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DEPARTMENT OF DOCKS.

At a meeting of the Board of Docks, held Thursday, February 13, 1896, at 12 o'clock M. Present—The full Board.

Benjamin Oppenheimer, attorney for William Hastorf, appeared and requested that in view of the large amounts of repairs necessary to be made to the bulkhead foot of East Thirtieth street, a reduction be made in the rental fixed for the floating dump at said bulkhead.

On motion, the compensation to be paid for said privilege was reduced to \$20 per month, from the time said repairs are completed.

Leon E. Muller appeared and presented an application for a renewal of the lease of the north half of bulkhead between Piers, new 38 and 39, North river. He was notified that said lease would be included in the next sale of wharf property.

The communication from the Mayor, inclosing letter from E. Langerfeld, respecting the permit granted William Opperman for a bath foot of West Ninety-third street, together with the communication of William Opperman, was ordered on file and the following resolution adopted:

Resolved, That the permit granted William Opperman, October 3, 1895, to place a bath-house on the water-front extending northerly from West Ninety-third street, be and is hereby revoked.

The communication from the Inland Transportation Company requesting berth at Pier, new 6, East river, with privilege of operating a derrick thereat, was tabled.

The communication from the Counsel to the Corporation advising that this Department has authority to erect shed upon the extension to Pier, new 38, North river, was referred to the Treasurer.

The communication from John J. Amory, inclosing copy of proposed act respecting the qualifications of persons employed in operating naphtha launches, etc., was referred to Commissioner Monks.

The reports of the Dock Masters as to repairs required to pavement in front of the bulkhead, north side of West Twenty-third street, and as to dredging at the bulkhead between Piers, new 42 and 43, North river, were referred to the Engineer-in-Chief to examine and report.

The reports of the Dock Superintendent as to the suspension of Laborers John Prentiss and Nicholas Cornell, Jr., were referred to the Executive and Confidential Clerk.

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

Bridgeport Steamboat Company—To repair Pier 39, East river.

New York Hygeia Ice Company, Limited—To drive four piles to protect pipe at the foot of East Fifty-second street.

Eclipse Chemical Company—To test its fire extinguisher in front of Pier, new 36, North river.

The following communications were ordered on file:

From the Finance Department:

1st. Stating that the title to the wharfage rights appurtenant to the 89 feet 6 inches of bulkhead on the westerly side of West street, next northerly of Perry street, North river, is now vested in the City, and inclosing lease from Jeremiah Pangburn, agent for Josephine A. Budke, to Alexander Fraser, dated April 22, 1895, and the assignment of said lease to the Mayor, under date of November 14, 1895.

2d. Inclosing statement showing amount of interest paid on Dock Bonds from the Sinking Fund, since the enactment of the law requiring such payment, and also amount of premium received each year since the organization of the Department.

From the New York City Civil Service Boards:

1st. Certifying lists of persons eligible for appointment to the position of Stenographer. The Secretary directed to request an original list.

2d. Advising that Charles J. Collins, Clerk, passed the required examination for promotion, February 3, 1896.

On motion, the following preamble and resolution were adopted:

Whereas, The New York City Civil Service Boards have advised that Charles J. Collins passed the required examination for promotion February 3, 1896,

Resolved, That the compensation of Charles J. Collins, Clerk, be and is hereby fixed at the rate of one thousand two hundred dollars per annum, to take effect February 14, 1896.

From the Counsel to the Corporation:

1st. Stating that James Rogers has executed a bond that in the event of the City being successful in the action against him for rental for the new-made land in rear of the bulkhead between One Hundred and Thirty-second and One Hundred and Thirty-third streets, North river, he will pay rent at the rate of \$1,000 per annum, and advising that he be allowed to remain undisturbed and in possession until this Board is notified of the termination of the action.

2d. Advising that the omission of the amount of the security in the affidavits of the sureties on the bid submitted by John D. McLaughlin for furnishing and delivering sand under Class 3, Contract No. 525, does not invalidate the bid.

3d. Approving form of Contract No. 530.

4th. Advising that G. W. Plunkett & Smith are liable for repairs to the Pier foot of West Fifty-first street and requesting information in relation thereto.

5th. Requesting requisition for \$123.25 expenses in searching the title to the Budke property between Perry and West Eleventh streets.

From the Commissioners of the New East River Bridge, submitting plan showing the location of the proposed New East River Bridge, together with the lines of the supporting towers and approaches on either side, and requesting the approval of said plan by this Department.

On motion, the Secretary was directed to submit to the Counsel to the Corporation a resolution covering such powers as this Board believes it has in the matter, and to request his opinion thereon.

From the Pacific Mail Steamship Company, submitting the consent of the sureties on the lease of Pier, new 34, North river, to the subletting of the southerly half of said pier to the Southern Pacific Company.

From the sureties on Contract No. 502, J. Frank Quinn, contractor, consenting to the extension of said contract to February 6, 1896.

From the Compagnie Generale Transatlantique, paying under protest, one quarter's rent of Pier, new 42, North river, and stating that an action will be commenced for the judicial adjudication of the question of the rental of said pier.

From Simpson, Spence & Young—Enclosing communication from James Arkell & Co., agents of the Bristol Line of Steamers, protesting against and requesting the withdrawal of order directing dredging in the slip on the north side of Pier, new 56, North river. Application denied.

From H. L. Herbert & Co.—Requesting an extension of time in which to commence the repairs ordered to the bulkhead between Fifty-second and Fifty-third streets, East river.

On motion, the time in which to commence the repairs to said bulkhead by said Herbert & Co. and Candee & Smith was extended to May 1, 1896, provided said parties cease overloading the weaker portions of the structure.

From McGirr & Campbell—Requesting dredging in the slips adjoining the Pier foot of West Sixteenth street. The Engineer-in-Chief directed to order dredging under Contract No. 511.

From George E. Rodgers—Tendering his resignation as Hydrographer.

On motion, the following resolution was adopted:

Resolved, That the resignation of George E. Rodgers, Hydrographer, be and is hereby accepted, to take effect February 1, 1896.

From the Oceanic Steam Navigation Company—Accepting the offer of the Board, January 2, 1896, agreeing to set aside the bulkheads adjoining Pier, new 38, North river, and to grant said company permission to erect shed thereon, providing they would agree to pay as compensation for said privilege at the rate of \$4,000 per annum.

On motion, the following resolutions were adopted:

Resolved, That by virtue of the power and authority vested in this Board by law, and especially by section 716 of chapter 410 of the Laws of 1882, as amended by chapter 521 of the Laws of 1889, the bulkheads extending from a point eighty-six and one-half feet southerly of Pier, new 38, North river, to a point ninety-five feet northerly of said pier, be and hereby is appropriated to the sole use of the special kind of commerce carried on in steamships between Europe and this port.

Resolved, That permission be and hereby is granted the Oceanic Steam Navigation Company to construct a shed on the bulkheads extending from a point eighty-six and one-half feet southerly of Pier, new 38, North river, to a point ninety-five feet northerly of said pier, and extending inshore a distance of fifty feet from said pier, in conformity with the statutes in such cases made and provided, and in accordance with plans and specifications to be submitted to and approved by this Board, said shed to be erected at the cost and expense of the Oceanic Steam Navigation Company, under the supervision of the Engineer-in-Chief of this Department; the ownership of the shed when completed and ready for occupancy shall thereupon become vested in the Mayor, Aldermen and Commonalty of the City of New York free from all claims, charges or incumbrances of every kind whatsoever.

It being understood and agreed that the above resolutions shall be of no force or effect unless

the said Oceanic Steam Navigation Company shall pay as compensation for the privilege of shedding said bulkheads at the rate of \$4,000 per annum, payable quarterly in advance to the Treasurer of this Department, commencing from the date said shed is completed.

From the Dock Superintendent:

1st. Report for the week ending February 8, 1896.

2d. Reporting illegal dumping by employees of the Farrand & Votey Organ Company, foot of East One Hundred and Thirty-second street. On motion, said company was notified to appear before the Board Thursday, February 20, 1896, and show cause why a penalty should not be imposed for violation of Rule 12 of the Rules and Regulations of this Department.

From the Treasurer—Recommending that the compensation to be charged Frederick E. Glasser for bath south of pier foot of One Hundred and Fifty-eighth street, North river, be fixed at the rate of ten cents per square foot per annum, namely, \$400, payable quarterly in advance to the Treasurer, commencing March 1, 1896. Recommendation adopted.

From Dock Masters Abeel and Bancker—Reporting repairs required to the pavement at the approach to south pier foot of East Eighty-sixth street and to approach to pier at West Twentieth street. The Engineer-in-Chief directed to repair.

From the Engineer-in-Chief:

1st. Report for the week ending February 8, 1896.

2d. Recommending that the Department of Public Works be requested to place two catch-basins at One Hundred and Thirty-seventh street and Madison avenue. Recommendation adopted.

3d. Reporting the completion of the delivery of broken stone under Class 4 of Contract No. 508.

4th. Reporting repairs required to landing at West Twenty-fourth street, pavement in front of pier at West Fifty-sixth street, piers at East Twenty-sixth and Seventy-ninth streets, bulkhead foot of One Hundred and Thirty-eighth street, Harlem river, and pier foot of One Hundred and Thirty-ninth street, Harlem river. The Engineer-in-Chief directed to repair.

The Engineer-in-Chief submitted the following reports on Secretary's Orders:

No. 12921. Reporting the completion of filling at bulkhead between Ninety-seventh and Ninety-eighth streets, North river. On motion, the permit granted Thomas Smith, April 29, 1893, was revoked.

No. 15004. Recommending the replacing of pipe at the pier foot of East Twenty-ninth street, and that the commanders of the "New Hampshire" and "St. Mary's" be requested to take measures to prevent the freezing of the water in the future. Recommendation adopted.

The Treasurer, Commissioner Einstein, submitted his report of receipts for the week ending February 12, 1896, amounting to \$125,931.25, which was received and ordered to be spread in full on the minutes, as follows:

DATE.	FROM WHOM.	FOR WHAT.	AMOUNT.	TOTAL.	DATE DEPOSED.
1896.					1896.
Feb. 5	Iron Steamboat Co.	1 qrs. rent, Pier, new 1, N. R.	\$8,775 00		
" 5	Truman H. Baldwin	2 blue print copies, new plan, East 64th to East 81st sts.	8 00		
" 6	John A. McCarthy	1 qrs. rent, Pier 60 and bhd. N., E. R.	375 00		
" 6	"	bhd. bet. Piers, old 18 and 19, E. R.	62 50		
" 6	Frederick J. Jiggins	Testing cement	10 00		
" 7	N. Y. & Harlem R.R. Co.	1 qrs. rent, starter's box at 137th st. and Madison ave.	12 50		
" 8	International Nav. Co.	" Pier, new 14, N. R.	14,288 00		
" 8	"	" bhd. N. and S. Pier, new 14, N. R.	1,125 00		
" 8	L. I. Land Fertilizing Co.	1 mos. rent, bhd. and dump at 39th st., E. R.	166 67		
" 8	Carroll Box and Lumber Co.	1 qrs. rent, Pier foot E. 18th st., E. R.	1,000 00		
" 8	Dockmaster	Wharfage	245 77		
" 8	Wharfage	Collector's collection	77 50		
" 8	Albert Hastorf	1 qrs. rent, dumping - board on bhd. bet. 94th and 95th sts., E. R.	\$512 50		
" 8	"	" bhd. S. of West 44th st., N. R.	350 00		
" 8	William Hastorf	" bhd. foot 30th st., E. R.	62 50		
" 8	L. E. Muller	" bhd. S. of Pier, new 39, E. R.	375 00		
" 10	James Parks	" Pier foot of West 48th st., N. R.	1,250 00		
" 10	Richard J. Foster	" bhd. S. side of West 11th st., N. R.	512 50		
" 10	James Shewan & Son	1 mos. rent, S. side of Pier 62, E. R., and bhd. S.	291 67		
" 10	W. H. Jones	" bath-house, etc., foot of 151st st.	40 00		
" 10	G. J. Garretson, attorney	One-half the cost of watching Pier 35, E. R., from January 1, to 31.	47 34		
" 10	N. Y. Cent. & Hudson R.R.	1 qrs. rent, E. ½ Pier 4, E. R.	1,100 00		
" 10	"	" bhd. pim. bet. Piers 4 and 5, E. R.	275 00		
" 10	"	" Pier 5, E. R.	4,125 00		
" 10	"	" bhd. bet. Piers 5 and 6, E. R.	275 00		
" 10	"	" Pier 6, E. R.	2,200 00		
" 10	"	" l. u. w., for pim. bet. Piers, old 25 and 27, N. R.	1,973 00		
" 10	"	" l. u. w., for pim. bet. Piers, old 27 and 28, N. R.	537 37		
" 10	"	" l. u. w., covered by extension to Piers, old 25 and 27, N. R.	858 82		
" 10	"	" Piers, new 61, 62, 63, and bhd. and float N. of Pier 63, N. R.	14,000 00		
" 10	"	" Pier at 56th st., N. R.	5,000 00		
" 10	"	" l. u. w. at 59th st., N. R.	700 00		
" 10	"	" S. ½ bhd. at foot 60th st., N. R.	37 50		
" 10	"	" l. u. w. bet. 60th and 65th sts., N. R.	1,750 00		
" 10	"	" l. u. w. bet. 65th and 72d sts., N. R.	5,250 00		
" 10	"	" Pier, new 26, N. R.	8,599 77		
" 10	"	" bhd. N. and S. Pier, new 26, N. R.	2,525 00		
" 10	John Kress Brew. Co.	" bhd. S. 55th st., E. R.	37 50		
" 10	Com. Generale Tran-	" Pier, new 42, N. R.	11,625 00		
" 11	Candee & Smith	" bhd. bet. 25th and 26th sts., E.R.	1,125 00		
" 11	West Union Telg. Co.	Taking up and relaying crosswalk leading to Pier, new 34, N. R.	1		

The Auditing Committee submitted its report of four bills or claims, amounting to \$376.67, which had been approved and audited. The report was ordered to be spread in full on the minutes, as follows:

Construction.		Amount.	Total.
15109. Car fare,	Names.	\$138 51	
15110. Incidentals		65 93	
		—	\$204 44
General Repairs.			
15111. Car fare and incidentals		35 73	
Annual Expense.			
15112. Car fare and incidentals		136 50	
		—	\$376 76

Respectfully submitted. EDWIN EINSTEIN, JOHN MONKS, Auditing Committee.

The action of the President in transmitting the same, with requisition for the amount, to the Finance Department for payment approved.

The following requisitions were passed:

Register No.	For What.	Estimated Cost.	Register No.	For What.	Estimated Cost.
14724. Iron	per lb.	\$0 04 1/2	14729. Revolving chain	\$5 00	
14725. Cylinder buffers		5 04	Requisition No.		
14726. Furniture, etc		13 50	7Z. Services of horse, cart and driver	90 00	
14727. Lumber		6 60	8Z. Services of horse, cart and driver	180 00	
14728. Rackarock and fuses		26 00	713. Renewal of typewriters	115 00	

The Secretary reported that the pay-rolls for the general repairs and construction force for the week ending February 7, 1896, amounting to \$4,462.94, had been approved, audited and transmitted to the Finance Department for payment.

The report of the Board of Consulting Engineers, relative to the improvement of the water-front of the City of New York, was received, and ordered to be spread in full upon the minutes, as follows:

OFFICE OF THE BOARD OF CONSULTING ENGINEERS, NEW YORK, February 6, 1896.

To the Board of Docks:

GENTLEMEN.—The Board of Consulting Engineers, appointed in pursuance to the resolution of November 11, 1895, respectfully submits the following report, in response to the following resolutions of December 12, 1895, to wit:

Resolved, That the Board of Consulting Engineers be and is hereby requested to review the improvements of the water-front, and the plans therefor; and further

Resolved, That the said Board be and hereby is requested to submit, with their report, such suggestions as they may deem proper for the betterment of such plans, with the view of securing a larger usefulness of the water-front of the City of New York.

