its said lessors as for itself.

HOUSTON, WEST STREET AND PAVONIA FERRY RAILROAD COMPANY,
By JOHN D. CRIMMINS.

NEW YORK, June 7, 1892.

All persons interested in the foregoing application are hereby notified to be present at the time and place mentioned in the resolution.

MICHAEL F. BLAKE, Clerk, Common Council.

And Whereas, Said joint application contemplates the connection and union of two street surface railroads at a point not over one-half mile distant from their respective lines or routes, as they now exist, and to establish by the construction of such new connection a new and continuous route for public travel; and

Whereas, Said corporations making said applications did therein and do hereby consent to operate said new route when such connection and union is made as a part of a continuous route for one fare, either by a continuous ride or by transfer tickets; and

Whereas, The said Common Council caused public notice of such application, and of the time and place when the same will be first considered, to be given by a notice thereof published daily for at least fourteen days prior to a hearing in two daily newspapers of the City of New York, to wit: the "Sun" and the "News," which papers were lawfully designated for that purpose by his Honor the Mayor, of said city; and

Whereas, On the twenty-eighth day of September, 1892, at eleven o'clock A. M., at the chamber of the Board of Aldermen of said City, that being the time and place designated in said notice, a meeting of the Common Council of said City was held and said application was first considered by said Common Council; and

Whereas, It appeared to the local authorities, upon a hearing had of said application as provided by law, that said connection and new route cannot be operated as an independent railroad without inconvenience to the public, but that it is to the public's advantage that the same be operated as a continuous line or route with the existing railroads of the applicants for one fare, either by continuous ride or transfer tickets; it is

Resolved, In pursuance of law, that the consent of the Common Council of the City of New York be and is hereby given to said companies to construct, maintain, use and operate upon the streets and avenues in said application described, upon conditions hereinafter named, and not otherwise, the extensions and branches aforesaid as street railroads upon the express condition that the corporation or corporations making such connections, extensions or branches, shall pay into the treasury of said city annual percentages provided for extensions or branches in the laws as they now exist; be it further

Resolved, That the consent of the Common Council to said petition is hereby given on the further express condition that said applicants, and each of them, will do and perform all that the law requires in such cases and shall be subject to all the limitations thereof.

HORATIO S. HARRIS,
ANDREW A. NOONAN,
JACOB C. WUND,
WILLIAM H. MURPHY,
HARRY C. HART,

Committee
on
Railroads.

Alderman Morgan offered the following amendment:

"And this consent is given upon the further and absolute condition that nothing therein shall be construed as a consent, grant or permission to use the motive power known and designated as Trolley system, and that no motive power operated by means of electricity, through an overhead wire, shall be used."

Alderman Flynn moved that the amendment be laid on the table.

The Vice-President put the question whether the Board would agree with said motion.

Which was decided in the affirmative by the following vote:

Affirmative—The Vice-President, Aldermen Brown, Clancy, Dooling, Flynn, Harris, Hart, Martin, Mead, Murphy, Roche, Rogers, Ryder, C. J. Smith, and Wund—15.

Negative—Aldermen Cowie, Morgan, O'Beirne, and School—4.

The Vice-President put the question whether the Board would agree to accept said report and adopt said resolutions.

Which was decided in the affirmative by the following vote:

Affirmative—The Vice-President, Aldermen Brown, Clancy, Dooling, Flynn, Harris, Hart, Martin, Mead, Murphy, Roche, Rogers, Ryder, C. J. Smith, and Wund—15.

Negative—Aldermen Cowie, Morgan, O'Beirne, and School—4.

Report on the Application of the Houston, West Street and Pavonia Ferry Railroad Company's Application to Extend its Line of Railway along and over Streets mentioned in said Application.

Your Committee beg leave to report that they have heard said application fully, and all that was desired to be said thereon by all persons appearing in favor and against the application, and have fully considered all that was said and evidence submitted and presented by numerous persons who appeared before said Committee and laid before it all facts and suggestions they desired to, and did, offer, and as a result of said hearing your Committee find and report that the facts stated in the application are true, and that it appears to be for the public interest that such application be granted, and that there is a strong public demand for said railway proposed to be built by said company coming from the territory of the city affected by the building of said railway, and by the people living on the route thereof, and that the construction of said road will furnish badly needed transportation facilities to the people affected thereby in addition to those now existing, and that due and legal notice of the said hearing had been given and published according to law.

Your Committee recommend that in order to secure speedy construction of said road as a cable road and the building thereof, and to prevent irresponsible straw bidding, that the parties purchasing the privilege to be sold be required to deposit the sums of money mentioned in the condition of sale attached to this report and recommended by this Committee. On said conditions submitted, your Committee recommend that said application be granted.

Whereas, The Houston, West Street and Pavonia Ferry Railroad Company, a corporation duly incorporated and existing under and by virtue of the laws of this State for the purpose of providing street railroad facilities for compensation in the City of New York, heretofore make application in writing to the Common Council of the City of New York for consent to the construction, maintenance, use, operation and enjoyment of a street railroad upon and through the streets and avenues in said city, mentioned in said application dated the 28th day of September, 1892, which application is in words and figures as follows, to wit:

To the Honorable the Common Council of the City of New York:

Now, at this day, comes the Houston, West Street and Pavonia Ferry Railroad Company, which is and has been since the year 1874 a street surface railroad corporation, created and existing under and by virtue of the laws of the State of New York; said corporation states that it now owns and is operating certain lines of street surface railroads in said city, among them a line on and over the surface of Lexington avenue in said city, from Thirty-fifth street by single track to Thirty-sixth street, and from thence by double track to Forty-second street in said city, and along said Forty-second street west to Grand Central Depot; that it also owns, and is operating in connection therewith, a line on Thirty-fifth and Thirty-sixth streets in said city, extending from said Lexington avenue over said street to First avenue, and along said avenue to Thirty-fourth Street Ferry over the East river. Said corporation further says that it has filed in the offices in which its certificates of incorporation are filed a statement and certificate duly authenticated according to law by its Board of Directors, setting forth the fact that it is a corporation, and that it owns and is operating a system of street surface railway, of which the roads hereinabove mentioned are a part, and also a description of Lexington avenue in said city, and that it desires and proposes to extend a double track line of street surface railway over the said Lexington avenue, the street, road and highway therein described, from the intersection of its present line on Lexington avenue with Forty-second street, upon and over said Lexington avenue to Ninety-eighth street, and when the avenue is further opened to the Harlem river; said corporation further says that it has procured the consent in writing, acknowledged as are deed entitled to be recorded, of the owners of one-half in value of the property bordering on said Lexington avenue, situated between said Forty-second street and Ninety-eighth street, that said corporation may construct, build, maintain and operate a line of street surface railroad upon the surface of said Lexington avenue, along and over the same from said Forty-second street, as aforesaid, to Ninety-eighth street in said city, and that said corporation may operate said road, when built, by animal or horse power, or by cable, electricity, or any power other than locomotive steam power. Said corporation further says that it now owns and is operating in the City of New York, as a part of one system, 31.20 miles of railway; that the extension to Ninety-eighth street, herein described, if made, will be about 2.75 miles in length, and from Ninety-eighth street to Harlem river, about 1.76 miles; that said extension will become and be a part of said system and connected therewith; that the building of the same will greatly accommodate the public and promote the convenience thereof, and will give additional street surface railway facilities for travel along and over said street where said extension is sought to be made, and will enable applicant to transport persons from all points on its system over the extension, as a part of a continuous line, to their destination for one fare.

Wherefore said corporation hereby applies to the local authorities of the City of New York for the consent thereof to build, extend, maintain and operate a double-track line of street surface railway, in connection with its present system, upon, along and over the surface of said Lexington

avenue, in said city, from Forty-second street to Ninety-eighth street, in said city, with the privilege to extend the same to the Harlem river in the future, when the streets of said city are prepared therefor, and when said corporation shall qualify itself so to do, between said Ninety-eighth street and said Harlem river.

Said corporation further says that in making this application it will, if granted, keep and perform all of the conditions, requirements and obligations required of it by law as conditions upon which said privilege may be granted, and that it will keep and observe in all respects the laws to which this application is subject, if granted.

Wherefore it prays that this application be granted and that it be allowed to construct, build, maintain, extend and operate its double line of railway from said Forty-second street, connecting there with its present line on and over said Lexington avenue to Ninety-eighth street in said city, and to continue the same under the conditions herein stated in the future to the Harlem river.

And said corporation hereby applies also, as a part of this petition, for permission to build, lay down, establish and maintain a branch line of double track railroad, from a connection with its track when laid down on Lexington avenue, as hereinbefore proposed, at a junction of that avenue with One Hundred and Sixteenth street, on and over said One Hundred and Sixteenth street, from said junction to Morningside Park to the East river.

THE HOUSTON, WEST STREET AND PAVONIA FERRY RAILROAD COMPANY,
By JOHN D. CRIMMINS, President.

And Whereas, The said Common Council caused public notice of such application and of the time and place when the same would be first considered, to be given by a notice thereof published daily for at least fourteen days in two daily newspapers of the City of New York, which has been done in the following papers, to wit: the "Sun" and "News," which papers were lawfully designated for that purpose by his Honor the Mayor of said city according to law; and

Whereas, On the 28th day of September, 1892, at twelve o'clock noon, at the Chamber of the Board of Aldermen of said city, that being the time and place designated in said notice for a meeting of the Common Council of said city, said application was first considered, and all who desired to be heard at said time and place were then and there heard by said Common Council; now therefore, pursuant to law, it is

Resolved, That the consent of the Common Council of the City of New York be and is hereby given to the construction, use and operation of a street surface railroad upon and over the streets and avenues mentioned in said application, on the conditions hereinafter named, and as a branch or extension of the Houston, West Street and Pavonia Ferry Railroad Company; that is to say, commencing at a connection with the tracks of said railroad company at Forty-second street, where the same are at present laid thereon, at a junction of said street with Lexington avenue; thence on and over said Lexington avenue, with double tracks to Ninety-eighth street, and thence on and over said Lexington avenue, after the same shall have been opened and prepared for further construction and extension of said double tracks on said avenue from said Ninety-eighth street to Harlem river, with further construction, extensions from the junction of One Hundred and Sixteenth street and Lexington avenue, through One Hundred and Sixteenth street, to Morningside Park and to the East river, as stated in its statement and certificate filed and made part hereof; and be it further

Resolved, That the conditions upon which, and not otherwise, the said consent is hereby given, shall be and are as follows, to wit:

Second—That the right, privilege and franchises of using the said streets and avenues to construct, maintain, use and operate a street surface railroad upon the said streets as a branch or extension of the road of the applicant, shall be sold at public auction to the bidder, which shall be a duly incorporated railroad corporation of this State, organized to construct, maintain and operate a street railroad in the City of New York, for which consent may be given, and which will agree to give the largest percentage per annum of the gross receipts of said branch or extension as defined by section 93 of the general Railroad Law, with adequate security by a bond or undertaking in writing and under seal in such form and amount and with such conditions and securities as shall be required and approved by the Comptroller of said City for the fulfillment of the said agreement and for the commencement and completion of such road according to the plan or plans and on the route fixed for its construction within the time designated and prescribed therefor by the laws now prevailing and applicable thereto.

Third—That the bidder to which the aforesaid sale shall be made shall construct and put in operation a double-track cable railroad upon said branch or extension, with all necessary equipment and fixtures in the way of machinery, power and power-houses as shall be necessary for the operation of a first-class cable road, the material and work to be of the best possible character, the plans of street construction, quality and pattern of materials therefor, number and location of sidings, connections with power houses and other railroad turnouts and turntables, to be subject to the approval of the Commissioner of Public Works of said city.

Fourth—The cars shall be run upon such branch or extension as frequently as the convenience of the public may require. And if the right to construct or operate said branch or extension shall be purchased at said sale by the company applying for this consent, the same shall be operated as a part of a continuous line of the line of the applicant, so as to enable any passenger, by transfer tickets or otherwise, to obtain the benefit of a continuous ride for one fare to or from any point on said branch or extension and any point on the lines of railroads of the company applying for this consent, whether the same be owned or leased by said company. And if the right to construct said branch or extension shall be purchased at said sale by any corporation other than the applicant for this consent, the said purchaser shall deliver and receive passengers at the point of junction at Forty-second street with the road of the applicant upon a division of earnings from such joint business, in the proportion that the length of the extension or branch so sold shall bear to the entire length of the road of the company applying for this consent whether owned or leased, together with the mileage of such branch or extension.

This consent is further conditioned that if the right to construct and operate said branch or extension shall be purchased by the company applying for this consent, the percentage to be paid upon gross receipts on behalf of said branch or extension shall be calculated on such portion of the gross receipts of the applicant as shall bear the same proportion to the whole amount thereof as the length of such extension or branch shall be to the entire length of its road, owned or leased. This consent is further conditioned that no passenger shall be charged more than five cents for a continuous ride upon, from or to the above branch or extensions under the conditions as to connections herein in this section provided.

Fifth—And this consent is further conditioned that the successful bidder at said sale to whom this consent for the construction and operation of said branch or extension shall be awarded, shall deposit, at the time of said sale, with the Comptroller of said city, conducting the sale, to the order of the Mayor, the sum of one million dollars, which shall be by the said Mayor deposited in some Trust Company or National Bank of the City of New York as a special deposit, subject to the conditions, as follows:

Said money to be held as security that the said railroad, to the construction of which consent is hereby given, shall be in good faith built and put in operation as contemplated by this consent, within the time or times fixed by law, and as expenditures upon said railroad for property, fixtures, machinery, street work, equipment and cable railroad appurtenances shall progress, said special deposit shall be subject to drafts of the corporation engaged in said work, upon certificate of the Commissioner of Public Works, that an amount equal to the amount drawn from time to time from said fund has been expended in good faith upon or for the purposes of said railroad, as herein in this section provided.

And if, at the expiration of two years from the time of said sale, said road shall not have been constructed and be in operation, the said fund then on deposit shall be forfeited to said city. And in case of failure on the part of any successful bidder at said sale to make such deposit at the time of such sale, a resale shall be immediately made upon the terms and conditions herein provided.

ANDREW A. NOONAN,
JACOB C. WUND,
WILLIAM H. MURPHY,
HORATIO S. HARRIS,
HARRY C. HART,

Committee
on
Railroads.

Alderman O'Beirne offered the following amendment:

"And this consent is given upon the further and absolute condition that nothing therein shall be construed as a consent, grant or permission to use the motive power known and designated as the Trolley system, and that no motive power operated by means of electricity, through an overhead wire, shall be used."

Alderman Flynn moved that the amendment be laid on the table.

The Vice-President put the question whether the Board would agree with said motion.

Which was decided in the affirmative.

The Vice-President then put the question whether the Board would agree to accept said report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—The Vice-President, Aldermen Brown, Clancy, Dooling, Flynn, Harris, Hart, Martin, Mead, Murphy, Roche, Rogers, Ryder, C. J. Smith, and Wund—15.

Negative—Aldermen Cowie, Morgan, O'Beirne, and School—4.

The Committee having charge of the application of the Metropolitan Crosstown Railway and the Sixth Avenue Railroad Companies to unite their two street surface railroad routes, and by virtue thereof, to establish a new route for public travel, had the matter under consideration and have heard all the evidence and facts and suggestions made in respect thereof, and find that there was and is no opposition or objection to the granting of the petition of said companies.

Your Committee find and report that due and legal notice has been given for the hearing thereof and that the facts stated in said petition are true, and that the distance to accomplish such union is less than one-half mile and that the union proposed by the connection described in the petition will constitute when made a new route for public travel, and that such connection cannot be operated as an independent railroad without inconvenience to the public, but that it is to the public advantage

that the same should be operated as a continuous route or line of the roads of the petitioners, and that there is a public demand for said extension and union, and that the construction thereof will facilitate public travel and be of great public utility and advantage;

Wherefore said Committee recommends that said application be granted on condition that said branch or extension shall be operated as a part of a continuous route for one fare, either by continuous ride or transfer tickets, and that in making such extensions, connection and union, the petitioners comply with the law covering such union, and that they be required to build said road and make such connection and union within two years from date, unless prevented by legal proceedings—all of which is respectfully submitted.

Whereas, The Metropolitan Crosstown Railroad Company and the Sixth Avenue Railroad Company, both being corporations duly and legally incorporated and existing under and by virtue of the laws of this State for the purpose of providing street railroad facilities for compensation in the City of New York heretofore made joint application in writing to the Common Council in the City of New York for consents to build, extend and construct a branch road of their respective lines over the streets and avenues therein mentioned, such application being in words and figures as follows, to wit, that is to say:

To the Honorable Common Council of the City of New York:

The petition of the Metropolitan Crosstown Railroad Company and the Sixth Avenue Railroad Company respectfully shows:

I.—That your petitioners now are and for a number of years past have been street surface railroad corporations, owning and operating street surface railroads and railroad routes through, upon and along certain streets and avenues in the City of New York.

