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LEGISLATIVE DEPARTMENT.

STATED MEETING.

BOARD OF ALDERMEN.

TUESDAY, April 17, 1888,
1 o'clock P. M.

The Board met in their chamber, room 16, City Hall.

PRESENT:

Hon. George H. Forster, President;

ALDERMEN

Daniel E. Dowling,
Vice-President,
Redmond J. Barry,
Philip B. Benjamin,
James F. Butler,
William Clancy,
Alfred R. Conkling,
James A. Cowie,

Patrick Divver,
James M. Fitzsimons,
Philip Holland,
Cyrus O. Hubbell,
James G. McMurray,
John J. Martin,
James J. Mooney,
Joseph Murray,

Patrick N. Oakley,
William P. Rinckhoff,
Walton Storm,
Richard J. Sullivan,
William Tait,
Henry Von Minden,
William H. Walker.

The minutes of the last meeting were read and approved.

REPORTS.

The Committee on Railroads, to whom was referred the accompanying application of the New York and Long Island Railroad Company, for permission to construct, maintain and operate a railroad entering the City of New York from Long Island, by two adjacent parallel tunnels beneath the bed of the East river, etc., respectively

REPORT:

That several meetings of your Committee have been held, at which all persons interested in the proposed underground railroad were given an opportunity to be heard, but the attendance at such meetings other than the promoters of the enterprise, did not warrant the opinion that the public generally, or the owners of property to be particularly affected by the proposed railroad, took the slightest interest in the proposition, yet it is one of the most stupendous schemes ever presented for the consideration of the local authorities of this city, and more directly and intimately affects the interests of both the people and government of the City of New York than any and all other schemes ever devised or carried into practical operation by private corporations or individuals to enrich themselves at the expense of the City of New York and its most vital interests.

It is proposed by the New York and Long Island Railroad Company to enter the City of New York, from Long Island, by two adjacent parallel tunnels beneath the bed of the East river, at or near Thirty-fifth street, and continuing in such tunnels beneath the streets and lands of the said city to a terminus at a point between Ninth and Tenth avenues and between Twenty-ninth and Thirtieth streets, where the said tunnels will reach the surface of the ground. It is also intended to construct two branch tunnels and railroads, one from Thirty-fourth street and Fourth avenue to the Grand Central Depot at Forty-second street, and a second from West Thirtieth street, at Ninth avenue to connect with what is now known as the Hudson River Tunnel, at or near the foot of Christopher street, North river; that the top-planes of the tunnels will be at an average depth of 60 feet below the present surface of the lands in the city, the longer part being at a still greater depth, and that at all points of intersection of the routes of said tunnels with the different lines of elevated railways, and at other suitable points it is intended to construct and operate passenger elevators in vertical shafts, on property of the company to connect with the two lines of railroad for purposes of "traffic."

Your Committee would most cheerfully recommend that your Honorable Body should consent to the construction and operation of the proposed tunnels and railroads were the lines thereof reversed and the proposed facilities for "traffic" afforded to residents of this city alone, and would consent that such tunnels be constructed transversely beneath the waters of the Harlem instead of the East river. If a desire to improve facilities for "traffic" among our own residents was even in a remote degree contemplated by this scheme of the "New York" and Long Island Railroad Company, it might be prudent on the part of your Honorable Body to assent thereto, or if the intent was to add to the value of property located, or the volume of business transacted, in this city, the required consent should be given. Such, however, is not the case, nor is it even intended that such would be the result. Ask the owner of property or man in business in Fulton street or any other of the business streets in the lower part of the city how much his business has been increased or the value of his property enhanced by the construction of the "New York" and Brooklyn Bridge and the operation of a railroad thereon. Beyond question he will reply that both have decreased in exact proportion to the increased "traffic" on the bridge. Authorize the construction and operation of the tunnels and railroads proposed by the "New York" and Long Island Railroad Company and you will inevitably produce a like result in regard to the property and business of the central portion of our city particularly and of our whole city generally. The "bridge" has half depopulated the lower wards of our city; the proposed tunnels and railroads will complete the depopulating process for the central and upper wards. As a result, business will diminish with the reduction or stoppage of the increase of our resident population; the value of land and buildings will diminish in exact proportion, and your Committee believe that if the scheme ever reaches fruition the decadence of the City of New York will date from that time.

But, if possible, even a worse danger threatens our city in the event of the success of this scheme. It will, in all probability, destroy the commerce of the port of New York, and inflict a blow to the future progress of this city from which it will not, because it cannot, recover. It will be perceived that broad tunnels are to be constructed from West Thirtieth street and Ninth avenue to connect with "what is known as the Hudson River Tunnel, at or near the foot of Christopher street, North river." For what purpose, it may be asked, are these tunnels to be constructed? The company will answer. To facilitate "traffic," leaving the unsophisticated and, in consequence, unsuspecting New Yorker to infer that passenger "traffic" is alone intended. But a merely superficial examination must be sufficient to convince the most skeptical that passenger "traffic" is a mere blind, a subterfuge, and intended to deceive both the people and government of this city. Your Committee believe they are warranted in saying that the proposed tunnel scheme of railroad is intended almost solely as a means of diverting commerce and trade from the port of New York to the eastern end and other portions of Long Island. It has come to their knowledge that a syndicate of capitalists have succeeded in obtaining possession of many thousands of acres of land from the remnants of the Indian tribes that once inhabited the eastern end of Long Island, now nearly extinct, on the shores of portions of which lands are many excellent harbors, with a sufficient depth of water to float vessels of the greatest tonnage; that for many years these capitalists have had in contemplation the establishment of lines of fast ocean steamers of large capacity, to be run in connection with the railroad of the Long Island Company, and in opposition to the ocean steamers plying from this port; that under present conditions it has proved to be impracticable, by reason of the inability to

obtain sufficient "traffic" to warrant the inauguration of these opposition lines of steamers, and the undertaking was, for the present, at least, seemingly abandoned. The unrivaled natural advantages vouchsafed to us in the location of this city, the formation and extent of its harbor, and the adaptability of both for the uses of commerce, has prevented this contemplated diversion of its "traffic" to Montauk, Long Island, or even to any of its more accessible and pretentious rivals, and so long as this natural condition of things remained undisturbed and free from unnatural or artificial interference, New York was certain to continue to increase in wealth and population in the future, in geometrical progression as compared with the past. Unnatural or artificial means alone can stay such future progress. Even adverse legislation at the State capital, which has, in successive years, deprived it of a local government, bestowed its most valuable franchises upon individuals or corporations, sequestered its property, discriminated against its residents by exempting non-residents from taxation, and in various other ways sought to injure and dwarf its growth, has failed to do so, nor will such attempts ever succeed if the representatives of the people of this city, in the Common Council, are true to themselves and continue faithfully to watch over and protect, so far as they yet possess the power, as in the present instance, the interests and wishes of their constituents.

To grant the application of the "New York" and Long Island Railroad Company would, in the opinion of your Committee, be an artificial (it might be said also an unnatural) means of irreparable injury to the City of New York, and every business interest centered in it. Once authorized the connection of the tunnels of this company with the tunnels under the North river, at or near Christopher street, in this city, and the injury is done. Every pound of freight that will thereafter arrive on the west side of the Hudson river, opposite this city, from all portions of this continent, and even the countries from across the Pacific Ocean, destined for European countries, would then be passed through the tunnels of this company, beneath the feet of our citizens, and transported and transhipped from the eastern end of Long Island. No goods, wares, or merchandise would be handled in this city, except that used for home consumption. Even the freight brought into this city by the New York Central and Hudson River Railroad, the New York City and Northern Railroad, and the New York, New Haven and Hartford Railroad could be carried in like manner to the same destination. Can any one doubt the effect of such a diversion of the "traffic" of this city? What will become of the business of our merchants, mechanics, stevedores, lightermen, boatmen, cartmen, laborers, and the thousands of others who earn livelihoods in handling the enormous quantity of freight in this port, both exported and imported, as all imported freight may, and doubtless will, in like manner, be landed at Montauk, Long Island, and transported to its destination in all parts of this continent and on the other side of the Pacific Ocean, without entering the port of New York.

Would not the realization of such a scheme as is proposed by the "New York" and Long Island Railroad Company, partly, at least, and to a very great extent, tend to depopulate the City of New York, as well as to destroy the business of the port? The classes of our population above mentioned would inevitably and of necessity follow in the wake of business, and transfer themselves from New York to Long Island, and it is safe to say that within five years after the inauguration of the scheme 100,000 of our residents would have transferred themselves from this city and become residents of the new city to be established by the syndicate who own all the land at the eastern end of Long Island. By creating the embryo city a port of entry, which is doubtless a part of the scheme, there will be brought into existence a rival for the "traffic" now transacted and naturally belonging to the City of New York, more dangerous and injurious than any now in existence, or that can be created by any other means.

Surely, the corporate authorities of this city will not consent to the construction and operation of an underground, or any other railroad, with such possibilities for evil, and as their consent is indispensable to its creation, your Committee are convinced that no apprehension need be felt by our citizens that such vital injury to their interests will ever come from their chosen representatives in the Common Council, whose first duty it is to foster and protect by every legal means the progress, wealth and prosperity of our city, and to promote the business interests of our citizens.

How any person interested in the future of New York City can look with patience upon the proposition of the "New York" and Long Island Railroad Company, passes the comprehension of your Committee. Innumerable attempts to divert the traffic of this city to other localities have, from time to time, been made in our State Legislature and elsewhere, and your Committee regrets the steam, as at Poughkeepsie, in the interest of private individuals and corporations, and to the advantage of our rivals in cities in the Eastern States—and always against the most earnest protests of our city authorities; but the application under consideration surpasses in cool effrontery any project of a like character ever called to their attention. Reflection is lost in amazement in contemplating the possibilities for evil to this city and its interests that are contained in the application of this Railroad Company and certain to befall the city, if the proposition is favorably considered by those whose first duty it is to avert just such threatened evils, if in their power. To ask the representatives of our people to inflict these evils upon their constituents by their votes in the Board of Aldermen is certainly an evidence that the intelligence of the members of this Board is sadly underrated by the petitioners, who doubtless imagined that the real objects and purposes in view were so skillfully disguised in the application that there was but very little, if any, danger of discovery. A refusal to grant the privilege asked will now, also, serve as a warning to deter other companies or individuals from attempting to practice like deceptions upon the corporate authorities of this city.

Your Committee beg leave to make a suggestion to the applicants for the construction of the proposed tunnels; that the title of the company should be changed from the "New York and Long Island Railroad Company" to the "New Jersey and Long Island Railroad Company." The localities to be wholly benefited would then be expressed in the title of the company.

In conclusion, your Committee being of opinion that your Honorable Body is not desirous of bringing the sand hills of Long Island into any closer or more active competition with the real estate located within our own corporate limits, more than half of which is still vacant and unimproved; that you are not in favor of giving a syndicate of individuals—a "trust," in the most offensive sense—an opportunity to enter into active competition for the control of the "traffic" of the port of New York and the business of our own citizens, nor desirous of taking any action which will tend, in the remotest degree, to interfere with the future progress and prosperity of the City of New York, respectfully offer for your adoption the following resolution:

Resolved, That the accompanying application of the "New York" and Long Island Railroad Company, for permission to control, maintain and operate a railroad entering the City of New York from Long Island by two adjacent parallel tunnels beneath the bed of the East river, at or near Thirty-fifth street, and beneath the surface of the lands and streets in this city, etc., be and is hereby denied; that your Committee be discharged from the further consideration of the subject, and that this report and accompanying papers be placed on file.

JAMES J. MOONEY,
WILLIAM TAIT,
JOSEPH MURRAY,
WILLIAM P. RINCKHOFF, } Committee
on
Railroads.

Alderman Benjamin moved that the report be received and the resolution adopted.

Alderman Fitzsimons offered the following report of the minority of the Committee, and moved that it be substituted for the report of the majority:

MINORITY REPORT OF THE COMMITTEE ON RAILROADS OF THE BOARD OF ALDERMEN UPON THE PETITION OF THE NEW YORK AND LONG ISLAND RAILROAD FOR CONSENT TO CONSTRUCT ITS RAILROAD.

The great importance of the subject and the novelty of many of the considerations involved appeared to the Committee to warrant a very thorough and deliberate investigation, and they have accordingly held weekly public sessions for two months mainly devoted to this subject, and, besides listening to and questioning the advocates of the improvement, they have especially invited any citizens opposed to it to present their objections.

No objection on public or private grounds has been offered and the public and press have uniformly commended the measure.

The Committee have carefully considered the question of possible injury to the city by diversion of population and business, and upon the latter branch of the question have had the views of the President of the Board of Trade and Transportation and of the Harbor Commissioners and of experienced navigators and shipping merchants, as presented by Captain Ambrose Snow, Commodore Thomson, of the White Star Line of Steamships, R. J. Cortis, Esq., and others, and upon considering all the natural and acquired advantages of New York harbor and the disadvantages attending a further carriage of freight by land at a higher rate of transportation, there appears no shadow of danger of the growth of a rival to New York at the end of Long Island, however free the transit through New York may be made, and so far from inflicting injury upon the commerce of the city or upon any class of labor concerned, it is the opinion of the press and of the gentlemen quoted that every interest will be distinctly benefited.

Regarding the diversion of population, there are many things to be considered, and, first of all, whether there is not great need in certain parts of the city of a new outlet for a present surplus of population.

Cities that grow unfettered by physical limitations, spreading in all directions from a business centre, take, naturally, the circular form, and their areas increase so rapidly, as the radius extends, that, with modern facilities of transit, no serious congestion of population is possible.

Of such cities London is a conspicuous example, and as New York expects to rival that city as the "World's Metropolis," the comparison of their respective conditions as to room for growth is of the highest importance.

That comparison is ably made by the "Engineering News," of this city, in a late discussion, wherein it remarks, "New York is peculiar among the great cities of the whole world, in that its development is purely linear. Instead of the available space increasing as the square of the distance from the centre, or even increasing directly as the distance, the increment of area rather grows less as the distance increases."