The subjects covered by these resolutions are of such magnitude and general character that this Board has thought best to review the general arrangement of docks in the City of New York, and to consider more in detail the features which it thinks of paramount importance, leaving other matters to be considered in reply to such further communications as your Honorable Body may see fit to make.

The water-front of New York City is naturally divided into three grand divisions: The North river front, the East river front, and the Harlem river. The conditions of these three rivers are so widely different that they can best be treated separately, the different divisions bearing little relation to one another, except as each relieves the other two from the class of traffic which it can accommodate.

Of these the North river is by far the most important, and the only one which is adapted to the accommodation of the largest class of vessels. The East river has always been the headquarters of sailing vessels, and it possesses advantages for the construction of warehouses and in convenience of access to the Sound ports, which may become very important. The Harlem river, with its narrow channel and frequent drawbridge obstructions, is not available for the larger class of craft, though it is very useful for distributing building material, fuel and other supplies which may be wanted locally in the neighboring parts of the city.

The North river, on the other hand, with a width of over three thousand feet between pier-head lines, with abundant depth, a straight course and an unobstructed connection with the lower bay, affords ample room to handle every class of vessel. The current of the North river is less rapid and more regular than that of the East river. The only objection that has been raised to this river is that large ice fields have been known to come down it, which have sometimes been dangerous to piers and the lighter class of craft; these ice fields, however, are not such as to endanger ocean steamers, and give but little trouble to well-constructed piers, and should it ever be found necessary, they can be broken up by ice-boats of the class used in the Detroit river, and all danger from this source removed; of course, ice will at times obstruct the entrance to slips and cause delays, nothing but a change of climate can avoid this difficulty; but it is less on the North river than on any other portion of the New York water-front. In brief, the North river is so much better adapted than any other part of the harbor to modern steamship service that so long as there is space on this river Atlantic steamers will not go elsewhere; if they cannot be accommodated on the New York side they will go to the Jersey side; if they cannot get accommodation on either side they will probably seek other ports.

Foreign commerce is now dependent on steamship service. The City of New York has been built up and lives on foreign commerce; as the prosperity of the city depends on this foreign commerce more than on anything else, the development of this commerce should be given preference over anything else; this means that the provision of the best possible facilities for ocean steamers must be the leading idea in considering the best plans for the New York dock system.

For this reason the Board of Consulting Engineers has thought it best to confine this report to the North river, and especially to that portion of the North river which is now available for steamship service, or from the Battery to West Fifty-ninth street.

The physical characteristics of the North river must regulate the class of construction which can be put there. At the Battery rock is found at comparatively moderate depths (less than fifty feet) below mean high water, and the depth to rock does not change materially below Barclay street; above Barclay street the rock becomes deeper, but continues at a depth not far from eighty feet at the bulkhead line and somewhat less on the pierhead line to Leroy street; the depth there increases; it is one hundred and twenty-four feet at Christopher street, and nearly two hundred feet at Fourteenth street, and these extreme depths continue to Thirty-fourth street; above Thirty-fourth street the rock rises rapidly on the bulkhead line, but continues very deep on the pierhead line. Over this rock is a deposit, which, though it contains in some places fairly good sand, may generally be described as mud; it has, practically, no carrying capacity, and any weight resting on its surface sinks into it at once. Any construction built along the North river, from Barclay street to Thirty-fourth street, must be built in this mud; it is entirely a case of mud flotation; the structures can be sustained only by making them a part of the mud. Above Thirty-fourth street the same condition may be said to exist with the piers, though better foundation can be found for the bulkhead wall.

It becomes important to consider what the real nature of mud flotation is. A pile driven into mud is surrounded by the mud, which adheres and sticks to its surface; the pile becomes, as it were, a part of the mud and it stands there; in this way, a single pile can be put down so that it stands practically firmly. On the other hand, though the pile cannot be moved in the mud, the mud itself is a soft, compressible material, and the pile foundation can bear no more than the mass of mud; the piles cannot settle in the mud, but they cannot help settling with the mud. If, therefore, a weight is put on the mass of piles in a pier exceeding that which the mud itself can bear, the mud and the structure will go down together as a whole. This is the invariable experience with structures built in this way. The movement, being that of a large mass, is slow, but it is no less real, and the fact that a pier carrying 500 pounds per foot is supported by a thousand piles, is no evidence that a pier of equal area supported by two thousand piles would not settle with a weight of a thousand pounds per square foot. The ultimate capacity is not measured by the supporting power of the separate piles, but by the supporting power of the medium in which the piles are imbedded.

Below Barclay street the foundations for both piers and bulkheads can be carried to rock, and piers of indefinite capacity can be built. Above Fifty-fifth street, there is a short reach where the depth to rock is very small; but the rock here has a rapid slope, and while the bulkhead wall can be built on rock without trouble, the piers must be floated in mud.

The general arrangement, which dates back to the plan of 1871, provides for a bulkhead wall about one hundred and eighty feet west of the old crib bulkheads (the latter having been very irregular in shape), so situated as to give a marginal street (including the old street) two hundred and fifty feet wide. This bulkhead wall is a permanent masonry construction. Outside of this bulkhead wall are projecting piers of varying lengths, reaching from the bulkhead line to the pierhead line. Between West Eleventh and West Fourteenth streets, the bulkhead line of 1871 was so near the pierhead line as to virtually eliminate the piers.

As the bulkhead wall is a retaining wall, which has to resist the horizontal thrust of the earth-filling behind it, and both that earth-filling and the wall itself are floated in mud, the problem of providing a permanent construction becomes a very unusual one. To build a retaining wall on solid foundation is a simple problem. To build a wall to carry vertical weight only, on a soft foundation, is more difficult. To float a wall in mud, when that wall must also take a horizontal thrust, is a problem which can only be solved by care and experience, no formulæ or mathematical rules being available. The wall, as now built, is a satisfactory solution of this problem. Your Board believes it to be a unique construction, one which is worthy of the most careful study, and which deserves the strongest commendation. The masonry wall is carried on piles, and so floated in the mud; it, however, is not the real retaining wall, but simply a substantial facing which gives a permanent finish of convenient shape; the same pile foundation extends back of the wall, and is filled in and around with a mass of rip-rap, which distributes the weight over a large area of the

mud, while the whole is braced up by piles driven at an angle; the real retaining-wall is the combined mass of rip-rap, masonry and piles, the whole floated in such a mass of mud that it is practically consolidated into one mass. The fact that this wall has settled in places is exactly what was to be expected; it is no proof of weakness or instability; the wall is simply the finished edge of the two hundred and fifty foot marginal way, and the whole has settled together; so long as it performs its duty of furnishing practically a vertical surface on the water side of this way, it is perfectly successful. The function of this wall is that of a practical tool; it is not a monument; though handsome, it is not intended for ornament; it performs none of the functions of the foundation of a building; its development has been gradual, and it is probable that future improvements will be made; but this Board does not hesitate to say that it considers this wall a solution of a very difficult problem, which is remarkable for its originality and the excellence of its results.

With the exception of Pier 1, which was apparently designed for a monumental work, the piers are simply the best examples of a form of construction which is in almost universal use in American seaports. This Board has examined the details of the plans. The piers consist of piles capped by 12-inch by 12-inch timbers, covered with planks, and provided with such braces and special protections as are needed to resist the blows of passing ice and of vessels which strike them; they are admirably adapted to their duties, and probably quite as expensive structures as it is now wise to float in mud. The only objection that can be raised is the perishable character of the timber, and so long as the piers must be founded on piles, which is by far the best way of securing mud flotation, we know of no better form of construction which promises sufficient permanence to justify its increased cost.

Plans have been prepared for a more permanent structure and one constructed above high water of fireproof material. This structure would be virtually permanent, except for the action of the teredo on the piles, an action which is now generally very slow though somewhat irregular. While the construction of one such pier would be interesting and desirable as testing the advantages of more permanent work, this Board is not yet prepared to recommend such construction.

Below Barclay street, where at present the City owns comparatively little property, foundations could be sunk to the rock, and it might be wise to estimate on more permanent work, but it must be remembered that the rapid changes in the ocean marine of the last twenty years have called for corresponding changes in piers and docks, and that it is probable that expensive permanent piers may have to give place to work of different dimensions, before the value of their increased cost has been realized.

The North river, as now available for steamship purposes, practically extends from the Battery to the property of the New York Central and Hudson River Railroad Company at Fifty-ninth street. This reach is cut in two by the portion between West Eleventh and West Fourteenth streets, where the piers are so short as not to be available for steamship use. Plans which have recently been adopted provide for a change in the location of the bulkhead-wall between Charles and Gansevoort streets, so as to permit of the construction of long piers. These long piers cannot be carried above Gansevoort street without removing the New West Washington Market, so that Gansevoort street practically divides the North river front into two parts. While above Twenty-third street there is a reach which is well adapted to steamship service, and is already used in this way, it is the portion below Gansevoort street which now needs special consideration without prejudice, however, to similar developments above.

The length, measured on the bulkhead line, from the Battery to Gansevoort street is 13,439 feet—a little more than two and one-half miles. Of this, 8,089 feet—about one and one-half miles—belongs to the City; 3,433 feet belongs to various private owners, and 1,917 feet to railroads. The City owns about 60 per cent. of the whole.

The present use of the 13,439 feet is as follows:

Foreign steamship lines	1,779 feet
Coasting steamship lines	1,861 "
Railroads	3,640 feet
Ferries	3,883 "
Miscellaneous, including inland steamboat lines	1,116 "
	4,800 "
	13,439 "

In other words, of the two and a half miles of water-front which are better adapted than any other to the use of the class of commerce on which the prosperity of New York is most dependent, only 13.24 per cent. is now occupied by foreign steamship lines, and only 27.08 per cent. is occupied by all classes of ocean steamships, while 28.89 per cent. is occupied by railroads.

The ferries must remain where they are. Facilities must be provided for railroads and for North river steamboats (though the transfer of the latter to points above Gansevoort street should be considered). If the ferries, railroads and miscellaneous uses could be confined to a total length of one-half mile, there would remain two miles available for ocean steamers. This would provide thirty to thirty-five first-class steamship piers, which would accommodate all the steamships now landing on both sides of the North river, besides leaving a considerable margin for the growth of commerce. It appears to this Board that the first thing to consider is what methods can be adopted to bring about this result.

In the first place, the general principle should be followed of always, when making leases, giving preference to the class of traffic for which this portion of the harbor is specially adapted. Steamship lines should always be given preference over any other class of traffic. Existing leases cannot be interfered with, but prior occupation should have no rights in preference to class of service. If a steamship line wishes space now occupied by a railroad or a river boat line it should be given that space at the expiration of the tenant's lease, without reference to length of occupation by the tenant. Though the ferries must remain where they are, other locations can be found for the Sound steamers, and even for North river boats. The most difficult problem is that of the railroads, which calls for special attention.

The old practice of the railroads terminating on the Jersey shore was to deliver and receive their freight in freight-houses on the west side of the river, from or to which it was transferred to or from piers on the New York side, these piers becoming the New York City freight stations. This practice has gradually undergone a change, till instead of being loaded or unloaded on the west side of the river, the cars are transferred across the river on floats. As a rule the cars are not removed from these floats, but are loaded and unloaded while standing on the floats in slips; in other words, the slips which might be used for ocean commerce are converted into space to stand cars while loading and unloading local freight, a service which could be perfectly well performed on land. At the foot of Twenty-third street the Erie Railroad adopts a different course, and the cars, when once brought across the river are transferred from the float to a yard on shore, where they remain while they are loaded and unloaded. If this same principle could be applied to all the railroads terminating in New Jersey, perhaps four ferries, each occupying a width not exceeding 150 feet, or a total of 600 feet, could do all the work for which the railroads now use 3,883 feet. This would effect a saving of 3,283 feet, or nearly twice the frontage now occupied by all the foreign steamship lines.

After these criticisms of the present method of use of the North river water-front and suggestions of the modifications desired, the actual changes necessary to accomplish the desired results must be considered.

No material changes in the piers are desirable. As now built, these piers serve their purpose admirably. The plan adopted by some of the steamship lines, of two-story sheds, the best example of which is Pier 14, would seem to give as much capacity as is desired on a pier. It must be remembered that the imports of this port are generally manufactured goods consigned to New York houses, and for the most part unloaded directly on the piers, the lighter and more valuable being landed on the upper floor of the sheds, and the coarser and heavier articles on the lower deck. On the other hand, the outward cargoes consist mostly of grain, cotton and other agricultural products, which are received in New York either by railroads or coasting steamers, taken to the steamships on lighters, and not landed on the piers at all, the lighters coming alongside the steamships and transferring their cargoes directly. Furthermore, the weight which a two-story pier of this kind may be called upon to bear, probably approaches the limit of safe mud flotation, and while warehouses of large capacity could safely be built on piers founded on rock, this Board believes it to be very unwise to attempt this class of construction above Barclay street. It is to be understood that this observation relates to the construction of warehouses properly so-called, designed to receive and hold goods on storage for considerable periods of time, and not to the construction of two or three-story pier sheds, fitted with power systems of conveyors, for increased facility in loading and unloading steamers. The advisability of the construction of such improved pier sheds, capable of holding considerable quantities of merchandise in transit, is left for consideration in a future report.

On the other hand there is one change in the use of piers which has already begun, and which could be extended to very great advantage. This Board believes that the entire passenger service, both of ferries and steamship lines, should be handled on the second story, and that the passengers should be taken across the marginal street on bridges, leaving the street itself entirely free for freight traffic.

While your Board has but slight recommendations to make with regard to the piers, the case is different with the marginal street. The plans of the Department provide for a marginal street two hundred and fifty feet wide between the Battery and Charles street. From Charles street to Gansevoort street, where the improvement is not yet begun, this width is reduced to one hundred and fifty feet, so as to provide longer piers. The original width of West street was generally seventy feet, the additional one hundred and eighty feet being added when the present bulkhead line was established. While this broad marginal street has been looked upon as an ornament to the city, it must be remembered that the water-front of the city is for use rather than for ornament, and the functions of the Department of Docks is to provide facilities which will increase the commerce of the city, and not to ornament it. The proper use of the marginal street is entirely a commercial one. After reserving so much of the eastern part of the marginal street as is necessary for ordinary street purposes, the remainder should be treated in that way which will best facilitate the handling of ocean-borne freight. In other words, the greater part of the street should be used in connection with the piers. To accomplish this result in the best manner, the

suggestion already made, of transferring all passenger service to overhead bridges, is the first requirement. With the passenger service removed from the surface, the street may be divided into longitudinal sections, each devoted to a different use.

The practice already prevails of allowing the fifty feet immediately back of the bulkhead line to be occupied by sheds used in connection with the service on the piers. Your Board believes that this practice should be allowed everywhere below Charles street, thus reducing the apparent width of the marginal street to two hundred feet, a width which can readily be crossed by single-span bridges for passenger traffic. The tenants of the piers and bulkheads should be allowed to use the next eighty feet for the storage of such heavy commodities as can safely be stored in the open air, these generally being of a class which would not be left very long in this position; this will leave a space of one hundred and twenty feet between the storage limit and the east line of the street.

In the reach between Charles and Gansevoort streets, where the marginal street is but one hundred and fifty feet wide, until the east line of this street can be moved back, no sheds should be allowed on the bulkhead, and storage should be limited to the thirty feet adjoining the bulkhead wall.

The next fifty feet should be applied to railroad facilities designed to connect the piers with freight stations on shore, and with points of delivery of car floats along the water-front. As this feature of the general plan of water-front improvement will be of slow development, your Board will reserve the discussion of its details for a future report.

The remainder of the street, ample for all the street-car and trucking purposes to which it is now applied, would be occupied as it is at present.