II.—That it is desired to unite the routes of your petitioners at the intersection of West Third street and Sullivan street, in the City of New York, such point of union being not over one-half mile from the respective lines or routes of your petitioners, the connection to be made by the construction, maintenance and operation of an extension or branch of the railroad of the Metropolitan Crosstown Railway Company, commencing at the intersection of South Fifth avenue and West Third street, connecting there by suitable curves and attachments with the road of the said The Metropolitan Crosstown Railway Company, and running thence westerly with double tracks through, upon and along West Third street to said point of union, and by the construction, maintenance and operation of an extension or branch of the railroad of the said Sixth Avenue Railroad Company, commencing at the intersection of Sixth avenue and West Third street and running thence easterly with double tracks through, upon and along West Third street to said point of union, and the same to be operated by any motive power which is now or may at any time hereafter be lawfully used on either of the roads connected thereby.

III.—That by the construction of such connection your petitioners will be able, and hereby offer, consent and agree (the requisite consents of property-owners or the lawful substitute therefor having been first obtained) to unite their respective lines or routes and to establish and maintain a new continuous route for public travel for one fare.

IV.—That such connection cannot be operated as an independent railroad conveniently to the public, but it is manifestly to the public advantage that the same should be operated as a continuous line or route with the existing railroads of your petitioners respectively.

Wherefore your petitioners pray for the consent of the local authorities of the City of New York to the construction and operation of said connection and to the establishment, maintenance and operation of said new continuous route for public travel.

Dated NEW YORK, July 5, 1892.

THE METROPOLITAN CROSSTOWN RAILWAY COMPANY,

By P. A. B. WIDENER, President.

THE SIXTH AVENUE RAILROAD COMPANY,

By FRANK CURTISS, President.

All persons interested in the foregoing application are hereby notified to be present at the time and place mentioned in the resolution.

MICHAEL F. BLAKE, Clerk, Common Council.

And Whereas, Said joint application contemplates the connection and union of two street surface railroads at a point not over one-half mile distant from their respective lines or routes as they now exist, and to establish by the construction of such new connection a new and continuous route for public travel; and

Whereas, Said corporations making said application did therein and do hereby consent to operate said new route when such connection and union is made as a part of a continuous route for one fare, either by a continuous ride or by transfer tickets; and

Whereas, The said Common Council caused public notice of such application and of the time and place when the same will be first considered, to be given by a notice thereof published daily for at least fourteen days prior to a hearing, in two daily newspapers of the City of New York, to wit: The "Sun" and the "News," which papers were lawfully designated for that purpose by his Honor the Mayor of said city; and

Whereas, On the twenty-eighth day of September, 1892, at eleven o'clock A. M., at the Chamber of the Board of Aldermen of said city, that being the time and place designated in said notice, a meeting of the Common Council of said city was held and said application was first considered by said Common Council; and

Whereas, It appeared to the local authorities upon a hearing had of said application, as provided by law, that said connection and new route cannot be operated as an independent railroad without inconvenience to the public, but that it is to the public's advantage that the same be operated as a continuous line or route with the existing railroads of the applicants for one fare, either by continuous ride or transfer tickets; it is

Resolved, In pursuance of law, that the consent of the Common Council of the City of New York be and is hereby given to said companies to construct, maintain, use and operate upon the streets in said application described, upon conditions hereinafter named and not otherwise, the extension and branches aforesaid as street railroads upon the express condition that the corporation or corporations making such connection, extensions or branches shall pay into the treasury of said city annual percentages provided for extensions or branches in the laws as they now exist; be it further

Resolved, That the consent of the Common Council to said petition is hereby given on the further express condition that said applicants, each of them, will do and perform all that the law requires in such cases, and shall be subject to all the limitations thereof.

ANDREW A. NOONAN,
JACOB C. WUND,
WILLIAM H. MURPHY,
HORATIO S. HARRIS,
HARRY C. HART,

Committee
on
Railroads.

Alderman O'Beirne offered the following amendment:

"And this consent is given upon the further and absolute condition that nothing therein shall be construed as a consent, grant or permission to use the motive power designated and known as the Trolley system, and that no motive power operated by means of electricity through an overhead wire shall be used."

Alderman Flynn moved that the amendment be laid on the table.

The Vice-President put the question whether the Board would agree with said motion.

Which was decided in the affirmative.

The President put the question whether the Board would agree to accept said report and adopt said resolutions.

Which was decided in the affirmative by the following vote:

Affirmative—Vice-President Noonan, Aldermen Brown, Clancy, Dooling, Flynn, Harris, Hart, Martin, Mead, Murphy, Roche, Rogers, Ryder, C. J. Smith, and Wund—15.

Negative—Aldermen Cowie, Morgan, O'Beirne, and School—4.

The Committee having charge of the application of the Broadway and Seventh Avenue Railroad and the Metropolitan and Crosstown Railroad Companies to unite their two street surface railroad routes and, by virtue thereof, to establish a new route for public travel, had the matter under consideration, and have heard all the evidence and facts and suggestions made in respect thereof, and find that there was and is no opposition or objection to the granting of the petition of said companies.

Your Committee find and report that due and legal notice has been given for the hearing thereof and that the facts stated in said petition are true, and that the distance to accomplish the union of the two roads is less than one-half mile, and that the union proposed by the connection described in the petition will constitute when made a new route for public travel, and that such connection cannot be operated as an independent railroad without inconvenience to the public, but that it is to the public advantage that the same should be operated as a continuous route or line of the roads of the petitioners, and that there is a public demand for said extension and union, and that the construction thereof will facilitate public travel and be of great public utility and advantage.

Wherefore, said Committee recommends that said application be granted on condition that said branch or extension shall be operated as a part of a continuous route for one fare, either by continuous ride or transfer tickets, and that in making such extensions, connection and union the petitioners comply with the law covering such union, and that they be required to build said road and make such connection and union within two years from date, unless prevented by legal proceedings. All of which is respectfully submitted.

Whereas, The Broadway and Seventh Avenue Railroad Company and the Metropolitan Crosstown Railway Company, both being corporations duly and legally incorporated and existing under and by virtue of the laws of this State, for the purpose of providing street railroad facilities for compensation in the City of New York, heretofore made joint application in writing to the Common Council of the City of New York for consents to build, extend and construct a branch road of their respective lines over the streets and avenues therein mentioned, such application being in words and figures, as follows, to wit, that is to say:

To the Honorable Common Council of the City of New York:

The petition of the Broadway and Seventh Avenue Railroad Company and of the Metropolitan Crosstown Railway Company respectfully shows:

I.—That your petitioners now are and for a number of years past have been street surface railroad corporations owning and operating street surface railroads through, upon and along certain streets and avenues in the City of New York.

II.—That it is desired to unite the routes of your petitioners at the intersection of South Fifth avenue and Broome street, in the City of New York, said point of union being not over one-half mile from the respective lines or routes of your petitioners, the connection to be made by the construction, maintenance and operation of an extension or branch of the road and route of the Broadway and Seventh Avenue Railroad Company, commencing near the intersection of the southerly side of Canal street with West Broadway, connecting there by suitable curves and attachments with the existing route of the Broadway and Seventh Avenue Railroad Company in West Broadway and Canal street, and running thence northerly with double tracks upon and across Canal street to South Fifth avenue, and (connecting by suitable curves and appliances with the single track of the road of the said Broadway and Seventh Avenue Railroad Company on the northerly side of Canal street); thence running northerly through, upon and along South Fifth avenue with double tracks to Broome street to said point of union; and by the construction, maintenance and operation of an extension or branch of the road and route of the Metropolitan Crosstown Railway Company, commencing at South Fifth avenue and Spring street, connecting there by suitable curves and appliances with said existing road and running thence southerly with double tracks through, upon and along South Fifth avenue to said point of union; said connection to be operated by any motive power which is now or may at any time hereafter lawfully be used on either of the roads connected thereby.

III.—That by the construction of such connection your petitioners will be able and hereby offer, consent and agree (the requisite consents of property owners or the lawful substitute therefor having been first obtained) to unite their respective lines or routes and to establish and maintain a new continuous route for public travel for one fare.

IV.—That such connection cannot be operated as an independent railroad conveniently to the public, but it is manifestly to the public advantage that the same should be operated as a continuous line or route with the existing railroads of your petitioners respectively.

Wherefore your petitioners pray for the consent of the local authorities of the City of New York to the construction and operation of said connection and to the establishment, maintenance and operation of said new continuous route for public travel.

Dated NEW YORK, July 5, 1892.

THE BROADWAY AND SEVENTH AVENUE RAILROAD COMPANY,
By D. B. HASBROUCK, Vice-President.

THE METROPOLITAN CROSSTOWN RAILROAD COMPANY,
By P. A. B. WIDENER, President.

And Whereas, Said joint application contemplates the connection and union of two street surface railroads at a point not over one-half mile distant from their respective lines or routes as they now exist, and to establish by the construction of such new connection a new and continuous route for public travel; and

Whereas, Said corporations making said applications did therein and do hereby consent to operate said new route when such connection and union is made as a part of a continuous route for one fare, either by a continuous ride or by transfer tickets; and

Whereas, The said Common Council caused public notice of such application, and of the time and place when the same will be first considered, to be given by a notice thereof, published daily for at least fourteen days prior to a hearing, in two daily newspapers of the City of New York, to wit, the "Sun" and the "News," which papers were lawfully designated for that purpose by his Honor the Mayor of said city; and

Whereas, On the twenty-eighth day of September, 1892, at eleven o'clock A.M., at the Chamber of the Board of Aldermen of said city, that being the time and place designated in said notice, a meeting of the Common Council of said city was held and said application was first considered by said Common Council; and

Whereas, It appears to the local authorities, upon a hearing duly had of said application, as provided by law, that said connection and new route cannot be operated as an independent railroad without inconvenience to the public, but that it is to the public's advantage that the same be operated as a continuous line or route with the existing railroads of the applicants for one fare with either, by continuous ride or transfer tickets; it is

Resolved, In pursuance of law, that the consent of the Common Council of the City of New York be and is hereby given to said companies to construct, maintain, use and operate upon the streets and avenues in said application described, upon conditions hereinafter named and not otherwise, the extensions and branches aforesaid as street railroads, upon the express condition that the corporation or corporations making such connections, extensions or branches, shall pay into the treasury of said city annual percentages provided for extensions or branches in the laws as they now exist; be it further

Resolved, That the consent of the Common Council to said petition is hereby given on the further express condition that said applicants, each of them, will do and perform all that the law requires in such cases, and shall be subject to all the limitations thereof.

ANDREW A. NOONAN,
JACOB C. WUND,
WILLIAM H. MURPHY,
HORATIO S. HARRIS,
HARRY C. HART,

Committee
on
Railroads.

Alderman O'Beirne offered the following amendment:

Resolved, That this consent is given upon condition that nothing therein shall be construed as a consent, grant, or permission to use the motive power designated and known as the Trolley system, and that no motive power operated by means of electricity through an overhead wire shall be used.

Alderman Flynn moved that the amendment be laid on the table.

The Vice-President put the question whether the Board would agree with said motion.

Which was decided in the affirmative.

The Vice-President then put the question whether the Board would agree to accept said report and adopt said resolutions.

Which was decided in the affirmative by the following vote:

Affirmative—The Vice-President, Aldermen Brown, Clancy, Dooling, Flynn, Harris, Hart, Martin, Mead, Murphy, Roche, Rogers, Ryder, C. J. Smith, and Wund—15.

Negative—Aldermen Cowie, O'Beirne, and School—3.

MOTIONS AND RESOLUTIONS AGAIN RESUMED.

Alderman O'Beirne moved that the Board do now adjourn.

The Vice-President put the question whether the Board would agree with said motion.

Which was decided in the negative by the following vote:

Affirmative—Aldermen Cowie, O'Beirne, and School—3.

Negative—The Vice-President, Aldermen Brown, Clancy, Dooling, Flynn, Harris, Hart, Martin, Mead, Murphy, Roche, Rogers, Ryder, C. J. Smith, and Wund—15.

REPORTS AGAIN RESUMED.

Your Committee having in charge the application of the Metropolitan Crosstown Railway Company to unite two street surface railroad routes and by virtue thereof to establish a new route for public travel had the matter under consideration, and have heard all the evidence and facts and suggestions made in respect thereof, and find that there was and is no opposition or objection to the granting of the petition of said company.

Your Committee find and report that due and legal notice has been given as required by law for the hearing thereof, and that the facts stated in said petition are true, and that the distance to accomplish such union is less than one-half mile, and that the union proposed by the connection described in the petition will constitute, when made, a new route for public travel, and that such connection cannot be operated as an independent railroad without inconvenience to the public, but that it is to the public advantage that the same should be operated as a continuous route or line of the road of the petitioner, and that there is a public demand for said extension and union, and that the construction thereof will facilitate public travel and be of great public utility and advantage.

Wherefore said Committee recommends that said application be granted, on condition that said branch or extension shall be operated as a part of a continuous route for one fare, either by a continuous ride or transfer tickets, and that in making such extensions, connection and union, the petitioner complies with the law covering such union, and that it be required to build said road and make such connections and union within two years from date, unless prevented by legal proceedings, all of which is respectfully submitted.

Whereas, The Metropolitan Crosstown Railway Company, being a corporation duly and legally incorporated and existing under and by virtue of the laws of this State for the purpose of providing street railroad facilities for compensation in the City of New York, heretofore made application, in writing, to the Common Council in the City of New York for consent to build, extend and construct a branch road of its line over the streets and avenues therein mentioned, such application being in words and figures as follows, to wit, that is to say:

To the Honorable the Common Council of the City of New York:

Your petitioner, the Metropolitan Crosstown Railway Company, respectfully shows:

First—That it is and for a number of years past has been a street surface railroad corporation, existing under and by virtue of the laws of the State of New York, and as such is the owner and operator of a street surface railroad through, upon and along certain streets and avenues in the City of New York.

Second—That it desires to unite its route when extended from Spring street on South Fifth avenue to Canal street and West Broadway, as heretofore applied for, from a connection therewith on South Fifth avenue at the intersection of Broome street by suitable curves and appliances; thence with double tracks, through, upon and along Broome street to Sullivan street; thence through, upon and along Sullivan street with double tracks to Watts street; thence through, upon and along Watts street with double tracks to a union with route and road of the Houston, West Street and Pavonia Ferry Railroad Company, now on West street, and to connect also with Desbrosses Street Ferry, said branch over said streets to said union of the routes or road of said Metropolitan Railway Company when built on South Fifth avenue to Broome street as aforesaid.

Third—That the construction of this said branch of your petitioner's said road when built will be operated as a part of a continuous line with the road of your petitioner, and will make a continuous route for public travel from all points on petitioner's present and proposed line to the point of union with said The Houston, West Street and Pavonia Ferry Railroad Company's said road or route to Desbrosses Street Ferry.

Fourth—That such branch to said union cannot be operated as an independent railroad conveniently to the public, but it is manifestly to the public advantage that the same should be operated as a continuous line or route with the existing and proposed routes of your petitioner; wherefore your petitioner respectfully applies and prays for the consent of the local authorities of the City of New York to the construction and operation of said branch and the establishment of said union and maintenance and operation thereof.

NEW YORK, September 13, 1892.

THE METROPOLITAN CROSSTOWN RAILWAY COMPANY,
By P. A. B. WIDENER, President.

All persons interested in the foregoing application are hereby notified to be present at the time and place mentioned in the resolution.

MICHAEL F. BLAKE, Clerk, Common Council.

And Whereas, Said application contemplated the connection and union of two street surface railroads at a point not over one-half mile distant from the line of petitioner's road as it now exists, and the Houston, West Street and Pavonia Ferry Railroad as it now exists, on West street, thereby creating a new route to Desbrosses Street Ferry over the line of petitioner, as extended, and to establish by the construction of such connection and union a new route for public travel; and

Whereas, Said corporation making said application did therein and does hereby consent to operate such new route when said connection and union is made as a part of a continuous route for one fare, either by continuous ride or transfer tickets; and

Whereas, The said Common Council caused public notice of such application, and of the time and place when the same would be first considered, to be given by a notice thereof, published daily for at least fourteen days prior to a hearing in two daily newspapers of the City of New York, to wit: in the "Sun" and "News," which papers were lawfully designated for that purpose by his Honor the Mayor of said city; and

Whereas, On the 28th day of September, 1892, at 11 o'clock A.M., at the chamber of the Board of Aldermen of said city, that being the time and place designated in the said notice, a meeting of the Common Council of said city was held and said application was first considered by the said Common Council; and

Whereas, It appeared to the local authorities upon a hearing had upon such application, as provided by law, that such connection and new route cannot be operated as an independent railroad without inconvenience to the public, but that it is to the public advantage that the same be operated as a continuous line or route with the existing railroads of the applicant for one fare, either by continuous ride or transfer tickets; it is

Resolved, In pursuance of law, that the consent of the Common Council of the City of New York be and is hereby given to said company to construct, maintain, use and operate upon the streets and avenues in the said application described, upon the conditions hereinafter named, and not otherwise, the extensions and branches aforesaid, as street railroads, upon the express condition that the corporation making such connections and extensions or branches shall pay into the treasury of the said city the annual percentages provided for the extensions or branches in the laws as they now exist; and be it further

Resolved, That the consent of the said Common Council to said petition is hereby given, on further express condition that the said applicant will do and perform all that the law requires in such cases, and shall be subject to all the limitations thereof.