By the "Table of comparative areas within equal distances from business centres" it appears that within a radius of nine miles New York has 17.4 and London 25.5 square miles of area, a ratio of fifteen to one, London can therefore, house thirty millions of people within that radius as comfortably as New York can two millions; and, extending the radius to include the farthest point of the "Annexed District," or fifteen miles, the areas will be thirty-five and seven hundred square miles, respectively, or twenty to one, and London would be no more crowded with one hundred millions of people than New York with five millions.

The same authority further says "under these conditions very grave evils, which have been and will continue to be serious impediments to the growth of the city, have arisen in New York. The magnificent harbor and water ways which have made it the great city that it is have been wholly unimproved blessings, since they have forbidden a natural mode of growth. Rents and land values are very high; living expenses are high; in the sections inhabited by the poor, who must constitute the vast majority of every great city, a terrific congestion of population has resulted, far greater than exists on a large scale in any other civilized city. Despite the fact that all kinds and grades of wage-earners earn more and spend more (because they must live) than suffices for a certain decent luxury in Philadelphia or London, their homes in New York are poor and squalid to a degree. London has grown up under different and much less favorable social conditions than New York, so that there is vastly more misery there than there would be under American conditions, but the contrast in the condition of the poor in New York and Philadelphia is a painful one indeed. Wages are decidedly lower in Philadelphia, but almost every workingman has a home and a roof of his own, whereas in New York few heads of a family can afford it on incomes of less than \$3,000 or \$4,000 a year. As a consequence, the whole eastern third of the city, beyond the Bowery and Third avenue, a few cases excepted, is one vast and squalid tenement region, crowded to suffocation with human beings, and a breeding place of wretchedness and crime.

The western two-thirds of the city has spots of the same character, but in the main it is given up to the homes of the well-to-do. Even here, however, the same relative conditions obtain; rents are extremely high; all provisions and supplies are dear; both because of the rents and cost of living, and because of the distance they must be carried. As a consequence tens of thousands of families are spending \$3,000 to \$5,000 a year to maintain more or less "style" in three or four rooms, who could, even in Boston or Philadelphia, and still more in smaller cities, live in handsome and roomy homes for much less money.

Nevertheless, in spite of the fact that in every commercial or manufacturing establishment every one, from the manager to the office boy, must earn more and live worse than he would anywhere else for the money, New York grows rapidly, but its growth will never be as fast nor as great as if these disadvantages were remedied without sacrifice of its unique and unequalled advantages as a commercial metropolis, which have made it what it is. The one way to do this is to extend the residence area, which can only be done effectually by the practical elimination of the East river as an obstacle to quick and cheap transit.

New York will then for the first time have a healthy, unimpeded growth. The horribly overcrowded tenement population will gradually melt away and be transferred to cheaper and better homes. The disproportionate expense of doing business of any kind in New York will consequently disappear, leaving the advantages of doing so unchanged. Hence manufacturing especially will be greatly stimulated, and many other kinds of business which now avoid New York, if possible, will gradually centre here.

Besides the provision of room for growth, we must look also to the causes and means of growth. It cannot be doubted that the phenomenal growth of New York heretofore has been due to the rapid increase of its inland communications. That increase is now suspended. No more trunk lines of railway are likely to be built for many years and no canals in any time. We must look therefore either to new local facilities for commerce or to the local development of manufactures for any continuance of the present rate of increase in business and population.

Regarding the former subject the present expenditure for moving goods on wagons in this city is stated at one hundred millions of dollars per annum, a tax on living and business which, together with the high cost of storage, is already beginning to drive commerce away.

As an instance, New England and Southern products are being carried round New York by a single line of transportation to the amount of five millions of tons annually, whereas, with cheap storage and handling a great part of these goods would be received, sold and distributed here.

It is claimed that the present project will test and probably develop the practicability not only of underground transit but of underground exchange and storage of goods at a great saving in cost, and its advocates say that "among the natural advantages which Mayor Hewitt declares, 'I assure to this city its imperial destiny as the greatest in the world,' one of the chief may be the rock foundation, which permits the building of another city under it for its railroads and storehouses."

The cost of storage chambers in the rock is estimated at less than one-third that of equal space in building above ground.

In the development of manufacture, which has already taken great strides, it only needs cheap homes and cheap food added to the present advantages of New York to make this the manufacturing as fully as it is the commercial centre of the country—and these can both be found in abundance on the other side of the East river.

As to the method of "eliminating" that barrier it is admitted by common consent that tunneling is preferable to bridging: 1st, in economy of construction and maintenance, permitting lower rates of fare; 2d, in the absence of obstructive approaches; 3d, in making better connections with freight and passenger lines on either side of the river.

An incidental but important advantage of the tunnel system, as detailed in a communication to the Committee by a member of the Board of Aldermen, but not of this Committee, consists in the excellent facilities it offers for the removal of ashes, street sweepings, etc., from the city. A copy of the communication is appended.

Objections to the tunnel system, if any should be made, on account of the possible damage to property in the construction of the tunnel and operation of the railroad, are fully met by the statement of the Special Expert of the Aqueduct Commission, that "there is not the slightest risk of damaging houses by blasting under them if only very ordinary precautions are taken," and by the proof adduced in the appended affidavit that residents over the Bergen tunnel have no knowledge of the passage of trains beneath them at a depth corresponding to that of the proposed railroad here.

The popular interest in this improvement is shown by the multitude of petitioners in its favor, some twenty thousand in all, and the presence of representatives of many organized societies for its advocacy before this Committee. The arguments presented by them were mainly based upon the personal needs of the laboring classes relating to employment and improved homes, but they are not the less weighty for that fact.

The question of compensation to the city for its consent has been fully discussed between the Committee and applicants, and, though doubt exists as to the legal right of the city to demand such compensation and no precedent is found for it, the Committee have fixed upon and the applicants assented to the payment of three per centum of the gross receipts. From this payment is to be deducted City taxation.

The suggestion that the interests of the "Annexed District" are opposed to any improvement in transit across the East river is derided by citizens of that district themselves, who maintain that their higher interests are in the growth and welfare of the city as a whole, and therefore in the free and natural expansion necessary to that growth and welfare. Moreover, the workingmen's representatives affirm that the prices of lots are already so high in that district, and the conditions of purchase so oppressive, that cheap homes are out of the question there.

Upon the subject of cheap food when we see the coarsest products of Long Island farms hauled on wagons a distance of twenty-five to thirty miles to this market (a thing unparalleled anywhere in this country) and involving a cost greater than the first cost of raising these products or that of transporting them across the Atlantic, and see the fertilizing material that should go to enrich those farms and cheapen their products carried out to pollute the waters and shores of our seaside resorts, no other argument is needed to show the importance of a direct railway connection between those farms and our markets.

With such connection every foot of Long Island would soon be a garden for New York. The produce would be delivered on cars in markets throughout the city, and sold from those cars, thus reducing its cost to the consumer, improving its condition, and relieving the overcrowded streets of the market wagons.

With such connection moreover, quick transit from New York to the seaside will be secured and the resorts on the Long Island coast built up in preference to those of New Jersey; the whole island will prosper and since it is entirely tributary to New York its prosperity is our prosperity. This construction will be especially valuable as an experiment in underground transit, and not the slightest obstacle to the proposed north and south lines of underground roads, since all lines east of Tenth avenue will easily pass over it and a Tenth avenue line would readily pass under it.

Reviewing the whole subject and considering the great and immediate benefit to come from the expenditure of millions of dollars for labor in our midst, and the definite financial advantages secured to the city, only the most substantial objection would justify this Board in refusing its consent to the undertaking, and since every consideration of justice and humanity toward those who deserve the highest consideration at our hands, the classes by whose unceasing toil the city lives and grows, combines with every dictate of business prudence and foresight, in demanding this measure of relief, it is clear that no greater opportunity of beneficent action was ever offered to this Board.

Its favorable verdict will "mark out a wise, broad and liberal policy for the future, and inaugurate a new era of growth and prosperity. With cheap homes and cheap food for the toilers and cheap handling and storage for the products of toil, we shall so supplement our natural advantages that our children, if not ourselves, may see New York indeed the 'metropolis of the world.'"

The undersigned recommend the adoption of the accompanying resolution.
Resolved, That this Board, on behalf of the corporate authorities of the City of New York, N. Y., hereby gives consent to the New York and Long Island Railroad Company to build, construct, maintain and operate, a double track railroad for the transportation of persons and property into and out of the said City of New York, in, by and through a tunnel, from a point on the easterly boundary of said city, at or near Hunter's Point on Long Island, Queen's County, New York, beneath the lands lying under the waters of the East river and beneath the streets, roads, avenues, public places and private property, in said city, to a terminus therein near Eleventh avenue, and connecting with the New York Central and Hudson River Railroad, by terminal branches at two points on said Eleventh avenue between Thirty-fourth and Fortieth streets, with the privilege of crossing, with each of such terminal branches, one street near its intersection with said Eleventh avenue, in such manner as may be prescribed by the Board of Street Openings; with a branch tunnel and railroad, from a point near the intersection of the said tunnel with the line of Fourth avenue in said city, northerly to a point near Fifty-sixth street, north of the Grand Central station of the New York Central and Hudson River Railroad; and with such branches, turn-outs, sidings, and switches, as may be necessary for the safe, speedy, and efficient transportation of persons and property into and out of the said City of New York.

Provided, That no openings shall be made by said railroad company on the surface of any public street, road, avenue or place in said city, unless for temporary purposes, and then only under the permission of the Commissioner of Public Works.

And provided, That all damage to sewer, gas or water pipes, or to other conduits, or to the foundation of any structure overlying such tunnels or railroads, or to the stability thereof, shall be repaired and remedied by such railroad company, at its own proper expense and under the direction and control of the proper authorities.

And provided further, That said company give a satisfactory bond to the Comptroller of this city in the sum of \$50,000, to cover any and all damages whatsoever and whosoever arising to the property of the City of New York from the acts and omissions of said railroad company or its agents, in advancing the said business of building, constructing, maintaining and operating its said tunnels and railroads under the terms of this consent.

And provided further, That said company shall complete its main line of railway within three years from the date of the approval of this resolution by the Mayor, exclusive of time necessarily lost by litigation or labor strikes.

And provided further, That the franchise of the said company shall not be sold, but its undertaking carried out in good faith.

And provided further, That the said company shall pay annually to the proper officer of the City of New York three per centum of all gross earnings of its entire tunnel railroad, from which said amount so to be paid, however, shall be deducted annually all city taxes, which may be levied and become due on the real and personal property, capital stock or income of said company, and such payment shall be and be taken in full compensation to this city for the rights and privileges herein granted so long as the same shall be made by said company or its agents. But in case within ten years any competing line of railway is constructed under more favorable conditions as to compensation to the city, the said New York and Long Island Railroad is not to pay more as such compensation than the most favored competitor.

And provided further, That the principal office of the said company shall be and remain in the City of New York.

JAMES M. FITZSIMONS, Chairman,
ALFRED R. CONKLING,
WALTON STORM.

In connection therewith the President presented a remonstrance of B. F. Watson and Charles P. Latting, President and Secretary of a meeting of property-owners on Thirty-eighth street, against granting the application of the New York and Long Island Railroad Company.

Alderman Fitzsimons moved that the whole subject be laid over.
The President put the question whether the Board would agree with the motion of Alderman Fitzsimons.

Which was decided in the negative, on a division, as follows:
Affirmative—The President, Aldermen Conkling, Cowie, Fitzsimons, Hubbell, McMurray, and Storm—7.

Negative—Vice-President Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Diver, Holland, Martin, Mooney, Joseph Murray, Oakley, Rinckhoff, Sullivan, Tait, Von Minden, and Walker—16.

The President then put the question whether the Board would agree with the motion of Alderman Fitzsimons to substitute the report of the minority for that of the majority.

Which was decided in the negative on a division, as follows:
Affirmative—Aldermen Conkling, Fitzsimons, Hubbell, and Storm—4.

Negative—The President, Vice-President Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Cowie, Diver, Holland, McMurray, Martin, Mooney, Joseph Murray, Oakley, Rinckhoff, Sullivan, Tait, Von Minden, and Walker—19.

Alderman Storm moved that the whole matter be laid on the table.

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

Which was decided in the negative, on a division called by Alderman Mooney, as follows:
Affirmative—The President, Aldermen Conkling, Cowie, Fitzsimons, Hubbell, and Storm—6.

Negative—Vice-President Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Diver, Holland, McMurray, Martin, Mooney, Joseph Murray, Oakley, Rinckhoff, Sullivan, Tait, Von Minden, and Walker—17.

The President then put the question whether the Board would agree to accept the report and adopt the resolution recommended by the majority of the Committee.

Which was decided in the affirmative on a division as follows:
Affirmative—The President, Vice-President Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Cowie, Diver, Holland, McMurray, Martin, Mooney, Joseph Murray, Oakley, Rinckhoff, Sullivan, Tait, Von Minden, and Walker—19.

Negative—Aldermen Conkling, Fitzsimons, Hubbell, and Storm—4.

The President moved that the vote by which the report was accepted and the resolution adopted be reconsidered, and that the motion to reconsider be laid on the table.

And put the question whether the Board would agree with said motion.

Which was decided in the affirmative.

(G. O. 258.)

The Committee on Public Works, to whom was referred the annexed resolution in favor of removing the fire-hydrant in front of No. 63 Goerck street, to a distance thirty feet north, respectfully

REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said resolution be adopted.

Resolved, That the fire-hydrant now located in front of No. 63 Goerck street be taken up and reset a distance of about thirty feet north of present location, under the direction of the Commissioner of Public Works.

DANIEL E. DOWLING, } Committee
PATRICK DIVVER, } on
REDMOND J. BARRY, } Public Works.
JOSEPH MURRAY, }

Which was laid over.

(G. O. 259.)

The Committee on Public Works, to whom were referred the annexed resolution and ordinance in favor of fencing the vacant lots on block bounded by One Hundred and Sixteenth and One Hundred and Seventeenth streets, Fifth and Sixth avenues, respectfully

REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said resolution and ordinance be adopted.