The outlines so far given are simply those of the physical plan. To carry it out requires not only engineering, but legal powers; it involves the adaptation of the marginal street to freight traffic in connection with the piers, and the relieving of that street from other traffic by the construction of overhead bridges. These bridges could be used, if it were thought best, not only for passenger traffic, but to transfer goods from the second stories of pier sheds to warehouses located on the east side of the street. In other words, this whole street would become a part of the dock system and should all be placed under the control of the Department of Docks, so that the limit of its jurisdiction should be the east side of the street and not a more westerly line. The proposed railroad should belong to and be operated under the control of the Department of Docks.

In this connection, attention is called to modification which we think should be made in the line of the bulkhead wall. This wall has been built along the line of 1871 to Pier 47, where the wall is about six hundred feet west of the east line of West street. This does not interfere with the immediate use of this portion of the water-front, which is occupied by the oyster boats, but it reduces the front available for large steamers, besides forming a pocket in the bulkhead-line which will interfere with the tidal currents. This Board believes that the wall as now constructed above Pier 45 should be removed, and reconstructed in a northeasterly direction from Pier 45 to a connection with the newly established line on the north side of Pier 46. When this is done, the property of removing the oyster boats from their present location to a point above Gansevoort street and adjoining the New West Washington Market, should be considered.

It will be observed that these suggestions, made with a view to securing a larger usefulness of the water-front, do not involve any change in the methods of construction or in the work now being done by the Dock Department; they simply provide for additional facilities to supplement the work which is now being constructed and outline a general plan under which the North river front can gradually be put in such shape that it will accommodate all the steamship lines which seek this port. In saying "all the steamship lines," your Board does not mean that every ocean steamer arriving in the port of New York would be expected to land on the North river; there are many "tramps" and smaller coasting vessels which come here either with or for specific cargoes, and which must continue to go to points on the East river, in Brooklyn, or on the Jersey side; these steamers, which handle a very important portion of the commerce of the port, could not be collected in any one place; it is the regular lines, which handle miscellaneous traffic and sail on regular days, that need the accommodation of the North river water-front.

There is one other subject matter to which it seems right to call attention. The port of New York is not only in competition with other American ports for the transatlantic trade, but it must be soon an important competitor with English and other European ports for the trade of Central and South America and other foreign countries. If our country is to compete with England in these trades, our ports must furnish the same facilities for the care of shipping that the English ports provide. If we are again to develop a great carrying trade, our ports must be adapted to the care of the ships handling that trade.

While well-coppered wooden ships remain clean for years, every iron ship becomes foul from the growth of barnacles and other organic life, so that it has to be docked and cleaned at least every six months, and if engaged in tropical waters, oftener. This has been recognized in England, and extensive and convenient facilities for docking and cleaning ships are provided everywhere. In the port of Liverpool there are twenty-two graving docks; and these are not grouped together, but are scattered through the dock system of the port, so that a ship, after unloading her cargo, can be docked and cleaned with the least possible delay, returned to her berth, and loaded. The port of Southampton, a second-rate port in business, has five graving docks, one of which is seven hundred and fifty feet long on the floor. Furthermore, these docks are not private property, but a part of the port system, and all of them are of substantial masonry construction.

The contrast between this and the condition of the port of New York is very marked; there are a number of floating docks on the East river, but the only fixed graving docks available for general commercial use are the two Simpson timber docks at the Erie Basin in Brooklyn, which are remote from the steamship piers, and neither of which is large enough to take in a modern Atlantic liner. There are two graving docks in the Brooklyn Navy Yard—one of stone and one of timber—while a third, now under construction, when completed, will be just large enough to take in the steamship "Lucania," but more than one hundred feet shorter than the new Southampton dock. Furthermore, these navy yard docks are built primarily for the use of the navy; they are inconveniently situated for merchant vessels, and merchant vessels must always wait for naval vessels. The steamers of the American line, when they are laid off for their annual overhauling, have now to be taken from their pier on the North river, about three hundred miles, to Newport News, where they are docked, and are then either brought back to New York or taken to Cramps' yard in Philadelphia for such other work as may be needed. At Southampton the same ships are docked within a steamer's length of the loading berth.

It appears to this Board that the provision of suitable graving docks is a proper function of the Department of Docks, and that facilities similar to those furnished in Liverpool and Southampton should be furnished in the port of New York. Furthermore, these docks should not be private enterprises, but a part of the New York dock system, under the control of the Department of Docks; the charges being made with reference to the encouragement of the commerce of the port rather than to the profit of their owners.

To accommodate the shipping which will be berthed on the North river, the graving docks should be located on the North river, where a steamer could be taken from her berth to the dock on a single tide, with the least possible expense and delay, and brought back to her berth in the same manner.

While it is possible to build graving docks on soft material, and many of the English docks have been built in this way, there is a very great advantage in economy, of both construction and maintenance, in having a rock foundation. Fortunately, a good site for this purpose is found on the North river, between Forty-ninth and Fifty-third streets, where graving docks could be excavated entirely from solid rock, and where the rock on the bulkhead-line is nowhere more than forty feet below mean high water. Of course, the docks must be put entirely back of the bulkhead-line, and it might be expedient to put the gates on the shore-line of the marginal street. The length of the blocks from the marginal street to Eleventh avenue is about eight hundred feet, offering room for a dock of the same dimensions as the largest Southampton dock; and this length could ultimately be increased to over a thousand feet by placing an additional abutment on the bulkhead-line, against which a caisson gate could close. Apparently, the two blocks between Fiftieth and Fifty-second streets are best adapted for this purpose, and three docks could be built on these two blocks. It would seem expedient to acquire at least three (possibly four) blocks, with a view to ultimately increasing the number of docks to five or seven. Of course, not all of these docks would be of the maximum size.

While this may seem a radical departure in the practice of the Department of Docks, this Board believes it to be a most important matter, and commends it to your careful consideration.

This report has been confined to the North river, and principally to the portion of that river below Gansevoort street. It is important to supplement it with a few references to other features of the harbor.

Nothing that has been said of the improvement between the Battery and Gansevoort street is intended to imply that improvements, actual or proposed, above Gansevoort street should be discontinued. This Board has simply, in the limited time now at its disposal, confined itself to that part of the North river front which has become the most important part of the Dock system.

When the City acquires the front below Barclay street, it may be expedient to consider the construction of piers of more permanent character, and capable of carrying greater weights than the present pile piers. This, however, is a matter which should be taken up very carefully before changes are actually made.

We have not yet been able to reach favorable conclusions upon the proposition for building warehouses upon piers. A warehouse is not intended for the handling of goods as much as for storage; it is often more important that a warehouse be accessible for land transportation than for water transportation; a warehouse on a pier would be accessible on both sides for water transportation, but only on one narrow end for land transportation. A warehouse on the east side of West street which could be approached on all sides and be connected with the pier by an overhead bridge, would be more serviceable than one on the pier. Unless the action of waves from passing steamers should furnish an insuperable objection, the East river offers opportunities for warehouses built on rock foundation, which would be accessible on one side from land and on the other from

water. This means that vessels would lie along the bulkhead-wall and not along piers, but on the narrow part of that river no piers can be built. This Board has not gone into details of this scheme, but simply calls your attention to the fact that the East river may furnish facilities of this kind which have a bearing on the whole question. It must be remembered that the regular Atlantic steamers cannot afford to go to any one warehouse; their business is a general one; if their goods are to go to warehouses, they can be conveniently taken to them by lighters; the vessels which would themselves go to warehouses are the tramp steamers and sailing ships.

This Board recognizes that while the suggestions made do not involve any changes in the methods of construction now in use, they mean some radical changes in the use and development of the North river front, especially as regards the accommodation given to railroads. While the Board feels positive that this is the course which should be pursued, and that all work which can be done on land should be taken from the water, it must not be understood that these changes would be made at once or be of a sudden character; they could only be carried out as leases expire, as property now owned by private individuals and railroads is acquired by the City, and as steamship lines demand and need property now occupied in other ways. It would be a gradual and not an immediate change. Respectfully submitted,

THOS. LINCOLN CASEY, GEO. S. MORISON, WM. H. BURR.
On motion, the Board adjourned.

GEO. S. TERRY, Secretary.

REPORT OF THE TRUSTEES OF THE NEW YORK AND BROOKLYN BRIDGE

For the Year Ending December 1, 1895.

HON. WM. L. STRONG, Mayor, City of New York:
DEAR SIR—I have the honor to present to you, in behalf of the Trustees of the New York and Brooklyn Bridge, the following report for the year ending December 1, 1895:

During the last twelve months the receipts from tolls have been \$1,224,272.86, divided as follows: Carriageways, \$93,664.02; railroad, \$1,130,608.84. The number of passengers carried in the twelve months upon the railroad was 44,564,329, giving an income from this department of \$1,130,608.84, while for the previous year ending December 1, 1894, 41,714,235 passengers were carried by the railroad, giving a revenue of \$1,111,815.88. The receipts from carriageways show an increase of \$6,365.76.

The comparison of receipts is as follows:

	CARRIAGEWAYS.	RAILROAD.	TOTAL.
For 12 months ending December 1, 1894.	\$87,268 26	\$1,111,815 88	\$1,199,084 14
For 12 months ending December 1, 1895.	93,664 02	1,130,608 84	1,224,272 86

Report of the Trustees of the New York and Brooklyn Bridge for the Year Ending December 1, 1895.

Officers—JAMES HOWELL, President; J. SEAPER PAGE, Vice-President; HENRY BEAM, Secretary; EDWARD BARR, Treasurer; CHARLES C. MARTIN, Chief Engineer and Superintendent. Trustees—JAMES HOWELL, J. SEAPER PAGE, CLARENCE HENRIQUES, SETH L. KENNEY; * Hon. CHARLES A. SCHIEREN, Mayor, City of Brooklyn; * Hon. WM. L. STRONG, Mayor, City of New York; * Hon. GEO. W. PALMER, Comptroller, City of Brooklyn; * Hon. ASHBEL P. FITCH, Comptroller, City of New York.

* Ex-Officio.

Statement of Total Receipts from December 1, 1893, to November 30, 1894, Inclusive.

MONTH.	CARRIAGEWAYS.	RAILROAD.	TOTAL.
December ..	\$6,817 57	\$100,257 30	\$107,074 87
January ..	6,454 67	98,208 06	104,662 73
February ..	5,546 94	87,194 44	93,041 38
March ..	7,377 64	101,301 51	108,769 15
April ..	7,421 54	96,438 69	103,860 23
May ..	8,163 26	97,129 77	105,293 03
June ..	7,899 10	90,704 80	98,603 90
July ..	7,162 55	78,318 23	85,480 78
August ..	7,604 97	81,084 03	88,689 89
September ..	7,496 14	87,286 98	94,783 12
October ..	8,033 68	98,270 18	106,303 86
November ..	7,290 20	95,321 83	102,612 03
	\$87,268 26	\$1,111,815 88	\$1,199,084 14

Statement of Total Receipts from December 1, 1894, to November 30, 1895, Inclusive.

MONTH.	CARRIAGEWAYS.	RAILROAD.	TOTAL.
December ..	\$6,975 47	\$98,886 22	\$105,861 69
January ..	6,582 45	96,776 09	103,356 54
February ..	6,718 23	93,543 83	100,262 05
March ..	7,392 48	99,953 09	107,355 57
April ..	8,051 56	98,204 74	106,256 30
May ..	8,769 27	99,285 06	108,034 33
June ..	8,220 23	91,039 99	99,260 22
July ..	8,263 58	87,953 56	95,217 14
August ..	8,254 96	81,080 76	89,335 72
September ..	8,060 52	89,370 92	97,438 44
October ..	8,640 27	98,912 79	107,553 40
November ..	7,824 60	95,601 80	103,420 40
	\$93,664 02	\$1,130,608 84	\$1,224,272 86

The following tables show the number of passengers for each month for the years ending December 1, 1894, and December 1, 1895:

Number of passengers between December 1, 1893, and December 1, 1894:

December ..	3,658,430
January ..	3,597,092
February ..	3,210,733
March ..	3,708,002
April ..	3,524,358
May ..	3,537,534
June ..	3,298,017
July ..	3,032,778
August ..	3,157,062
September ..	3,407,362
October ..	3,845,947
November ..	3,730,320
	41,714,235

Number of passengers between December 1, 1894, and December 1, 1895:

December ..	3,881,317
January ..	3,802,655
February ..	3,684,843
March ..	3,941,901

The rent-roll of this Board December 1, 1895, is as follows :

PREMISES.	TENANTS.	OCCUPATION.	RENT.
<i>New York.</i>			
Space north of station	Luyties Bros.	Storage	\$750 00
Space south of station	The "World"	"	2,000 00
Warehouse 1	F. McSwegan	Machinery	2,200 00
" 2	Edinger Bros. & Jacobi	Wine	1,800 00
" 3 and 4	Thomas McLean	Storage	4,500 00
" 5	Marshall, Spellman & Co.	Wine	2,250 00
" 6	E. E. Gold & C	Radiators	2,250 00
" 7, 8, 9, 10 and 11	Robinson & Brownell	Storage	8,600 00
" 12	Liberty Machine Works	Machinery	1,800 00
" 13	Frank & Bruckner	Leather	1,800 00
" 14	H. Werner Company	"	1,900 00
" 15	Ackerman, Son & Brummel	"	1,900 00
" 16 (3d story)	Wynkoop & Hallenbeck	Storage	270 00
" 16 (basement)	Chas. W. Gould, Receiver	"	550 00
Blocks "B" and "G"	Luyties Bros.	Wine	1,800 00
Block "F"	John Racky	"	6,000 00
345-352 Pearl street	J. D. Smith	Lamps	275 00
262-274 Front street and 285-297 Water street	Baker & Williams	Storage	3,000 00
From street gore	B. Cosgrove	"	6,800 00
276 Front street	I. H. Dahlman	Stable	15 00
273-275 Front street	E. A. Capin	"	700 00
279 "	H. F. Herkner	Betting	1,200 00
281 "	A. P. Man	"	720 00
166 South street	John Harrison	Iron	600 00
167 "	Donald Burns	Junk	1,000 00
168 "	W. K. Hinman	Ship Chandlery	1,000 00
169 "	John Harrison	Junk	850 00
170 "	N. Kane's Sons	"	1,300 00
171-172 South street	Wm. P. Clyde & Co.	Storage	6,500 00
Pier 29, East river	Metropolitan Teleph. and Teleg. Co.	"	2,000 00
Water street arches	Metropolitan Teleph. and Teleg. Co.	"	500 00
<i>Brooklyn.</i>			
Tower Wharf	Knickerbocker Steamboat Co.	Dock	3,000 00
Use of bridge property	Brooklyn Elevated R. R. Co.	"	5,000 00
21-23 Water street	Marston & Son	Coal Yard	6,250 00
14-18 " vacant lots adjoining	Kings County Elevated R. R. Co.	Storage	2,000 00
32-36 Water street	Vacant	"	500 00
Prospect street arches	A. Smith & Co.	Storage	60 00
Brooklyn anchorage	Metropolitan Teleph. and Teleg. Co.	"	84,860 00

Telegraph and Telephone Wires on the Bridge.

LESSEE.	NUMBER OF WIRES.	AMOUNT RECEIVED.	LESSEE.	NUMBER OF WIRES.	AMOUNT RECEIVED.
Metropolitan Telephone and Telegraph Co.	612	\$18,360 00	Postal Telegraph Co.	6	\$180 00
Western Union Telegraph Co.	67	1,845 00	Western Union Telegraph Co.	1 Cable.	250 00
Gold and Stock Exchange	10	300 00	Commercial Cable Co.	1 Cable.	250 00
Private Line Telegraph Co.	6	180 00	Total.		\$21,395 00
P. White	1	30 00			

Total amount received from Rentals for the past twelve months \$105,023.58 of which \$83,628.58, was received from real estate and \$21,395.00 from telegraph and telephone wires.