ANDREW A. NOONAN,
JACOB C. WUND,
WILLIAM H. MURPHY,
HORATIO S. HARRIS,
HARRY C. HART,

Committee
on
Railroads.

Alderman O'Beirne offered the following amendment:

Resolved, That this consent is given upon the further and absolute condition that nothing therein shall be construed as a consent, grant or permission to use the motive power designated and known as the Trolley system, and that no motive power operated by means of electricity, through an overhead wire, shall be used.

Alderman Flynn moved that the amendment be laid on the table.

The Vice-President put the question whether the Board would agree with said motion.

Which was decided in the affirmative.

The Vice-President then put the question whether the Board would agree to accept said report and adopt said resolutions.

Which was decided in the affirmative by the following vote:

Affirmative—The Vice-President, Aldermen Brown, Clancy, Dooling, Flynn, Harris, Hart, Martin, Mead, Murphy, Roche, Rogers, Ryder, C. J. Smith, and Wund—15.

Negative—Aldermen Cowie, O'Beirne, and School—3.

MOTIONS AND RESOLUTIONS AGAIN RESUMED.

By Alderman Murphy—

Resolved, That permission be and the same is hereby given to Richard T. Harms to place and keep a stand, from which the parades of the Columbian celebration can be reviewed, within the stoop-lines in front of his premises, No. 50 Union Square, the work to be done at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only until October 22, 1892.

The Vice-President put the question whether the Board would agree with said resolution.

Which was decided in the affirmative.

Alderman O'Beirne moved that the Board adjourn until October 18, 1892.

The Vice-President put the question whether the Board would agree with said motion.

Which was decided in the negative.

And the Vice-President declared the motion lost.

Alderman Mead moved that the Board do now adjourn.

The Vice-President put the question whether the Board would agree with said motion.

Which was decided in the affirmative.

And the Vice-President announced that the Board stood adjourned until Tuesday, October 4, 1892, at 1 o'clock P.M.

MICHAEL F. BLAKE, Clerk.

POLL CLERKS, 1892.

POLICE DEPARTMENT OF THE CITY OF NEW YORK, No. 300 MULBERRY STREET,
BUREAU OF ELECTIONS, NEW YORK, September 29, 1892.

Notice is hereby given, in pursuance of a resolution of the Board of Police, that the following-named persons are under consideration for selection and appointment as Poll Clerks of Election, on behalf of the Democratic Party, for the ensuing year.

Objections thereto, if any exist, as to their character or qualifications, are hereby invited, to the end that the same may be investigated before the final action of the Board.

T. F. RODENBOUGH, Chief of the Bureau of Elections.

TAMMANY HALL.

Fourth Assembly District.

1. Thos. J. Murphy, driver, 66 Jackson st.
2. Edwd. McManus, clerk, 42 Jackson st.
3. Wm. L. Moran, bookbinder, 388 Madison st.
4. Jas. J. Higgins, leisure, 313 Henry st.
5. Thomas Pell, clerk, 320 Henry st.
6. Patrick Driscoll, clerk, 337 Madison st.
7. Jas. Regan, clerk, 358 Madison st.
8. Jos. Ridley, clerk, 265 Monroe st.
9. Jas. F. McIntyre, clerk, 262 Monroe st.
10. Robt. Brassell, driver, 417 Cherry st.
11. Jno. J. Sullivan, driver, 363 Cherry st.
12. Dennis F. Maegare, clerk, 63 Montgomery st.
13. Dennis J. Delaney, clerk, 310 Madison st.
14. Geo. Tallmadge, clerk, 262 Henry st.
15. C. H. Rosenthal, bookkeeper, 11 Attorney st.
16. Meyer Krasner, clerk, 241 Division st.

17. David Roberts, stationery, 7 Montgomery st.
18. Isaac Hyman, bookkeeper, 234 Henry st.
19. Jas. F. Hines, cutter, 153 Monroe st.
20. Jno. Sullivan, clerk, 39 Jefferson st.
21. Hugh O'Donnell, clerk, 204 Henry st.
22. Edwd. P. Kelly, clerk, 202 E. Broadway.
23. Felix Minald, clerk, 383 Grand st.
24. Andrew Bosche, driver, 33 Norfolk st.
25. Julius Kramer, bottler, 22 Essex st.
26. Victor Harris, teacher, 181 E. Broadway.
27. Jos. Tobin, speculator, 7 Rutgers st.
28. Henry W. Murphy, driver, 202 Madison st.
29. Jos. Doherty, clerk, 142 Monroe st.
30. Edw. Hughes, clerk, 476 Water st.
31. Jno. F. Ryan, driver, 42 Rutgers st.
32. Jacob Pukulsky, cloaks, 194 Madison st.
33. Chas. J. Farrell, clerk, 112 Henry st.
34. Thos. Shortiffe, clerk, 161 E. Broadway.

Seventh Assembly District.

1. Geo. Lohr, military goods, 12 Stanton st.
2. Samuel Geller, tailor, 195 Forsyth st.
3. Jos. A. Becker, bookkeeper, 214 Forsyth st.
4. Eug. Grummer, paper ruler, 200 Allen st.
5. Jno. Obenauer, cutter, 192 Orchard st.
6. H. Ebstein, furniture, 167 Essex st.
7. Henry Unger, dry goods, 233 E. Houston st.
8. Jos. Klein, diamond setter, 165 Suffolk st.
9. J. H. Friedman, brewer, 273 E. Houston st.
10. Isaac Feldman, conductor, 272 E. Houston st.
11. A. Bocher, machines, 16 Avenue A.
12. George M. Loos, machinist, 162 Second st.
13. Henry Reheiser, stamper, 156 E. 3d st.
14. John J. Lachmayer, compositor, 189 E. 3d st.
15. Joseph B. Gerner, compositor, 207 E. 4th st.
16. Adolph Lochner, carver, 514 Fifth st.
17. Jacob Kerth, trimmer, 535 E. 5th st.
18. G. F. Horn, barber, 518 Sixth st.
19. Richard Nitsch, clerk, 525 E. 6th st.
20. Charles Duerholz, porter, 168 E. 7th st.
21. Henry L. Menger, silver chaser, 100 St. Mark's place.
22. Edward A. Solky, engraver, 124 First ave.
23. Emil Schwartz, clerk, 120 Seventh st.
24. Robert Feuerhahn, driver, 420 E. 6th st.
25. Louis M. Rosenthal, merchant, 87 Avenue A.
26. Leo F. Fitzmann, electrotyper, 404 Fifth st.
27. Jacob J. Seipel, lithograph, 167 E. 4th st.

28. Geo. Kopf, clerk, 109 E. 3d st.
29. F. W. Bender, clerk, 34 First ave.
30. Wm. H. Hauber, clerk, 120 Second st.
31. L. C. Siegel, glassman, 118 First st.
32. Joseph A. Roth, engraver, 198 E. Houston st.
33. Geo. Taylor, cutter, 31 First st.
34. Geo. P. Ochs, printer, 70 First st.
35. H. J. Egan, painter, 70 E. 3d st.
36. J. Dreyfus, clerk, 95 Third st.
37. Herman G. Meyer, clerk, 92 E. 4th st.
38. John H. Rudolph, clerk, 338 E. 5th st.
39. Geo. F. Folz, clerk, 339 Fifth st.
40. Chas. Doeble, bookkeeper, 320 Sixth st.
41. G. Euler, Jr., clerk, 104 Second ave.
42. Jas. Heineman, salesman, 47 Seventh st.
43. Richd. J. Lester, chandeliers, 11 Seventh st.
44. Enne Koch, salesman, 237 Sixth st.
45. Thos. Burke, steamfitter, 210 Sixth st.
46. Martin Dunn, finisher, 227 Fifth st.
47. R. F. Brewer, printer, 216 Fifth st.
48. John Cummsky, carpetlayer.
49. Benj. E. Techner, clerk, 311 Bowery.
50. Ed. L. Hemmeier, cashier, 289 Bowery.
51. Julius Guttenheim, clerk, 268 Bowery.
52. Richard White, laborer, 207 Elizabeth st.
53. M. J. Healey, telegraph operator, 285 Mott st.
54. Thos. Sherlock, clerk, 304 Mott st.
55. Andrew Fair, horseshoer, 298 Elizabeth st.
56. Alfred Flock, real estate, 47 Bond st.
57. A. L. Franzell, clerk, 356 Bowery.

BALLOT CLERKS, 1892.

POLICE DEPARTMENT OF THE CITY OF NEW YORK, No. 300 MULBERRY STREET, }
BUREAU OF ELECTIONS, NEW YORK, September 29, 1892.

Notice is hereby given, in pursuance of a resolution of the Board of Police, that the following-named persons are under consideration for selection and appointment as Ballot Clerks of Election, on behalf of the Democratic Party, for the ensuing year.

Objections thereto, if any exist, as to their character or qualifications, are hereby invited, to the end that the same may be investigated before the final action of the Board.

T. F. RODENBOUGH, Chief of the Bureau of Elections.

TAMMANY HALL.

Fourth Assembly District.

1. Edw. Hillis, clerk, 389 Cherry st.
2. Wm. J. Farrell, Jr., porter, 56 Jackson st.
3. Charles Mitchell, driver, 400 Madison st.
4. Marcus Higgins, clerk, 313 Henry st.
5. Hugh Christie, porter, 7 Scammel st.
6. Jas. Ward, clerk, 335 Madison st.
7. Thomas Burke, printer, 350 Madison st.
8. Stephen J. Minihan, clerk, 225 Monroe st.
9. John J. Collins, steamfitter, 240 Monroe st.
10. Wm. V. Reynolds, clerk, 391 Cherry st.
11. Timothy Moylan, printer, 337 Cherry st.
12. John Caidon, laborer, 65 Montgomery st.
13. C. J. McArdle, casemaker, 37 Montgomery st.
14. Patrick J. Finan, laborer, 250 Henry st.
15. Robert Fallon, porter, 425 Grand st.
16. Richard J. Lonergan, printer, 269 Henry st.
17. Wm. N. Ealis, plumber, 251 East Broadway.
18. Henry Keating, lithographer, 238 Henry st.
19. Jos. Murphy, clerk, 262 Madison st.
20. John J. Egan, bookkeeper, 537 Water st.
21. John J. Scanlon, bookbinder, 178 Henry st.
22. John J. Kelly, printer, 202 East Broadway.
23. Morris Meyer, canvasser, 22 Hester st.
24. Rudolph Moll, porter, 55 Ludlow st.
25. John O'Rourke, laborer, 49 Canal st.
26. Raphael Mendelson, agent, 139 Division st.
27. Frederick Herenling, grocer, 20 Jefferson st.
28. William Watts, driver, 45 Rutgers st.
29. William J. Callahan, driver, 51 Rutgers st.
30. Peter F. Gleason, machinist, 90 Monroe st.
31. Robert J. Driscoll, leisure, 178 Monroe st.
32. Wm. A. Carstine, clerk, 57 Pike st.
33. James Farrell, clerk, 112 Henry st.
34. B. C. Ryan, Jr., clerk, 6 Rutgers st.

10. Chas. Harman, varnisher, 262 E. Houston st.
11. Geo. Lauth, driver, 193 Second st.
12. John Britsch, boxmaker, 194 Second st.
13. Wm. Marr, painter, 162 E. 3d st.
14. Christ. Scherrer, clerk, 44 Avenue A.
15. Anthony Gerner, printer, 207 E. 4th st.
16. Chas. Ballwig, turner, 522 E. 5th st.
17. John Busch, driver, 543 Fifth st.
18. Chas. A. Wenner, casemaker, 512 Sixth st.
19. John Menges, salesman, 519 Sixth st.
20. Chas. Illig, Jr., lithographer, 176 Seventh st.
21. A. G. Orleans, clerk, 120 St. Mark's pl.
22. Maurice Anderson, clerk, 99 Seventh st.
23. Louis Rosenwarke, carpets, 112 First ave.
24. Victor Bilquin, clerk, 406 Sixth st.
25. Chas. Kientzler, clerk, 433 Fifth st.
26. Henry Hoerner, pianos, 428 Fifth st.
27. Jacob Schaefer, driver, 155 E. 4th st.
28. Henry L. Rauch, salesman, 172 E. 4th st.
29. Martin W. Renck, cutter, 36 First ave.
30. Jacob Sauer, lunchman, 126 Second st.
31. Ernest Rosenberger, clerk, 102 First st.
32. Wm. P. Hennessy, draughtsman, 77 First st.
33. William Pfaff, cutter, 124 E. Houston st.
34. Theodore Wernicke, storekeeper, 32 First st.
35. Mat Loeser, electrician, 74 E. 3d st.
36. Jacob H. Latzer, cutter, 85 E. 3d st.
37. Ernest Koenig, shoemaker, 128 E. 4th st.
38. C. A. Rosenagel, carman, 129 E. 4th st.
39. Reed Seyffart, cigars, 345 Fifth st.
40. John Lang, porter, 324 Sixth st.
41. Alex. Reese, clerk, 104 Second ave.
42. M. J. McCormick, carpenter, 47 Seventh st.
43. Thos. F. Martin, newsdealer, 21 Seventh st.
44. Geo. H. Corre, banker, 215 E. 6th st.
45. Michael F. Ennis, roofer, 218 E. 6th st.
46. Geo. Winslow, artist, 381 Bowery.
47. Chas. A. J. Dilg, machinist, 75 E. 4th st.
48. Thos. L. Bucken, furniture, 1 E. 3d st.
49. Andrew Short, gasfitter, 14 First st.
50. Geo. Dermody, merchant, 289 Bowery.
51. John Clark, janitor, 264 Elizabeth st.
52. John McDonald, clerk, 277 Elizabeth st.
53. Edward M. Molloy, cooper, 284 Mulberry st.
54. Frederick Zingrebe, clerk, 311 Elizabeth st.
55. Morris Jackson, clerk, 306 Bowery.
56. Lewis Kellburn, barber, 52 Bond st.
57. Daniel Carter, clerk, 356 Bowery.

OFFICIAL DIRECTORY.

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

EXECUTIVE DEPARTMENT.

Mayor's Office.

No. 6 City Hall, 10 A. M. to 4 P. M.; Saturday, 10 A. M. to 12 M.
HUGH J. GRANT, Mayor. WILLIS HOLLY, Secretary and Chief Clerk.

Mayor's Marshal's Office.

No. 1 City Hall, 9 A. M. to 4 P. M.
DANIEL ENGELHARD, First Marshal.
FRANK FOX, Second Marshal.

COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115, Stewart Building, 9 A. M. to 4 P. M.
MICHAEL T. DALY, CHARLES G. F. WAHLE.

AQUEDUCT COMMISSIONERS.

Room 209, Stewart Building, 5th floor, 9 A. M. to 4 P. M.
JAMES C. DUANE, President; JOHN J. TUCKER, FRANCIS M. SCOTT, H. W. CANNON, and the MAYOR, COMPTROLLER and COMMISSIONER OF PUBLIC WORKS, ex officio, Commissioners; J. C. LULLEV, Secretary; A. FRELLEY, Chief Engineer; E. A. WOLFF, Auditor.

BOARD OF ARMY COMMISSIONERS.

The Mayor, Chairman; PRESIDENT OF DEPARTMENT OF TAXES AND ASSESSMENTS, Secretary.
Address EDWARD P. BARKER, Staats Zeitung Building, Tryon Row. Office hours, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.

COMMON COUNCIL.

Office of Clerk of Common Council.

No. 8 City Hall, 9 A. M. to 4 P. M.
JOHN H. V. ARNOLD, President Board of Aldermen.
MICHAEL F. BLAKE, Clerk Common Council.

DEPARTMENT OF PUBLIC WORKS.

No. 31 Chambers street, 9 A. M. to 4 P. M.
THOMAS F. GILROY, Commissioner; MAURICE F. HOLAHAN, Deputy Commissioner (Room A).
ROBERT H. CLIFFORD, Chief Clerk (Room 6).
GEORGE W. BIRDSALL, Chief Engineer (Room 9); JOSEPH RILEY, Water Register (Rooms 2, 3 and 4); WM. M. DEAN, Superintendent of Street Improvements (Room 5); HORACE LOOMIS, Engineer in Charge of Sewers (Room 9); WILLIAM G. BERGEN, Superintendent of Repairs and Supplies (Room 15); WM. H. BURKE, Water Purveyor (Room 1); STEPHEN H. MCCORMICK, Superintendent of Lamps and Gas (Room 11); JOHN J. RYAN, Superintendent of Streets and Roads (Room 12); MICHAEL F. CUMMINGS, Superintendent of Incumbrances (Room 16).