Resolved, That the below-grade vacant lots in block bounded by One Hundred and Sixteenth to One Hundred and Seventeenth street, Fifth to Sixth avenue, be fenced in, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

DANIEL E. DOWLING, } Committee
PATRICK DIVVER, } on
REDMOND J. BARRY, } Public Works.
JOSEPH MURRAY, }

Which was laid over.

(G. O. 260.)

The Committee on Public Works, to whom was referred the annexed resolution in favor of laying a crosswalk across One Hundred and Seventeenth street, on west side of Lexington avenue, respectfully

REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said resolution be adopted.

Resolved, That a crosswalk of two courses of blue stone, with a row of trap-blocks between, be laid across One Hundred and Seventeenth street, at or near the westerly intersection of Lexington

avenue, under the direction of the Commissioner of Public Works, the expense to be paid from the appropriation for "Repairs and Renewal of Pavements and Regrading."

DANIEL E. DOWLING, } Committee
PATRICK DIVVER, } on
REDMOND J. BARRY, } Public Works.
JOSEPH MURRAY, }

Which was laid over.

(G. O. 261.)

The Committee on Public Works, to whom were referred the annexed resolution and ordinance in favor of regulating, grading, etc., One Hundred and Tenth street, from First to Pleasant avenue, respectfully

REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said resolution and ordinance be adopted.

Resolved, That One Hundred and Tenth street, from First avenue to Pleasant avenue, be regulated and graded, the curb-stones be set and the sidewalks flagged a space four feet wide through the centre thereof, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

DANIEL E. DOWLING, } Committee
PATRICK DIVVER, } on
REDMOND J. BARRY, } Public Works.
JOSEPH MURRAY, }

Which was laid over.

(G. O. 262.)

The Committee on Public Works, to whom was referred the annexed resolution in favor of laying water-mains in One Hundred and Eighty-third street, from Central to Ryer avenue, respectfully

REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said resolution be adopted.

Resolved, That water-mains be laid in One Hundred and Eighty-third street, from Central avenue to Ryer avenue, pursuant to section 356 of the New York City Consolidation Act.

DANIEL E. DOWLING, } Committee
PATRICK DIVVER, } on
REDMOND J. BARRY, } Public Works.
JOSEPH MURRAY, }

(G. O. 263.)

The Committee on Public Works, to whom was referred the annexed resolution in favor of laying water-mains in One Hundred and Thirty-ninth street, from Fifth to Lenox avenue, respectfully

REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said resolution be adopted.

Resolved, That Croton-mains be laid in One Hundred and Thirty-ninth street, between Fifth and Lenox avenues, as provided in section 356 of the New York City Consolidation Act.

DANIEL E. DOWLING, } Committee
PATRICK DIVVER, } on
REDMOND J. BARRY, } Public Works.
JOSEPH MURRAY, }

Which was laid over.

(G. O. 264.)

The Committee on Public Works, to whom was referred the annexed resolution in favor of laying water-mains in Franklin and Woodruff avenues, etc., respectfully

REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said resolution be adopted.

Resolved, That water-mains be laid in Franklin avenue, from its intersection with Tremont avenue to Woodruff avenue; and along Woodruff avenue, from Franklin avenue to Prospect avenue, pursuant to section 356 of the New York City Consolidation Act.

DANIEL E. DOWLING, } Committee
PATRICK DIVVER, } on
REDMOND J. BARRY, } Public Works.
JOSEPH MURRAY, }

Which was laid over.

MOTIONS AND RESOLUTIONS.

By the President—

Resolved, That the Assembly of the State of New York is respectfully requested not to pass Senate Bill No. 367, entitled "An act relative to the maintenance, improvement and government of the New York and Brooklyn Bridge," for the reason that the changes made by such bill in the present system are not for the advantage of the City of New York, and appear to be disapproved by the taxpayers.

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

Which was decided in the affirmative, on a division called by Alderman Dowling, as follows: Affirmative—The President, Vice-President Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Cowie, Divver, Fitzsimons, Gunther, Holland, Hubbell, McMurray, Martin, Mooney, Joseph Murray, Oakley, Rinckhoff, Storm, Sullivan, Tait, Von Minden, and Walker—23.

By the same—

Resolved, That crosswalks of two courses of blue stone be laid across Seventh avenue, within the lines of and parallel with the northerly and southerly sidewalks of all the streets crossing said avenue, from Twenty-fourth to Forty-first street, inclusive, excepting at Thirty-fourth street, the expense to be charged to the appropriation for "Repairs and Renewal of Pavements and Regrading."

Which was referred to the Committee on Public Works.

By Alderman Barry—

Resolved, That the vacant lots on the south side of Seventy-fourth street, commencing at a point about one hundred and fifty feet east of First avenue, and extending easterly about one hundred feet, be fenced in, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was referred to the Committee on Public Works.

By the same—

Resolved, That permission be and the same is hereby given to Charles Oerter to lay a crosswalk of two courses of bluestone from the curb-line in front of his premises, No. 1524 Avenue A, across Avenue A to the curb-line in front of Nos. 1519 and 1521, the work to be done at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

By the same—

Resolved, That Eighty-third street, from the crosswalk on the east side of First avenue to Avenue A, be paved with granite-block pavement, and that a crosswalk be laid across Eighty-third street on west side of Avenue A, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was referred to the Committee on Street Pavements.

By Alderman Divver—

Resolved, That the Commissioners of the Sinking Fund of the City of New York be and are hereby requested, as provided in chapter 95 of the Laws of 1888, to set apart and grant for the use and purposes of the Volunteer Firemen's Association of the City of New York, the premises known as the unused school-house or building in Waverly place, or such other premises belonging to the city as said Commissioners may deem proper.

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

Which was decided in the affirmative.

By Alderman Clancy—

Resolved, That permission be and the same is hereby given to L. Hershfield to place and keep a stand for the sale of fruit on the sidewalk, inside the stoop-line, at the southwest corner of Clinton and Broome streets, on the Clinton street front of building, provided such stand shall not be an obstruction to the free use of the street by the public, nor exceed six feet long by four feet wide; such permission to continue only during the pleasure of the Common Council. The written permission of owner is hereby annexed.

Which was referred to the Committee on Public Works.

By Alderman Fitzsimons—

Resolved, That permission be and the same is hereby given to the Church of the Reconciliation, in Thirty-first street, between Second and Third avenues, to place a transparency containing a notice of the religious services in the church, on the street-lamps located at the corners of Second and Third avenues and Thirty-first street, on Sunday evenings; such permission to continue for a period of ninety days.

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

Which was decided in the affirmative.

(G. O. 265.)

By Alderman Gunther—

Resolved, That two lamp-posts be erected and street-lamps placed thereon and lighted in front of the Mission of the Madison Avenue Reformed Church, at No. 440 East Fifty-seventh street, under the direction of the Commissioner of Public Works.

Which was laid over.

(G. O. 266.)

By the same—

Resolved, That chapter 8, article 4, section 22, page 138, of the Revised Ordinances be amended to read as follows:

Section 22. "It shall not be lawful for any cart, wagon, coach, public cart, horse-cars, or any other vehicle, to be driven through any of the streets of the City of New York at a greater speed than five miles an hour; nor shall it be lawful for any such vehicle to be driven around the corner of any of the streets of said city, with the horse or horses thereto traveling at a faster gait than three miles per hour; and all and every such public carts, and all other vehicles, except horse-cars, when passing through or along any of the streets of said city, shall, when meeting any other vehicle, be driven to the right-hand side of the way, so that such vehicles shall pass clear of each other; and it shall be unlawful for any such public cart, horse-car, carriage or any other vehicle, or the horse or horses attached thereto, to be driven foul of or against any person, vehicle, or other thing whatever in any of the streets, or on any of the docks and wharves of said city."

Which was laid over.

By Alderman Holland—

Resolved, That permission be and the same is hereby given to M. Belkin to remove the lamp-posts and lamp now located at the southeast corner of Spring and Renwick streets, to a point about three feet east of its present location, the work to be done at his own expense, under the direction of the Commissioner of Public Works.

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

Which was decided in the affirmative.

By Alderman Hubbell—

Resolved, That One Hundred and Forty-seventh street, from Eighth avenue to the Harlem river, be regulated, graded, curb-stones set, and sidewalks flagged a space four feet wide through the centre thereof, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was referred to the Committee on Public Works.

By Alderman Martin—

Resolved, That the attention of the Commissioners of Public Parks be and is hereby respectfully called to the advantage of using the vast quantities of broken stone now available on the line of the New Aqueduct for the improvement of the unpaved streets and roads in the Twenty-fourth Ward, and the said Commissioners are hereby requested to make such arrangements as may be necessary to utilize the broken stone in repairing such streets and roads.

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

Which was decided in the affirmative.

By Alderman McCarthy—

Resolved, That permission be and the same is hereby given to Samuel Deegins to place and keep a stand for the sale of newspapers, on the sidewalk, inside stoop-line, in front of No. 2 Fulton street, provided such stand shall not be an obstruction to the free use of the street by the public, nor exceed six feet long by four feet wide, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

By the same—

Resolved, That permission be and the same is hereby given to W. H. Conklin to place and keep a stand for the sale of fruit, inside the stoop-line, in front of No. 198 Front street, provided such stand shall not be an obstruction to the free use of the street by the public, nor exceed six feet long by four feet wide; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

By the same—

Resolved, That permission be and the same is hereby given to J. C. Murphy to place and keep an ornamental lamp-post and lamp on the sidewalk, near the curb, in front of his premises, Nos. 6 and 7 South street, the work to be done and gas supplied at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

By Alderman McMurray—

Resolved, That permission be and the same is hereby given to Marcus Stern to place and keep an iron post and emblematic sign (clock) on the sidewalk, near the curb, in front of No. 491 Sixth avenue, provided such post and sign shall not be an obstruction to the free use of the street by the public, nor exceed nine feet high by six inches in diameter; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

(G. O. 267.)

By Alderman Martin—

Resolved, That water-mains be laid in Valentine avenue, from the termination of the present main, south to One Hundred and Eighty-fourth street, a distance of about four hundred and fifty feet, and that a fire-hydrant be erected at One Hundred and Eighty-fourth street and Valentine avenue, pursuant to section 356 of the New York City Consolidation Act.

Which was laid over.

By Alderman Mooney—

Whereas, The Third Avenue and other city railroad companies are asking from the Common Council and the courts additional privileges to their charters, notwithstanding the fact that they have violated their agreements, and have not paid for licenses and other fees into the City Treasury; therefore be it

Resolved, That the Counsel to the Corporation be and he is hereby respectfully requested to take immediate proceedings to have these charters which have been so grossly violated, revoked and annulled.

Alderman Oakley moved to lay the resolution on the table.

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

Which was decided in the affirmative.

By the same—

Resolved, That permission be and the same is hereby given to Lazara Beatine to place and keep a stand for the sale of fruit, inside the stoop-line, in front of No. 58 Whitehall street, provided such stand shall not be an obstruction to the free use of the street by the public, nor exceed six feet long by four feet wide; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

By the same—

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps lighted in Fuller avenue, between One Hundred and Sixty-third and One Hundred and Sixty-fourth streets, under the direction of the Commissioner of Public Works.

Which was referred to the Committee on Lamps and Gas.

(G. O. 267½.)

By Alderman John Murray—

Resolved, That the unpaved space on the east side of St. Nicholas avenue, from the north side of One Hundred and Thirty-fifth street to the north side of One Hundred and Thirty-sixth street, be paved with granite-block pavement, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 268.)

By the same—

Resolved, That the sidewalk on the north side of Sixty-fifth street, between the Eighth and Ninth avenues, be flagged full width, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

By the same—

Resolved, That the Commissioner of Public Works be and he is hereby authorized and directed to lay water-mains in One Hundred and Sixty-fifth street, between Tenth and Edgcomb avenues, pursuant to section 356 of the New York City Consolidation Act of 1882.

Which was referred to the Committee on Public Works.

By the same—

Resolved, That the roadways of St. Nicholas avenue, from One Hundred and Fifty-fifth street to its intersection with Tenth avenue and Kingsbridge road, from its intersection with Tenth avenue to One Hundred and Ninetieth street be paved with Macadam pavement, with Telford foundation, "except that the gutters be paved four feet wide with trap-block pavement, and that the space included between the lines of the gutters nearest the centre of the roadway and the crosswalks at the intersecting streets be also paved with trap-block pavement," and that crosswalks be laid on the east and west sides thereof at the intersecting streets, where not already laid, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was referred to the Committee on Street Pavements.

By the same—

Resolved, That Sixtieth street, from the crosswalk on the west side of Ninth avenue to the crosswalk on the east side of Tenth avenue, be paved with granite-block pavement, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was referred to the Committee on Street Pavements.

By the same—

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps lighted in Ninety-seventh street, from the Boulevard to the Riverside Drive, under the direction of the Commissioner of Public Works.

Which was referred to the Committee on Lamps and Gas.

By Alderman Storm—

Resolved, That the name of Frank Kuntzmann, who was recently appointed a Commissioner of Deeds, be and is hereby corrected so as to appear Frank Kunzmann.

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

Which was decided in the affirmative.

By Alderman Von Minden—

Resolved, That permission be and the same is hereby given to the Trustees of the German Hospital on Seventy-seventh street, between Lexington and Fourth avenues, to construct a vault under the sidewalk, in front of their building, according to diagram annexed, without payment of the usual fee, provided the work be done in a durable and substantial manner, and that the said trustees shall stipulate with the Commissioner of Public Works to save the city harmless from any loss or damage that may occur in consequence of the building said vault during the progress of or subsequent to the completion thereof, the work to be done at their own expense, under the direction and to the satisfaction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

By Alderman Conkling—

Resolved, That Frederick W. Block be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Holland—

Resolved, That Julius Berliner and Domenico A. Criscuolo be and they are hereby appointed Commissioners of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman McCarthy—

Resolved, That William E. Kennedy be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman McMurray—

Resolved, That George B. Juckett be and he is hereby reappointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Oakley—

Resolved, That Michele A. Cristalli be and he is hereby reappointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Kinckhoff—

Resolved, That John Crowe be and he is hereby reappointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Tait—

Resolved, That Abraham H. Berrick be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Walker—

Resolved, That John P. Hilly be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By the same—

Resolved, That Robert B. Roosevelt, Jr., be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

COMMUNICATIONS FROM DEPARTMENTS AND CORPORATION OFFICERS.