LIBERTY STREET EXTENSION AND PLAZA IMPROVEMENT.

The report of the Trustees for the year ending December 1, 1894, showed that but one piece of property, viz.: that belonging to the estate of William Irving Clark, situate on the corner of

Sands and Fulton streets, and formerly known as the Lynch Hotel property, remained to be paid for by the Trustees to complete the improvements. On the 16th day of July of the current year the Comptroller of Brooklyn paid to the Trustees the sum of one hundred and seventy thousand dollars (\$170,000), thereby enabling them to pay for the last piece of property to complete the real estate transactions for this improvement.

The balance on hand as per last report was.....	\$11,947 44	For legal fees.....	55 00
Cash received from City of Brooklyn.....	170,000 00	For lighting.....	823 61
Cash received, interest, etc.	1,739 20	For cleaning.....	636 02
		For appraising property.....	210 00
		For paving.....	901 65
			177,066 88

Expenditures.

For property corner Sands and Fulton streets.....

\$174,440 30

Balance.....

\$6,619 76

This account, with all books, vouchers, etc., has been kept separate and apart from the Bridge funds, and the balance, \$6,619.76, is on deposit in the People's Trust Company to the credit of the "Liberty Street Extension and Plaza Improvement."

The Bridge Police Force comprises one Captain, two Sergeants, three Roundsmen and eighty-four Patrolmen.

The whole number of arrests during the year were two hundred and seventy-six, and were for the following offenses :

Assault.....	16	Malicious mischief.....	3
Attempted suicide.....	1	Larceny.....	5
Begging.....	2	Violation of ordinances.....	13
Disorderly conduct.....	22	Carrying concealed weapons.....	1
Drunk and disorderly.....	31	Suspicious persons.....	2
Fighting.....	16	Vagrancy.....	3
Reckless driving.....	22	Threat to assault.....	1
Felonious assault.....	1	Total.....	276
Intoxication.....	135		
Insanity.....	2		

These cases were disposed of as follows :

Fined or sentenced.....	178	Delivered to Charity Commissioners.....	3
Sentence suspended.....	19	Delivered to parents.....	1
Discharged by Court.....	37		
Not held.....	38	Total.....	276

There were seventy-one runaways on the Bridge roadway, twenty-six causing slight damage, three serious and forty-two no damage. On the Bridge one hundred and thirteen persons were accidentally injured by falling on the stairs and from other causes; forty-four persons were taken ill; there were two sudden deaths and one man jumped from the Bridge and was drowned; two lost children were restored to their homes. Three vessels were deprived of their topmasts while passing under the Bridge.

As was shown in the Report of 1894, from the date of the opening of the Bridge railway, September 24, 1883, to August 1, 1893, a period of nearly ten years, the number of passengers carried over it steadily increased, exceeding each month that of the corresponding month of the preceding year. From August 1, 1893, to August 1, 1894, this condition was reversed, the number being smaller for each month than that of the corresponding month the year previous. Since August 1, 1894, the travel has increased, at first in about the same ratio each month as during the year previous to the decrease mentioned and afterward in a much greater one. The following table shows the number of passengers carried each month of the last five official years, beginning December 1, 1890; the number carried the first eight and the last four months, and the total in each of these years, the total number carried in the years ending July 31st, the corresponding increase or decrease in numbers carried during each of these periods and the relative percentages :

Table Showing the Variation of Travel Over the Bridge Railway by Months During the Five Years Ending November 30, 1895.

MONTH.	NUMBER OF PASSENGERS.					INCREASE OR DECREASE COMPARED WITH THE SAME PERIOD THE PRECEDING YEAR.								GREATEST NUMBER OF PASSENGERS CARRIED EACH MONTH.	
	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	Total.	P. C.	Total.	P. C.	Total.	P. C.	Total.	P. C.	Passengers.	Year.
December.	3,466,476	3,590,640	3,849,671	3,658,430	3,881,317	124,162	3.6	259,931	7.2	191,241	-5.0	222,887	6.1	3,881,317	1894
January.	3,302,425	3,438,489	2,797,314	3,597,092	3,802,655	40,054	1.4	338,825	10.4	200,222	-5.3	205,503	5.7	3,822,055	1895
February.	3,156,445	3,369,903	3,446,794	3,210,733	3,684,843	213,458	6.8	76,891	2.3	236,061	-6.8	474,110	14.8	3,684,843	"
March.	3,462,086	3,548,962	3,783,440	3,708,002	3,041,901	86,276	2.5	231,484	6.6	75,444	-2.0	233,839	6.3	3,041,901	"
April.	3,333,193	3,567,562	3,766,273	3,524,358	3,872,434	234,369	7.0	197,711	5.6	241,915	-6.4	348,076	0.9	3,822,434	"
May.	3,428,892	3,620,045	3,846,493	3,537,534	3,015,216	191,153	5.6	226,448	6.3	308,059	-8.0	377,682	10.7	3,015,216	1892
June.	3,200,844	3,320,535	3,438,475	3,298,617	3,589,553	119,651	3.7	117,940	3.6	139,858	-4.1	290,936	8.8	3,589,553	"
July.	2,987,811	3,137,673	3,190,931	3,032,778	3,477,647	149,862	5.0	53,258	1.6	168,153	-5.3	434,285	14.3	3,467,647	"
For these 8 months.	26,428,774	27,593,809	29,119,397	27,											

result than would otherwise have occurred. When the atmosphere is clear the view on the railway between the stations is unobstructed for a distance far enough in advance of a moving train to permit of its being kept under entire control, and when a dense fog prevails, only audible signals, mechanically, not electrically, operated, definitely insure safety; such signals are not, so far as known, in practical use elsewhere. Until some more satisfactory system than any examined can be devised when such dense fogs prevail as have been noted, the most prudent and reliable measure for protection seems to be the stationing of reliable signal men (drawn from the Bridge employees engaged generally in other service but trained for this special work) at short intervals along the railway lines. It should be added that the cars are equipped with two separate brake systems, one operated by vacuum and the other by hand, each complete in itself and independent of the other and capable of bringing a train from maximum speed to rest in a very short space of time. Up to the date of this report nine hauling cables have been in use, of which seven were worn-out and removed; the period of service and quantity of such work done by each is shown by the following table:

Cable Service on the Bridge Railway to December 1, 1895.

CABLES, IN ORDER OF SERVICE.	STATE OF SERVICE.	TERM OF SERVICE, DAYS.	TOTAL DISTANCE HAULED, MILES.	TOTAL PASSENGERS HAULED.	TOTAL TON MILES HAULED.	AVERAGE LOADS HAULED, TONS.	AVERAGE RATIO OF LIVE TO DEAD LOADS.
Number 1.....	Removed.....	1,140	228,329	49,002,442	22,142,706	97.	6.
" 2.....	"	607	120,232	47,810,262	25,492,892	212.	7.3
" 3.....	"	393	83,099	35,941,884	21,395,073	248.	7.0
" 4.....	"	355	74,111	34,134,469	18,023,479	255.	7.6
" 5.....	"	520	111,110	56,281,452	33,857,669	304.	8.3
" 6.....	"	509	109,475	58,071,052	35,149,894	321.	8.4
" 7.....	"	511	111,130	52,815,950	35,932,804	323.	8.3
" 8.....	In use.....	346	75,538	49,635,723	21,95,320	319.	8.2
" 9.....	"	67	14,705	8,366,654	4,667,289	317.	7.7

NOTE.—Amounts for Cable Nos. 8 and 9 are estimated for the last six days of November.

During the past year two locomotives were purchased of the same general design as that obtained in November, 1893, and described in preceding reports. For switching at the stations, and at times to haul trains over the railway, nine locomotives are now in service; each has four driving wheels, and three have also four trailing wheels. Their weights when in service are as follows: Of six, 22 tons each, all carried on the driving wheels; of one, 34 tons, of which 26½ tons are on the driving wheels, and of two, nearly 40 tons each, of which 28½ tons are on the driving wheels. To haul a train of four cars over the railway at the usual speed two of the older and lighter locomotives are employed; one of the heavier locomotives is also capable of performing this service. These three locomotives, although much heavier than the others, take the switch curves easily, and apparently have not impaired the track or structure.

In the preceding report reference was made to the lighting of the cars on the railway, and the substitution of electricity in place of the mineral oil, previously used for this purpose. As then stated, a contract for the installation of an electric lighting system had been made and the work under it commenced. Early in the past year the work had progressed, so that trains were lighted by electricity; trials exhibited difficulties peculiar to the service to be rendered, in a degree like any other in practical use. These difficulties were in time successfully overcome, and for some months past all the trains have been lighted by this system, with slight failure, great brilliancy, and the unqualified approval of passengers. The introduction of this system, in compliance with what seemed to be a public demand, was made at no inconsiderable expense, an expense which is daily growing greater, though the exact amount over the superseded system has not yet been determined.

While confident that cable traction on the Bridge railway is, as shown by its long and successful use, eminently reliable, economical and safe, the Trustees, feeling called upon to determine by test under service whether a better system of traction may not be had have arranged for the installation of an electric traction plant, whereby one or more trains may, experimentally, be switched at the stations; and the work therefor is now in hand.

In the preceding reports it was stated that therein full reference was made to and an outline given of the steps being taken to double the facilities of the Bridge railway, thereby lessening the discomfort of travel during the hours when the greatest number is to be carried, therefore general plans had been prepared covering all the parts necessary to complete the improved system of transit as designed. At the beginning of the term covered by the last report these several parts were complete except the two terminal stations and their connections and the rectifications of the railway itself. These stations were placed under contract in due course, and work on the new Brooklyn Station had been begun, when, for reasons previously recited, the work was suspended for more than four months, at the end of which term, about the first of March, it was again resumed, and has been prosecuted with such dispatch as was practicable. Later the work was also begun on the reconstructed New York Station.

Within the past year the new Brooklyn Station has been nearly completed and the old station removed. The section included between the southerly sides of High and Sands streets was finished and thrown open to public use on Sunday, September 29, since which date trains have been run into and out from it with regularity. The reconstruction of the New York Station has also proceeded with such dispatch as was possible under the disturbing and retarding conditions to which this work is subjected.

In the construction of the new Brooklyn Station it was necessary to complete and surrender for service the station over High street for the Brooklyn Elevated Railroad before the removal of its station over Sands street could be commenced; hence, when the new Brooklyn Station was opened it was not much more than half completed. In the reconstruction of the New York Station, on the site of the old structure, a new and much larger structure was to be built, to include also the materials of which the old structure was composed; the tracks and passenger platforms were to be elevated, and during all these operations, some of which were not of ordinary difficulty, the trains were to be run without interruption and the safety of each person in the crowds which pass through the station positively secured.

The scheme of improvement, now nearly completed, to secure greater transit facilities over the Bridge was first presented for public consideration in 1886. With many others, it was submitted to a Board of Experts in 1890, and, after full consideration, fully approved. Since then, and up to the time when construction was begun, public criticism was openly and persistently invited, resulting in unfavorable comment from a few, not competent to judge, and the approval of many experienced and also familiar with the limiting and peculiar elements this problem in transportation involved.

Of all the schemes considered but two satisfied these governing requirements: first, that of positive safety to passengers when in the trains at the stations, and, second, of an elastic service, which could be increased or diminished, as necessity required, without halt or disturbance in the movement of trains. One, the loop system, although brought to public attention and advocated with authority, did not receive popular approval, the other was adopted and is now being carried out.

By the plans adopted and now being pushed towards completion, the capacity of the railway to transport passengers will be doubled, and when the stations are finished the means of ingress and egress will also be greatly increased. The new stations will provide much larger platform spaces, more than double the aggregate stairway width, and much more direct lines of movement of passengers to and from connecting railway lines or the streets.

Under the improved conditions and the increased accommodations, if for any reason transit on the Bridge railway is temporarily interrupted the passengers may remain during the intervals in comfortable, commodious waiting-rooms.

In conclusion, the management refers with honest pride to the faithful and efficient service rendered by the employees in the various departments. They have manifested on all occasions a very general desire to serve the public with fidelity and zeal—this sometimes at considerable personal risk. Ability and fitness are the requisites in the selection of the employees, without regard to political affiliations or conspicuous influence, and retention of position depends entirely on the intelligent and conscientious performance of duty. This being known to and understood by every man employed on the Bridge has secured for the public the very best results.

Respectfully submitted, JAMES HOWELL, President.

DEPARTMENT OF CORRECTION.

RECORD OF TRANSACTIONS FROM FEBRUARY 17 TO 22, 1896.

Communications Received.

From Penitentiary—List of prisoners received during week ending February 15, 1896. Males, 29; females, 5. On file.

List of 25 prisoners to be discharged from February 23 to 29, 1896. Transmitted to Prison Association.

Report of 22 prisoners for use of the Governor in commuting their sentences. Secretary to forward.

From Heads of Institutions—Reporting meats, milk, fish, etc., received during week ending February 15, 1896, of good quality and up to the standard. On file.

From City Cemetery—List of burials during week ending February 15, 1896. On file.

From R. Webber—Proposal to supply beef for Fifth District Prison at six (6) cents per pound. Accepted.

From his Honor the Mayor—Transmitting communication signed "John Walsh, No. 13 Bowery," concerning alleged misconduct on the part of the Warden of the Workhouse. Referred to Warden, who denies the charges and gives history of the supposed author.

From City Prison—Amount of fines received during week ending February 15, 1896, \$640.

On file.

From Supervising Engineer—Reporting poor condition of water-pipes, etc., at Third District Prison. Commissioner of Public Works to be notified.

Contracts Awarded.

Cavanagh Bros., for 300 yards canvas, No. 10, at \$0.014 per yard; 9,921 yards of cotton jean, at \$0.0814 per yard; 30,789 yards brown muslin, at \$0.0557 per yard; 500 yards shroud muslin, at \$0.0391 per yard.

Mark A. Mayer, for 4,700 yards furniture check, at \$0.0611 per yard; 325 yards table linen, at \$0.315 per yard; 8,950 yards hickory stripes, at \$0.0698 per yard.

Appointed.

February 17—Charles Mellen, Engineer, District Prisons, salary, \$240 per annum. February 19—Charles R. Gleason, Deputy Warden, Workhouse, salary, \$1,200 per annum; Eugene McCaffrey, Messenger, Workhouse, salary, \$120 per annum.

Appointed Temporarily.

February 17—E. A. Johns, Engineer, Steamboats, salary, \$700 per annum. February 20—Edward Fitzgerald, Engineer, Penitentiary, salary, \$360 per annum.

Resigned.

February 17—George Wheeler, Engineer, Steamboats.

ROBERT J. WRIGHT, Commissioner.

POLICE DEPARTMENT.

The Board of Police met on the 28th day of February, 1896. Present—Commissioners Roosevelt, Andrews, Grant and Parker.

Mask Ball Permits Granted.

Joseph Fischgrand, at Grand Central Palace, February 29; Henry J. Appel, Jr., at Lexington Avenue Opera House, March 4; Henry J. Appel, Jr., at Lexington Avenue Opera House, March 10; Carl Aust, at Central Opera House, March 7; James J. Mathers, at Tammany Hall, February 29; Edward O'Brien, at Tammany Hall, March 3; Edward Kelly, at Webster Hall, March 5; Charles Zimmerman, at New York Turn Hall, February 29; Joseph Fernando, at Fernando's Hall, March 2.

Sundry reports and communications were ordered on file; copies to be forwarded, etc.

Report of Captain Kirchner, Eleventh Precinct, relative to Patrolman Selig Whitman stopping a runaway horse, was referred to the Committee on Rules and Discipline.

Communications Referred to the Treasurer.

Chief of Police, inclosing \$795, mask ball fees; Thirty-fourth Precinct, reporting sale of horse.