DEPARTMENT OF STREET IMPROVEMENTS.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.
No. 2622 Third avenue, northeast corner of One Hundred and Forty-first street. Office hours, 9 A. M. to 4 P. M.; Saturdays, 12 M.
LOUIS J. HEINTZ, Commissioner; JOHN H. J. RONNER, Deputy Commissioner; WM. H. TEN EYCK, Secretary.

FINANCE DEPARTMENT.

Comptroller's Office.

No. 15 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
THEODORE W. MYERS, Comptroller; RICHARD A. STORRS, Deputy Comptroller; D. LOWEER SMITH, Assistant Deputy Comptroller.

Auditing Bureau.

Nos. 19, 21, 23 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
WILLIAM J. LYON, First Auditor.
DAVID E. AUSTEN, Second Auditor.

Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents.

Nos. 31, 33, 35, 37, 39 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
OSBORNE MACDANIEL, Collector of Assessments and Clerk of Arrears.

No money received after 2 P. M.

Bureau for the Collection of City Revenue and of Markets.
Nos. 1 and 3 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
JOHN A. SULLIVAN, Collector of the City Revenue and Superintendent of Markets.

No money received after 2 P. M.

Bureau for the Collection of Taxes.

No. 57 Chambers street and No. 35 Reade street, Stewart Building, 9 A. M. to 4 P. M.
GEORGE W. McLEARN, Receiver of Taxes; ALFRED VREDENBURGH, Deputy Receiver of Taxes.

No money received after 2 P. M.

Bureau of the City Chamberlain.

Nos. 25, 27 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
THOMAS C. T. CRAIN, City Chamberlain.

Office of the City Paymaster.

No. 33 Reade street, Stewart Building, 9 A. M. to 4 P. M.
JOHN H. TIMMERMAN, City Paymaster.

LAW DEPARTMENT.

Office of the Counsel to the Corporation.

Staats Zeitung Building, third and fourth floors, 9 A. M. to 5 P. M. Saturdays, 9 A. M. to 12 M.
WILLIAM H. CLARK, 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.
CHARLES E. LYDECKER, Public Administrator.

Office of the Corporation Attorney.

No. 49 Beekman street, 9 A. M. to 4 P. M.
LOUIS HANNEMAN, Corporation Attorney.

Office of Attorney for Collection of Arrears of Personal Taxes.

Stewart Building, Broadway and Chambers street, 9 A. M. to 4 P. M.
JOHN G. H. MEYERS, Attorney.
MICHAEL I. DOUGHERTY, Clerk.

HARLEM RIVER BRIDGE COMMISSION.

Washington Building, No. 1 Broadway.

POLICE DEPARTMENT.

Central Office.

No. 300 Mulberry street, 9 A. M. to 4 P. M.
JAMES J. MARTIN, President; CHARLES F. MACLEAN, JOHN McCLAVE and JOHN C. SHEEHAN, Commissioners; WILLIAM H. KIPP, Chief Clerk; T. F. RODENBOUGH, Chief of Bureau of Elections.

DEPARTMENT OF CHARITIES AND CORRECTION.

Central Office.

No. 66 Third avenue, corner Eleventh street, 9 A. M. to 4 P. M.
HENRY H. PORTER, President; CHAS. E. SIMMONS, M. D., and EDWARD C. SHEEHY, Commissioners; GEORGE F. BRITTON, Secretary.

Purchasing Agent, FREDERICK A. CUSHMAN. Office hours, 9 A. M. to 4 P. M. Saturdays, 12 M.

Plans and Specifications, Contracts, Proposals and Estimates for Work and Materials for Building, Repairs and Supplies, Bills and Accounts, 9 A. M. to 4 P. M. Saturdays, 12 M. CHARLES BENX, General Bookkeeper. Out-Door Poor Department. Office hours, 8:30 A. M. to 4:30 P. M. WILLIAM BLAKE, Superintendent. Entrance on Eleventh street.

DEPARTMENT OF BUILDINGS.

No. 220 Fourth avenue, corner of Eighteenth street, 9 A. M. to 4 P. M.
THOMAS J. BRADY, Superintendent.

FIRE DEPARTMENT.

Office hours for all, except where otherwise noted from 9 A. M. to 4 P. M. Saturdays, 12 M.

Headquarters.

Nos. 157 and 159 East Sixty-seventh street.
HENRY D. PURROY, President; S. HOWLAND ROBINS and ANTHONY EICKHOFF, Commissioners; CARL JUSSEN, Secretary.

HUGH BONNER, Chief of Department; PETER SEERY, Inspector of Combustibles; JAMES MITCHELL, Fire Marshal; WM. L. FINDLEY, Attorney to Department; J. ELLIOT SMITH, Superintendent of Fire Alarm Telegraph.

Central Office open at all hours.

HEALTH DEPARTMENT.

No. 301 Mott street, 9 A. M. to 4 P. M.
CHARLES G. WILSON, President, and JOSEPH D. BRYANT, M. D., the PRESIDENT OF THE POLICE BOARD and HEALTH OFFICER OF THE PORT, ex officio, Commissioners; EMMONS CLARK, Secretary.

DEPARTMENT OF PUBLIC PARKS.

Emigrant Industrial Savings Bank Building, Nos. 49 and 51 Chambers street, 9 A. M. to 4 P. M. Saturdays, 12 M.
PAUL DANA, President; ALBERT GALLUP, ABRAHAM B. TAPPEN and NATHAN STRAUS, Commissioners; CHARLES DE F. BURNS, Secretary.

DEPARTMENT OF DOCKS.

Battery, Pier A, North river.
J. SERGEANT CRAM, President; EDWIN A. POST and JAMES J. PHELAN, Commissioners; AUGUSTUS T. DOCHARTY, Secretary.
Office hours, from 9 A. M. to 4 P. M.

DEPARTMENT OF TAXES AND ASSESSMENTS.

Staats Zeitung Building, Tryon Row, 9 A. M. to 4 P. M. Saturdays, 12 M.
EDWARD P. BARKER, President; THOMAS L. FEITNER and EDWARD L. PARRIS, Commissioners; FLOYD T. SMITH, Secretary.

DEPARTMENT OF STREET CLEANING.

Stewart Building. Office hours, 9 A. M. to 4 P. M.
THOMAS S. BRENNAN, Commissioner; WILLIAM DALTON, Deputy Commissioner; J. JOSEPH SCULLY, Chief Clerk.

CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS.

Cooper Union, 9 A. M. to 4 P. M.
JAMES THOMSON, Chairman; WILLIAM HILDRETH FIELD and HENRY MARQUAND, Members of the Supervisory Board; LEE PHILLIPS, Secretary and Executive Officer.

BOARD OF ESTIMATE AND APPORTIONMENT.

The Mayor, Chairman; E. P. BARKER (President, Department of Taxes and Assessments), Secretary; the COMPTROLLER and PRESIDENT OF THE BOARD OF ALDERMEN, Members; CHARLES V. ADER, Clerk.
Office of Clerk, Staats Zeitung Building, Room 5.

BOARD OF ASSESSORS.

Office, 27 Chambers street, 9 A. M. to 4 P. M.
EDWARD GILON, Chairman; EDWARD CAHILL, CHARLES E. WENDT and PATRICK M. HAVERTY; WM. H. JASPER, Secretary.

BOARD OF EXCISE.

No. 54 Bond street, 9 A. M. to 4 P. M.
JOSEPH KOCH, LEICESTER HOLME and WILLIAM S. ANDREWS, Commissioners; JAMES F. BISHOP, Secretary.

SHERIFF'S OFFICE.

Nos. 6 and 7 New County Court-house, 9 A. M. to 4 P. M.
JOHN J. GORMAN, Sheriff; JOHN B. SEXTON, Under Sheriff.

COMMISSIONER OF JURORS.

Room 127, Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
BERNARD F. MARTIN, Commissioner; JAMES E. CONNER, Deputy Commissioner.

REGISTER'S OFFICE.

East side City Hall Park, 9 A. M. to 4 P. M.
FRANK I. FITZGERALD, Register; JOHN VON GLAHN, Deputy Register.

COUNTY CLERK'S OFFICE.

Nos. 7 and 8 New County Court-house, 9 A. M. to 4 P. M.
WILLIAM J. MCKENNA, County Clerk; P. J. SCULLY, Deputy County Clerk.

DISTRICT ATTORNEY'S OFFICE.

Second floor, Brown-stone Building, City Hall Park 9 A. M. to 4 P. M.
DE LANCEY NICOLL, District Attorney; EDWARD T. FLYNN, Chief Clerk.

CORONERS' OFFICE.

No. 27 Chambers street, 8 A. M. to 5 P. M. Sundays and holidays, 8 A. M. to 12:30 P. M.
MICHAEL J. B. MESSEMER, FERDINAND LEVY, LOUIS W. SCHULTZ, JOHN B. SHEA, Coroners; EDWARD F. REYNOLDS, Clerk of the Board of Coroners.

THE CITY RECORD OFFICE.

And Bureau of Printing, Stationery, and Blank Books.
No. 2 City Hall, 9 A. M. to 5 P. M., except Saturdays, on which days 9 A. M. to 12 M.
W. J. K. KENNY, Supervisor; DAVID RYAN, Assistant Supervisor; JOHN J. MCGRATH, Examiner.

COURT OF SPECIAL SESSIONS.

At Tombs, corner Franklin and Centre streets, daily at 10:30 A. M., excepting Saturday.
JAMES P. KEATING, Clerk. Office, Tombs.

COURT OF GENERAL SESSIONS.

No. 32 Chambers street. Court open at 11 o'clock A. M. adjourns 4 P. M.
FREDERICK SMYTH, Recorder; RANDOLPH B. MARTINE, JAMES FITZGERALD and RUFUS B. COWING, Judges.
JOHN F. CARROLL, Clerk. Office, Room No. 11, 10 A. M. till 4 P. M.

CITY COURT.

City Hall.

General Term, Room No. 20.
Trial Term, Part I., Room No. 20.
Part II., Room No. 21.
Part III., Room No. 15.
Part IV., Room No. 11.
Special Term Chambers and will be held in Room No. 19, 10 A. M. to 4 P. M.
Clerk's Office, Room No. 10, City Hall, 9 A. M. to 4 P. M.
SIMON M. EHRLICH, Chief Justice; HENRY P. McGOWN, ROBERT A. VAN WYCK, JAMES M. FITZSIMONS, JOSEPH E. NEWBURGER and JOHN H. MCCARTHY, Justices; JOHN B. MCGOLDRICK, Clerk.

SUPREME COURT.

Second floor, New County Court-house, opens 10:30 A. M.; adjourns 4 P. M.
CHARLES H. VAN BRUNT, Presiding Justice; GEORGE L. INGRAM, ABRAHAM R. LAWRENCE, GEORGE C. BARRETT, GEORGE P. ANDREWS, EDWARD PATTERSON and MORGAN J. O'BRIEN, Justices; WILLIAM J. MCKENNA, Clerk.
General Term, Room No. 9, WILLIAM LAMB, Jr., Clerk.
Special Term, Part I., Room No. 10, HUGH DONNELLY, Clerk.
Special Term, Part II., Room No. 18, WILLIAM J. HILL, Clerk.
Chambers, Room No. 11, AMERSON A. MCCALL, Clerk.
Circuit, Part I., Room No. 12, WALTER A. BRADY, Clerk.
Circuit, Part II., Room No. 14, JOHN LERSCHER, Clerk.
Circuit, Part III., Room No. 13, GEORGE F. LYON, Clerk.
Circuit, Part IV., Room No. 15, J. LEWIS LYON, Clerk.

CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS.

NEW YORK CITY CIVIL SERVICE BOARDS, }
COOPER UNION,
New York, September 29, 1892.

PUBLIC NOTICE IS HEREBY GIVEN THAT AN open competitive examination for the position below mentioned will be held at this office upon the date specified:
October 6. TELEGRAPH OPERATOR, Police Department.

LEE PHILLIPS,
Secretary and Executive Officer.

DEPARTMENT OF STREET CLEANING.

NOTICE.

PERSONS HAVING BULKHEADS TO FILL, IN the vicinity of New York Bay, can procure material for that purpose

No. 2. Both sides of St. Ann's avenue, from the Southern Boulevard to One Hundred and Thirty-fourth street.

All persons whose interests are affected by the above-named assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Chairman of the Board of Assessors, at their office, No. 27 Chambers street, within thirty days from the date of this notice.

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation on the 18th day of October, 1892.

EDWARD GILON, Chairman,
PATRICK M. HAVERTY,
CHARLES E. WENDT,
EDWARD CAHILL,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 27 CHAMBERS STREET,
NEW YORK, September 28, 1892.

POLICE DEPARTMENT.

POLICE DEPARTMENT OF THE CITY OF NEW YORK,
No. 300 MULBERRY STREET,
NEW YORK, September 24, 1892.

PUBLIC NOTICE IS HEREBY GIVEN THAT a Horse, the property of this Department, will be sold at Public Auction on Friday, October 7, 1892, at 10 o'clock A.M., by Van Tassel & Kearney, Auctioneers, at their stables, Nos. 130 and 132 East Thirtieth street.

By order of the Board.

WM. H. KIPP,
Chief Clerk.

POLICE DEPARTMENT—CITY OF NEW YORK,
OFFICE OF THE PROPERTY CLERK (Room No. 9),
No. 300 MULBERRY STREET,
NEW YORK, 1892.

OWNERS WANTED BY THE PROPERTY Clerk of the Police Department of the City of New York, No. 300 Mulberry street, Room No. 9, for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc., also small amount money taken from prisoners and found by patrolmen of this Department.

JOHN F. HARRIOT,
Property Clerk.

BOARD OF EDUCATION.

SEALED PROPOSALS WILL BE RECEIVED BY the Board of School Trustees for the Twenty-second Ward, at the Hall of the Board of Education, No. 146 Grand street, until 9.30 o'clock A.M. on Friday, September 30, 1892, for erecting a school building on the site located on the south side of West Forty-sixth street, 200 feet west of Sixth avenue.

JAMES R. CUMING, Chairman,
R. S. TREACY, Secretary,
Board of School Trustees, Twenty-second Ward,
Dated New York, September 17, 1892.

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

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

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.

The party submitting a proposal must include in his proposal the names of all sub-contractors, and no change will be permitted to be made in the sub-contractors named without the consent of the School Trustees and Superintendent of School Buildings.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE,
NEW YORK, September 27, 1892.

THE UNDERSIGNED WILL SELL AT PUBLIC Auction, by order of the Commissioners of Public Charities and Correction, at their office, No. 66 Third avenue, on Monday, October 10, 1892, at 11 o'clock A.M., the following, viz.:

20,000 pounds Mixed Rags, more or less.
150 Iron Bound Barrels, more or less.
120 Syrup Barrels, more or less.

All the above to be received by the purchaser at pier foot of East Twenty-sixth street, "as are," and removed therefrom immediately on being notified that same are ready for delivery. The articles can be examined at Blackwell's Island by intending bidders on any week day before the sale.

Twenty-five per cent. of estimated value to be paid on day of sale, and the remainder on delivery.

F. A. CUSHMAN, Purchasing Agent,
Department of Public Charities and Correction.

FINANCE DEPARTMENT.

PROPOSALS FOR \$315,455.00 CONSOLIDATED STOCK OF THE CITY OF NEW YORK, KNOWN AS SCHOOL-HOUSE BONDS.

EXEMPT FROM TAXATION.

EXECUTORS, ADMINISTRATORS, GUARDIANS AND OTHERS HOLDING TRUST FUNDS ARE AUTHORIZED BY LAW TO INVEST IN THESE BONDS.

INTEREST THREE PER CENT. PER ANNUM.

SEALED PROPOSALS WILL BE RECEIVED BY the Comptroller of the City of New York, at his office, until Monday, the 10th day of October, 1892, at 2 o'clock P.M., when they will be publicly opened in the presence of the Commissioners of the Sinking Fund, or such of them as shall attend, as provided by law, for the whole or a part of an issue of \$315,455.00 registered.

CONSOLIDATED STOCK

of the City of New York, and known as "School-house Bonds," the principal payable in lawful money of the United States of America, at the Comptroller's office of said city, on the first day of November, in the year 1911, with interest at the rate of three per centum per annum, payable semi-annually on the first day of May and November in each year.

The said stock is issued in pursuance of the provisions of section 122 of the New York City Consolidation Act of 1882, and chapter 264 of the Laws of 1891, for the purchase of new school sites, for the erection of new school buildings, and other school purposes, and is

EXEMPT FROM TAXATION

by the City and County of New York, but not from State taxation, pursuant to the provisions of section 137 of the New York City Consolidation Act of 1882, and under an ordinance of the Common Council of said city, approved by the Mayor, October 2, 1880, and a resolution of the Commissioners of the Sinking Fund, adopted September 14, 1892, and as authorized by resolutions of the Board of Estimate and Apportionment and the Board of Education.