The President laid before the Board the following communications from the Department of Public Works:

(G. O. 269.)

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, April 12, 1888.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that an additional course of flagging four feet wide be laid on the sidewalks on both sides of One Hundred and Fifteenth street, from Second to Third avenue, where not already done and that the flagging and the curb now on the sidewalk be relaid and reset and that new flagging and curb be furnished where the present flagging and curb are defective; the materials to be used for said work to be flagging and curb of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,

JOHN NEWTON, Commissioner of Public Works.

Resolved, That an additional course of flagging four feet wide be laid on the sidewalks on the both sides of One Hundred and Fifteenth street, from Second to Third avenue, where not already done, and that the flagging and the curb now on the sidewalks be relaid and reset and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

(G. O. 270.)

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, April 12, 1888.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that an additional course of flagging four feet wide be laid on the sidewalks on the south side of One Hundred

and Thirty-third street, from Lenox to Seventh avenue, where not already done, and that the flagging and the curb now on the sidewalk be relaid and reset, and that new flagging and curb be furnished where the present flagging and curb are defective; the materials to be used for said work to be flagging and curb of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,

JOHN NEWTON, Commissioner of Public Works.

Resolved, That an additional course of flagging four feet wide be laid on the sidewalks on the south side of One Hundred and Thirty-third street, from Lenox to Seventh avenue, where not already done, and that the flagging and the curb now on the sidewalks be relaid and reset, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

(G. O. 271.)

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, April 12, 1888.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that the sidewalks on the west side of Park avenue, between Fifty-eighth and Fifty-ninth streets, and on the north side of Fifty-eighth street and south side of Fifty-ninth street, extending a distance of about two hundred and fifty feet west of Park avenue on each street, be flagged full width, where not already done, and that the flagging and the curb now on the sidewalks be relaid and reset, and that new flagging and curb be furnished where the present flagging and curb are defective; the materials to be used for said work to be flagging and curb of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,

JOHN NEWTON, Commissioner of Public Works.

Resolved, That the sidewalks on the west side of Park avenue, between Fifty-eighth and Fifty-ninth streets, and on the north side of Fifty-eighth street and south side of Fifty-ninth street, extending a distance of about two hundred and fifty feet west of Park avenue on each street, be flagged full width, where not already done, and that the flagging and the curb now on the sidewalks be relaid and reset and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

(G. O. 272.)

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, April 12, 1888.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across Seventh avenue, at its intersection with the northerly side of One Hundred and Thirty-fifth street; the materials to be used for said work to be bridge-stone of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,

JOHN NEWTON, Commissioner of Public Works.

Resolved, That a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across Seventh avenue at its intersection with the northerly side of One Hundred and Thirty-fifth street; the materials to be used for said work to be bridge-stone of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which were severally laid over.

MESSAGES FROM HIS HONOR THE MAYOR.

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

MAYOR'S OFFICE, NEW YORK, April 13, 1888.

To the Honorable the Board of Aldermen:

I return, without my approval, the resolution of the Board of Aldermen, adopted April 3, 1888, that the drinking-hydrant on Third avenue, at the northeast corner of Third avenue and One Hundred and Fifty-eighth street, be removed and placed on the south side of One Hundred and Fifty-eighth street, about one hundred and eight feet west of Third avenue.

The Commissioner of Public Works reports that the present location of the hydrant is a proper one, and its removal as proposed would take it from the line of travel on Third avenue.

ABRAM S. HEWITT, Mayor.

Resolved, That the drinking-hydrant now on Third avenue, at the northwest corner of Third avenue and One Hundred and Fifty-eighth street, be removed and placed on the south side of One Hundred and Fifty-eighth street, about one hundred and eight feet west of Third avenue, under the direction of the Commissioner of Public Works.

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

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

MAYOR'S OFFICE, NEW YORK, April 12, 1888.

To the Honorable the Board of Aldermen:

I return, without my approval, the resolution of the Board of Aldermen, adopted April 3, 1888, that a crosswalk be laid across the Bowery, from the north side of Spring street to the east side of Bowery, in front of Nos. 193 to 197.

The Commissioner of Public Works reports that a crosswalk at this point is necessary for the convenience of pedestrian travel, but should be paid for by assessment on adjacent property, under the provisions of chapter 569 of the Laws of 1887, and not charged to the appropriation for "Repairs and Renewal of Pavements, etc.," as provided for in the resolution.

ABRAM S. HEWITT, Mayor.

Resolved, That a crosswalk of two courses of blue stone be laid across the Bowery, from the north side of Spring street to the east side of Bowery, in front of Nos. 193 to 197, the expense to be charged to the appropriation for "Repairs and Renewal of Pavements and Regrading," under the direction of the Commissioner of Public Works.

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

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

MAYOR'S OFFICE, NEW YORK, April 12, 1888.

To the Honorable the Board of Aldermen:

I return, without my approval, the resolution of the Board of Aldermen, adopted April 3, 1888, permitting Oest & Schwanewede to place and keep a watering-trough on sidewalk in front of No. 438 Greenwich street. The Commissioner of Public Works reports that there is now a watering-trough at the corner of Greenwich and Lighthouse streets, only one block from the proposed location. Under these circumstances, therefore, any additional watering-trough in that locality appears to be unnecessary.

ABRAM S. HEWITT, Mayor.

Resolved, That permission be and the same is hereby given to Oest & Schwanewede to place and keep a watering-trough on the sidewalk near the curb in front of No. 438 Greenwich street, the work to be done and water supplied at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

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

MAYOR'S OFFICE, NEW YORK, April 12, 1888.

To the Honorable the Board of Aldermen:

I return, without my approval, the resolution of the Board of Aldermen, adopted April 3, 1888, that Croton-mains be laid in One Hundred and Fifth street, from Eighth to Manhattan avenue. The Commissioner of Public Works reports that the necessary excavations for water-mains in this street will be mostly in rock and that a sewer should be built in the street before the water-mains are laid. The resolution appears therefore to be premature.

ABRAM S. HEWITT, Mayor.

Resolved, That Croton-mains be laid in One Hundred and Fifth street, from Eighth to Manhattan avenue, pursuant to section 356 of the New York City Consolidation Act.

Which was ordered to be printed in the minutes, published in full in the CITY RECORD and placed on file.

The President laid before the Board the following message from his Honor the Mayor :
MAYOR'S OFFICE, NEW YORK, April 5, 1888.

To the Honorable the Board of Aldermen :

I return herewith, without my approval, the resolution requesting the Governor to approve Assembly Bill No. 344, permitting the Volunteer Firemen's Association to occupy a portion of the public buildings. The city is now compelled to rent space for the accommodation of the various Departments of the Government. There is no room available in any public building for the purpose indicated. I would advise that action in this matter be deferred until additional buildings are erected under existing laws, when the application of the Volunteer Firemen's Association could be granted without detriment to the public interest, and without expense to the taxpayers.

ABRAM S. HEWITT, Mayor.

Whereas, There is now pending before his Excellency, Governor D. B. Hill, an act entitled "An act to authorize the Commissioners of the Sinking Fund of the City and County of New York to grant the use of a portion of the public buildings of said city to the Volunteer Firemen's Association of the City of New York," introduced in the Assembly by the Hon. D. E. Finn, being Assembly Bill No. 344; and

Whereas, The members of the Volunteer Firemen's Association of the City of New York have in the past rendered invaluable service to the City of New York, and the object to be arrived at by the passage of said bill a most worthy one; and

Whereas, The said Association is in the possession of many curious and valuable relics of the old Fire Department, tending to show the progress of the city, and which it is the purpose of said Association to deposit in the quarters which they desire to have assigned to them, thereby rendering more complete the records and history of the Fire Department now in the possession of the city; therefore

Resolved, That we hereby respectfully urge the Governor of this State to approve of the same, and that a copy of this resolution be transmitted to the Governor.

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

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

MAYOR'S OFFICE, NEW YORK, April, 1888.

To the Honorable the Board of Aldermen :

I herewith transmit an account of the expenses and receipts of the Mayor's Office for the quarter ending March 31, 1888, together with a statement in detail of the amounts paid for salaries to clerks in said office and the general nature of their duties.

ABRAM S. HEWITT, Mayor.

Statement of receipts of the Mayor's Marshal's Office, for licenses granted during the quarter ending March 31, 1888 :

Total receipts	\$16,814 75
Paid to City Treasurer	\$12,882 25
Paid to Sinking Fund	3,932 50
	16,814 75

Statement in detail of the amounts paid for salaries in the Mayor's Office and Bureau of Licenses, for the quarter ending March 31, 1888 :

Arthur Berry, Secretary and Chief Clerk	\$1,249 98
C. G. Crocker, Clerk	375 00
E. T. Taggard, Confidential Clerk	375 00
M. W. Brown, Messenger	249 99
Henry H. Sherman, Stenographer	600 00
Emma A. Brockway, Stenographer	195 00
Thomas W. Byrnes, First Marshal	450 00
George W. Brown, Jr., Second Marshal	249 99
Joseph W. Lamb, Clerk	249 99
Jeremiah Cronin, Clerk	249 99
William F. Pyne, Clerk	249 99
Charles J. Aufferth, Inspector	225 00
Albert H. Bultman, Inspector	55 05
	\$4,525 59

Statement of receipts of the Mayor's Office, for licenses granted to places of amusement, and paid to Hon. Theodore W. Myers, Comptroller of the City of New York, for the quarter ending March 31, 1888 :

Total amount received during the quarter	\$3,050 00
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Which was ordered on file.

MOTIONS AND RESOLUTIONS RESUMED.

By the Vice-President—

Resolved, That William Barnes be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

COMMUNICATIONS FROM DEPARTMENTS AND CORPORATION OFFICERS RESUMED.

The President laid before the Board the following communication from the Comptroller :

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE,
April 14, 1888.

To the Honorable Board of Aldermen :

Weekly statement, showing the appropriations made under the authority contained in section 189, New York City Consolidation Act of 1882, for carrying on the Common Council from January 1 to December 31, 1888, both days inclusive, and of the payments made up to and including the date hereof, for and on account of each appropriation, and the amount of unexpended balances.

TITLE OF APPROPRIATIONS.	AMOUNT OF APPROPRIATIONS.	PAYMENTS.	AMOUNT OF UNEXPENDED BALANCES.
City Contingencies	\$1,500 00	\$280 74	\$1,219 26
Contingencies—Clerk of the Common Council	200 00	200 00	0 00
Salaries—Common Council	73,588 06	18,144 15	55,443 91

THEO. W. MYERS, Comptroller.

Which was ordered on file.

The President laid before the Board the following communication from the Commissioner of Public Works :

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, April 12, 1888.

To the Honorable the Board of Aldermen :

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 560 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that Fifth avenue, from the southerly line of Waverly place to the southerly crosswalk at Ninth street, be repaved with granite-block pavement with concrete foundation and pavement cement joints.

Very respectfully,

JOHN NEWTON, Commissioner of Public Works.

Which was referred to the Committee on Public Works.

PETITIONS.

By Alderman Diver—

Petition of merchants of Vesey street, to have said street lighted with electric lights.

Which was referred to the Commission for Lighting the City, with a request that the prayer of the petitioners be granted.

UNFINISHED BUSINESS.

The President called up G. O. 233, being a resolution, as follows :

Whereas, The Board of Aldermen, at a meeting held June 21, 1887, in pursuance of the power vested in the Common Council by section 64 of the New York City Consolidation Act of 1882, and in pursuance of a resolution of the Board of Estimate and Apportionment, adopted June 17, 1887, requesting such action, did authorize the Board of Health to do the work of dredging and cleaning the Mott Haven Canal, in the Twenty-third Ward, without advertising for estimates or contracting therefor, provided the cost of the work shall not exceed the amount appropriated for that purpose; and

Whereas, The appropriation for the said work has been by resolution of the Board of Estimate and Apportionment, adopted March 28, 1888, transferred to the Park Department to be expended under the direction of the said Department; therefore be it

Resolved, That the power heretofore conferred upon the Health Department as to the manner of doing the work of dredging and cleaning the said canal be and is hereby conferred upon the Department of Public Parks.

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

Which was decided in the affirmative.

The President called up G. O. 250, being a resolution and ordinance, as follows :

Resolved, That One Hundred and Forty-first street, from Hamilton place to the Boulevard, be regulated and graded, the curb-stones set and sidewalks flagged a space four feet wide through the centre thereof, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

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

Which was decided in the affirmative by the following vote :

Affirmative—The President, Vice-President Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Conkling, Cowie, Diver, Fitzsimons, Holland, Hubbell, McMurray, Martin, Mooney, Joseph Murray, Oakley, Rinckhoff, Storm, Sullivan, Von Minden, and Walker—22.

Alderman Diver called up veto message of his Honor the Mayor (No. 46) of resolution, as follows :

Resolved, That two lamp-posts be erected and street-lamps placed thereon and lighted at the curb-line in front of the new college building, No. 30 West Sixteenth street, in connection with the St. Francis Xavier's Church, under the direction of the Commissioner of Public Works.

The Board then, as provided in section 75, chapter 410, Laws of 1882, proceeded to reconsider the same, and, upon a vote being taken thereon, was adopted, notwithstanding the objections of his Honor the Mayor, as follows :

Affirmative—The President, Vice-President Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Conkling, Cowie, Diver, Fitzsimons, Holland, Hubbell, McMurray, Martin, Mooney, Joseph Murray, Oakley, Rinckhoff, Storm, Sullivan, Von Minden, and Walker—22.

Alderman Mooney, by unanimous consent, called up the following :

G. O. 242, being a resolution, as follows :

Resolved, That water-mains be laid in Cole street, from the junction of Berrian avenue west about seven hundred feet (700 feet) to the intersection of Marion avenue, pursuant to section 356 of the New York City Consolidation Act.