Bonds of the following Captains approved and accepted: J. M. O'Keefe, John J. Harley, Stephen O'Brien, William Dean, Walter L. Thompson, Andrew J. Thomas, William F. Kirchner. Communication from T. L. Driscoll in behalf of Mrs. Lyman, was referred to the Committee on Pensions.

Communications Referred to Commissioner Grant.

Chief of Police, relative to Rules and Regulations of the Department; Roundsman Cornelius G. Hayes, relative to his record; Patrolman Charles A. Schultz, relative to his promotion.

Applications Denied.

Metropolitan Bicycle Company, for appointment of J. F. Larbey as Special Patrolman; Patrolman Thomas F. Nugent, Thirty-third Precinct, tendering resignation.

Communications Referred to Chief Clerk to Answer.

Hamilton Hall, relative to loss of boat, etc.; T. J. Burton, complaint of milkmen breaking bottles in street; Clarence Gordon, commanding Patrolman Talasco, Twenty-fifth Precinct.

Reports of Conduct and Efficiency, Referred to the Civil Service Board.

Patrolman John Mooney, Seventh Precinct; Patrolman Thomas Craven, Nineteenth Precinct; Patrolman John H. Quinlan, Twenty-third Precinct; Patrolman James J. McCann, Twenty-fourth Precinct; Patrolman John J. McLaughlin, Thirty-second Precinct; Patrolman John F. Kelly, Detective Bureau.

Sundry communications and complaints were referred to the Chief of Police for report, etc.

The Chief of Police reported the following transfers, etc.:

Sergeant Charles S. Colton, from Eleventh Precinct to Twenty-fifth Precinct; Patrolman Jeremiah Ackerly, from Fourteenth Precinct to Twenty-fifth Precinct; Patrolman Charles J. Muller, from Fourteenth Precinct to Eighth Precinct; Patrolman Peter Nugent, from Twenty-fifth Precinct to Fourteenth Precinct; Patrolman Daniel Hogan, from Fifteenth Precinct to Twentieth Precinct; Patrolman Ignatz Hofmeister, from Fifteenth Precinct to Twentieth Precinct; Patrolman James Foley, from Fifteenth Precinct to Twentieth Precinct; Patrolman Patrick Lenihan, from Fifteenth Precinct to Twentieth Precinct; Patrolman William Essig, from Fifteenth Precinct to Twentieth Precinct; Patrolman Edgar T. Clark, from Fifteenth Precinct to Nineteenth Precinct; Patrolman Franklin C. Cooper, from Fifteenth Precinct to Nineteenth Precinct; Patrolman George E. Hauser, from Fifteenth Precinct to Nineteenth Precinct; Patrolman James J. Bleos, from Fifteenth Precinct to Nineteenth Precinct; Patrolman Thomas Walsh, from Fifteenth Precinct to Nineteenth Precinct; Patrolman Michael Egan, from Fifteenth Precinct to Nineteenth Precinct; Patrolman James Phelan, from Twentieth Precinct to Fifteenth Precinct; Patrolman Thomas Coligan, from Twentieth Precinct to Fifteenth Precinct; Patrolman Thomas E. Enright, from Twentieth Precinct to Fifteenth Precinct; Patrolman John McGrath, from Twentieth Precinct to Fifteenth Precinct; Patrolman William H. Haney, from Twentieth Precinct to Fifteenth Precinct; Patrolman Jerome McDonough, from Fifteenth Precinct to Fifth Precinct; Patrolman George Plambeck, from Fifteenth Precinct to Fifth Precinct; Patrolman Robert Johnston, from Fifteenth Precinct to Fifth Precinct; Patrolman James Hastings, from Fifteenth Precinct to Fifth Precinct; Patrolman James A. Doyle, from Fifteenth Precinct to Fifth Precinct; Patrolman Theodore Heynick, from Fifteenth Precinct to Fifth Precinct; Patrolman John J. Dein, from Fifth Precinct to Fifteenth Precinct; Patrolman Henry E. Corbett, from Fifth Precinct to Fifteenth Precinct; Patrolman Edward F. Sullivan, from Fifth Precinct to Fifteenth Precinct; Patrolman John J. Bannon, from Fifth Precinct to Fifteenth Precinct; Patrolman James L. Murray, from Fifth Precinct to Fifteenth Precinct; Patrolman William J. Kelly, from Fifth Precinct to Fifteenth Precinct; Patrolman Anthony B. McKernan, from Nineteenth Precinct to Fifteenth Precinct; Patrolman Thomas A. Coleman, from Nineteenth Precinct to Fifteenth Precinct; Patrolman John McCarthy, No. 2, from Nineteenth Precinct to Fifteenth Precinct; Patrolman George A. Mustrow, from Nineteenth Precinct to Fifteenth Precinct; Patrolman John H. Conway, from Nineteenth Precinct to Fifteenth Precinct; Patrolman Francis T. Waters, from Nineteenth Precinct to Twenty-second Precinct; Patrolman John Hesson, from Twenty-first Precinct to Twenty-eighth Precinct; Patrolman Edward Moran, Thirty-seventh Precinct, detail Bureau of Information, temporarily; Patrolman Francis Waters, Nineteenth Precinct, detail Twenty-second Precinct, temporarily; Patrolman William H. B. O'Rourke, Twenty-ninth Precinct, detail office of Chief, temporarily; Patrolman James F. Thompson, Fifteenth Precinct, detail office of Chief, temporarily; Patrolman Frederick L. Stohl, Twenty-ninth Precinct, detail office of Chief, temporarily; Patrolman August Feigl, Tenth Precinct, detail office of Chief, temporarily; Patrolman William Mackay, First Precinct, detail at Thirty-ninth Street Ferry.

Communications Referred to Commissioner Andrews.

Counsel to the Corporation, notice of reinstatement of Felix McKenna, and demand for salary.

John J. Leahy, relative to burial of S. Carney. Alonzo Jeroloman, asking reinstatement.

New York Supreme Court—In the matter of the application of Felix McKenna, for writ of certiorari, etc.

Resolved, That the Chief of Police be directed to assign Sergeant Felix McKenna to duty, and that the papers in the case be referred to Commissioner Andrews.

On reading and filing opinion of the Counsel to the Corporation, it was

Resolved, That the resolutions of the Board promoting to the various grades of Sergeants, Captains, Inspectors and Chief of Police are hereby amended by striking out the words "on probation," and the Board now confirms each and every one of those promotions, as of the date when the original appointment or promotion was made.

Resolved, That the Treasurer be and is hereby directed to pay over to the Police Pension Fund the sum of one hundred thousand dollars, being a portion of the unexpended balance of "Police Fund—Salaries of Uniformed Force" for 1895—all aye.

Resolved, That full pay while sick be granted to Patrolman Michael J. Howard, Twenty-ninth Precinct, from January 1 to February 10, 1896—all aye.

Resolved, That the application of Coroner Hoeber for permission to use the Police telephone, be and is hereby approved.

Resolved, That the Board of Surgeons be directed to examine and report upon the condition of Probationary Patrolman Frank McLaughlin.

Resolved, That Patrolman Adam G. Arneth, Twenty-second Precinct, be and is hereby commanded for prompt action, at great personal risk, in stopping a runaway team on Broadway near Fifty-third street, on October 21, 1895, and that this commendation be placed upon his record.

Appointed Special Patrolmen.

SATURDAY, MARCH 7, 1896.

O'Sullivan, Eleventh Precinct; Thomas B. Day, Second Precinct; Joseph H. Price, Eighth Precinct; T. A. H. Dulfer, Nineteenth Precinct; Patrick F. Quinn, Eleventh Precinct; Frank Ehrhart, Twenty-ninth Precinct; Charles H. Rye, Fifteenth Precinct; Frederick Faulhaber, Twenty-second Precinct; James G. Ryan, Twenty-second Precinct; Frank G. Lewis, Twenty-fourth Precinct; James A. Smith, Fifteenth Precinct; Isidor Light, Tenth Precinct; James G. Schofield, Twenty-eighth Precinct; Charles Morschauser, Twenty-fifth Precinct; John J. F. Stanton, Nineteenth Precinct; George F. Mahony, Fifteenth Precinct; Redmond C. Thompson, Twenty-first Precinct; Christian C. Muhlbach, Twenty-seventh Precinct; Arthur H. Thornton, Fifth Precinct; William E. Maguire, Fifteenth Precinct; Charles H. Washburn, Twenty-ninth Precinct; William F. Muller, Jr., Twelfth Precinct; Joseph M. Wollerson, Fifth Precinct; Michael J. McCarthy, Thirty-second Precinct; Clinton W. Wood, Twenty-eighth Precinct; Louis Marlander, Twelfth Precinct; Peter W. Yunge, Thirty-third Precinct; Charles J. McLoughlin, Twenty-third Precinct.

Retired Officer—All Aye.

Patrolman August H. Toerner, Third Precinct, \$700 per year.
Resolved, That the following officers be directed to report to Commissioner Grant on Saturday, 29th instant, at 10 A.M.:

Patrolman Jeremiah D. Sullivan, Patrolman David Brown, Patrolman Thomas H. Johnson, and Patrolman Thomas Hewitt.

Resolved, That an examination for promotion to Roundsman take place on Wednesday, March 4. All Patrolmen now Acting Roundsmen by order of the Board, including John T. Lake, Matthew Smith and Abraham Quicke, will be notified to come into the examination.

Resolved, That Inspector Moses W. Cortright be ordered to appear for examination for promotion to the grade of Deputy Chief of Police, on Wednesday, March 4, next.

Judgments—Reprimands.

Patrolman John J. Brogan, Sixth Precinct, neglect of duty; Patrolman Julius F. Didier, Ninth Precinct, conduct unbecoming an officer.

Complaints Dismissed.

Patrolman James A. Black, Eleventh Precinct, neglect of duty; Patrolman Henry Wolf, Fifteenth Precinct, conduct unbecoming an officer; Patrolman Charles Kramer, Fifteenth Precinct, do; Patrolman Matthew J. Reilly, Sixteenth Precinct, do; Patrolman Matthew J. Reilly, Sixteenth Precinct, do; Patrolman Bernard Fitzpatrick, Twenty-second Precinct, neglect of duty; Patrolman Bernard Fitzpatrick, Twenty-second Precinct, do; Patrolman John J. Smith, Twenty-seventh Precinct, conduct unbecoming an officer.

Adjourned.

WM. H. KIPP, Chief Clerk.

The Board of Police met on the 2d day of March, 1896. Present—Commissioners Roosevelt, Andrews and Grant.

Employed as Probationary Patrolmen.

Edward D. Suydam, George B. Bussell, John A. Williams, Francis H. Gallagher, Anthony Sappe, Joseph P. Frey, Jr., Francis J. Putz, William F. Short, Sylvester S. Vliet, Andrew L. Cahill, Bernard L. Hughes, James M. Harris, James E. Gilligan, William E. Winfield, John J. Bowes, Gardiner O. Danham, Francis C. Murphy, Benjamin V. Brace, William Flood, Edward Coghlan, John Merrinan, James J. O'Rourke, Hubert A. Connerly, John W. Butler, Edmund Leigh, William B. Hill, William J. Breen, John J. Tierman, Ernest Muller, Charles W. Brunett, James H. Post, John Ritter, Henry Gannon, Emil Geisler, Patrick McCarthy, John R. Downey, William Orstadt, Peter Roland, Patrick Curtin, Florence J. Driscoll, John H. Lent, Philip W. Auer, Peter W. Beery, Frank N. Babcock, George F. Armstrong.

Resolved, That the examination for promotion to rank of Deputy Chief of Police be postponed indefinitely.

Adjourned.

WILLIAM H. KIPP, Chief Clerk.

APPROVED PAPERS.

Resolved, That so much of G.O. 605 as is contained in the application of Herman Wendt to erect, keep and maintain a soda-water stand in front of the premises No. 202 Madison street, but within the stoop-line of said premises, be and the same is hereby adopted.

Adopted by the Board of Aldermen, February 25, 1896. Approved by the Mayor, February 28, 1896.

Report of the Committee on Lands, Places and Park Department, authorizing the Society for Improving the Condition of the Poor to cultivate public lands in the City of New York. For summary of which see CITY RECORD February 27, 1896, pages 568 and 599.

Adopted by the Board of Aldermen, February 25, 1896. Approved by the Mayor, February 28, 1896.

EXECUTIVE DEPARTMENT.

Pursuant to statutory requirement, notice is hereby given that an act has been passed by both branches of the Legislature, entitled and worded as follows:

AN ACT to amend chapter 912 of the Laws of 1895, entitled "An act to abolish the Department of Public Charities and Correction in the City of New York, and to provide for the establishment of two separate departments in place thereof, to be known, respectively, as the 'Department of Public Charities of the City of New York' and 'The Department of Correction of the City of New York,' and to define the powers and duties of such departments."

Further notice is hereby given that a public hearing on such bill will be held at the office of the Mayor, in the City Hall, in the City of New York, on Saturday, March 7, 1896, at 11 A.M.

Dated CITY HALL, March 4, 1896.

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, 9 A.M. to 5 P.M.; Saturdays, 9 A.M. to 12 M.

WILLIAM L. STRONG, Mayor. JOSEPH E. HEDGES, Secretary and Chief Clerk.

Mayor's Marshal's Office.

No. 1 City Hall, 9 A.M. to 4 P.M.

EDWARD H. HEALY, First Marshal.

JOHN J. BRENNAN, Second Marshal.

COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115, Stewart Building, 9 A.M. to 4 P.M.

SETH SPRAGUE TERRY and RODNEY S. DENNIS.

AQUeduct COMMISSIONERS.

Room 209, Stewart Building, 5th floor, 9 A.M. to 4 P.M.

JAMES C. DUANE, President; JOHN J. TUCKER; H. W. CANNON, GEORGE WALTON GREEN, and THE MAYOR, COMPTROLLER and COMMISSIONER OF PUBLIC WORKS, *ex officio*, Commissioners; EDWARD L. ALLEN, Secretary, A. FEELEY, Chief Engineer.

BOARD OF ARMORY COMMISSIONERS.

THE MAYOR, Chairman; PRESIDENT OF DEPARTMENT OF TAXES AND ASSESSMENTS, Secretary.

Address EDWARD P. BARKER, Stewart Building, 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 JEROLOMAN, President Board of Aldermen.

WILLIAM H. TEN EYCK, Clerk Common Council.

DEPARTMENT OF PUBLIC WORKS.

No. 31 Chambers street, 9 A.M. to 4 P.M.

CHARLES H. T. COLLIS, Commissioner; ADELBERT STEELE, Deputy Commissioner, Room A.

WILSON VANCE, Chief Clerk (Room 7).

GEORGE W. BIRSDALE, Chief Engineer (Room 9).

COLUMBUS O. JOHNSON, Water Register (Rooms 2, 49 and 51 Chambers street).

JOHN P. DUNN and HENRY DE FOREST BALDWIN, Assistants to the Counsel to the Corporation.

PUBLIC ADMINISTRATOR.
No. 119 Nassau street, 9 A.M. to 4 P.M.

WILLIAM M. HOES, Public Administrator.

POLICE DEPARTMENT.

Central Office.

No. 300 Mulberry street, 9 A.M. to 4 P.M.

THEODORE ROOSEVELT, President; AVERY D. ANDREWS, FREDERICK D. GRANT and ANDREW D. PARKER, Commissioners; WILLIAM H. KIPP, Chief Clerk; T. F. RODENBOUGH, Chief of Bureau of Elections.

BOARD OF EDUCATION.

No. 146 Grand street, corner of Elm street.

ROBERT MACLAY, President; ARTHUR McMULLIN, Clerk.

DEPARTMENT OF CHARITIES.

Central Office.

No. 66 Third avenue, corner Eleventh street, 9 A.M. to 4 P.M.