AUTHORITY FOR TRUST INVESTMENTS.

Attention is called to the provisions of an act passed by the Legislature March 14, 1889, authorizing executors, administrators, guardians and trustees, and others holding trust funds to invest such funds in the stocks or bonds of the City of New York.

CONDITIONS.

Section 146 of the New York City Consolidation Act of 1882 provides that "the Comptroller, with the approval of the Commissioners of the Sinking Fund, shall determine what, if any, part of said proposals shall be accepted, and upon the payment into the City Treasury of the amounts due by the persons whose bids are accepted, respectively, certificates therefor shall be issued to them as authorized by law"; and provided also, "that no proposals for bonds or stocks shall be accepted for less than the par value of the same."

Those persons whose bids are accepted will be required to deposit with the City Chamberlain the amount of stock awarded to them at its par value, together with the premium thereon, within three days after notice of such acceptance.

The proposals should be enclosed in a sealed envelope, indorsed "School-house Bonds" of the Corporation of the City of New York, and each proposal should also be enclosed in a second envelope, addressed to the Comptroller of the City of New York.

THEO. W. MYERS,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, September 27, 1892.

NOTICE OF ASSESSMENT.

ASSESSMENT FOR OPENING UNION STREET, TWENTY-THIRD WARD, CONFIRMED BY THE SUPREME COURT, SEPTEMBER 13, 1892

IN PURSUANCE OF SECTION 907 OF THE "New York City Consolidation Act of 1882," the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the assessment list in the matter of acquiring title to UNION STREET, FROM LIND AVENUE TO ANDERSON AVENUE, IN THE TWENTY-THIRD WARD, which was confirmed by the Supreme Court, September 13, 1892, and entered on the 10th day of September, 1892, in the Record of Titles of Assessments kept in the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," that unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 908 of said "New York City Consolidation Act of 1882."

Section 908 of the said act provides that, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated from the date of such entry to the date of payment."

The above assessment is payable to the Collector of Assessments and Clerk of Arrears at the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," Room 31, Stewart Building, between the hours of 9 A.M. and 2 P.M., and all payments made thereon on or before November 19, 1892, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

THEO. W. MYERS,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, September 22, 1892.

INTEREST ON CITY BONDS AND STOCKS.

THE INTEREST DUE NOVEMBER 1, 1892, ON the Registered Bonds and Stocks of the City and County of New York will be paid on that day by the Comptroller at the office of the City Chamberlain, Room 27, Stewart Building, corner of Broadway and Chambers street.

The Transfer Books will be closed from September 30 to November 1, 1892.

The interest due November 1, 1892, on the Coupon Bonds of the City of New York will be paid on that day by the State Trust Company, No. 50 Wall street.

THEO. W. MYERS,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, Sept. 21, 1892.

BOARD OF STREET OPENING AND IMPROVEMENT.

NOTICE IS HEREBY GIVEN THAT THE Board of Street Opening and Improvement of the City of New York, deeming it for the public interest so to do, propose to alter the map or plan of the City of New York, by closing and discontinuing certain streets, roads or lanes in the Twelfth Ward of the City of New York, which are shown upon the Commissioners' map of 1887, and more particularly described as follows:

South of the bridge known as Kingsbridge bridge, and included within the area bounded by the Harlem river, Spuyten Duyvil creek and the United States Channel Line, Harlem river.

Said roads, streets and lanes and portions thereof so proposed to be closed and discontinued, colored gray on five similar maps or plans prepared by the Department of Public Works, each of which is entitled, "Map or Plan of Streets, Roads and Avenues within that part of the Twelfth Ward of the City of New York lying between the Harlem river, Spuyten Duyvil creek and the United States Channel Line, Harlem river, under authority of chapter 260 of the Laws of 1883, and under authority of chapter 185 of the Laws of 1885."

And that such proposed action of the said Board of Street Opening and Improvement has been duly laid before the Board of Aldermen.

Dated New York, September 20, 1892.
V. B. LIVINGSTON,
Secretary.

NOTICE IS HEREBY GIVEN THAT THE Board of Street Opening and Improvement of the City of New York, deeming it for the public interest so to do, propose to alter the map or plan of the City of New York, by laying out and opening certain streets, roads and avenues in the Twelfth Ward of the City of New York, more particularly described, as follows:

TERRACE VIEW AVENUE.
A Street of the First Class.

To be known as Terrace View Avenue, from Kingsbridge road or Broadway in a westerly, southerly and easterly direction, returning to Kingsbridge road or Broadway at a point in the westerly line of said road, distant 701.85-100 feet southerly from the northerly end.

Beginning at a point in the westerly line of Kingsbridge road or Broadway, distant 18,817.14 feet northerly from the southerly line of One Hundred and Fifty-fifth street; thence in a northerly direction and at an angle of 48 degrees 58 minutes and 52 seconds with the westerly line of said road, distant 284.87 feet; thence in a curve to the left, radius 199.99 feet, distance 143.18 feet; thence westerly and tangent thereto, distance 343.80 feet; thence in a curve to the left, radius 410 feet, distance 644.03 feet; thence southerly and tangent thereto, distance 375 feet; thence southerly and easterly and curving to the left, radius 410 feet, distance 406.69 feet; thence southerly and tangent thereto, distance 180.47 feet; thence easterly and curving to the left, radius 208.20 feet, distance 209.08 feet; thence easterly and tangent thereto, distance 182.97 feet; thence easterly and in a

curve to the right, radius 1,347.05 feet, distance 406.25 feet, to a point in the westerly line of Kingsbridge road or Broadway, distant 18,005.10 feet northerly from the southerly line of One Hundred and Fifty-fifth street; thence northerly along said westerly line of the Kingsbridge road or Broadway, distance 60.28 feet; thence westerly and curving to the left, radius 1,401.06 feet, distance 430.26 feet; thence westerly and tangent thereto, distance 180.07 feet; thence westerly and northerly and in a curve to the right, radius 148.20 feet, distance 297.27 feet, to Jansen avenue; thence westerly and diagonally across Jansen avenue, distance 80 feet, to a point of intersection of Terrace View avenue and the westerly line of Jansen avenue, where the width of Terrace View avenue changes from 60 to 50 feet; thence northerly and at an angle of 36 degrees 49 minutes 57 seconds with Jansen avenue and parallel with the westerly side of Terrace View avenue, and 50 feet easterly therefrom, distance 44.14 feet; thence northerly and easterly and in a curve to the right, radius 360 feet, distance 357.09 feet; thence northerly and tangent thereto, distance 375 feet; thence easterly and in a curve to the right, radius 360 feet, distance 369.69 feet, to the westerly line of Jansen avenue; thence easterly in a diagonal line, distance 61.38 feet, to the easterly line of said Jansen avenue and to a point in a curve whose centre is the same as the last described curve, and whose radius is 350 feet.

NOTE.—Terrace View avenue changes from a width of 50 feet to 60 feet at this point; thence still curving to the right and in an easterly direction, radius 350 feet, distance 101.41 feet; thence southeasterly and tangent thereto, distance 343.80 feet; thence in a curve to the right and in a southerly direction, radius 139.99 feet, distance 100.22 feet; thence southerly and tangent thereto, distance 337.06 feet, to the westerly line of Kingsbridge road or Broadway; thence northerly along said westerly line of Kingsbridge road or Broadway, distance 79.52 feet, to the point or place of beginning.

KINGSBRIDGE AVENUE.
A Street of the First Class.

Beginning at a point in the northerly line of Terrace View avenue on the south, said point being 20.99 feet westerly from the westerly line of Kingsbridge road or Broadway, as measured along the northerly line of said Terrace View avenue; thence northeasterly and parallel with the Kingsbridge road, and distant 200 feet westerly therefrom, distance 64.39 feet; thence northerly and deflecting to the left 45 degrees 58 minutes and 52 seconds, distance 245.06 feet; thence northerly and curving to the right, radius 139.99 feet, distance 100.22 feet; thence northeasterly and tangent thereto, distance 361.70 feet, to the line known and laid down as the "War Department Line"; thence northeasterly along said line, distance 50.71 feet; thence southeasterly and parallel to and distant 60 feet westerly from the last, but one, described course, distance 370.02 feet; thence curving to the left, radius 199.99 feet, distance 143.18 feet; thence southerly and tangent thereto, distance 218.63 feet; thence southeasterly and parallel to the Kingsbridge road or Broadway, and distant 260 feet westerly therefrom, distance 653.11 feet, to the northerly line of Terrace View avenue, on the south; thence easterly along the northerly line of said avenue and curving to the right, radius 1,401.06 feet, distance 62.12 feet, to the point or place of beginning.

Said street to be 60 feet wide between the lines of Terrace View avenue on the south and the line known as the "War Department Line" on the north.

JANSEN AVENUE.

A Street of the First Class.

Beginning at a point in the southerly line of Terrace View avenue on the north, and distant as measured along the southerly line of said avenue 882.49 feet westerly from the westerly line of Kingsbridge road or Broadway; thence southeasterly and parallel with said road, distance 983 feet; thence westerly and diagonally across, distance 80 feet; thence northeasterly and parallel and 60 feet westerly from the first course of Jansen avenue above described, distance 1,022.99 feet, to the southerly line of Terrace View avenue on the north; thence easterly and diagonally, distance 61.38 feet, to the point or place of beginning.

Said Jansen avenue to be 60 feet wide between Terrace View avenue on the north and Terrace View avenue on the south.

WICKER PLACE.

A Street of the First Class.

Beginning at a point in the easterly line of Jansen avenue, distant 183.41 feet, southerly from the southerly line of Terrace View avenue, on the north; thence southeasterly and at right angles with Jansen avenue, distance 336.58 feet, to the westerly line of Kingsbridge road; thence southerly and in a curve to the left, radius 199.99 feet, distance 143.18 feet; thence southerly and tangent thereto, distance 71.08 feet; thence northerly and westerly and curving to the left, radius 70 feet, distance 50.12 feet; thence westerly and tangent and parallel with the first described course, distance 372.73 feet, to the easterly line of Jansen avenue; thence northerly along said line, distance 60 feet, to the point or place of beginning.

Said Wicker place to be 50 feet wide between the lines of Jansen avenue and Kingsbridge avenue.

JACOBUS PLACE.

A Street of the First Class.

Beginning at a point in the northerly line of Terrace View avenue on the south, distant, as measured along said line, 554.07 feet westerly from the westerly line of the Kingsbridge road or Broadway; thence northeasterly and at an angle of 67 degrees 0 minutes and 27 seconds with the last course of the said Terrace View avenue, distance 259.65 feet, to the westerly line of Van Corlear place; thence northerly and curving to the right, radius 130 feet, distance 60.55 feet; thence southeasterly and parallel to and distant 60 feet westerly from the first described course of the street, distance 284.05 feet, to the northerly line of Terrace View avenue on the south; thence easterly along said line and in a curve to the left, radius 148.20 feet, distance 65.56 feet; thence easterly and tangent thereto, distance 58.56 feet, to the point or place of beginning.

Said street to be 60 feet wide between the lines of Terrace View avenue on the south and Van Corlear place on the north.

LEYDEN STREET.

A Street of the First Class.

Beginning at a point in the southerly line of Terrace View avenue on the south, distant, as measured along the southerly line of said avenue, 580.22 feet from the westerly line of Kingsbridge road or Broadway; thence westerly and in the direction of the tangent of the southerly line of Terrace View avenue prolonged, distance 457.03 feet, to the easterly line of Teunissen place; thence northerly along said place, distance 50 feet; thence easterly, distance 321.68 feet, to a curve in the westerly line of Terrace View avenue; thence southerly and easterly and in a curved line along said westerly line, radius 208.20 feet, distance 147.35 feet, to the point or place of beginning.

Said street to be 50 feet wide between the lines of Terrace View avenue and Teunissen place.

TEUNISSEN PLACE.

A Street of the First Class.

Beginning at a point in the northerly line of the United States Channel Line, Harlem river, distant 200.50 feet easterly as measured along said line from the line known and laid down as the "War Department Line"; thence northerly, distance 206.45 feet; thence deflecting to the right 22 degrees 59 minutes and 33 seconds; thence northeasterly, distance 490.76 feet, to the tangent point of the westerly side of Terrace View avenue; thence southerly along the curve to the left of the said westerly side, radius 410 feet, distance 204.61 feet; thence southeasterly and parallel to the last, but one, course, distance 285.55 feet; thence deflecting to the left 22 degrees 59 minutes and 33 seconds, distance 276.32 feet, to the United States Channel Line, Harlem river; thence westerly along said line, distance 50 feet, to the point or place of beginning.

Said street to be 50 feet wide between United States Channel Line and Terrace View avenue.

VAN CORLEAR PLACE.

A Street of the First Class.

Beginning at a point in the southerly line of Wicker place, distant 150 feet southeasterly from Jansen avenue, as measured along easterly line of said place; thence southeasterly and at a right angle, distance 150 feet; thence curving to the right, radius 50 feet, distance 42.05 feet; thence in a reversed curve to the left, radius 100 feet, distance 84.11 feet; thence southeasterly and tangent thereto, distance 203.20 feet; thence southerly, easterly and northerly and curving to the left, radius 130 feet; distance 408.41 feet; thence northeasterly and tangent thereto, distance 100 feet; thence curving to the right, radius 140 feet, distance 74.08 feet; thence easterly and tangent thereto, distance 187.74 feet; thence in a curve to the left, radius 130 feet, distance 53.10 feet, to the westerly line of Kingsbridge avenue; thence northerly along said line, distance 97.47 feet; thence southerly and westerly and in a curve to the right, radius 70 feet, distance 67.32 feet; thence westerly and tangent thereto, distance 187.74 feet; thence easterly and curving to the left, radius 190 feet, distance 101.76 feet; thence southeasterly and tangent thereto, distance 100 feet; thence southerly, westerly and northerly, and curving to the right, radius 80 feet, distance 251.33 feet; thence northeasterly and tangent thereto, distance 203.20 feet; thence curving to the right, radius 50 feet, distance 42.05 feet; thence in a reversed curve to the left, radius 100 feet, distance 84.11 feet; thence northeasterly and tangent thereto, distance 150 feet to the southerly line of Wicker place; thence westerly along the said line, distance 50 feet, to the point or place of beginning.

Said street to be 50 feet wide between the lines of Wicker place and Kingsbridge avenue.

ASHLEY STREET.

A Street of the First Class.

Beginning at a point in the easterly line of the Kingsbridge road, distant 18,766.93 feet northerly from the southerly line of One Hundred and Fifty-fifth street; thence southeasterly and at right angle to said road, distance 125 feet; thence southeasterly and at right angle, distance 10 feet; thence northeasterly and at right angle, distance 125 feet, to the easterly line of Kingsbridge road or Broadway, distance 50 feet, to the point or place of beginning.

HYATT STREET.

A Street of the First Class.

Beginning at a point in the easterly line of Kingsbridge road or Broadway, distant 18,516.07 feet northerly from the southerly line of One Hundred and Fifty-fifth street; thence southeasterly and at right angle to said road, distance 200 feet; thence southeasterly and at right angle, distance 200 feet; thence northeasterly and at right angle, distance 200 feet, to the easterly line of Kingsbridge road or Broadway; thence northeasterly along said line, distance 60 feet, to the point or place of beginning.

MUSCOOTA STREET.

A Street of the First Class.

Beginning at a point in the easterly line of Kingsbridge road or Broadway, distant 18,265.21 feet north of the southerly line of One Hundred and Fifty-fifth street; thence southeasterly and at right angle to the said road, distance 255.70 feet, to the "War Department Line"; thence southerly along said line, distance 61.50 feet; thence northeasterly, distance 410.24 feet, to the easterly line of the Kingsbridge road or Broadway; thence northerly along said line, distance 60 feet, to the point or place of beginning.

And that such proposed action of the said Board of Street Opening and Improvement has been duly laid before the Board of Aldermen.

V. B. LIVINGSTON, Secretary.

Dated New York, September 20, 1892.

DEPARTMENT OF PUBLIC WORKS.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
Room 6, No. 31 CHAMBERS STREET,
NEW YORK, September 21, 1892.

TO CONTRACTORS.

BIDS OR ESTIMATES, INCLOSED IN A sealed envelope, with the title of the work and the name of the bidder indorsed thereon, also the number of the work as in the advertisement, will be received at this office until 12 o'clock M., on Tuesday, October 4, 1892, at which place and hour they will be publicly opened by the head of the Department.

No. 1. FOR REGULATING AND PAVING, WITH ASPHALT PAVEMENT, ON CONCRETE FOUNDATION, THE ROADWAY OF ONE HUNDRED AND EIGHTEENTH STREET, from Seventh to Eighth avenue.