G. O. 245, being a resolution, as follows :

Resolved, That the Commissioner of Public Works be and he is hereby authorized and directed to lay water-mains in Boston road, from Locust avenue or One Hundred and Seventy-seventh street to Boston avenue, pursuant to section 356 of the New York City Consolidation Act of 1882.

G. O. 249, being a resolution, as follows :

Resolved, That water-mains be laid in One Hundred and Fifty-fifth street, from Seventh to Eighth avenue, pursuant to section 356 of chapter 410 of the Laws of 1882.

G. O. 251, being a resolution, as follows :

Resolved, That water-mains be laid in One Hundred and Forty-first street, from St. Nicholas to Tenth avenue, pursuant to section 356 of the New York City Consolidation Act.

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

Which was decided in the negative by the following vote :

Affirmative—The President, Vice-President Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Conkling, Cowie, Fitzsimons, Holland, Hubbell, McMurray, Martin, Mooney, Joseph Murray, Oakley, Von Minden, and Walker—18.

Alderman Diver and Rinckhoff were excused from voting.

On motion of Alderman Mooney the above vote was reconsidered and the papers were again laid over.

Alderman Mooney called up G. O. 246, being a resolution and ordinance, as follows :

Resolved, That Webster avenue, from One Hundred and Sixty-fifth street to the north side of One Hundred and Seventy-third street, be regulated and graded upon the established lines and grades; that the curb-stones be set, and the sidewalks flagged a space four feet wide, within the said limits; that culverts and inlets for drainage be constructed; and that approaches be graded at intersecting streets in use, under the direction of the Commissioners of the Department of Public Parks; and that the accompanying ordinance therefor be adopted.

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

Which was decided in the negative by the following vote :

Affirmative—The President, Aldermen Barry, Butler, Conkling, Cowie, Diver, Fitzsimons, Holland, Hubbell, McMurray, Martin, Mooney, Rinckhoff, and Walker—14.

Negative—Vice-President Dowling, Aldermen Clancy, Joseph Murray, Oakley, and Von Minden—5.

On motion of Alderman Mooney the above vote was reconsidered and the paper was again laid over.

MOTIONS AND RESOLUTIONS AGAIN RESUMED.

Alderman Diver moved that this Board do now adjourn.

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

Which was decided in the affirmative.

And the President declared that this Board stands adjourned until Tuesday, April 24, 1888, at one o'clock P. M.

FRANCIS J. TWOMEY, Clerk.

DEPARTMENT OF STREET CLEANING.

DEPARTMENT OF STREET CLEANING—CITY OF NEW YORK,
Nos. 49 and 51 CHAMBERS STREET,
NEW YORK, April 14, 1888.

In accordance with the provisions of section 51, chapter 410 of the Laws of 1882, the Commissioner of Street Cleaning makes the following abstract of the transactions of this Department for the week ending March 11, 1888 :

Streets Swept.	Miles.	Feet.
By the Department	302	650
Lower Broadway	13
First District	190	3,640
Second District	304
Totals	809	4,290

Material Removed.	Loads.
Ashes	20,835
Street dirt	11,007
Department of Public Works	168
Markets	166
Permits	4,447
Total	36,713

Final Disposition.	Loads.
48 dumpers at sea	18,623
13 deck scows at Newtown creek	5,237
3 deck scows at Staten Island	1,218
3 deck scows at Astoria	1,058
9 deck scows at Fort Hamilton	3,506
2 deck scows at Edgewater	801
4 deck scows at sea	1,624
2 deck scows at Hart's Island	619
Total	32,776

Appointments.

Richard Reilly, Hired Cartman, Thirtieth Precinct.
 Patrick Cavanagh, Hired Cartman, Thirtieth Precinct.
 Joseph Glynn, Fireman, tug "Municipal."
 Joseph Allen, Driver.
 James Whitney, Driver.
 James O'Donnell, Laborer, Twentieth Precinct.
 John Cahill, Laborer, Twenty-fifth Precinct.
 James Quinlan, Hired Cartman, Twenty-second Precinct.
 Fred Miller, Department Cart Driver.
 John Kiernan, Department Cart Driver.
 Robert Kilpatrick, Department Cart Driver.
 George Schmidt, Department Cart Driver.
 James Keenan, Department Cart Driver.
 John Foley, Department Cart Driver.
 William O'Connor, Department Cart Driver.
 Thomas Lovett, Department Cart Driver.
 Peter Riley, Department Cart Driver.
 William Connell, Fireman, tug "Municipal."

Removals.

Michael Beresford, Fireman, tug "Municipal."
 Michael Henry, Fireman, tug "Municipal."
 D. Byrne, Laborer, Eighteenth Precinct.
 T. Clarke, Laborer, Eighteenth Precinct.
 H. Kreiger, Laborer, Sixteenth Precinct.
 J. Dunn, Laborer, Nineteenth Precinct.
 P. Connors, Laborer, Nineteenth Precinct.
 J. Whalen, Laborer, Twentieth Precinct.
 R. Santerno, Laborer, Twentieth Precinct.
 J. Spencer, Laborer, Twenty-first Precinct.
 T. Mooney, Laborer, Twenty-first Precinct.
 M. Lahey, Laborer, Twenty-second Precinct.
 P. Lally, Laborer, Twenty-sixth Precinct.
 Joseph Ledwith, Laborer, Twenty-seventh Precinct.
 F. Negley, Laborer, Twenty-ninth Precinct.
 M. Kanaley, Laborer, Thirtieth Precinct.
 T. Dugan, Laborer, Thirtieth Precinct.
 J. Hanley, Laborer, Thirtieth Precinct.
 J. Peterson, Laborer, Twenty-fifth Precinct.
 J. Healy, Laborer, Twenty-fifth Precinct.
 John K. Coates, No. 2, Hired Cartman, Twenty-ninth Precinct.
 Martin Ford, Department Cart Driver.
 William Hodge, Department Cart Driver.
 J. Furey, Department Cart Driver.
 F. McCabe, No. 2, Department Cart Driver.
 Thomas Reilly, Department Cart Driver.
 Michael Campbell, Department Cart Driver.
 John Fagin, Department Cart Driver.
 M. Gluckler, Department Cart Driver.
 James Grady, Department Cart Driver.
 J. Hart, Department Cart Driver.
 P. A. Lawler, Department Cart Driver.
 J. McTiernan, Department Cart Driver.
 Jere McCoy, Department Cart Driver.
 A. C. Otterburn, Department Cart Driver.
 F. Rivello, Department Cart Driver.
 M. Scarry, Department Cart Driver.
 F. Smedel, Department Cart Driver.
 J. Hughes, Temporary Horsehoer.
 F. Meehan, Temporary Wheelwright.
 William J. Coffey, Assistant Foreman, Nineteenth Precinct.
 William V. O'Callaghan, Assistant Foreman, Twenty-second Precinct.

Pay-roll

—audited and transmitted to the Finance Department, chargeable to the appropriation for "Cleaning Streets—Department of Street Cleaning," for the year 1888:

Schedule No. 18—
 Pay-roll of Laborers, Hired Cartmen, for last half of the month of February..... \$21,732 16

Resigned.

Richard Reilly, Laborer, Thirtieth Precinct.

Bills

—audited and transmitted to the Finance Department for payment, and chargeable to the appropriation for "Cleaning Streets—Department of Street Cleaning," for the year 1888:

Schedule No. 19—
 Campbell & Gardiner..... \$10 00
 Ciancimino Towing Co..... 150 00
 Canale, Ignatius..... 128 00
 Chapman & Sustman..... 153 12
 Dillon, James..... 604 50
 Emigrant Industrial Savings Bank..... 333 33
 Hopkins & Rossell..... 66 95
 Heipershausen Bros..... 116 24
 Horner, R. W..... 52 81
 Jones, H..... 8 29
 Naughton, James..... 17 50
 Screw Dock Co..... 35 00
 Shewan, James..... 424 77
 Scott, J. & W..... 3 11
 Kelly Bros..... 100 00
 Kirkwood, Thomas..... 227 50
 Vanderbilt & Hopkins..... 5 41
 White & Co..... 15 15
 Total..... \$2,830 77

Revenues.

Trimming scows..... \$330 40

J. S. COLEMAN, Commissioner of Street Cleaning.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

MEETINGS, APRIL 2 TO 7, 1888.

Communications Received.

From Penitentiary—List of prisoners received during week ending March 31, 1888: Males, 45; females, 3. On file.
 List of 43 prisoners to be discharged from April 8 to 14, 1888. Transmitted to Prison Association.
 From N. Y. City Asylum for Insane, Ward's Island—History of 13 patients received during week ending March 31, 1888. On file.
 From Heads of Institutions—Reporting meats, milk, fish, etc., received during week ending March 31, 1888, of good quality and up to the standard. On file.
 From Lunatic Asylum, Blackwell's Island—History of 4 patients received during week ending March 31, 1888. On file.

From City Cemetery—List of burials during week ending March 31, 1888. On file.
 From the Comptroller—Weekly statement of unexpended balances up to and including March 31, 1888. On file.
 From Out-door Poor Dispensary—Number of patients treated and prescriptions issued during March, 1888. On file.

Contracts Awarded.

Joseph W. Duryee—Lumber, as per specification, for \$1,276⁷⁷/₁₀₀. Sureties: S. E. Briggs, No. 550 Water street; Jacob Kortlang, No. 256 Cherry street.
 R. T. Pierce—9,800 pounds dairy butter, at 23⁸⁸/₁₀₀ cents per pound. Sureties: N. Millerd, No. 57 West Forty-eighth street; Lorin Palmer, No. 70 Warren street.
 W. S. Velsor—For additions to pavilions B, C, D, and dining-room and kitchen at Central Islip, Long Island, for \$12,737. Sureties: James Slater, No. 20 Fifth avenue; James D. Leary, No. 43 East Twenty-fifth street.

Appointed.

April 2. A. J. Primrose, Assistant Physician, N. Y. City Asylum for Insane. Salary, \$300 per annum.
 " 2. Antonia Rott, Assistant Cook, Charity Hospital. Salary, \$400 per annum.
 " 2. C. L. Williams, Attendant, N. Y. City Asylum for Insane. Salary, \$300 per annum.
 " 4. Annie Williams, Attendant, Lunatic Asylum. Salary, \$216 per annum.
 " 4. Thomas Dorney, Patrick Devine, Attendants, N. Y. City Asylum for Insane. Salary, \$300 per annum each.
 " 5. Kitty Taffe, Assistant Nurse, Randall's Island Hospital. Salary, \$120 per annum.
 " 5. Minnie Geraghty, Attendant, Branch Lunatic Asylum. Salary, \$216 per annum.
 " 5. Dennis McCarthy, Attendant, Randall's Island Hospital. Salary, \$240 per annum.
 " 5. Charles Jacobs, Attendant, N. Y. City Asylum for Insane. Salary, \$300 per annum.

Resigned.

April 1. Matthew Killeavy, Cook, Workhouse.
 " 1. Henry Caden, Attendant, N. Y. City Asylum for Insane.
 " 1. Thomas McCarthy, Attendant, Randall's Island Hospital.
 " 1. Gustav Baur, Assistant Cook, Charity Hospital.
 " 2. George L. Draper, Laborer, Storehouse.
 " 2. Annie Towie, Attendant, Lunatic Asylum.
 " 5. Bridget Rodgers, Assistant Nurse, Randall's Island Hospital.
 " 5. Daisy H. Clark, Attendant, Lunatic Asylum.
 " 7. Frederick Bently, Attendant, N. Y. City Asylum for Insane.

Place Declared Vacant.

April 2. Horace Dowd, Skilled Laborer, N. Y. City Asylum for Insane.
 " 4. Robert Tyron, Patrick Finn, W. D. Bolte, Attendants, N. Y. City Asylum for Insane.
 " 4. Andrew McCauley, Steamfitter, N. Y. City Asylum for Insane.
 " 5. Andrew W. Rosenborn, Attendant, N. Y. City Asylum for Insane.
 " 7. Patrick Downing, Attendant, N. Y. City Asylum for Insane.

Dismissed.

April 4. Samuel J. Hirshfield, Attendant, N. Y. City Asylum for Insane.

Salary Increased.

April 1. Arthur McCourt, Richard A. Gaffney, Charles A. Carson, Firemen, Lunatic Asylum. Salary increased from \$300 to \$360 per annum.

Transferred.

April 2. W. A. Macy, Assistant Physician, Branch Lunatic Asylum, to Lunatic Asylum. Salary increased from \$600 to \$800 per annum.
 " 3. Theas Vreeland, Attendant to Carpenter, Branch Lunatic Asylum. Salary increased from \$300 to \$360 per annum.

Promoted.

April 1. J. T. J. Bird, Senior Assistant Surgeon to House Surgeon, Gouverneur Hospital. Salary increased from \$700 to \$800 per annum.
 " 1. J. H. McNamara, Junior to Senior Assistant Surgeon, Gouverneur Hospital. Salary increased from \$600 to \$700 per annum.
 " 1. J. A. Moore, Senior Assistant Surgeon to House Surgeon, Ninety-ninth Street Hospital. Salary increased from \$500 to \$600 per annum.
 " 1. J. E. Dunn, Junior to Senior Assistant Surgeon, Ninety-ninth Street Hospital. Salary increased from \$400 to \$500 per annum.
 " 1. E. A. Williamson, Senior Assistant Surgeon to House Surgeon, Harlem Hospital. Salary increased from \$700 to \$800 per annum.
 " 1. H. S. Beers, Junior Assistant to Senior Assistant Surgeon, Harlem Hospital. Salary increased from \$600 to \$700 per annum.

G. F. BRITTON, Secretary.

APPROVED PAPERS

Resolved, That permission be and the same is hereby given to the Gansevoort Freezing and Cold Storage Company to connect their premises, Nos. 514, 516 and 518 West street, with the tracks of the New York Central and Hudson River Railroad Company, by a switch or turn-out, as shown on the accompanying diagram, the work to be done at the expense of said Storage Company, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

Adopted by the Board of Aldermen, March 13, 1888.

Received from his Honor the Mayor, March 27, 1888, with his objections thereto.