SILAS C. CROFT, President; JOHN P. FAURE and JAMES R. O'BRIEN, Commissioners; GEORGE F. BRITTON, Secretary.

Purchasing Agent, GEO. W. WANAKER. 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.

Out-Door Poor Department. Office hours, 8:30 A.M. to 4:30 P.M. WILLIAM BLAKE, Superintendent. Entrance on Eleventh street.

DEPARTMENT OF CORRECTION.

Central Office.

No. 66 Third avenue, corner Eleventh street, 9 A.M. to 4 P.M.

ROBERT J. WRIGHT, Commissioner; ARTHUR PHILIPS, Secretary; CHARLES BENN, General Bookkeeper and Auditor; CHARLES STEINBERG, Purchasing Agent.

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.

O. H. LA GRANGE, President; JAMES R. SHEFFIELD and AUSTIN E. FORD, Commissioners; CARL JUSSEN, Secretary.

HUGH BONNER, Chief of Department; GEO. E. MURRAY, Inspector of Combustibles; MARTIN L. HOLLISTER, Fire Marshal; WM. L. FINDLEY, Attorney to Department; J. ELLIOT SMITH, Superintendent of Fire Alarm Telegraph.

Central Office open at all hours.

HEALTH DEPARTMENT.

New Criminal Court Building, Centre street, 9 A.M. to 4 P.M.

CHARLES G. WILSON, President, and GEORGE B. FOWLER, M.D., the PRESIDENT OF THE POLICE BOARD, *ex officio*, and the HEALTH OFFICER OF THE PORT, *ex officio*, Commissioners; EMMONS CLARK, Secretary.

DEPARTMENT OF PUBLIC PARKS.

Arsenal Building, Central Park, 9 A.M. to 4 P.M.; Saturdays, 12 M.

S. V. R. CRUGER, President; SMITH ELY, WILLIAM A. STILES and SAMUEL M. MILLAN, Commissioners; WILLIAM LEARY, Secretary.

DEPARTMENT OF DOCKS.

Battery, Pier A, North river.

EDWARD C. O'BRIEN, President; EDWIN EINSTEIN and JOHN MONKS, Commissioners; GEORGE S. TERRY, Secretary.

Office hours, 9 A.M. to 4 P.M.

DEPARTMENT OF TAXES AND ASSESSMENTS.

Stewart Building, 9 A.M. to 4 P.M.; Saturdays, 12 M.

EDWARD P. BARKER, President; JAMES L. WELLS and THEODORE SUTRO, Commissioners; C. ROCKLAND TYNG, Secretary.

BOARD OF ELECTRICAL CONTROL.

No. 126 Broadway.

HENRY S. KEARNY, JACOB HESS, and THOMAS L. HAMILTON, and the Mayor, *ex officio*, Commissioners.

DEPARTMENT OF STREET CLEANING.

No. 32 Chambers street. Office hours, 9 A.M. to 4 P.M.

GEORGE E. WARING, Jr., Commissioner; F. H. GIBSON, Deputy Commissioner; THOS. A. DOE, Chief Clerk.

CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS.

Criminal Court Building, Centre street, between Franklin and White streets, 9 A.M. to 4 P.M.

EVERETT P. WHEELER, EDWIN L. GODKIN, E. RANDOLPH ROBINSON, C. W. WATSON and J. VAN VECHTEN OL'COTT, Members of the Supervisory Board.

BOARD OF ESTIMATE AND APPORTIONMENT.

THE MAYOR, Chairman; E. P. BARKER (President, Department of Taxes and Assessments), Secretary; THE COMPTROLLER, PRESIDENT OF THE BOARD OF ALDERMEN, and the COUNSEL TO THE CORPORATION, Members; CHARLES V. ADEE, Clerk.

Office of Clerk, Department of Taxes and Assessments, Stewart Building.

BOARD OF ASSESSORS.

Office, 27 Chambers street, 9 A.M. to 4 P.M.

THOMAS J. RUSH, Chairman; WILLIAM H. BELLAMY, JOHN W. JACOBUS, EDWARD McCUE, Assessors; WM. H. JASPER, Secretary.

BOARD OF EXCISE.

Criminal Court Building, Centre street, between Franklin and White streets, 9 A.M. to 4 P.M.

JOSEPH MURRAY, President; CHARLES H. WOODMAN and JULIUS HARBURGER, Commissioners; WM. H. COYLE, Secretary.

SHERIFF'S OFFICE.

Nos. 6 and 7 New County Court-house, 9 A.M. to 4 P.M.

EDWARD J. H. TAMSEN, Sheriff; HENRY H. SHERMAN, Under Sheriff.

N. Y. COUNTY JAIL.

No. 70 Ludlow street, 9 A.M. to 4 P.M.

WILLIAM J. ROWE, Warden.

REGISTER'S OFFICE.

East side City Hall Park, 9 A.M. to 4 P.M.

WILLIAM SOMMER, Register; JOHN VON GLAHN, Deputy Register.

COMMISSIONER OF JURORS.

Room 127, Stewart Building, Chambers street

street, on the south by the centre line of Eighty-sixth street, on the east by the centre line of Sixth avenue, and on the west by the North river. Court-room, No. 919 Eighth avenue. Court open daily (Sundays and legal holidays excepted) from 9 A.M. to 4 P.M.

JAMES A. O'GORMAN, Justice. JAMES J. GALLIGAN, Clerk.

CITY MAGISTRATES' COURTS.

City Magistrates—LEROY B. CRANE, ROBERT C. CORNELL, CHARLES E. SIMMS, JR., HENRY E. BRANN, CHARLES A. FLAMMER, HERMAN C. KUDLICH, JOSEPH M. DEUEL, JOHN O. MOTT, THOMAS F. WENTWORTH.

JOS. S. TIBBETS, Secretary.

Office of Secretary, Fifth District Police Court, One Hundred and Twenty-first street and Sylvan place.

First District—Criminal Court Building.

Second District—Jefferson Market.

Third District—No. 66 Essex street.

Fourth District—Fifty-seventh street, near Lexington avenue.

Fifth District—One Hundred and Twenty-first street, southeastern corner of Sylvan place.

Sixth District—One Hundred and Fifty-eighth street and Third avenue.

CORPORATION NOTICE.

PUBLIC NOTICE IS HEREBY GIVEN TO THE owner or owners, occupant or occupants, of all houses and lots, improved or unimproved lands affected thereby, that the following assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

List 5147, No. 1. Paving Cuylers alley, from Water to South street, with granite-blocks (so far as the same is within the limits of grants of land under water).

List 5148, No. 2. Paving One Hundred and Forty-first street, from Amsterdam avenue to Hamilton place, with asphalt pavement.

List 5149, No. 3. Paving One Hundred and Thirty-first street between Park and Lexington avenues, with granite-blocks and laying crosswalks.

List 5150, No. 4. Paving One Hundred and Third street, from Park to Madison avenue, with granite-blocks and laying crosswalks.

List 5160, No. 5. Sewer and appurtenances in Tremont avenue, between existing sewer in Webster avenue and Vanderbilt avenue, West.

The limits embraced by such assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of Cuylers alley, from Water to South street, and to the extent of half the block at the intersecting streets.

No. 2. Both sides of One Hundred and Forty-first street, from Amsterdam avenue to Hamilton place, and to the extent of half the block at the intersecting avenues.

No. 3. Both sides of One Hundred and Thirty-first street, from Park to Lexington avenue, and to the extent of half the block at the intersecting avenues.

No. 4. Both sides of One Hundred and Third street, from Park to Madison avenue, and to the extent of half the block at the intersecting avenues.

No. 5. Both sides of Tremont avenue, from Webster avenue to Vanderbilt avenue, West.

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 6th day of April, 1896.

THOMAS J. RUSH, Chairman; WILLIAM H. BELLAMY, JOHN W. JACOBUS, EDWARD McCUE, Board of Assessors.

NEW YORK, March 5, 1896.

PUBLIC NOTICE IS HEREBY GIVEN TO THE owner or owners, occupant or occupants, of all houses and lots, improved or unimproved lands affected thereby, that the following assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

List 5100, No. 1. Paving One Hundred and Sixty-first street, from the easterly crosswalk of Railroad avenue, West, to the westerly crosswalk of Morris avenue, with granite-blocks.

List 5102, No. 2. Paving Lowell street, from Third to Rider avenue, with granite blocks.

List 5104, No. 3. Paving One Hundred and Forty-fourth street, from Third to Rider avenue, with granite blocks.

List 5105, No. 4. Regulating, grading, curbing, flagging and laying crosswalks in One Hundred and Seventieth street, from Prospect avenue to Bristow street.

The limits embraced by such assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-first street, from Railroad avenue, East, to a point distant 105 feet west of Morris avenue, and to the point half the block at the intersecting avenues.

No. 2. Both sides of Lowell street, from Third to Rider avenue, and to the extent of half the block at the intersecting avenues.

No. 3. Both sides of One Hundred and Forty-fourth street, from Third to Rider avenue, and to the extent of half the block at the intersecting avenues.

No. 4. Both sides of One Hundred and Seventieth street, from Bristow street to Prospect avenue, and to the extent of half the block at the intersecting avenues.

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 30th day of March, 1896.

THOMAS J. RUSH, Chairman; WILLIAM H. BELLAMY, JOHN W. JACOBUS, EDWARD McCUE, Board of Assessors.

NEW YORK, March 28, 1896.

PUBLIC NOTICE IS HEREBY GIVEN TO THE owner or owners, occupant or occupants, of all houses and lots, improved or unimproved lands affected thereby, that the following assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

List 5101, No. 1. Paving One Hundred and Sixty-second street, from Port Morris Branch Railroad to Courtland avenue, with granite blocks.

List 5119, No. 2. Paving Old Slip, from Pearl to South street, with granite blocks (so far as the same is within the limits of grants of land under water).

List 5123, No. 3. Paving Depeyster street, from Water to South street, with granite blocks (so far as the same is within the limits of grants of land under water).

List 5146, No. 4. Paving Peck Slip and Ferry street, from Pearl to South street, with granite blocks and laying crosswalks (so far as the same is within the limits of grants of land under water).

The limits embraced by such assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-second street, from Port Morris Branch Railroad to Courtland avenue, and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Old Slip, from Pearl to South street, and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Depeyster street, from Water to South street and to the extent of half the block at the intersecting streets.

No. 4. Both sides of Peck Slip and Ferry street, from

Pearl to South street, and to the extent of half the block at the intersecting streets.

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 30th day of March, 1896.

THOMAS J. RUSH, Chairman; WILLIAM H. BELLAMY, JOHN W. JACOBUS, EDWARD McCUE, Board of Assessors.

NEW YORK, February 27, 1896.

DEPARTMENT OF CORRECTION.

DEPARTMENT OF CORRECTION, NEW YORK, March 6, 1896.

PROPOSALS FOR GENERAL REPAIRS TO STEAMER "MINNAHANONCK."

SEALED BIDS OR ESTIMATES FOR GENERAL REPAIRS TO STEAMER "MINNAHANONCK," in conformity with specifications, will be received at the office of the Department of Correction, No. 66 Third avenue, in the City of New York, until 10 o'clock A.M. of Tuesday, March 17, 1896.

10,000 pounds Sole Leather.
2,400 feet Waxed Kip Leather.
6,500 feet Waxed Upper Leather.
2,400 pounds Offal Leather.

Each and every item must be bid on separately.

The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Leather," with his or their name or names, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the Commissioner, or his duly authorized agent, of said Department and read.

THE COMMISSIONER OF THE DEPARTMENT OF CORRECTION RESERVES THE RIGHT TO REJECT ALL BIDS OR ESTIMATES IF DEEMED TO BE FOR THE PUBLIC INTEREST, AS PROVIDED IN SECTION 64, CHAPTER 410, LAWS OF 1882.

No bid or estimate will be accepted from, or contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

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

Delivery will be required to be made from time to time and in such quantities as may be directed by the said Commissioner.

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

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

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DAMAGE COMM.—23-24 WARDS.

PURSUANT TO THE PROVISIONS OF CHAPTER 537 of the Laws of 1893, entitled "An act providing for ascertaining and paying the amount of damages to lands and buildings suffered by reason of changes of grade of streets or avenues, made pursuant to chapter 721 of the Laws of 1887, providing for the depression of railroad tracks in the Twenty-third and Twenty-fourth Wards, in the City of New York, or otherwise, and the acts amendatory thereof and supplemental thereto, notice is hereby given, that public meetings of the Commissioners, appointed pursuant to said acts, will be held at Room 58, Schermerhorn Building, No. 96 Broadway, in the City of New York, on Monday, Wednesday and Friday of each week, at 2 o'clock p.m., until further notice.

Dated NEW YORK, October 30, 1895.

DANIEL LORD, JAMES M. VARNUM, GEORGE W. STEPHENS, Commissioners.
LAMONT MCLOUGHLIN, Clerk.

POLICE DEPARTMENT.

POLICE DEPARTMENT—CITY OF NEW YORK, 1896. OWNERS WANTED BY THE PROPERTY OWNER 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.

STREET CLEANING DEPT.

PERSONS HAVING BULKHEADS TO FILL, IN THE VICINITY OF NEW YORK BAY, CAN PROCUER MATERIAL FOR THAT PURPOSE—ASHES, STREET SWEEPINGS, ETC., SUCH AS IS COLLECTED BY THE DEPARTMENT OF STREET CLEANING, FREE OF CHARGE, BY APPLYING TO THE COMMISSIONER OF STREET CLEANING, IN THE CRIMINAL COURT BUILDING.

GEORGE E. WARING, JR., Commissioner of Street Cleaning.

TAXES AND ASSESSMENTS.

CITY OF NEW YORK, DEPARTMENT OF TAXES AND ASSESSMENTS, STEWART BUILDING, NO. 280 BROADWAY, NEW YORK, JANUARY 13, 1896.

IN COMPLIANCE WITH SECTION 817 OF THE NEW YORK CITY CONSOLIDATION ACT OF 1882, NOTICE IS HEREBY GIVEN THAT THE BOOKS OF "THE ANNUAL RECORD OF THE ASSESSED VALUATION OF REAL AND PERSONAL ESTATE" OF THE CITY AND COUNTY OF NEW YORK, FOR THE YEAR 1896, ARE OPEN AND WILL REMAIN OPEN FOR EXAMINATION AND CORRECTION UNTIL THE 30TH DAY OF APRIL, 1896.

ALL PERSONS BELIEVING THEMSELVES AGREED MUST MAKE APPLICATION TO THE COMMISSIONERS OF TAXES AND ASSESSMENTS, AT THIS OFFICE, DURING THE PERIOD SAID BOOKS ARE OPEN, IN ORDER TO OBTAIN THE RELIEF PROVIDED BY LAW.

APPLICATIONS FOR CORRECTION OF ASSESSED VALUATIONS ON PERSONAL ESTATE MUST BE MADE BY THE PERSON ASSESSED TO THE SAID COMMISSIONERS, BETWEEN THE HOURS OF 10 A.M. AND 2 P.M., EXCEPT ON SATURDAYS, WHEN BETWEEN 10 A.M. AND 12 M., AT THIS OFFICE, DURING THE SAME PERIOD.

EDWARD P. BARKER, THEODORE SUTRO, JAMES L. WELLS, Commissioners of Taxes and Assessments.

CITY CIVIL SERVICE BOARDS.

NEW CRIMINAL COURT BUILDING, NEW YORK, JANUARY 27, 1896.

EXAMINATIONS WILL BE HELD AS FOLLOWS:

March 10. BUILDING INSPECTORS.

March 11. CLERKS, Building Department.

March 13. TRAINED NURSES, Correction Department.

March 16. FEMALE KEEPERS.

March 18. PHYSICIANS, City Prisons.

S. WILLIAM BRISCOE, Secretary.

DEPT. OF PUBLIC CHARITIES.