No. 2. FOR REGULATING AND PAVING, WITH ASPHALT PAVEMENT, ON CONCRETE FOUNDATION, THE ROADWAY OF ONE HUNDRED AND TWENTY-SECOND STREET, from Eighth to Manhattan avenue.

No. 3. FOR REGULATING AND PAVING, WITH GRANITE-BLOCK PAVEMENT, THE CARRIAGEWAY OF ONE HUNDRED AND FIRST STREET, from the Boulevard to the Riverside drive.

No. 4. FOR REGULATING AND PAVING, WITH GRANITE-BLOCK PAVEMENT, THE CARRIAGEWAY OF ONE HUNDRED AND FORTY-FOURTH STREET, between Seventh and Eighth avenues.

Each estimate must contain the name and place of residence of the person making the same, the names of all persons interested with him 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 work, and is in all respects fair and without collusion or fraud. 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 in the estimate or in the work to which it relates or in the profits thereof.

Each estimate must be verified by the oath, in writing, of the party making the same, that the several matters therein stated are true, and must be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, to the effect that if the contract is awarded to the person making the estimate, they will, upon its being so awarded, become bound as his sureties for its faithful performance; and that if he shall refuse or neglect to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled upon its completion and that which the Corporation may be obliged to pay to the person to whom the contract shall be awarded at any subsequent letting; the amount to be calculated upon the estimated amount of the work by which the bids are tested.

The consent last above mentioned must 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 the contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety, or otherwise, and that he has offered himself as surety in good faith, with the intention to execute the bond required by law.

No estimate will be considered unless accompanied by either a certified check upon one of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such

check or money must not be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him to execute the same, the amount of the deposit made by him shall be forfeited and retained by the City of New York as liquidated damages for such neglect or refusal, but if he shall execute the contract within the time aforesaid, the amount of the deposit will be returned to him.

THE COMMISSIONER OF PUBLIC WORKS RESERVES THE RIGHT TO REJECT ALL BIDS RECEIVED FOR ANY PARTICULAR WORK IF HE DEEMS IT FOR THE BEST INTERESTS OF THE CITY.

Blank forms of bid or estimate, the proper envelopes in which to inclose the same, the specifications and agreements, and any further information desired, can be obtained at Room 1, No. 31 Chambers street.

THOS. F. GILROY,
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, August 14, 1892.

TO OWNERS OF LANDS ORIGINALLY ACQUIRED BY WATER GRANTS.

ATTENTION IS CALLED TO THE RECENT act of the Legislature (chapter 449, Laws of 1889), which provides that whenever any streets or avenues in the city, described in any grant of land under water, from the Mayor, Aldermen and Commonalty containing covenants requiring the grantees and their successors to pave, repave, keep in repair or maintain such streets, shall be in need of repairs, pavement or repavement, the Common Council may, by ordinance, require the same to be paved, repaved or repaired, and the expense thereof to be assessed on the property benefited; and whenever the owner of a lot so assessed shall have paid the assessment levied for such paving, repaving or repairing, such payment shall release and discharge such owner from any and every covenant and obligation as to paving, repaving and repairing, contained in the water grant under which the premises are held, and no further assessment shall be imposed on such lot for paving, repaving or repairing such street or avenue, unless it shall be petitioned for by a majority of the owners of the property (who shall also be the owners of a majority of the property in frontage) on the line of the proposed improvement.

The act further provides that the owner of any such lot may notify the Commissioner of Public Works, in writing, specifying the ward number and street number of the lot that he desires, for himself, his heirs and assigns, to be released from the obligation of such covenants, and elects and agrees that said lot shall be thereafter liable to be assessed as above provided, and thereupon the owner of such lot, his heirs and assigns shall thenceforth be relieved from any obligation to pave, repair, uphold or maintain said street, and the lot in respect of which such notice was given shall be liable to assessment accordingly.

The Commissioner of Public Works desires to give the following explanation of the operation of this act:

When notice, as above described, is given to the Commissioner of Public Works, the owner of the lot or lots therein described, and his heirs and assigns, are forever released from all obligation under the grant in respect to paving, repaving or repairing the street in front of or adjacent to said lot or lots, except one assessment for such paving, repaving or repairs, as the Common Council may, by ordinance, direct to be made thereafter.

No street or avenue within the limits of such grants can be paved, repaved or repaired until said work is authorized by ordinance of the Common Council, and when the owners of such lots desire their streets to be paved, repaved or repaired, they should state their desire and make their application to the Board of Aldermen and not to the Commissioner of Public Works, who has no authority in the matter until directed by ordinance of the Common Council to proceed with the pavement, repavement or repairs.

THOS. F. GILROY,
Commissioner of Public Works

RIDGE ROAD COMMISSION.

A MEETING OF THE FORT WASHINGTON Ridge Road Commission will be held at Room 76, No. 115 Broadway, on Tuesday, October 4, 1892, at 2 P. M., at which meeting an opportunity will be given to all parties interested in or affected by the settlement or determination of the lines, course, boundaries, curves and grading of said road, to be heard with reference to the same.

EDWARD B. IVES, Secretary.

SUPREME COURT.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to ONE HUNDRED AND THIRTIETH STREET, extending from Tenth to Convent avenue, in the Twelfth Ward, etc.

NOTICE IS HEREBY GIVEN THAT THE BILL of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court, at the Chambers thereof, in the County Court-house, in the City of New York, on the 11th day of October, 1892, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses have been deposited in the office of the Department of Public Works, there to remain for and during the space of ten days.

Dated New York, September 27, 1892.
FRANK J. DUPIGNAC,
WILLIAM G. DAVIS,
THOMAS J. MILLER,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to EAST ONE HUNDRED AND SIXTY-SEVENTH STREET, from the westerly side of Prospect avenue to Westchester avenue, in the Twenty-third Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court, at the Chambers thereof, in the County Court-house, in the City of New York, on the 11th day of October, 1892, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses have been deposited in the office of the Department of Public Works, there to remain for and during the space of ten days.

Dated New York, September 27, 1892.
JOHN H. ROGAN,
HENRY WINTHROP GRAY,
SAMUEL W. MILBANK,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Commissioners of the Department of Public Parks, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to that part of TREMONT AVENUE (although not yet named by proper authority), extending from Aqueduct avenue to Boston Road, in the Twenty-fourth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by said Department.

NOTICE IS HEREBY GIVEN THAT THE BILL of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court, at the Chambers thereof, in the County Court-house, in the City of New York, on the 8th day of October, 1892, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Department of Public Works, there to remain for and during the space of ten days.

Dated New York, September 26, 1892.
JOHN WHALEN, Chairman,
JOHN HALLORAN,
G. RADFORD KESLO,
Commissioners.

CARROLL BERRY, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to INDEPENDENCE AVENUE (although not yet named by proper authority), extending from Spuyten Duyvil Parkway to Morrison street, in the Twenty-fourth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by the Department of Public Parks.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 28th day of June, 1890, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss, if any, over and above the benefit and advantage, or of the benefit and advantage, if any, over and above the loss and damage, as the case may be, to the respective owners, lessees, parties and persons, respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening a certain avenue herein designated as Independence avenue, as shown and delineated on certain maps made by the Commissioners of the Department of Public Parks, and filed in the office of the Secretary of State of the City of New York on the 9th day of September, 1889; in the office of the Register of the City and County of New York on the 7th day of September, 1889, and in the office of the Department of Public Parks on the 6th day of September, 1889, and more particularly set forth in the petition of the Board of Street Opening and Improvement filed in the office of the Clerk of the City and County of New York; and a just and equitable estimate and assessment of the value of the benefit and advantage of said avenue, so to be opened or laid out and formed, to the respective owners, lessees, parties and persons, respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An Act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, No. 51 Chambers street, in the City of New York, Room No. 3, with such affidavits or other proofs as the said owners or claimants may desire, within thirty days after the date of this notice (September 24, 1892).

And we, the said Commissioners, will be in attendance at our said office on the 28th day of October, 1892, at 3 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners or claimants, or such additional proofs and allegations as may then be offered by such owner or on behalf of the Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, September 24, 1892.
GEORGE P. WEBSTER,
JAMES F. HORAN,
WILLIAM H. MARSTON,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to CEDAR PLACE (although not yet named by proper authority), extending from Eagle avenue to Union avenue, in the Twenty-third Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by the Department of Public Parks.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 28th day of June, 1890, Commissioners of Estimate and Assessment, for the purpose of making a just and equitable estimate and assessment of the loss, if any, over and above the benefit and advantage, or of the benefit and advantage, if any, over and above the loss and damage, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening a certain street or avenue, herein designated as Cedar place, as shown and delineated on a certain map made under authority of chapter 841 of the Laws of 1868, and filed in the office of the Register of Westchester County at White Plains, on February 23, 1871, and more particularly set forth in the petition of the Board of Street Opening and Improvement filed in the office of the Clerk of the City and County of New York; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act, entitled "An act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said

street or avenue or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, No. 51 Chambers street, in the City of New York, Room No. 3, with such affidavits or other proofs as the said owners or claimants may desire, within thirty days after the date of this notice (September 24, 1892).

And we, the said Commissioners, will be in attendance at our said office on the 28th day of October, 1892, at 3 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of the Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, September 24, 1892.
GEORGE P. WEBSTER,
J. RHINELANDER DILLON,
WILLIAM H. MARSTON,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of Thomas F. Gilroy, Commissioner of Public Works of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring certain pieces or parcels of land and the title thereto, wherever the same have not heretofore been acquired for the use of the public for the purposes of sewerage and drainage, pursuant to section 327, chapter 410, Laws of 1882, as amended by chapter 423, Laws of 1888, and chapter 31, Laws of 1892, between the easterly termination of One Hundred and Sixty-seventh street and the Harlem river, in the Twelfth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 14th day of June, 1892, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss, if any, over and above the benefit and advantage, or of the benefit and advantage, if any, over and above the loss and damage, as the case may be, to the respective owners, lessees, parties and persons, respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of the acquisition of title to certain pieces or parcels of land, wherever the same have not heretofore been acquired, for the use of the public, for the purposes of sewerage and drainage, pursuant to section 327, chapter 410, Laws of 1882, as amended by chapter 423, Laws of 1888, and chapter 31, Laws of 1892, being strips of land about 20 feet in width, with the buildings thereon and the appurtenances thereto belonging, between the easterly termination of One Hundred and Sixty-seventh street and the United States Channel or bulkhead-line, Harlem river, in the Twelfth Ward of the City of New York, being the following described lots, pieces, or parcels of land, viz:

Beginning at a point at the intersection of the centre line of One Hundred and Sixty-seventh street with the westerly line of Edgecombe road;

Thence easterly in a line radial to the curve of said road, and deflecting to the left from the centre line of One Hundred and Sixty-seventh street, produced, 30° and 6', distance 100 feet to the easterly line of Edgecombe road;

Thence northeasterly and deflecting from the radial line of said curve to the left 51° 41' and 30", distance 93.3-100 feet;

Thence deflecting to the right 38° 43' and 20", distance 21.40-100 feet;

Thence deflecting to the left 89° and 55', and northerly along the line of the land of the Mayor, Aldermen and Commonalty of the City of New York, occupied by the Croton Aqueduct, distance 20 feet;

Thence westerly 28.43-100 feet and parallel with the last but one mentioned direction;

Thence deflecting to the left 38° 43' and 20", distance 90.58-100 feet;

Thence deflecting to the right 51° 41' and 30", said direction being parallel and distant 20 feet northerly from the first course given on the radial line of the Edgecombe road, distance 90.10-100 feet to the westerly line of Edgecombe road;

Thence southerly along said line 20-100 feet to the point or place beginning;

Also, beginning at a point in the westerly line of the land of the Mayor, Aldermen and Commonalty of the City of New York, now occupied by the Croton Aqueduct, said point being described and located as follows, viz:

Beginning at a point in the easterly line of Edgecombe road, 177.99-100 feet northerly from the initial point of the first curve northerly from One Hundred and Sixty-fifth street;

Thence northeasterly and deflecting from the radial line of said curve to the left 51° 41' and 30", distance 93.3-100 feet;

Thence deflecting to the right 38° 43' and 20", distance 21.40-100 feet, to the land now occupied by the Croton Aqueduct, as aforesaid, being the point in the westerly line and the place of beginning;

Thence easterly and in continuation of the line last described as being to the land now occupied by the Croton Aqueduct, distance 90 feet;

Thence deflecting to the left 89° 55', and northerly along the easterly line of the land of the Mayor, Aldermen and Commonalty of the City of New York, occupied by the Croton Aqueduct, distance 20 feet;

Thence westerly and parallel with the last but one mentioned direction, distance 90 feet, to the westerly line of the land now occupied by the Croton Aqueduct;

Thence southerly along said westerly line of the land now occupied by the Croton Aqueduct, distance 20 feet, to the place of beginning;

Also, beginning at a point in the easterly line of the land of the Mayor, Aldermen and Commonalty of the City of New York, now occupied by the Croton Aqueduct, said point being described and located as follows, viz:

Beginning at a point in the easterly line of Edgecombe road, 177.99-100 feet, northerly from the initial point of the first curve northerly from One Hundred and Sixty-fifth street;

Thence northeasterly and deflecting from the radial line of said curve to the left 51° 41' and 30", distance 93.3-100 feet;

Thence deflecting to the right 38° 43' and 20", distance 21.40-100 feet, to and through the land now occupied by the Croton Aqueduct, as aforesaid, being the point in the easterly line and the place of beginning;

Thence easterly and in continuation of the line last described as being to and through the land now occupied by the Croton Aqueduct, distance 175.99-100 feet;

Thence deflecting to the right 31° and 8', distance 134.8-100 feet;

Thence deflecting to the left 21° and 5', said direction being at right angles to Tenth avenue, distance 206.86-100 feet to the United States Channel or bulkhead-line, Harlem river, passing through the Exterior street as established by the Commissioners of the Sinking Fund of the City of New York and shown upon a map dated August 31, 1887;

Thence northerly along said United States Channel or bulkhead-line, distance 20-700 feet;

Thence westerly and parallel with the last but one mentioned direction, at right angles to Tenth avenue, distance 201.64-100 feet;

Thence deflecting to the right 21° and 5', distance 135.92-100 feet;

Thence deflecting to the left 31° and 8', distance 171.91-100 feet to the easterly line of the land of the Mayor, Aldermen and Commonalty of the City of New York, now occupied by the Croton Aqueduct;

Thence southerly along said easterly line for a distance of 20 feet to the point or place of beginning;

And more particularly set forth in the aforesaid order of appointment and the application and petition of the

Commissioner of Public Works filed therewith in the office of the Clerk of the City and County of New York; and a just and equitable estimate and assessment of the value of the benefit and advantage of said avenue, so to be opened or laid out and formed, to the respective owners, lessees, parties and persons, respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of them by chapter 16, title 5, of the act entitled "An Act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to the undersigned Commissioners of Estimate and Assessment, at our office, No. 51 Chambers street, in the City of New York, Room No. 3, with such affidavits or other proofs as the said owners or claimants may desire, within thirty days after the date of this notice (September 22, 1892).

And we, the said Commissioners, will be in attendance at our said office on the 24th day of October, 1892, at 2 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners or claimants, or such additional proofs and allegations as may then be offered by such owner or on behalf of the Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, September 22, 1892.
ANDREW S. HAMERSLY, JR.,
HENRY HUGHES,
OLIVER B. STOUT,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Commissioners of Public Parks of the City of New York for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title in fee by the Mayor, Aldermen and Commonalty of the City of New York to the gore of land north of ONE HUNDRED AND FIFTY-THIRD STREET, between the Seventh avenue and MacComb's Dam road, in the Twelfth Ward of said city, for the purpose of the construction of a bridge and approaches thereto, with the necessary abutments and arches, across the Harlem river in said city, to replace the present Central or MacComb's Dam Bridge.

PURSUANT TO THE PROVISIONS OF CHAPTER 207 of the Laws of 1890, as amended by chapters 13 and 552 of the Laws of 1892, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Chambers thereof, in the County Court-house in the City of New York, on Tuesday, the 11th day of October, 1892, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate in the above-entitled matter.