In Board of Aldermen, April 10, 1888, taken up, reconsidered, as provided in section 75, chapter 410, Laws of 1882, and adopted, notwithstanding the objections of his Honor the Mayor, three-fourths of all the members elected voting in favor thereof.

Resolved, That permission be and the same is hereby given to Charles A. Schieren & Co. to connect premises Nos. 48 and 49 Ferry street, with two iron pipes, to be laid underground, not exceeding four inches in diameter, for conducting steam, provided such pipes when laid or during the laying thereof, shall not in any manner interfere with the water, gas, or other pipes now laid in said street, nor with the sewer in said street; all the work to be done in a substantial and durable manner, and we the said Charles A. Schieren & Co. shall stipulate to the Commissioner of Public Works to save the city harmless from any loss or damage that may occur during the progress or subsequent to the completion thereof; the work to be done at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

Adopted by Board of Aldermen, April 3, 1888.

Approved by the Mayor, April 10, 1888.

Resolved, That permission be and the same is hereby granted to Henry Blumenthal to lay a crosswalk on Fifty-ninth street, opposite his premises, on the north side of said street, about one hundred feet east of Third avenue, the work to be done under the direction and to the satisfaction of the Commissioner of Public Works.

Adopted by the Board of Aldermen, April 3, 1888.

Approved by the Mayor, April 10, 1888.

Resolved, That permission is hereby granted to Henry Blumenthal to remove the lamp-post and lamp in front of his premises on the north side of Fifty-ninth street, about one hundred feet east of Third avenue, to a point about ten feet westerly from the present position of the lamp, the work to be done at his expense and under the direction and to the satisfaction of the Commissioner of Public Works.

Adopted by the Board of Aldermen, April 3, 1888.

Approved by the Mayor, April 10, 1888.

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps lighted in One Hundred and Fifteenth street, from Seventh to Eighth avenue.

Adopted by the Board of Aldermen, April 3, 1888.

Approved by the Mayor, April 10, 1888.

Resolved, That permission be and the same is hereby given to Patrick Kelleher to place and keep a watering-trough on the sidewalk, near the curb-line, in front of his premises, No. 645 Eleventh avenue, the work to be done and water supplied at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

Adopted by the Board of Aldermen, April 3, 1888.
Approved by the Mayor, April 10, 1888.

Resolved, That the sidewalks on block bounded by Centre, White, Elm and Franklin streets be flagged full width, where not already done, and that the flagging now on said sidewalks be relaid and the curb reset, and that new flag-stones and curb-stones be furnished in place of flagging and curb, which is now defective, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Adopted by the Board of Aldermen, April 3, 1888.
Approved by the Mayor, April 10, 1888.

Resolved, That a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across Avenue A, at its intersection with the northerly side of Seventy-fourth street, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Adopted by the Board of Aldermen, April 3, 1888.
Approved by the Mayor, April 10, 1888.

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps placed thereon and lighted in Edgcomb avenue, from One Hundred and Forty-first to One Hundred and Forty-fifth street, under the direction of the Commissioner of Public Works.

Adopted by the Board of Aldermen, April 3, 1888.
Approved by the Mayor, April 10, 1888.

Resolved, That gas-pipes be laid, lamp-posts erected and street-lamps placed thereon and lighted in Van Courtlandt avenue, from the station of the New York City and Northern Railroad to Broadway, under the direction of the Commissioner of Public Works.

Adopted by the Board of Aldermen, April 3, 1888.
Approved by the Mayor, April 10, 1888.

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps placed thereon and lighted in Honeywell avenue, from Locust avenue north to Kingsbridge road, under the direction of the Commissioner of Public Works.

Adopted by the Board of Aldermen, April 3, 1888.
Approved by the Mayor, April 10, 1888.

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps placed thereon and lighted in Creston avenue, from One Hundred and Eighty-third street south to One Hundred and Eighty-first street, under the direction of the Commissioner of Public Works.

Adopted by the Board of Aldermen, April 3, 1888.
Approved by the Mayor, April 10, 1888.

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps placed thereon and lighted in One Hundred and Second street, from Second avenue to the East river, under the direction of the Commissioner of Public Works.

Adopted by the Board of Aldermen, April 3, 1888.
Approved by the Mayor, April 10, 1888.

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps lighted in Summit street, from its present termination to Marion avenue, a distance of about six hundred feet, under the direction of the Commissioner of Public Works.

Adopted by the Board of Aldermen, April 3, 1888.
Approved by the Mayor, April 10, 1888.

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps lighted in Arthur avenue, from Pelham avenue to Kingsbridge road, under the direction of the Commissioner of Public Works.

Adopted by the Board of Aldermen, April 3, 1888.
Approved by the Mayor, April 10, 1888.

Resolved, That One Hundred and Eighth street, from Ninth avenue to the Boulevard, be regulated and graded, the curb-stones set and sidewalks flagged a space four feet wide through the centre thereof, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Adopted by the Board of Aldermen, April 3, 1888.
Approved by the Mayor, April 10, 1888.

Resolved, That One Hundred and Eighteenth street, from Seventh to Eighth avenue, be regulated and graded, the curb-stones set and sidewalks flagged a space four feet wide through the centre thereof, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Adopted by the Board of Aldermen, April 3, 1888.
Approved by the Mayor, April 10, 1888.

Resolved, That an improved iron drinking-fountain (for man and beast) be placed on the sidewalk, near the curb, in front of No. 487 Canal street, under the direction of the Commissioner of Public Works.

Adopted by the Board of Aldermen, April 3, 1888.
Approved by the Mayor, April 10, 1888.

Resolved, That the flagging and the curb now on the sidewalks on both sides of One Hundred and Second street, from First avenue to the Harlem river, be relaid and reset, and that new curb and flagging be furnished where the present curb and flagging are defective or missing, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Adopted by the Board of Aldermen, April 3, 1888.
Approved by the Mayor, April 10, 1888.

Resolved, That a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across Pleasant avenue, at its intersection with the northerly and southerly sides of One Hundred and Sixteenth street, the same to be of North river blue stone, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Adopted by the Board of Aldermen, April 3, 1888.
Approved by the Mayor, April 10, 1888.

Resolved, That a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across Pleasant avenue, at its intersection with the northerly and southerly sides of One Hundred and Seventeenth street, the same to be of North river blue stone, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Adopted by the Board of Aldermen, April 3, 1888.
Approved by the Mayor, April 10, 1888.

Resolved, That a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across Lenox avenue, at its intersection with the northerly and southerly sides of One Hundred and Thirty-fifth street, the materials to be used for said work to be bridge-stone of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Adopted by the Board of Aldermen, April 3, 1888.
Approved by the Mayor, April 10, 1888.

Resolved, That the vacant lots below grade in block bounded by One Hundred and Fourteenth to One Hundred and Fifteenth street, Madison to Fifth avenue, be fenced in, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Adopted by the Board of Aldermen, April 3, 1888.
Approved by the Mayor, April 10, 1888.

Resolved, That a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across Pleasant avenue, at its intersection with the northerly and southerly sides of One Hundred and Nineteenth street, the same to be of North river blue stone, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Adopted by the Board of Aldermen, April 3, 1888.
Approved by the Mayor, April 10, 1888.

Resolved, That crosswalks of two courses of blue stone be laid across Seventh avenue, within the lines of and parallel with the northerly and southerly sidewalks of all the streets crossing said avenue, from Twenty-fourth to Forty-first street, inclusive, excepting at Thirty-fourth street, the expense to be charged to the appropriation for "Repairs and Renewal of Pavements and Regrading."

Adopted by the Board of Aldermen, April 3, 1888.
Approved by the Mayor, April 10, 1888.

Resolved, That the vacant lots on the block bounded by Fifth and Lenox avenues, One Hundred and Twenty-eighth and One Hundred and Twenty-ninth streets, be fenced in, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Adopted by the Board of Aldermen, April 3, 1888.
Approved by the Mayor, April 10, 1888.

EXECUTIVE DEPARTMENT.

MAYOR'S OFFICE,
NEW YORK, February 10, 1888.

I, Abram S. Hewitt, Mayor of the City of New York, pursuant to the provisions of chapter 10 of the Laws of 1888, do hereby designate the Sun, Herald, Times, World, Star, Tribune, Journal, Press, Evening Post, Commercial Advertiser, Graphic, Telegram, Evening Sun, Evening World, Mail and Express, Staats Zeitung, New Yorker Zeitung and Daily News as the newspapers in which the advertisements provided for in said act may be printed.

(Signed), ABRAM S. HEWITT,
Mayor.

CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS.

CITY OF NEW YORK—CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS, SECRETARY'S OFFICE,
ROOM 11, CITY HALL,
NEW YORK, June 3, 1887.

THOMAS COSTIGAN, Esq.,
Supervisor City Record:

DEAR SIR—The following amendment to Regulation 16 of the New York City Civil Service Regulations has been made:

If the appointing officer shall notify the Secretary of more than one vacancy at any one time, the Secretary shall certify to the appointing officer for appointment, the names of as many persons as there are vacancies to be filled, with the addition of two names for the first vacancy and one name for every two vacancies in addition to the first.

Yours respectfully,
LEE PHILLIPS,
Secretary and Executive Officer.

CITY OF NEW YORK—CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS, SECRETARY'S OFFICE,
ROOM 11, CITY HALL,
NEW YORK, May 31, 1887.

THOMAS COSTIGAN, Esq.,
Supervisor:

DEAR SIR—The following resolution was passed by the Supervisory Board at their meeting, held May 27, 1887:

"Resolved, That in view of the inadequate space in the Secretary's office and in order to enable him more readily to discharge the business of the same, the Secretary is authorized to arrange the business of the office so that the same shall be open for personal interviews with applicants and the public during a part of the day only."

Pursuant to the above action, I hereby designate the two hours between 2 and 4 o'clock in afternoon as the time for which the offices shall be open for personal interviews with applicants and the public.

Very respectfully,
LEE PHILLIPS,
Secretary and Executive Officer.

CITY COURT—TRIAL TERM, PART I.

In view of the alterations going on in the old City Hall, the April term of Part I. of the City Court will be held in room known as Part III. of the Superior Court in the New Court-house.

By order of the Court.
MICHAEL T. DALY,
Clerk.

OFFICIAL DIRECTORY.

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

EXECUTIVE DEPARTMENT.

Mayor's Office.
No. 6 City Hall, 10 A. M. to 3 P. M.
ABRAM S. HEWITT, Mayor. ARTHUR BERRY, Secretary and Chief Clerk.

Mayor's Marshal's Office.
No. 1 City Hall, 9 A. M. to 4 P. M.
THOMAS W. BYRNES, First Marshal.
GEORGE W. BROWN, Jr., Second Marshal.

COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115, Stewart Building, 9 A. M. to 4 P. M.
WM. PITT SHEARMAN, J. B. ADAMSON.

AQUEDUCT COMMISSIONERS.

Room 209, Stewart Building, 5th floor, 9 A. M. to 5 P. M.
JAMES C. SPENCER, President; JOHN C. SHEEHAN, Secretary; BENJAMIN S. CHURCH, Chief Engineer; J. C. LULLEY, Auditor.

BOARD OF ARMORY COMMISSIONERS.

THE MAYOR, Chairman; PRESIDENT OF DEPARTMENT OF TAXES AND ASSESSMENTS, Secretary.
Address M. COLEMAN, Staats Zeitung Building, Tryon Row. Office hours, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.

LEGISLATIVE DEPARTMENT.

Office of Clerk of Common Council.
No. 8 City Hall, 10 A. M. to 4 P. M.
GEORGE H. FORSTER, President Board of Aldermen.
FRANCIS J. TWOMEY, Clerk Common Council.

City Library.

No. 12 City Hall, 10 A. M. to 4 P. M.
D. N. CARVALHO, City Librarian.

DEPARTMENT OF PUBLIC WORKS.

Commissioner's Office.
No. 31 Chambers street, 9 A. M. to 4 P. M.
JOHN NEWTON, Commissioner; D. LOWBER SMITH, Deputy Commissioner.

Bureau of Chief Engineer.
No. 31 Chambers street, 9 A. M. to 4 P. M.
GEORGE W. BIRDSALL, Chief Engineer.

Bureau of Water Register.
No. 31 Chambers street, 9 A. M. to 4 P. M.
JOHN H. CHAMBERS, Register.

Bureau of Street Improvements.
No. 31 Chambers street, 9 A. M. to 4 P. M.
WM. M. DEAN, Superintendent.

Engineer-in-Charge of Sewers.
No. 31 Chambers street, 9 A. M. to 4 P. M.
HORACE LOOMIS, Engineer-in-Charge.

Bureau of Repairs and Supplies.
No. 31 Chambers street, 9 A. M. to 4 P. M.
WILLIAM G. BERGEN, Superintendent.

Bureau of Water Purveyor.
No. 31 Chambers street, 9 A. M. to 4 P. M.
ALSTON CULVER, Water Purveyor.

Bureau of Lamps and Gas.
No. 31 Chambers street, 9 A. M. to 4 P. M.
STEPHEN MCCORMICK, Superintendent.

Bureau of Streets.
No. 31 Chambers street, 9 A. M. to 4 P. M.
GEO. E. BARCOCK, Superintendent.

Bureau of Incumbrances.
No. 31 Chambers street, 9 A. M. to 4 P. M.
JOHN RICHARDSON, Superintendent.

Keeper of Buildings in City Hall Park.
MARTIN J. KRESE, City Hall.

FINANCE DEPARTMENT.

Comptroller's Office.
No. 15 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
THEODORE W. MYERS, Comptroller; RICHARD A. STORNS, Deputy Comptroller.

Auditing Bureau.

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

Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents.
 Nos. 33, 35, 37, 39 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
 ARTHUR S. CADY, Collector of Assessments and Clerk of Arrears.

Bureau for the Collection of City Revenue and of Markets.

Nos. 1 and 3 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
 JAMES J. KELSO, Collector of the City Revenue and Superintendent of Markets.
 GRAHAM MCADAM, Chief Clerk.

Bureau for the Collection of Taxes.