DEPARTMENT OF PUBLIC CHARITIES, NEW YORK, MARCH 4, 1896.

PROPOSALS FOR DRY GOODS, ETC.—SEALED BIDS OR ESTIMATES FOR FURNISHING DRY GOODS, ETC., IN CONFORMITY WITH SAMPLES AND SPECIFICATIONS, WILL BE RECEIVED AT THE OFFICE OF THE DEPARTMENT OF PUBLIC CHARITIES NO. 66 THIRD AVENUE, IN THE CITY OF NEW YORK, UNTIL 10 O'CLOCK A.M. OF TUESDAY, MARCH 17, 1896.

THE ARTICLES, SUPPLIES, GOODS AND MERCHANDISE ARE TO BE DELIVERED, FREE OF EXPENSE, ON THE PIERS AT THE FOOT OF EAST TWENTY-SIXTH STREET, NEW YORK, UNLESS OTHERWISE SPECIFIED, AND TO BE DELIVERED DURING THE YEAR 1896 AT SUCH TIMES AND IN SUCH QUANTITIES AS THEY MAY BE REQUIRED.

THE QUALITY OF THE GOODS TO CONFORM IN EVERY RESPECT TO THE SAMPLES EXHIBITED, OR, IN ABSENCE OF SAMPLES, TO THE SPECIFICATIONS OF THE SAME, AND WHICH BIDDERS ARE REQUESTED TO EXAMINE WITH CARE BEFORE MAKING THEIR ESTIMATES.

WHERE BRANDS ARE CALLED FOR ONLY SUCH BRANDS WILL BE ACCEPTED.

DRY GOODS, ETC.

- 70 great gross Suspender Buttons, per great gross.
- 80 great gross White Bone A22 Buttons, per great gross.
- 25 great gross Brace Buttons, per great gross.
- 25 great gross Porcelain Buttons, per great gross.
- 520 gross Coat Buttons, per gross.
- 190 gross Dress Buttons, per gross.
- 150 gross I. R. Jacker Buttons, per gross.
- 50 gross Pants Buckles, per gross.
- 2,500 pairs Blue Kersey Blankets, weight to average 7 pounds per pair.
- 1,800 pairs White Blankets, "Hartford" 11/4, weight to average 6 pounds per pair.
- 2,954 Rubber Blankets, each.
- 500 Rubber Blankets, crib size, each.
- 1,000 pounds Cotton Batting, "Manhattan," per pound.
- 4,800 yards Light Calico, "American Printing Co.," per yard.
- 23,000 yards Dark Calico, "American Printing Co.," per yard.
- 14,000 yards D. & T. Cottonade, "N.Y. Mills," per yard.
- 14,500 yards Cotton Jean, "Flushing," per yard.
- 200 dozen White Spool Cotton, "Clark's O.N.T.," No. 30, per dozen.
- 60 dozen Black Spool Cotton, "Clark's O.N.T.," No. 30, per dozen.
- 120 dozen White Basting Cotton, No. 20.
- 650 pieces Crinoline, 12-yard pieces, per piece.
- 42 dozen Boys' Peaked Caps, per dozen.
- 40 dozen Boys' Polo Caps, per dozen.
- 200 (only) Ward Coats, each.
- 100 yards White Cotton Duck, "Ontario," 28-inch, No. 4, per yard.
- 85 dozen Men's Knit Drawers, per dozen.
- 19,000 yards Canton Flannel, "Amoskeag AA" per yard.
- 1,500 yards Red Flannel, "Belvidere A," per yard.
- 400 yards Blue Flannel, "Belvidere A," per yard.
- 3,750 yards White Flannel, No. 2, per yard.
- 7,500 yards "Otis Apron Checks," per yard.
- 3,200 yards Gingham "Johnson Mig. Co.," per yard.
- 3,200 yards Brown Denim, "Warren CC," per yard.
- 18,500 yards Blue Denim, "Otis CC," per yard.
- 185 dozen Mens' Straw Hats, per dozen.
- 42 dozen Boys' Straw Hats, per dozen.
- 34 dozen Girls' Straw Hats, per dozen.

- 125 dozen Women's Wool Hoods, per dozen.
- 9 dozen Infants' Wool Hoods, per dozen.
- 3,500 pounds Pure Gray S. A. Curled Hair, per pound.
- 2,600 yards White Linen Diaper, 18-inch, per yard.
- 1,200 yards Unbleached Table-cloth Linen, per yard.
- 1,600 yards Lindsey-Woolsey, "Park Mills," per yard.
- 18,000 yards Brown Muslin, 4-4, "Atlantic A," "Buck's Head" or "Massachusetts Standard," per yard.
- 140,000 yards Bandage Muslin, "Utica C," per yard.
- 36,000 yards Poultice Muslin, "Grecian Bunting," per yard.
- 9,000 yards Bleached Muslin, 4-4, "Dwight An chor," per yard.
- 5,000 yards Bleached Muslin, 8-4, "Dwight An chor," per yard.
- 450 pieces Mesquito Netting, "Adams," per piece.
- 1,000 pieces Oiled Muslin, "Centennial" or "W," per piece.
- 12,000 yards Shroud Muslin, "Pioneer" or "Daunt less," per yard.
- 42 dozen Child's Wool Mitts, per dozen.
- 86 (only) first quality Feather Pillows, 3 pounds, each.
- 58 (only) Oilskin Suits, complete with hats, "Tower's Best," each.
- 180 White Toilet Quilts, "Bates," each.
- 36 Rubber Coats, No. 4 to No. 6, each.
- 60 pairs Men's Rubber Boots, No. 6 to No. 11, "Candee," per pair.
- 4,700 yards Hickory Stripes, "Hamilton," per yard.
- 1,200 dozen pairs Men's Mixed Cotton Socks, per dozen pairs.
- 1,300 dozen pairs Women's Mixed Cotton Stockings, per dozen pairs.
- 150 dozen pairs Girls' Mixed Cotton Stockings, per dozen pairs.
- 100 dozen pairs Boys' Mixed Cotton Stockings, per dozen pairs.
- 180 dozen Men's Knit Shirts, per dozen.
- 920 (only) Women's Wool Shawls, 8-4, "Bradford," each.
- 300 (only) Girls' Wool Shawls, "Arctic," each.
- 1,000 yards Seersucker, per yard.
- 25,900 yards Crash Toweling, "Stevens' All-Line," per yard.
- 5,900 yards Huckaback Toweling, per yard.
- 17,500 yards Ticking, "Amoskeag, A.C.A.," per yard.
- 450 pounds first quality Dark Blue Linen Thread (in skeins), 16 ounces to the pound, "Stewart's," "Barbour's," or "Knox's" No. 30, per pound.
- 530 pounds Whity-brown Linen Thread as above per pound.
- 400 pounds first quality Dark Blue Linen Thread (in skeins), 16 ounces to the pound, "Stewart's," "Barbour's," or "Knox's" per pound.
- 400 pounds Whity-brown (as above), per pound, (All thread to accord strictly with the numbers marked on same).
- 24 dozen Women's Knit Undervests.

- Bidders will state the price for each article, by which the bids will be tested. Bidders will write out the amount of their estimates in addition to inserting the same in figures. No empty packages are to be returned to bidders or contractors except such as are designated in the specifications. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Dry Goods, etc., with his or their name or names, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the President, or his duly authorized agent, and read.
- THE BOARD OF PUBLIC CHARITIES RESERVES THE RIGHT TO REJECT ALL BIDS OR ESTIMATES TO BE MADE FOR THE PUBLIC INTEREST, AS PROVIDED IN SECTION 64, CHAPTER 410, LAWS OF 1882.
- No bid or estimate will be accepted from, or contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation. The award of the contract will be made as soon as practicable after the opening of the bids. Delivery will be required to be made from time to time, and in such quantities as may be directed by the said Commissioners. Any bidder for this contract must be known to be engaged in and well prepared for the business, and must have satisfactory testimonials to that effect; and the person or persons to whom the contract may be awarded will be required to give security for the performance of the contract by his or their bond, with two sufficient sureties each in the penal amount of fifty (50) per cent of the bid for each article.
- Each bid or estimate shall contain and state the name and place of residence of each of the persons making the same; the names of all persons interested with him or them therein; and if no other person be so interested, it shall distinctly state that fact; also that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud; and that no member of the Common Council, head of a department, chief of a bureau, deputy thereof or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate, that the several matters stated therein are in all respects true. Where more than one person is interested, it is requisite that the verification be made and subscribed by all the parties interested.
- Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for its faithful performance, and that if he shall omit or refuse to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled on its completion, and that which the Corporation may be obliged to pay to the person or persons to whom the contract is awarded, if he 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 to 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 his deposit will be returned to him.
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- Each bid or estimate shall

OFFICE OF THE BOARD OF EDUCATION, No. 146
GRAND STREET, NEW YORK CITY.
SEALED PROPOSALS WILL BE RECEIVED
at the office of the Board of Education, corner of
Grand and Elm streets, until Friday, March 13, 1896,
at 4 p.m., for supplying the Coal and Wood required for
the Public Schools in the city for the year ending May
1, 1897, say twenty-three thousand (23,000) tons of coal,
more or less, and twenty (20) cords of oak and eight hundred
(800) cords of pine wood, more or less. The coal
must be of the best quality of white ash—furnace, egg,
stove and nut sizes—clean and in good order, two thousand
two hundred and forty (2,240) pounds to the ton, and
must be delivered in the bins of the several school
buildings at such times and in such quantities as required
by the Committee on Supplies.

The proposals must state the mines from which it is
proposed to supply the coal (to be furnished from the
mines named, if accepted), and must state the price per
ton of two thousand two hundred and forty (2,240)
pounds.

The quantity of the various sizes of coal required will
be about as follows, viz.:

Nineteen thousand (19,000) tons of furnace size.

Twenty-eight hundred (2,800) tons of egg size.

Eight hundred (800) tons of stove size.

And four hundred (400) tons of nut size.

The oak wood must be of the best quality; the pine
wood must be of the best quality Virginia, first growth,
and sound. The proposals must state the price per
cord of one hundred and twenty-eight (128) cubic feet,
solid measure, for both oak and pine wood. The wood,
both oak and pine, must be delivered sawed and split,
and must be piled in the yards, cellars, vaults or bins
of the school building as may be designated by the
proper authorities, and measures for payment are to be
made by the Inspector of Fuel of the Board of Education
of the said wood so piled in the school buildings.

Proposals must state the price per cord for—

Oak wood, 16-inch lengths.

Oak wood, 12-inch lengths, split to stove size.

Oak wood, 12-inch lengths.

Oak wood, 12-inch lengths, split to stove size.

Pine wood, 17-inch lengths, split for kindling.

Pine wood, 13-inch lengths, stove size.

Pine wood, 13-inch lengths, split for kindling.

Pine wood, 9-inch lengths, split for kindling.

Pine wood, 6-inch lengths, split for kindling.

Said coal and wood will be inspected, and said coal
weighed, under the supervision of the Inspector of Fuel
of the Board of Education.

The contractor will be required to present with every
bill for deliveries a bill of lading with each boatload as
partial evidence of the kind and quality of the coal
claimed to have been delivered, and with all bills to
present his affidavit stating the quantity and quality
of coal delivered, where the same was weighed, and
certifying the correctness of his claim.

The coal and wood must be delivered at the schools
as follows: Two-thirds of the quantity of each between
the fifteenth of May and the fifteenth of October, and
the remainder as required by the Committee on Supplies;
the contracts for supplying said coal and wood to be
binding until the first day of May, eighteen hundred
and ninety-seven.

Two stipulated sureties, or bond by one of the
Guarantee Companies, for the faithful performance of
the contract, will be required, and each proposal must
be accompanied by the signatures and residences of the
proposer's sureties. No compensation above the
contract price will be allowed for delivering said coal and
wood at any of the schools, nor for putting or piling
the same in the yards, cellars, vaults or bins of said school
buildings.

Proposals must be directed to the Committee on
Supplies of the Board of Education, and should be
indorsed "Proposals for Coal," or "Proposals for
Wood," as the case may be.

The Committee reserves to itself the right to impose
such conditions and penalties in the contract as it may
deem proper and to reject any or all proposals received
when deemed best for the public interest.

Any further information can be obtained from the
Clerk of the Board of Education.

EDWARD H. PEASLEE, A. P. MONTANT,
JACOB W. MACK, HUGH KELLY, WALTER E.
ANDREWS, Committee on Supplies.

NEW YORK, February 29, 1896.

DEPARTMENT OF DOCKS.

TO CONTRACTORS. (No. 527.)
PROPOSALS FOR ESTIMATES FOR FURNISHING
AND DELIVERING ABOUT 700 TONS
OF ANTHRACITE COAL.

ESTIMATES FOR FURNISHING AND DELIVERING
about 700 tons of Anthracite Coal will be received
by the Board of Commissioners at the head of
the Department of Docks, at the office of said Department,
on Pier "A," foot of Battery place, North
river, in the City of New York, until 12 o'clock m.

TUESDAY, MARCH 10, 1896,

at which time and place the estimates will be publicly
opened by the head of said Department. The award of
the contract, if awarded, will be made as soon as
practicable after the opening of the bids.

Any person making an estimate for the work shall
furnish the same in a sealed envelope to said Board, at
said office, on or before the day and hour above named,
which envelope shall be indorsed with the name or
names of the person or persons presenting the same, the
date of its presentation, and a statement of the work to
which it relates.

The bidder to whom the award is made shall give
security for the faithful performance of the contract,
in the manner prescribed and required by ordinance, in
the sum of One Thousand Two Hundred Dollars.

The Engineer's estimate of the quantity of coal to be
furnished and delivered is about 700 tons.

It is expected that about 600 tons will be required to
be delivered at the West Fifty-seventh Street Yard of
the Department of Docks, and that about 100 tons will
be required to be delivered at the East Twenty-fourth
Street Yard.

When the City of New York owns the wharf, pier or
bulkhead at which the materials under this contract are
to be delivered, no charge will be made to the contractor
for wharfage upon vessels conveying said materials.

N.B.—Bidders are required to submit their estimates
upon the following express conditions, which shall
apply to and become a part of every estimate received:

1st. Bidders must satisfy themselves, by personal
examination of the location of the proposed delivery
of material, and by such other means as they may
prefer, as to the accuracy of the foregoing Engineer's
estimate, and shall not at any time after the submission
of an estimate dispute or complain of the above state-
ment of quantities, nor assert that there was any
misunderstanding in regard to the nature or amount of
the work to be done.

2d. Bidders will be required to complete the entire
work to the satisfaction of the Department of Docks
and in substantial accordance with the specifications of
the contract. No extra compensation, beyond the
amount payable for the work before mentioned, which
shall be actually performed at the price thereto per
ton, to be specified by the lowest bidder, shall be due or
payable for the entire work.

A ton of coal under these specifications shall be 2,240
pounds avoirdupois.

The work to be done under this contract is to be com-
menced within ten days from the date of the receipt of
an order from the Engineer to begin the delivery of
coal, and the delivery will be continued in lots of about
230 tons at such times and places and in such manner as
may be directed by the Engineer, and the delivery of
said coal will be fully completed on or before the 1st
day of August, 1896, and the damages to be paid by the
contractor for each day that the contract may be un-
filled after the time fixed for the fulfillment thereof
has expired, are, by a clause in the contract, fixed and
liquidated at Fifty Dollars per day.

Bidders will state in their estimates a price per ton for
furnishing and delivering coal, in conformity with the

approved form of agreement and the specifications
therein set forth, by which price the bids will be tested.
This price is to cover all expenses of every kind involved
in or incidental to the fulfillment of the contract, including
any claim that may arise through delay, from any
cause, in the performing of the work thereunder.

Bidders will distinctly write out, both in words and
in figures, the amount of their estimates for doing this
work.