The nature and extent of the improvement hereby intended is the acquisition of title in fee in the name and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, to a certain gore of land, with the buildings thereon and the appurtenances thereto belonging, north of One Hundred and Fifty-third street, between the Seventh avenue and MacComb's Dam Road, in the Twelfth Ward of said city, for the purpose of the construction of a bridge and approaches thereto, with the necessary abutments and arches, across the Harlem river in said city, to replace the present Central or MacComb's Dam Bridge, as provided by said chapter 207 of the Laws of 1890, as amended by said chapters 13 and 552 of the Laws of 1892, being the following described gore, plot, piece or parcel of land, situate, lying and being in the Twelfth Ward of the City of New York, and bounded and described as follows:

Beginning at the intersection of the westerly line of the Seventh avenue with the northerly line of One Hundred and Fifty-third street, and running thence westerly on said northerly line of One Hundred and Fifty-third street, two hundred and fifty-two feet (252) to the easterly line of the MacComb's Dam Road; thence northeasterly on the said easterly line of the MacComb's Dam Road, one hundred and twenty-eight and fifty-eight one-hundredths feet (128.58-100) to a point on the said easterly line distant one hundred and ninety and ninety-five one-hundredths feet (190.95-100) from the westerly line of the Seventh avenue, and at right angles to said westerly line of the Seventh avenue; thence northeasterly, continuing along said easterly line of the MacComb's Dam Road, three hundred and seventy-two and twenty-nine one-hundredths feet (372.29-100) to the point of intersection of the easterly line of the MacComb's Dam Road with the westerly line of the Seventh avenue; thence southerly, on the said westerly line of the Seventh avenue, four hundred and thirty-two and seventy-two one-hundredths feet (432.72-100) more or less to the place of beginning.

Dated New York, September 13, 1892.
WILLIAM H. CLARK,
Counsel to the Corporation,
No. 2 Tryon Row, New York City.

In the matter of the application of the Board of Education by the Counsel to the Corporation of the City of New York, relative to acquiring title by the Mayor, Aldermen and Commonalty of the City of New York, to certain lands on the northerly side of ONE HUNDRED AND SECOND STREET, between Second and Third avenues, in the Twelfth Ward of said city, duly selected and approved by said Board as a site for school purposes, under and in pursuance of the provisions of chapter 191 of the Laws of 1888, as amended by chapter 35 of the Laws of 1890.

PURSUANT TO THE PROVISIONS OF CHAPTER 191 of the Laws of 1888, as amended by chapter 35 of the Laws of 1890, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Chambers thereof, in the County Court-house in the City of New York, on the 7th day of October, 1892, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate in the above-entitled matter.

The nature and extent of the improvement hereby intended is the acquisition of title by the Mayor, Aldermen and Commonalty of the City of New York, to certain lands and premises, with the buildings thereon and the appurtenances thereto belonging, on the northerly side of One Hundred and Second street, between Second and Third avenues, in the Twelfth Ward of the said city, in fee simple absolute, the same to be converted, appropriated and used to and for the purposes specified in said chapter 191 of the Laws of 1888, as amended by said chapter 35 of the Laws of 1890, said property having been duly selected and approved by the Board of Education as a site for school purposes, under and in pursuance of the provisions of chapter 191 of the Laws of 1888, as amended by said chapter 35 of the Laws of 1890, being the following described lots, pieces or parcels of land, namely:

All those certain lots, pieces or parcels of land situate, lying and being in the Twelfth Ward of the City of New York, which, taken together, are bounded and described as follows:

Beginning at a point on the northerly side of One Hundred and Second street, distant one hundred and five feet westerly from the northwesterly corner of Second avenue and One Hundred and Second street,

and running thence westerly along the northerly side of One Hundred and Second street, one hundred and twenty-five feet; thence northerly, parallel with Second avenue, one hundred feet eleven inches; thence easterly, parallel with One Hundred and Second street, one hundred and twenty-five feet, and thence southerly, parallel with Second avenue, one hundred feet eleven inches to the point or place of beginning.

Dated NEW YORK, September 10, 1892.
WILLIAM H. CLARK,
Counsel to the Corporation,
No. 2 Tryon Row, New York City.

In the matter of the application of the Board of Education by the Council to the Corporation of the City of New York, relative to acquiring title by the Mayor, Aldermen and Commonalty of the City of New York to certain lands on RIDGE and RIVINGTON STREETS in the Thirteenth Ward of said city, duly selected and approved by said Board as a site for school purposes, under and in pursuance of the provisions of chapter 191 of the Laws of 1888, as amended by chapter 35 of the Laws of 1890.

PURSUANT TO THE PROVISIONS OF CHAPTER 191 OF THE LAWS OF 1888, as amended by chapter 35 of the Laws of 1890, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Chambers street, in the County Court-house in the City of New York, on the 7th day of October, 1892, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate in the above entitled matter.

The nature and extent of the improvement hereby intended is the acquisition of title by the Mayor, Aldermen and Commonalty of the City of New York, to certain lands and premises, with the buildings thereon and the appurtenances thereto belonging, on Ridge and Rivington streets, in the Thirteenth Ward of the said city, in fee simple absolute, the same to be converted, appropriated and used to and for the purposes specified in said chapter 191 of the Laws of 1888, as amended by said chapter 35 of the Laws of 1890, said property having been duly selected and approved by the Board of Education as a site for school purposes under and in pursuance of the provisions of said chapter 191 of the Laws of 1888, as amended by said chapter 35 of the Laws of 1890, being the following described lots, pieces or parcels of land, namely:

All those certain lots, pieces or parcels of land situate, lying and being in the Thirteenth Ward of the City of New York, which, taken together, are bounded and described as follows:

Beginning at the southeasterly corner of Rivington and Ridge streets, and running thence easterly along the southerly side of Rivington street, fifty-one feet; thence southerly parallel, or nearly so, with Ridge street, eighty feet; thence westerly parallel with Rivington street, fifty feet eleven inches to the easterly side of Ridge street, and thence northerly along the easterly side of Ridge street, eighty feet to the point or place of beginning.

Dated NEW YORK, September 10, 1892.
WILLIAM H. CLARK,
Counsel to the Corporation,
No. 2 Tryon Row, New York City.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to ONE HUNDRED AND FORTY-FOURTH STREET, from Amsterdam avenue to Convent avenue, in the Twelfth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE UNDERSIGNED, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss, if any, over and above the benefit and advantage, or of the benefit and advantage, if any, over and above the loss and damage, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening a certain street herein designated as One Hundred and Forty-fourth street, as shown and delineated on a certain map of the City of New York, made by the Commissioners of Streets and Roads of the City of New York, filed in the office of the Street Commissioner of the City of New York April 4, 1891, and as shown and delineated on a certain map made by the Board of Commissioners of the Central Park, and filed in the office of the Street Commissioner of the City of New York on March 7, 1888, and more particularly set forth in the aforesaid order of appointment and the petition of the Board of Street Opening and Improvement filed therewith in the office of the Clerk of the City and County of New York; and a just and equitable estimate and assessment of the value of the benefit and advantage of said avenue, so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of them by chapter 16, title 5, of the act entitled "An act to consolidate into one act, and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same duly verified to the undersigned Commissioners of Estimate and Assessment, at our office, No. 51 Chambers street, in the City of New York, Room No. 3, with such affidavits or other proofs as the said owners or claimants may desire, within thirty days after the date of this notice (September 10, 1892).

And we, the said Commissioners, will be in attendance at our said office on the 18th day of October, 1892, at 3 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations, as may then be offered by such owner, or on behalf of the Mayor, Aldermen and Commonalty of the City of New York.

Dated NEW YORK, September 10, 1892.
CHAS. L. S. TRUAX,
APPELTON L. CLARK,
HENRY G. CASSIDY,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to ONE HUNDRED AND SEVENTY-THIRD STREET, from Tenth avenue to the Kingsbridge road, in the Twelfth Ward of the City of New York.

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 51 Chambers street (Room 4), in said city, on or before the 14th day of October, 1892, and that we, the said Commissioners, will hear parties so objecting within ten week days next after the said 14th day of October, 1892, and for that purpose will be in attendance at our said office on each of said ten days at 3 o'clock p. m.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in said city, there to remain until the 15th day of October, 1892.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which, taken together, are bounded and described as follows, viz.: Northerly by the centre line of the block between One Hundred and Seventy-third and One Hundred and Seventy-fourth streets; easterly by the westerly line of Tenth avenue; southerly by the centre line of the blocks between One Hundred and Seventy-second and One Hundred and Seventy-third streets; westerly by the easterly line of Kingsbridge road and the easterly line of Wadsworth avenue; excepting from said area all the land included within the lines of streets, avenues and roads, or portions thereof, heretofore legally opened as such area is shown upon our benefit map, deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers street, in the County Court-house, in the City of New York, on the 31st day of October, 1892, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated NEW YORK, August 26, 1892.
WM. A. DUER, Chairman,
WILLIAM H. WILKS,
SAMUEL W. MILLBANK,
Commissioners.

MATTHEW P. RYAN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to INTERVALLE AVENUE (although not yet named by proper authority), from the Southern Boulevard to Wilkins place, in the Twenty-third Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by the Department of Public Parks

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 51 Chambers street (Room 4), in said city, on or before the 5th day of October, 1892, and that we, the said Commissioners, will hear parties so objecting within ten week days next after the said 5th day of October, 1892, and for that purpose will be in attendance at our said office on each of said ten days at 4 o'clock p. m.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in said city, there to remain until the 6th day of October, 1892.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land situate, lying and being in the City of New York, which, taken together, are bounded and described as follows, viz.: Northerly by a line parallel to the northerly line of Charlotte place, and distant 500 feet northerly therefrom from Stebbins avenue to the Southern Boulevard; easterly by the westerly side of the Southern Boulevard, from the intersection of the northern boundary line with said westerly side of the Southern Boulevard to a point 100 feet south of the southerly side of Freeman street; thence westerly on a line parallel to Freeman street to a point 100 feet east of the easterly line of Intervale avenue; thence southerly along a line parallel to Intervale avenue and distant 100 feet easterly therefrom to a point 100 feet north of the northerly line of Westchester avenue; thence easterly and parallel to and distant 100 feet northerly from the northerly line of Westchester avenue to the westerly side of Tiffany street; thence southerly along the westerly side of Tiffany street to the northerly side of the Harlem River and Portchester Railroad; thence westerly along the northerly side of said railroad to the easterly side of Ely street; thence northerly along the easterly side of Ely street to the southerly side of the Southern Boulevard; thence easterly along said southerly side of Southern Boulevard to the intersection of the easterly line of Lane avenue prolonged southerly to the southerly side of the Southern Boulevard; thence northerly along said easterly line of Lane avenue to the southerly side of Beck street; thence northerly on a line drawn from the intersection of the easterly line of Lane avenue with the southerly side of Beck street and parallel to Intervale avenue to the easterly side of Stebbins avenue; thence northerly along the easterly side of Stebbins avenue to a point 100 feet north of Westchester avenue; thence easterly on a line parallel to the northerly line of Westchester avenue and distant 100 feet northerly therefrom to a point 100 feet west of Intervale avenue; thence northerly on a line parallel to and distant 100 feet westerly from the westerly line of Intervale avenue to a point 20 feet south of the southerly line of Freeman street; thence westerly and parallel to and distant 100 feet southerly from the southerly line of Freeman street to the easterly line of Stebbins avenue; thence northerly along the easterly line of Stebbins avenue to its intersection with a line drawn parallel to and distant 50 feet northerly from the northerly line of Charlotte place, being the northerly boundary line first mentioned, excepting from said area all the streets, avenues and roads, or portions thereof, heretofore legally opened, and all the unimproved land included within the lines of streets, avenues, roads, public squares and places shown and laid out upon any map or maps filed by the Commissioners of the Department of Public Parks, pursuant to the provisions of chapter 604 of the Laws of 1874, and the laws amendatory thereof, or of chapter 410 of the Laws of 1882, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers street, in the County Court-house, in the City of New York, on the 20th day of October, 1892, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated NEW YORK, August 17, 1892.
THOMAS P. WICKES,
Chairman,
WILLIAM H. BARKER,
DANIEL SHERRY,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Commissioners of the Department of Public Parks for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to that part of TREMONT AVENUE (although not yet named by proper authority) extending from Aqueduct avenue to Boston road, in the Twenty-fourth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by said Department.

NOTICE TO ALL PERSONS INTERESTED IN THIS PROCEEDING OR IN ANY OF THE LANDS AFFECTED THEREBY.

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 200 Broadway (fifth floor), in said city, on or before the fifteenth day of September, 1892, and that we, the said Commissioners, will hear parties so objecting within ten week days next after the said fifteenth day of September, 1892, and for that purpose will be in attendance at our said office on each of said ten days at 2 o'clock p. m.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in said city, there to remain until the sixteenth day of September, 1892.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which, taken together, are bounded and described as follows, viz.: Northerly by an irregular line commencing at a point in the easterly line of Aqueduct avenue, distant 600 feet northerly from the northerly line of Tremont avenue, and running thence easterly to a point in the easterly line of Webster avenue, opposite the junction of Tremont and Burnside avenues, said line being parallel with and distant 600 feet northerly from the northerly line of Tremont avenue, except where the said line, if so drawn, would be less than 200 feet distant southerly from the southerly line of Burnside avenue, and in such places being coincident with a line parallel with and distant 200 feet southerly from the southerly line of Burnside avenue, and a line parallel with and distant 600 feet northerly from the northerly line of Tremont avenue, and extending from Webster avenue to Boston road; easterly by the westerly line of Boston road; southerly by a line parallel with and distant 600 feet southerly from the southerly line of Tremont avenue and extending from Boston road to Aqueduct avenue; and westerly by the easterly line of Aqueduct avenue; excepting from said area all the streets, avenues and roads or portions thereof, heretofore legally opened, and all the unimproved land included within the lines of streets, avenues, roads, public squares and places shown and laid out upon any map or maps filed by the Commissioners of the Department of Public Parks, pursuant to the provisions of chapter 604 of the Laws of 1874, and the laws amendatory thereof, or of chapter 410 of the Laws of 1882, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers street, in the County Court-house, in the City of New York, on the thirtieth day of September, 1892, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated NEW YORK, August 4, 1892.
JOHN WHALEN, Chairman,
JOHN HALLORAN,
G. RADFORD KELSO, Commissioners.

CARROLL BERRY, Clerk.

In the matter of the application of the Mayor, Aldermen and Commonalty of the City of New York, relative to the opening of CATHEDRAL PARKWAY, by widening and enlarging One Hundred and Tenth street, between Seventh avenue and Riverside Park, so as to conveniently connect thereby, and by appropriate entrances in connection therewith, Central Park, Morningside Park and Riverside Park in the City of New York, pursuant to chapter 275 of the Laws of 1891, passed April 23, 1891.

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 51 Chambers street (Room 4), in said city, on or before the 2d day of October, 1892, and that we, the said Commissioners, will hear parties so objecting within ten week days next after the said 2d day of October, 1892, and for that purpose will be in attendance at our said office on each of said ten days at 10:30 o'clock a. m.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in said city, there to remain until the 24th day of October, 1892.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which, taken together, are bounded and described as follows, viz.: Northerly by the centre line of the blocks between One Hundred and Sixteenth and One Hundred and Seventeenth streets; easterly by a line parallel with the easterly line of Sixth avenue and 100 feet distant therefrom, to the centre line of the block between One Hundred and Tenth and One Hundred and Eleventh streets, and running thence along said centre line to the westerly side of Fifth avenue; thence along the westerly side of Fifth avenue to the centre line of the block between One Hundred and Fourth and One Hundred and Third streets prolonged; southerly by the centre line of the blocks between One Hundred and Third and One Hundred and Fourth streets; westerly by the Hudson river; excepting from said area all the land included within the lines of streets, avenues and roads, or portions thereof, heretofore legally opened, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers street, in the County Court-house, in the City of New York, on the 10th day of November, 1892, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated NEW YORK, September 9, 1892.
EUGENE S. IVES, Chairman,
JOHN CONNELLY,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Commissioners of the Department of Public Parks for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to the opening of WEBSTER AVENUE, commencing at One Hundred and Eighty-fourth street and running to its intersection with the south line of Middlebrook Parkway in the Twenty-fourth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned Commissioners of Estimate and Assessment in the above entitled matter, will be in attendance at our office, No. 200 Broadway (fifth floor, Room 25), on Wednesday, September 28, at 2 o'clock p. m., to hear any person or persons who may consider themselves aggrieved by our estimate or assessment (an abstract of which has been heretofore filed by us for and during the space of forty days in the office of the Commissioner of Public Works, No. 31 Chambers street), in opposition to the same; that our said abstract of estimate and assessment may be hereafter inspected at our said office, No. 200 Broadway; that it is our intention to present our report for confirmation to the Supreme Court, at a Special Term thereof, to be held at Chambers street, at the County Court-house in the City of New York, on the 3d day of October, 1892, at the opening of Court on that day, to which day the motion to confirm the same will be adjourned, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated NEW YORK, September 14, 1892.
JOHN WHALEN, Chairman,
JOHN H. MOONEY,
JOHN HALLORAN,
Commissioners.

CARROLL BERRY, Clerk.

In the matter of the application of the Commissioners of the Department of Public Parks for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to that part of TREMONT AVENUE (although not yet named by proper authority), extending from Aqueduct avenue to Boston road, in the Twenty-fourth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by said Department.