No. 37 Chambers street and No. 35 Reade street, Stewart Building.
 GEORGE W. MCLEAN, Receiver of Taxes; ALFRED VREDEBURGH, Deputy Receiver of Taxes.

Bureau of the City Chamberlain.

Nos. 25, 27 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
 WM. M. IVINS, City Chamberlain.

Office of the City Paymaster.

No. 33 Reade street, Stewart Building.
 JOHN H. TIMMERMAN, City Paymaster.

LAW DEPARTMENT.**Office of the Counsel to the Corporation.**

Staats Zeitung Building, third floor, 9 A. M. to 5 P. M.
 Saturdays, 9 A. M. to 4 P. M.
 HENRY R. BRECKEN, Counsel to the Corporation
 ANDREW T. CAMPBELL, Chief Clerk.

Office of the Public Administrator.

No. 40 Beekman street, 9 A. M. to 4 P. M.
 RICHARD J. MORRISON, Public Administrator.

Office of the Corporation Attorney.

No. 40 Beekman street, 9 A. M. to 4 P. M.
 WILLIAM A. BOYD, Corporation Attorney.

POLICE DEPARTMENT.**Central Office.**

No. 300 Mulberry street, 9 A. M. to 4 P. M.
 STEPHEN R. FRENCH, President; WILLIAM H. KIPP, Chief Clerk; JOHN J. O'BRIEN, Chief Bureau of Elections.

DEPARTMENT OF CHARITIES AND CORRECTION.**Central Office.**

No. 66 Third avenue, corner Eleventh street, 9 A. M. to 4 P. M.
 CHARLES E. SIMMONS, President; GEORGE F. BRITTON, Secretary.

Purchasing Agent, FREDERICK A. CUSHMAN Office hours, 9 A. M. to 4 P. M. Closed Saturdays, 12 M. Contracts, Proposals and Estimates for Work and Materials for Building, Repairs and Supplies, Bills and Accounts, 9 A. M. to 4 P. M. Closed Saturdays, 12 M. RUFUS L. WILDER, General Bookkeeper and Auditor.

FIRE DEPARTMENT.

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

Headquarters.

Nos. 157 and 159 East Sixty-seventh street.
 HENRY D. PURROY, President; CHARLUS JUSSEN, Secretary.

Bureau of Chief of Department.

CHARLES O. SHAY, Chief of Department.

Bureau of Inspector of Combustibles.

PETER SKEER, Inspector of Combustibles.

Bureau of Fire Marshal.

GEORGE H. SHELTON, Fire Marshal.

Bureau of Inspection of Buildings.

ALBERT F. D'ONCHI, Superintendent of Buildings.

Attorney to Department.

WM. L. FINDLEY.

Fire Alarm Telegraph.

J. ELLIOT SMITH, Superintendent
 Central Office open at all hours.

Repair Shops.

Nos. 128 and 130 West Third street.
 JOHN CASTLES, Foreman-in-Charge, 8 A. M. to 5 P. M.

Hospital Stables.

Ninety-ninth street, between Ninth and Tenth avenues.
 JOSEPH SHEA, Foreman-in-Charge.
 Open at all hours.

HEALTH DEPARTMENT.

No. 301 Mott street, 9 A. M. to 4 P. M.
 JAMES C. BAYLES, President; EMMONS CLARK, Secretary.

DEPARTMENT OF PUBLIC PARKS.

Emigrant Industrial Savings Bank Building, Nos. 49 and 51 Chambers street, 9 A. M. to 4 P. M.
 M. C. D. BORDEN, President; CHARLES DE F. BURNS, Secretary.

Civil and Topographical Office.

Arsenal, Sixty-fourth street and Fifth avenue, 9 A. M. to 5 P. M.

Office of Superintendent of 23d and 24th Wards.
 One Hundred and Forty-sixth street and Third avenue, 9 A. M. to 5 P. M.

DEPARTMENT OF DOCKS.

Battery, Pier A, North River, 9 A. M. to 4 P. M.
 L. J. STARK, President; G. KEMBLER, Secretary.
 Office hours from 9 A. M. to 4 P. M. daily, except Saturdays; on Saturdays as follows: from October 1 to June 1, from 9 A. M. to 3 P. M.; from June 1 to September 30, from 9 A. M. to 12 M.

DEPARTMENT OF TAXES AND ASSESSMENTS.

Staats Zeitung Building, Tryon Row, 9 A. M. to 4 P. M. Saturdays, 12 M. to 4 P. M.
 MICHAEL COLEMAN, President; FLOYD T. SMITH, Secretary.

Office Bureau Collection of Arrears of Personal Taxes
 Brown-stone Building, City Hall Park, 9 A. M. to 4 P. M.
 CHARLES S. BEARDSLEY, Attorney; WILLIAM CORNFORD, Clerk.

DEPARTMENT OF STREET CLEANING.

49 and 51 Chambers street. Office hours, 9 A. M. to 4 P. M.
 JAMES S. COLEMAN, Commissioner; JACOB SEABOLD, Deputy Commissioner; R. W. HORNBER, Chief Clerk.

CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS.

Cooper Union.
 EVERETT P. WHEELER, Chairman of the Supervisory Board; LEE PHILLIPS, Secretary and Executive Officer.

BOARD OF ESTIMATE AND APPORTIONMENT.

Office of Clerk, Staats Zeitung Building, Room 5.
 The Mayor, Chairman; CHARLES V. ADEE, Clerk.

BOARD OF ASSESSORS.

Office City Hall, Room No. 115, 9 A. M. to 4 P. M.
 EDWARD GILON, Chairman; WM. H. JASPER, Secretary.

BOARD OF EXCISE.

No. 44 Bond street, 9 A. M. to 4 P. M.
 CHARLES H. WOODMAN, President; DAVID S. WHITE, Secretary and Chief Clerk.

SHERIFF'S OFFICE.

Nos. 3 and 4 New County Court-house, 9 A. M. to 4 P. M.
 HUGH J. GRANT, Sheriff; JOHN B. SEXTON, Under Sheriff; BERNARD F. MARTIN, Order Arrest Clerk.

REGISTER'S OFFICE.

East side City Hall Park, 9 A. M. to 4 P. M.
 JAMES J. SLEVIN, Register; JAMES J. MARTIN, Deputy Register.

COMMISSIONER OF JURORS.

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

COUNTY CLERK'S OFFICE.

Nos. 7 and 8 New County Court-house, 9 A. M. to 4 P. M.
 JAMES A. FLACK, County Clerk; THOMAS F. GILROY, Deputy County Clerk.

DISTRICT ATTORNEY'S OFFICE.

Second floor, Brown-stone Building, City Hall Park, 9 A. M. to 4 P. M.
 JOHN R. FELLOWS, District Attorney; JAMES McCABE, Chief Clerk.

THE CITY RECORD OFFICE.

And Bureau of Printing, Stationery, and Blank Books
 No. 2 City Hall, 9 A. M. to 5 P. M., except Saturdays, on which days 9 A. M. to 3 P. M.
 THOMAS COSTIGAN, Supervisor; R. P. H. ABELL, Bookkeeper.

CORONERS' OFFICE.

Nos. 13 and 15 Chatham street, 8 A. M. to 5 P. M. Sundays and holidays, 8 A. M. to 12:30 P. M.
 MICHAEL J. H. MESSING, FREDERICK LEVY, FREDERICK EDMAN, JOHN R. NUGENT, Coroners; JOHN T. TOAL, Clerk of the Board of Coroners.

SUPREME COURT.

Second floor, New County Court-house, opens at 10:30 A. M.
 CHARLES H. VAN BRUNT, Presiding Justice; JAMES A. FLACK, Clerk; THOMAS F. GILROY, Deputy County Clerk.

General Term, Room No. 9, WILLIAM LAMB, Jr., Clerk.
 Special Term, Part I, Room No. 10, HUGH DONNELLY, Clerk.

Special Term, Part II, Room No. 18, WILLIAM J. HILL, Clerk.
 Chambers, Room No. 12, WALTER BRADY, Clerk.

Circuit, Part I, Room No. 12, SAMUEL BARRY, Clerk.
 Circuit, Part II, Room No. 14, JOHN B. MCGILVER, Clerk.

Circuit, Part III, Room No. 13, GEORGE F. LYON, Clerk.
 Circuit, Part IV, Room No. 15, J. LEWIS LYON, Clerk.

Judges' Private Chambers, Rooms Nos. 19 and 20, EDWARD J. KNIGHT, Librarian.

SUPERIOR COURT.

Third floor, New County Court-house, 11 A. M.
 General Term, Room No. 35.
 Special Term, Room No. 35.

Chambers, Room No. 33, 10 A. M.
 Part I, Room No. 34.
 Part II, Room No. 35.

Part III, Room No. 36.
 Judges' Private Chambers, Room No. 30.
 Naturalization Bureau, Room No. 32.

Clerk's Office, Room No. 31, 9 A. M. to 4 P. M.
 JOHN SEDGWICK, Chief Judge; THOMAS BOESE, Chief Clerk.

COURT OF COMMON PLEAS.

Third floor, New County Court-house, 11 A. M.
 Assignment Bureau, Room No. 25, 9 A. M. to 4 P. M.
 Clerk's Office, Room No. 21, 9 A. M. to 4 P. M.

General Term, Room No. 24, 11 o'clock A. M. to adjournment.
 Special Term, Room No. 21, 11 o'clock A. M. to adjournment.

Part I, Room No. 25, 11 o'clock A. M. to adjournment.
 Part II, Room No. 26, 11 o'clock A. M. to adjournment.
 Part III, Room No. 27, 11 o'clock A. M. to adjournment.

Naturalization Bureau, Room No. 23, 9 A. M. to 4 P. M.
 RICHARD L. LAKEMORE, Chief Justice; NATHANIEL JARVIS, Jr., Chief Clerk.

COURT OF GENERAL SESSIONS.

No. 32 Chambers street. Parts I and II. Court opens at 11 o'clock A. M.

FREDERICK SMYTH, Recorder; HENRY A. GILDER-SLEEVE and RUFUS B. COWING, Judges of the said Court.
 Terms, first Monday each month.

JOHN SPARKS, Clerk. Office, Room No. 11 to 10 A. M. till 4 P. M.

CITY COURT.

City Hall.
 General Term, Room No. 20.
 Trial Term, Part I, Room No. 20.

Part II, Room No. 19.
 Part III, Room No. 15.
 Special Term, Chambers, Room No. 21, 10 A. M. to 4 P. M.

Clerk's Office, Room No. 10, City Hall, 9 A. M. to 4 P. M.
 DAVID MCADAM, Chief Justice; MICHAEL T. DALY, Clerk.

OVER AND TERMINER COURT.

New County Court-house, second floor, southeast corner, Room No. 12. Court opens at 10:30 o'clock A. M.
 Clerk's Office, Brown-stone Building, City Hall Park, second floor, northwest corner, Room No. 11, to 10 A. M. till 4 P. M.

COURT OF SPECIAL SESSIONS.

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

DISTRICT CIVIL COURTS.

First District—First, Second, Third and Fifth Wards southwest corner of Centre and Chambers streets.
 MICHAEL NORTON, Justice.
 Clerk's office open from 9 A. M. to 4 P. M.

Second District—Fourth, Sixth and Fourteenth Wards, corner of Pearl Centre streets, 9 A. M. to 4 P. M.
 CHARLES M. CLANCY, Justice.

Third District—Ninth and Fifteenth Wards, southwest corner Sixth avenue and West Tenth street. Court open daily (Sundays and legal holidays excepted) from 9 A. M. to 4 P. M.
 GEORGE B. DEANE, Justice.

Fourth District—Tenth and Seventeenth Wards, No. 31 First street, corner Second avenue. Court opens 9 A. M. daily; continues to close of business.
 ALFRED STECKLER, Justice.

Fifth District—Seventh, Eleventh and Thirteenth Wards, No. 154 Clinton street.
 HENRY M. GOLDFEGLE, Justice.

Sixth District—Eighteenth and Twenty-first Wards, No. 61 Union place, Fourth avenue, southwest corner of Eighteenth street. Court opens 9 A. M. daily; continues to close of business.
 SAMSON LACHMAN, Justice.

Seventh District—Nineteenth and Twenty-second Wards, No. 151 East Fifty-seventh street. Court opens every morning at 9 o'clock (except Sundays and legal holidays) and continues to close of business.
 AMBROSE MONELL, Justice.

Eighth District—Sixteenth and Twentieth Wards, southwest corner of Twenty-second street and Seventh avenue. Court opens at 9 A. M. and continues to close of business. Clerk's office open from 9 A. M. to 4 P. M. each court day.
 On and after Monday, October 3, 1887, the trial days of this Court will be Mondays, Wednesdays and Fridays (John JEROLMAN, Justice).

Ninth District—Twelfth Ward, No. 225 East One Hundred and Twenty-fifth street.
 JOSEPH P. FALLON, Justice.

Clerk's office open daily from 9 A. M. to 4 P. M. Trial days Tuesdays and Fridays. Court opens at 9:45 A. M.

Tenth District—Twenty-third and Twenty-fourth Wards, corner of Third avenue and One Hundred and Fifty-eighth street.
 Office hours, from 9 A. M. to 4 P. M. Court opens at 9 A. M.
 ANDREW J. ROGERS, Justice.

Eleventh District—No. 519 Eighth avenue; Twenty-second Ward, and all that part of the Twelfth Ward lying south of One Hundred and Tenth street and west of Sixth avenue. Court open daily (Sundays and legal holidays excepted) from 9 A. M. to 4 P. M.
 THOMAS E. MURRAY, Justice.

POLICE COURTS.

Judges—MAURICE J. POWER, J. HENRY FORD, JACOB PATTERSON, JR., JAMES T. KILBRETH, JOHN J. GORMAN, HENRY MURRAY, SOLOMON B. SMITH, ANDREW J. WHITE, CHARLES WELDE, DANIEL O'REILLY, PATRICK G. DUFFY.

GEORGE W. CREGIER, Secretary.
 Office of Secretary, Fifth District Police Court, One Hundred and Twenty-fifth street, near Fourth avenue.