The person or persons to whom the contract may be
awarded will be required to attend at this office, with
the sureties offered by him or them, and execute the
contract within five days from the date of the service of
a notice to that effect, and in case of failure or neglect
so to do he or they will be considered as having abandoned
it, and as in default to the Corporation, and the
contract will be readvertised and relet, and so on until
it be accepted and executed.

Bidders are required to state in their estimates their
names and places of residence, and the names of all persons
interested with them therein, and if no other person be
so interested, the estimate shall distinctly state the fact;
also, that the estimate is made without any consulta-
tion, connection or agreement with, and the amount
thereof has not been disclosed to, any other person or
persons making an estimate for the same purpose, and is
not higher than the lowest regular market price for the
same kind of labor or material, and is in all respects fair
and without collusion or fraud; that no combination or
pool exists of which the bidder is a member or in which
he is directly or indirectly interested or of which he has
knowledge, either personal or otherwise, to bid a certain
price or not less than certain price for said labor
or material, or to keep others from bidding thereon,
and also that no member of the Common Council, head
of a department, chief of a bureau, deputy thereof, or
clerk therein, or any other officer or employee of the
Corporation of the City of New York, or any of its depart-
ments, is directly or indirectly interested in this
estimate or in the supplies or work to which it relates,
or in any portion of the profits thereof, and has not
been given, offered or promised, either directly or
indirectly, any pecuniary or other consideration by the
bidder or any one in his behalf with a view to influencing
his action or judgment in this or any other transaction
hereofeto had with this Department, which estimate
must be verified by the oath, in writing, of the party
making the estimate, that the several matters stated
therein are in all respects true. *Where more than one
person is interested it is requisite that the verification
be made and subscribed to by all the parties interested.*

Each estimate shall be accompanied by the consent, in
writing, of two householders or freeholders in the City of
New York, with their respective places of business or
residence, to the effect that if the contract be awarded
to the person or persons making the estimate, they will,
upon its being so awarded, become bound as his or
their sureties for its faithful performance, and that if said
person or persons shall omit or refuse to execute the
contract, they will pay to the Corporation of the City of
New York any difference between the sum to which
said person or persons would be entitled upon its comple-
tion and that which said Corporation may be obliged to
pay to the person to whom the contract may be awarded
at any subsequent letting, the amount in each case to
be calculated upon the estimated amount of the work to
be done, by which the bids are tested. The consent
shall be accompanied by the oath or affirmation, in writing,
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 and
otherwise, and that he has offered himself as a surety
in good faith and with the intention to execute the
contract. The consent shall be accompanied by the oath or
affirmation, in writing, of the persons signing the same,
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of every nature and over and above his liabilities as
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as a surety in good faith and with the intention to execute
the contract.

Each estimate must be verified by the oath, in writing,
of the party making the same, that the several matters
stated therein 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 or
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which the Corporation may be obliged to pay to the person
to whom the contract shall be awarded at any subsequent
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amount of the work by which the bids are tested.

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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 accom-
panied 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 and
otherwise, and that he has offered himself as a surety
in good faith and with the intention to execute the
contract.

No estimate will be received or considered unless accom-
panied 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 to 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 Rooms Nos. 1 and 10, No. 31 Chambers
street.

CHARLES H. T. COLLIS, Commissioner of Public
Works.

DEPARTMENT OF PUBLIC WORKS, COMMISSIONER'S
OFFICE, NO. 31 CHAMBERS STREET, NEW YORK, Feb-
ruary 27, 1896.

NOTICE OF SALE AT PUBLIC AUCTION.
ON WEDNESDAY, MARCH 11, 1896, THE

Department of Public Works will sell at public
auction, on the premises, by L. J. Phillips, Auctioneer,
under the direction of the Water Purveyor, a One-Story
Frame Building and Shed, standing within the lines of
One Hundred and Eightieth street, between Amsterdam
and Audubon avenues.

TERMS OF SALE:
Cash payment in bankable funds at the time and
place of sale, and the entire removal of the building and
shed from the street by the purchaser within twenty days
after the sale. If the purchaser fails to effect the removal
within that time he shall forfeit the purchase-money and
the ownership of the building and shed or any part
thereof.

CHARLES H. T. COLLIS, Commissioner of Public
Works.

DEPARTMENT OF PUBLIC WORKS, COMMISSIONER'S
OFFICE, NEW YORK, February 26, 1896.

NOTICE OF SALE AT PUBLIC AUCTION.

ON TUESDAY, MARCH 10, 1896, AT 11 O'CLOCK
A.M., the Department of Public Works will sell at
public auction to the highest bidder, by Louis Levy,
Esq., auctioneer, at the office of the Bureau of Repairs
and Supplies, Room 15, No. 31 Chambers street.

One second-hand Remington typewriting machine.

TERMS OF SALE:
Cash payment in bankable funds at the time and place
of sale.

A. H. STEELE, Deputy Commissioner of Public
Works.

NOTICE IS HEREBY GIVEN THAT THE
Commissioner of Public Works, deeming it for
the public interest so to do, proposes to alter or change
the grade on One Hundred and Thirteenth street, be-
tween Amsterdam avenue and Morningside avenue,
West, in the Twelfth Ward of the City of New York,
more particularly described as follows:

No. 4. FOR FURNISHING THE DEPARTMENT
OF PUBLIC WORKS WITH TOOLS AND MA-
TERIALS FOR THE USE OF STREET REPAIR
FORCE.

No. 2. FOR FURNISHING THE DEPARTMENT
OF PUBLIC WORKS WITH 500 CORDS OF
FIRST GROWTH OF PINE WOOD.

No. 3. FOR FURNISHING THE DEPARTMENT
OF PUBLIC WORKS WITH 150,000 GALLONS
OF NO. 6 PAVING CEMENT.

No. 4. FOR FURNISHING THE DEPARTMENT
OF PUBLIC WORKS WITH 2,500 CUBIC YARDS
OF WASHED GRAVEL.

No. 5. FOR FURNISHING THE DEPARTMENT
OF PUBLIC WORKS WITH FIFTEEN THOU-
SAND (15,000) CUBIC YARDS OF CLEAN, SHARP
SAND.

No. 6. FOR FURNISHING THE DEPARTMENT
OF PUBLIC WORKS WITH TAPPING-COCKS,
TAPPING-COCK BOXES, HYDRANT NOZZLES,
HYDRANT CAPS AND CHAINS, TWIST AND PLUG DRILLS AND
HYDRANT HANDLES, SCREWS AND BRIDGES.

No. 7. FOR FURNISHING THE DEPARTMENT
OF PUBLIC WORKS WITH WHITEWOOD
PLUGS, HYDRANT GUARDS AND BOLTS,
LEAD PIPE, HYDRANT CATCHES AND
ROLLERS, EYE BOLTS, BRIDGE BOLTS, CAS-
ING BOLTS AND HYDRANT STRAPS.

No. 8. FOR FURNISHING CAST-IRON WATER-
PIPES, BRANCH PIPES AND SPECIAL CAST-
INGS.

No. 9. FOR FURNISHING CAST-IRON WATER-
PIPES, BRANCH PIPES AND SPECIAL CAST-
INGS.

No. 10. FOR LAYING WATER-MAINS IN WEB-
STER, PELHAM, TREMONT, BREMER, TELLER,
DECATUR, TAYLOR, ANTHONY, VALENTINE,
CROTONA, THIRD, BRIGGS, LOCUST, UNION
AND VANDERBILT AVENUES; IN WAD-
SWORTH, ONE HUNDRED AND THIRTY-
FOURTH, ONE HUNDRED AND SIXTY-FIRST,
ONE HUNDRED AND SIXTY-EIGHT, ONE
HUNDRED AND SEVENTY-THIRD

Section 4. This act shall take effect on the first day of November, eighteen hundred and ninety-five."

The City Ordinance to which the above statute applies reads as follows:

"Section 66. Every owner, lessee, tenant, occupant or person having charge of any building or lot of ground in the city of New York shall, within eight hours after the fall of any snow, and within eight hours after the forming of any ice on the sidewalk or in the gutter in front of any such building or lot, remove, or cause the same to be removed, from such sidewalk or gutter, under the penalty of three dollars for every such neglect, to be paid by the said owner, lessee, tenant, occupant, or person having charge severally and respectively; but where said snow falls or ice forms between the hours of eight o'clock in the evening and five o'clock in the morning, this ordinance will be complied with by removing, or causing the same to be removed, before nine o'clock of the morning succeeding its fall or formation."

It becomes my duty to give notice that the provisions of the foregoing statute will be rigidly enforced in all cases where the City Ordinance is not complied with.

CHARLES H. T. COLLIS, Commissioner of Public Works.

FIRE DEPARTMENT.

HEADQUARTERS FIRE DEPARTMENT, NEW YORK, March 5, 1896.

SEALED PROPOSALS FOR FURNISHING **S**ixty (60) second-size Hose Wagons will be received by the Board of Commissioners of the Fire Department, at the office of said Department, Nos. 157 and 159 East Sixty-seventh street, in the City of New York, until 10:30 o'clock A.M., Wednesday, March 18, 1896, at which time and place they will be publicly opened by the head of said Department and read.

For the three (3) hose-wagons above mentioned the amount of security required is \$800, and the time for delivery 60 days.

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

For information as to the amount and kind of work to be done, bidders are referred to the specifications, which form part of these proposals.

The form of the agreement, with specifications, showing the manner of payment for the work, may be seen and forms of proposals may be obtained at the office of the Department.

Social attention is directed to the guarantee of the hose-wagons by the contractor required by the specifications.

Bidders will write out the amount of their estimate in addition to inserting the same in figures.

The damages to be paid by the contractor for each day that the contract may be unfulfilled after the time specified for the completion thereof shall have expired, are fixed and liquidated at twenty (20) dollars.

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

Any person making an estimate for the work shall present the same in a sealed envelope to said Board, at said office, on or before the day and hour above named, which envelope shall be indorsed with the name or names of the person or persons presenting the same, the date of its presentation, and a statement of the work to which it relates.

The Fire Department reserves the right to decline any or all bids or estimates, if deemed to be for the public interest. No bid or estimate will be accepted from, or contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

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

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

No estimate will be considered unless accompanied by either a certified check upon one of the banks of the City of New York, drawn to the order of the Comptroller, or money, to the amount of forty (40) dollars. 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 to 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 his deposit will be returned to him.

Should the person or persons to whom the contract may be awarded neglect or refuse to accept the contract within five days after written notice that the same has been awarded to his or their bid or proposal, or if he or they accept but do not execute the contract and give the proper security, he or they shall be considered as having abandoned it, and as in default to the Corporation, and the contract will be readvertised and relisted as provided by law.

O. H. LA GRANGE, JAMES R. SHEFFIELD, AUSTIN E. FORD, Commissioners.

NORMAL COLLEGE OF THE CITY.

SEALED PROPOSALS WILL BE RECEIVED BY THE Executive Committee for the Care, etc., of the Normal College, at the Hall of the Board of Education, No. 146 Grand street, New York, for making Repairs, Alterations, etc., at the College building, until 4 o'clock P.M., on Monday, March 16, 1896.

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 Committee reserves 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 or the College 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 Committee and Superintendent of Repairs.

It is required as a condition precedent to the reception or consideration of any proposals that a certified check upon, or a certificate of deposit of one of the State or National banks or Trust Companies of the City of New York, drawn to the order of the Chairman of the Board of Trustees of the Normal College, shall accompany the proposal to an amount of not less than three per cent, of such proposal, when said proposal is for or exceeds ten thousand dollars, and to an amount not less than five per cent, of such proposal when said proposal is for an amount under ten thousand dollars; that, on demand, within one day after the awarding of the contract by the Executive Committee, the Chairman of the said Board will return all the deposits of checks and certificates of deposit made to the persons making the same, except that made by the person or persons whose bid has been so accepted; and that if the person or persons whose bid has been so accepted shall refuse or neglect, within five days after due notice has been given that the contract is ready for execution, to execute the same, the amount of the deposit or of the check or certificate of deposit made by him or them shall be forfeited and retained by the Board of Trustees, not as a penalty, but as liquidated damages for such neglect or refusal, and shall be paid into the City Treasury to the credit of the Sinking Fund of the City of New York; but if the said person or persons whose bid has been so accepted shall execute the contract within the time aforesaid, the amount of his or their deposit of check or certificate of deposit shall be returned to him or them.

CHAS. BULKLEY HUBBELL, Chairman, Executive Committee.

ARTHUR McMULLIN, Secretary.

Dated NEW YORK, March 3, 1896.

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 acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening the **BRYANT STREET**, from Chambers street, second floor, in the City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 23d day of March, 1896, 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 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, February 27, 1896.

EDWARD A. SUMNER, S. GOLDENKRAZ, WILLIAM M. LAWRENCE, Commissioners.

John P. Dunn, Clerk.

purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, 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 the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The Mayor, Aldermen and Commonalty of the City of New York, and also in the notice of the application for the said order thereto.

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, second floor, 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, 1892, and the acts or parts of acts in addition thereto or amendatory thereof.

Dated NEW YORK, February 27, 1896.

EDWARD A. SUMNER, S. GOLDENKRAZ, WILLIAM M. LAWRENCE, Commissioners.

John P. Dunn, Clerk.

In the matter of the application 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 the lands, tenements and hereditaments required for the purpose of opening the **BRYANT STREET**, (although not yet named by proper authority), from Wolf street to Aqueduct avenue, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-third and Twenty-fourth Wards 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 30th day of December, 1895, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, 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 the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The Mayor, Aldermen and Commonalty of the City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the City and County of New York on the 2d day of January, 1896, 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, 1892, 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, second floor, 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, 1892, and the acts or parts of acts in addition thereto or amendatory thereof.

Dated NEW YORK, February 27, 1896.

EDWARD A. SUMNER, S. GOLDENKRAZ, WILLIAM M. LAWRENCE, Commissioners.

John P. Dunn, Clerk.

In the matter of the application 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 the lands, tenements and hereditaments required for the purpose of opening the **LIND AVENUE** (although not yet named by proper authority), from Wolf street to Aqueduct avenue, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-third and Twenty-fourth Wards 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 13th day of February, 1896, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, 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 the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The Mayor, Aldermen and Commonalty of the City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the City and County of New York on the 2d day of January, 1896, 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, 1892, 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, second floor, 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, 1892, and the acts or parts of acts in addition thereto or amendatory thereof.

Dated NEW YORK, February 27, 1896.

EDWARD A. SUMNER, S. GOLDENKRAZ, WILLIAM M. LAWRENCE, Commissioners.

John P. Dunn, Clerk.

In the matter of the application 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 the lands, tenements and hereditaments required for the purpose of opening the **EAST EIGHTY-FOURTH STREET** (although not yet named by proper authority), between East End avenue and the East river, in the Nineteenth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT THE undersigned were appointed by an order of the Supreme Court, bearing date the 30th day of January, 1896, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, 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 the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The Mayor, Aldermen and Commonalty of the City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the City and County of New York on the 10th day of February, 1896, 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, 1892, 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, second floor, 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, 1892, and the acts or parts of acts in addition thereto or amendatory thereof.

Dated NEW YORK, February 27, 1896.

EDWARD A. SUMNER, S. GOLDENKRAZ, WILLIAM M. LAWRENCE, Commissioners.

John P. Dunn, Clerk.

In the matter of the application 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 the lands, tenements and hereditaments required for the purpose of opening the **EAST ONE HUNDRED AND SIXTY-THIRD STREET** (although not yet named by proper authority), from Third avenue to Exterior street, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-fourth 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, THAT THE UNDERSIGNED COMMISSIONERS OF ESTIMATE AND ASSESSMENT, AT THE 23D DAY OF MARCH, 1896, AT 2 O'CLOCK IN THE AFTERNOON OF THAT DAY, 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.

Second—That the abstract of our said 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, in said city, on or before the 26th day of March, 1896, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said 26th day of March, 1896, 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—