NOTICE IS HEREBY GIVEN THAT WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above entitled matter, will be in attendance at our office, No. 200 Broadway (fifth floor, Room 25), on Wednesday, September 28, at two o'clock p. m., to hear any person or persons who may consider themselves aggrieved by our estimate or assessment (an abstract of which has been heretofore filed by us for and during the space of forty days in the office of the Commissioner of Public Works, No. 31 Chambers street), in opposition to the same; that our said abstract of estimate and assessment may be hereafter inspected at our office, No. 200 Broadway; that it is our intention to present our report for confirmation to the Supreme Court, at a Special Term thereof, to be held at Chambers street, at the County Court-house in the City of New York, on the 30th day of September, 1892, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated NEW YORK, September 16, 1892.
JOHN WHALEN, Chairman,
JOHN HALLORAN,
G. RADFORD KELSO, Commissioners.

CARROLL BERRY, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to ONE HUNDRED AND THIRTY-FIFTH STREET (although not yet named by proper authority), from Convent avenue to Avenue St. Nicholas, in the Twelfth Ward of the City of New York.

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 51 Chambers street (Room 4), in said city, on or before the 5th day of October, 1892, and that we, the said Commissioners, will hear parties so objecting within ten week days next after the said 5th day of October, 1892, and for that purpose will be in attendance at our said office on each of said ten days at 11 o'clock a. m.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in said city, there to remain until the 6th day of October, 1892.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which, taken together, are bounded and described as follows, viz.: Northerly by the centre line of One Hundred and Thirty-sixth street, from Convent avenue to St. Nicholas Terrace; thence northerly by the easterly line of St. Nicholas Terrace to the centre line of One Hundred and Thirty-eighth street; thence northerly by the centre line of One Hundred and Thirty-eighth street, easterly by the westerly line of Avenue St. Nicholas, southerly by the centre line of the block between One Hundred and Thirty-first and One Hundred and Thirty-second streets, from Avenue St. Nicholas to St. Nicholas Terrace; thence northwesterly by the easterly line of St. Nicholas Terrace to the centre line of the block between One Hundred and Thirty-second and One Hundred and Thirty-third streets; thence southerly by last mentioned centre line to the easterly line of Convent avenue, westerly by the easterly line of Convent avenue; excepting from said area all the land included within the lines of streets, avenues and roads, or portions thereof, heretofore legally opened, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers street, in the County Court-house, in the City of New York, on the 20th day of October, 1892, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated NEW YORK, August 17, 1892.
ANDREW S. HAMERSLEY, Jr., Chairman,
PATRICK FOX,
Commissioners.

JOHN P. DUNN, Clerk.

THE CITY RECORD.

THE CITY RECORD IS PUBLISHED DAILY, Sundays and legal holidays other than the general election day excepted, at No. 2 City Hall, New York City. Annual subscription \$9.30.
W. J. K. KENNY,
Supervisor

THE CITY RECORD.

INDEX TO VOLUME XX.—PART III.

From July 1st to September 30th, 1892.

ACCOUNTS, COMMISSIONERS OF—

Directory, official..... 1977

ADMINISTRATOR, PUBLIC—

(See Law Department.)

ALDERMEN, BOARD OF—

Accounts finally settled..... 2002, 2345, 2641
Accounts presented..... 2001, 2002
Adjournment to August 23 agreed to..... 2344
All-night licenses..... 2067
Appropriations, weekly statement of..... 2067, 2283, 2345, 2529, 2530, 2592, 2700, 2749, 2820
Ashley street opening..... 2749
Assessed valuation, real and personal..... 2344, 2525
Assessment rolls presented..... 1999
Ballots and ballot booths..... 2345, 2525
Bills authorized paid..... 2591, 2642
Broadway and Seventh Avenue Railroad Company and the Metropolitan Crosstown Railroad Company..... 2855
Building, Department of, annual estimate..... 2702
City Surveyors appointed..... 1966, 2279, 2343, 2591, 2819
Clerical errors corrected..... 2280
Columbian celebration..... 2529
Commissioners of Deeds, appointments of..... 2000, 2001, 2065, 2066, 2282, 2337, 2345, 2527, 2592, 2642, 2700, 2748, 2819, 2820
Commissioners of Deeds, names corrected..... 2282, 2852
" " resignations..... 2282, 2345, 2527, 2819, 2820
" " terms expired..... 2345, 2641
" " vice those failing to qualify..... 2065, 2337, 2819
Commissioner of Jurors, estimate, yearly..... 2701

COMMUNICATIONS FROM:

Commissioner of Jurors..... 2701
Comptroller..... 2002
Comptroller of the State..... 2820
Coroners' Office..... 2528
County Clerk..... 2001, 2345, 2641
Court of Special Sessions..... 2641
Department of Buildings..... 2702
District Attorney..... 2701
Eighth District Court..... 2703
Eleventh District Court..... 2820
Excise Bureau..... 2282
Executive..... 2001
Finance Department..... 2067, 2283, 2345, 2519, 2528, 2529, 2530, 2592, 2700, 2749, 2820
Fire Department..... 2529, 2703
Health Department..... 2821
Hebrew Sheltering Guardian Society..... 2641
Law Department..... 2002, 2345, 2641, 2822
Ninth District Court..... 2749
Ornamental Plasterers, the..... 2700
Police, Department of..... 2344
Police Justices..... 2529
Public Parks, Department of..... 2530
Public Works, Department of..... 2001, 2066, 2282, 2345, 2527, 2528, 2592, 2700, 2821
Register..... 2820
Sheriff..... 2702
Society for the Relief of the Ruptured and Crippled..... 2641
Street Opening and Improvement, Board of..... 2282, 2701, 2748, 2749
Street Cleaning, Department of..... 2823
Surrogate..... 2529
Taxes and Assessments, Department of..... 1999, 2749
Twenty-third Ward property-owners..... 2748
Union Railroad Company..... 2702
Compressed air motor-car..... 2281, 2344
Coroners' Offices, estimates, annual..... 2528
Court of Special Sessions, estimates, annual..... 2641
Curb depression permitted..... 2819
Departments, estimates, annual..... 2528
Departmental offices, request for closing..... 2592
Directory, official..... 1977
District Attorney's Office, estimates, annual..... 2701
Dog permit ordinance amended..... 2281
Drinking-fountains, relating to..... 2000, 2066, 2067, 2344, 2526, 2527, 2530, 2591
East and West Railroad Company..... 2747
Eighth District Court, estimates, annual..... 2703
Eleventh District Court, estimates, annual..... 2820
Emerald Club, invitation of, accepted..... 2526

ESTIMATES, ANNUAL, OF:

Coroners' Offices..... 2528
Court of Special Sessions..... 2641
Departments..... 2528
District Attorney..... 2701
Eighth District Court..... 2703
Eleventh District Court..... 2820
Fire Department..... 2703
Health Department..... 2821
Law Department..... 2822
Ninth District Court..... 2749
Police Justices..... 2529
Register..... 2820
Sheriff..... 2702
Street Cleaning Department..... 2823
Surrogate..... 2529
Taxes and Assessments..... 2749
Expenses, estimated..... 2528
Expenditures of Society for Relief of Ruptured and Crippled..... 2641

ALDERMEN, BOARD OF—(Continued).

Final Estimate, yearly..... 2338, 2339, 2519, 2520
Fire Department, estimates, annual..... 2703
French flag, display of, requested..... 2066
Gas-mains and pipes, relating to..... 2000, 2066, 2067, 2280, 2281, 2344, 2526, 2527, 2591, 2639, 2640, 2641, 2642, 2699, 2700, 2747, 2748, 2824, 2825
Health Department, estimates, annual..... 2821
Hearings granted..... 2065, 2344, 2527, 2639, 2640, 2642, 2599, 2747
Hebrew Sheltering Guardian Society..... 2641
Houston, West Street and Pavia Ferry Railroad Company..... 2851, 2852, 2853, 2854
Houston, West Street and Pavia Ferry Railroad Company and the Broadway and Seventh Avenue Railroad Company..... 2853
Houston, West Street and Pavia Ferry Railroad Company, the Sixth Avenue Railroad Company and the Ninth Avenue Railroad Company..... 2854
Hyatt street, opening of..... 2749
Iron pipes..... 2000, 2066, 2344, 2525, 2640, 2820
Jacobs place, opening of..... 2748
Jansen avenue, opening of..... 2748
Kingsbridge avenue, opening of..... 2748
Law Department, estimates, annual..... 2822
Leyden place, opening of..... 2748
"Manhattan Field," ordinance relative to..... 2747
Meetings, minutes of..... 1999, 2065, 2153, 2279, 2337, 2591, 2599, 2699, 2747, 2819, 2851
Metropolitan Crosstown Railroad Company..... 2856
Metropolitan Crosstown Railroad Company and the Sixth Avenue Railroad Company..... 2855
Motor-car exhibition..... 2281, 2344, 2526
Muscoota street, opening of..... 2749
National Heating Company..... 2065
National Horse Show Association, permission granted..... 2819
New York Power Company..... 2066
Ninth Avenue Railroad Company..... 2851
Ninth District Court, estimates, annual..... 2749
Order of business suspended..... 2519
Ordinances adopted and amended..... 2280, 2281, 2519, 2747
Ornamental clock..... 2699
Ornamental lamps..... 2344, 2640, 2699, 2748, 2820
Permit to exhibit motor-car..... 2281, 2344, 2526
Personal estate subject to taxation..... 2337, 2338, 2525
Personal estate, value of..... 1999

PETITIONS:

Broadway and Seventh Avenue Railroad Company..... 1999, 2639
Columbus monument, relative to..... 2640
East and West Railroad Company..... 2279, 2747
Houston, West Street and Pavia Ferry Railroad Company..... 2337, 2639
Metropolitan Crosstown Railroad Company..... 2065, 2699
New York and Queens County Tunnel Company..... 1999
Sixth Avenue Railroad Company..... 2000
Union Railroad Company..... 2065
West Houston Street and Pavia Ferry Railroad Company..... 2337
Wilson & Baillie Manufacturing Company..... 2391
Picnic of M. B. Brown's employees, invitation to..... 2592
Piers, relative to..... 2591, 2640, 2699
Polling booths and places..... 2344, 2345, 2525
Police Justices, estimates, annual..... 2529
Protests against street railroads..... 2851
Real estate subject to taxation..... 2337, 2338, 2525
Real estate, value of..... 1999
Reapportionment, legislative..... 2153, 2280
Register, estimates, annual..... 2820
Revenue, annual, estimated..... 2338
Reviewing stand, permit for..... 2856
Rockaway steamers, relative to..... 2344
Rules temporarily suspended..... 2592
Salaries, executive officers..... 2001
Sheriff's Office, estimates, annual..... 2702
Shore Inspector's salary and expenses..... 2820
Signs at street corners..... 2280
Sixth Avenue Railroad, receipts of..... 2002
Society for Relief of Ruptured and Crippled..... 2641
Street Cleaning Department, estimates, annual..... 2823
Street openings..... 2748, 2749
Streets paved, flagged, curbed, etc..... 2002, 2066, 2067, 2068, 2280, 2281, 2282, 2344, 2345, 2526, 2527, 2528, 2530, 2591, 2592, 2640, 2642, 2699, 2700, 2701, 2747, 2820, 2821, 2825, 2826
Street railways, protest against..... 2851
Surrogate's office, estimates, annual..... 2529
Taxation, rate of, fixed..... 2344, 2525
Taxes, annual..... 2338, 2519, 2525
Taxes estimated and computed..... 1999, 2525
Taxes and Assessments Department, estimates, annual..... 2749
Terrace View avenue, opening of..... 2748
Teunissen place, opening of..... 2749
Trucks permitted temporarily in streets..... 2820
Union Railroad Company, relative to..... 2525
Vacant lots ordered fenced in..... 2066, 2067, 2068, 2281, 2640, 2700, 2747, 2748, 2820, 2825
Van Corlear's place, opening of..... 2749
Vaults permitted, etc..... 2066, 2747, 2820, 2852

VETOES:

Drinking-fountains..... 2279, 2280
Gas-mains, etc..... 2279, 2280, 2747
Iron pipes..... 2640
National Horse Show..... 2852
Ornamental lamp-posts, etc..... 2640, 2699, 2747
Street, establishing width of..... 2640

ALDERMEN, BOARD OF—(Continued).

VETOES:

Streets paved, flagged, etc..... 2279, 2280, 2640
Vault extension..... 2852
Watering-troughs..... 2640, 2699, 2852
Water-mains..... 2279, 2280
Viaducts in Twenty-third Ward..... 2824
Water-front, relative to..... 2526, 2640, 2699
Watering-troughs authorized..... 2000, 2066, 2281, 2344, 2526, 2527, 2591, 2640, 2699, 2700, 2747, 2748, 2852
Water-mains to be laid..... 2000, 2065, 2066, 2067, 2068, 2280, 2281, 2344, 2526, 2527, 2640, 2642, 2700, 2747, 2748, 2820, 2825
Wicker place, opening of..... 2748

APPROVED PAPERS—

Apportionment, Board of..... 2264
Ballots and ballot-boxes..... 2633
City Surveyors appointed..... 2324, 2735
Clerical errors corrected..... 2324
Columbian Celebration Committee, permit granted..... 2735
Commissioners of Deeds, appointed..... 2126, 2383
" " replacing those failing to qualify..... 2126, 2383
" " names corrected..... 1992, 2324
Comptroller's certificate of Final Estimate..... 2579
Crosswalks (see Streets Paved, etc.).
Curb-stones (see Streets Paved, etc.).
Departmental offices requested closed..... 1992, 2735
DRINKING-FOUNTAINS, PLACING OF:
Amsterdam avenue, near Ninety-eighth street..... 1991
Ninety-second street, corner First avenue..... 1991
South Fifth avenue, front of No. 142..... 1991
Final Estimate..... 2579, 2580
Fountains (see Drinking-fountains and Ornamental Fountain).
French flag requested displayed..... 2126

GAS-MAINS, LAYING, AND LAMPS PERMITTED:

Broadway, between Thirty-sixth and Thirty-seventh streets..... 2126
Fifth avenue, between Fifty-eighth and Fifty-ninth streets..... 2043
" " in front of Nos. 124, 126 and 128..... 2799
Forty-sixth street and Third avenue..... 1991
Lexington avenue, front of No. 73..... 2323
Madison avenue and Seventy-third street..... 1992
One Hundred and Forty-seventh street, from Willis to Brook avenue..... 1991
One Hundred and Sixty-ninth street, from Webster avenue to Harlem Railroad..... 1991
Third avenue, front of No. 76..... 2442
" " No. 793..... 1992
" " No. 2286..... 2043
Webster avenue, from One Hundred and Sixty-fifth to One Hundred and Sixty-ninth street..... 1991
West Thirty-first street, front of No. 135..... 1991
West Twenty-ninth street, front of No. 2..... 2683
Iron pipes permitted (see Gas-mains).
Lamps permitted (see Gas-mains).
Motor, permit for..... 2633
Newspapers designated for advertising purposes..... 2166, 2683, 2684, 2735
New York Power Company..... 2324
North William street, establishing grade of..... 1992
Ordinances, relating to..... 1992, 2579
Ornamental fountain permitted..... 2324
Paving (see Streets Paved, etc.).
Personal estate, assessed valuation..... 2584, 2585
Polling booths and places authorized..... 2633
Railway and ferry, hearings appointed..... 1991, 1992, 2126, 2683, 2684, 2735
Real estate, assessed valuation of..... 2584, 2585
Revenue, estimated..... 2579
Rockaway steamers, relative to..... 2383
Storm-doors allowed..... 1991, 2044

STREETS PAVED, CROSSWALKS LAID, CURB-STONES SET, ETC.:

Beaver street, opposite No. 7..... 2442
Eighty-third street, from Amsterdam avenue to the Boulevard..... 1991
King street, front of Nos. 23 and 25..... 2325
Ninetyth street, from Avenue A to the East river..... 1992
Ninety-first street, from Avenue A to the East river..... 1992
Ninety-third street, from Amsterdam to West End avenue..... 2126
One Hundred and Eighteenth street, from Seventh to Eighth avenue..... 2323
One Hundred and Forty-fourth street, between Seventh and Eighth avenues..... 1992
One Hundred and Seventy-fifth street, between Kingsbridge road and Eleventh avenue..... 1992
One Hundred and Sixty-ninth street, from Franklin avenue to the Boston road..... 1991
One Hundred and Tenth street, from Fifth to Madison avenue..... 1991
One Hundred and Thirty-second street, from Broadway to Amsterdam avenue..... 1992
One Hundred and Thirty-third street, from the Boulevard to Twelfth avenue..... 2324
Seventy-eighth street, from Avenue A to the East river..... 2324
Seventy-fifth street, from Second to Third avenue..... 1992
Sixty-eighth street, from Columbus to Amsterdam avenue..... 2799
Southern Boulevard, near Valentine avenue..... 2323
South street, near Montgomery street..... 2800
St. Nicholas avenue, from No. 231 eastwardly..... 2442
Tenth avenue, from Thirtieth to Thirty-first street..... 1991
Thirteenth avenue, from Eighteenth to Twenty-third street..... 1991