First District—Tombs, Centre street.
 Second District—Jefferson Market.
 Third District—No. 65 Essex street.

Fourth District—Fifty-seventh street, near Lexington avenue.
 Fifth District—One Hundred and Twenty-fifth street, near Fourth avenue.

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

JURORS.**NOTICE IN RELATION TO JURORS FOR STATE COURTS.**

OFFICE OF THE COMMISSIONER OF JURORS, }
 ROOM 127, STEWART BUILDING, }
 CHAMBERS STREET AND BROADWAY }
 NEW YORK, June 1, 1887.

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

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

Persons "enrolled" as liable must serve when called or pay their fines. No mere excuse will be allowed or interference permitted. The fines if unpaid will be entered as judgments upon the property of the delinquents.

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

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

CHARLES REILLY,

Commissioner of Jurors

FIRE DEPARTMENT.

HEADQUARTERS FIRE DEPARTMENT, }
 CITY OF NEW YORK, }
 157 AND 159 EAST SIXTY-SEVENTH STREET, }
 NEW YORK, April 14, 1888.

TO CONTRACTORS.

SEALED PROPOSALS FOR FURNISHING THE materials and labor, and doing the work required in repairing one second size Amoskeag straight steam fire engine, (registered number 302, formerly in service with Engine Company No. 34 of this Department), and fitting the same with a boiler of the "La France nest tube" pattern, will be received by the Board of Commissioners at the head of the Fire Department, at No. 157 and 159 East Sixty-seventh street, in the City of New York, until 10 o'clock A. M., Wednesday, May 3, 1888, at which time and place they will be publicly opened by the head of said Department and read.

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.

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

The work is to be completed and delivered within sixty (60) days after the execution of the contract.

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 section and liquidated at fifteen (15) 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 and all bids or estimates if deemed to be for the public interest. No bid or estimate will be received from the contractor 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 contract, 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, in its being so awarded, become bound as sureties for its faithful performance, in the sum of nine hundred (900) dollars; 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 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 a certified check upon one of the Chartered Banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of forty-five (45) 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-book, 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 relet as provided by law.

HENRY D. PURROY,
 RICHARD CROKER,
 Commissioners.

HEADQUARTERS FIRE DEPARTMENT.

Nos. 157 and 159 East Sixty-seventh street.
 NOTICE IS HEREBY GIVEN THAT THE Board of Commissioners of the Fire Department will meet daily, at 10 o'clock A. M., for the transaction of business.

By order of HENRY D. PURROY, President
 RICHARD CROKER,
 Commissioners.

CARL JUSSEN,
 Secretary.

HEALTH DEPARTMENT.

HEALTH DEPARTMENT, NO. 301 MOTT STREET, }
 NEW YORK, January 31, 1888.

AT A MEETING OF THE BOARD OF HEALTH of the Health Department of the City of New York, held at its office, No. 301 Mott street, January 27, 1888, the following resolution was adopted:

Resolved, That section 13 of the Sanitary Code be and is hereby amended so as to read as follows:

SEC. 13. That no owner or lessee of any building, or any part thereof, shall lease or let, or hire out the same or any portion thereof, to be occupied by any person, or allow the same to be occupied, as a place in which, or for any use, to dwell or lodge, except when said buildings or parts thereof are sufficiently lighted, ventilated, provided and accommodated, and are in all respects in that condition of cleanliness and wholesomen

TO CONTRACTORS.

NUMBER 8, ABOVE MENTIONED,
7,300 square feet of pavement of asphalt tile furnished
and installed.

The time allowed to complete the whole work will be **THIRTY DAYS**, and the damages to be paid by the contractor for each day that the contract, or any part thereof may be unfulfilled after the time fixed for the completion thereof has expired, shall be, by a clause in the contract, fixed and liquidated at **FOUR DOLLARS** per day.

As the above-mentioned quantities, though stated with as much accuracy as is possible in advance, are approximate only, bidders are required to make their estimates thereof with such allowances, by a clause in the contract, and to become a part of every estimate received.

Bidders must satisfy themselves by personal examination of the location of the proposed work, and by such other means as they may prefer, as to the accuracy of the foregoing description, and submit at any time after the submission of an estimate, dispute or complaint of

M. C. D. BORDEN,
WALDO HUTCHINS,
J. HAMPDEN ROBB,
Commissioners of Public Parks.

No. 26. Block bounded by One Hundredth and One Hundredth and First streets, First and Second avenues.

place the bids or estimates received will be publicly opened by the President of said Department and read.

BUILDING PURPOSES.—For each one thousand bricks laid, or for stone-work to be measured as brick—ten cents per thousand. For plastering, forty cents per hundred yards.

COWS.—For each and every cow, one dollar per annum. **DINING SALOONS.** shall be charged an annual rate of from five to twenty dollars, in the discretion of the Commissioner of Public Works.

FISH STANDS (retail) shall be charged five dollars per annum each.

For all stables not metered, the rates shall be as follows: **HORSES, PRIVATE.**—For two horses there shall be charged six dollars per annum; and for each additional horse, two dollars.

HORSES, LIVERY.—For each horse up to and not exceeding thirty in number, one dollar and fifty cents each per annum; and for each additional horse, one dollar.

HORSES, OMNIBUS AND CART.—For each horse, one dollar per annum.

HORSE TROUGHS.—For each trough, and for each half barrel or tub on sidewalk or street, twenty dollars per annum; each trough is to be fitted with a proper ball-cock to prevent waste.

HOTELS AND BOARDING HOUSES shall, in addition to the regular rate for private family, be charged for each lodging room, at the discretion of the Commissioner of Public Works.

LAUNDRIES shall be charged from eight to twenty dollars per annum, in the discretion of the Commissioner of Public Works.

LIQUOR AND LAGER BEER SALOONS shall be charged an annual rate of ten dollars each. An additional charge of five dollars per annum shall be made for each tap or wash-box.

PHOTOGRAPH GALLERIES shall be charged an annual rate of from five to twenty dollars, in the discretion of the Commissioner of Public Works.

PRINTING OFFICES, when not metered, shall be charged at such rates as may be determined by the Commissioner of Public Works.

SODA, MINERAL, WATERS AND ROOT BEER FOUNTAINS shall be charged five dollars per annum each.

STREAM ENGINES, where not metered, shall be charged by the horse-power, as follows: For each horse-power up to and not exceeding ten, the sum of ten dollars per annum; for each exceeding ten, and not over fifteen, the sum of seven dollars and fifty cents each; and for each horse-power over fifteen, the sum of five dollars.

WATER-CLOSETS AND URINALS.—To each building on a lot one water-closet having sewer connection is allowed without charge; each additional water-closet or urinal will be charged as hereinafter stated. All closets connected in any manner with sewer shall be charged two dollars for each seat per annum, whether in a building or on any other portion of the premises.

Urinals shall be charged two dollars per annum each. **WATER-CLOSET RATES** for hoppers of any form, when water is supplied direct from the Croton supply, through any form of the so-called single or double valves, hopper-cocks, top-cocks, self-closing cocks, or any valve or cock of any description attached to the closet, each, per year, twenty dollars.

For any pan closet, or any of the forms of valve, plunger, or other water-closet not before mentioned, supplied with water as above described, per year, ten dollars.

For any form of hopper or water-closet, supplied from the ordinary style of cistern filled with ball-cock, and overflow pipe that communicates with the pipe to the water-closet, so that overflow will run into the hopper or water-closet, when ball-cock is defective, or from which an unlimited amount of water can be drawn by holding up the handle, per year, each, five dollars.

For any form of hopper or water-closet, supplied from any of the forms of waste-preventing cisterns, that are approved by the Engineer of the Croton Aqueduct, which are so constructed that not more than three gallons of water can be drawn at each lift of the handle, or depression of the seat, if such cisterns are provided with an overflow pipe, such overflow pipe must not connect with the water-closet, but be carried like a safe-waste, as provided by the Board of Health regulations, per year, two dollars.

Cistern answering this description can be seen at this Department.

METERS.

Under the provisions of section 352, Consolidated Act 1882, water-meters, of approved pattern, shall be hereafter placed on the pipes supplying all stores, workshops, hotels, manufactories, public edifices, at wharves, ferry-houses, amblers, and in places where water is furnished for business consumption, except private dwellings.

It is provided by section 352, Laws of 1882, that "all expenses of meters, their connections and setting, water rates, and other lawful charges for the supply of Croton water, shall be a lien upon the premises where such water is supplied, as now provided by law." * *

All manufacturing and other business requiring a large supply of water will be fitted with a meter.

Water measured by meter, ten cents per one hundred cubic feet.

Rate Without Meters.

PER DAY, GALLONS.	PER 100 GALLONS, RATE.	PER ANNUM, AMOUNT.
25	05	\$3 75
50	05	7 50
60	05	9 00
70	05	10 50
80	05	12 00
90	05	13 50
100	05	15 00
150	05	22 50
200	05	30 00
250	04 1/2	37 50
300	04	45 00
350	03 1/2	52 50
400	03	60 00
450	02 1/2	67 50
500	02	75 00
550	01 1/2	82 50
600	01	90 00
650	00 1/2	97 50
700	00	105 00
750	00	112 50
800	00	120 00
850	00	127 50
900	00	135 00
950	00	142 50
1,000	00	150 00
1,500	00	225 00
2,000	00	300 00
2,500	00	375 00
3,000	00	450 00
3,500	00	525 00
4,000	00	600 00
4,500	00	675 00
5,000	00	750 00
5,500	00	825 00
6,000	00	900 00
6,500	00	975 00
7,000	00	1,050 00
7,500	00	1,125 00
8,000	00	1,200 00
8,500	00	1,275 00
9,000	00	1,350 00
9,500	00	1,425 00
10,000	00	1,500 00

The rate charged for steam-vessels taking water daily or belonging to daily lines, is one-half cent per ton (Custom House measurement) for each time they take water.

Steamers taking water other than daily, one cent per ton (Custom House measurement) for each time they take water.

Water supplied to sailing vessels and put on board, twenty-five cents per hundred gallons.

All matters not hereinbefore embraced are reserved for special contract by and with the Commissioner of Public Works.

HYDRANTS, HOSE, TROUGHS, FOUNTAINS, ETC., ETC.

No owner or tenant will be allowed to supply water to another person or persons.

All persons taking water from the City must keep their own service-pipes, street tap, and all fixtures connected therewith, in good repair, protected from frost, at their own risk and expense, and shall prevent all waste of water.

The use of hose to wash coaches, omnibuses, wagons, railway cars or other vehicles or horses, cannot be permitted.

No horse-troughs or horse-watering fixtures will be permitted in the street or on the sidewalk, except upon a license or permit taken out for that purpose. All licenses or permits must be annually renewed on the first of May. Such fixtures must be kept in good order and the water not allowed to drip or waste by overrunning the hydrant or street, or to become dangerous in winter by freezing in and about such fixtures.

No hydrant will be permitted on the sidewalk or in the front area, and any hydrant standing in a yard or alley, attached to any dwelling or building, must not be left running when not in actual use, and if the drip or waste from such hydrant freezes and becomes dangerous in winter, the supply will be shut off in addition to the penalty of five dollars imposed.

Taps at wash-basins, water-closets, baths and urinals must not be left running, under the penalty of five dollars for each offense, which will be strictly enforced.

Fountains or jets in hotels, porter-houses, eating-saloons, recreationeries or other buildings are strictly prohibited.

The use of hose for washing sidewalks, stoops, areas, house-fronts, yards, court-yards, gardens, and about stables, is prohibited. Where prizes are provided with wells, special permits will be issued for the use of hose, in order that the police or inspectors of this department may understand that the permission is not for the use of Croton water.

Opening fire-hydrants to fill hand sprinklers or other vessels will not be allowed.

The penalty for a violation of any of the preceding rules and regulations will be five dollars for each offense, and if not paid when imposed will become a lien on the premises in like manner as all other charges for unpaid water rates.

By order,
JOHN NEWTON,
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
NO. 31 CHAMBERS STREET,
NEW YORK, JUNE 21, 1887.

PUBLIC NOTICE AS TO WATER RATES.

PUBLIC NOTICE IS HEREBY GIVEN THAT in compliance with the provisions of chapter 359, Laws of 1882, amending sections 350 and 351 of the New York City Consolidation Act of 1882, passed June 9, 1887, the following changes are made in charging and collecting water rents:

1st. All extra charges for water incurred from and after June 9, 1887, shall be treated, collected and returned in arrears in the same manner as regular rents have heretofore been treated.

2d. In every building where a water meter or meters are now, or shall hereafter be in use, the charge for water by meter measurement shall be the only charge against such building, or such part thereof as is supplied through meter.

3d. The returns of arrears of water rents, including the year 1887, shall be made as heretofore on the confirmation of the tax levy by the Board of Aldermen, and shall include all charges and penalties of every nature.

4th. A penalty of five dollars (\$5) is hereby established, and will be imposed in each and every case where the rules and regulations of the Department prohibiting the use of water through hose, or in any other wasteful manner, are violated, and such penalties will be entered on the books of the Bureau against the respective buildings or property, and, if not collected, be returned in arrears in like manner as other charges for water.

5th. Charges for water meter rents of every nature, imposed or incurred prior to June 9, 1887, will be canceled of record on the books of the Department.

D. LOWBER SMITH,
Deputy and Acting Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
NO. 31 CHAMBERS STREET,
NEW YORK, SEPTEMBER 29, 1886.

PUBLIC NOTICE.

PERSONS HAVING ANY BUSINESS IN THIS Department which is not assigned to or transacted by the several Bureaux in the Department, and which should come under the immediate notice of the Commissioner of Public Works, are requested to communicate directly in person, or by letter, with the Commissioner.

JOHN NEWTON,
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
NO. 31 CHAMBERS STREET,
NEW YORK, NOVEMBER 10, 1886.

NOTICE TO CROTON WATER CONSUMERS.

NUMEROUS APPLICATIONS HAVE BEEN made to this Department by citizens claiming reductions or rebates on bills for water supplied through meters, on the alleged ground of leakage caused by defective plumbing and worn-out service pipes, or by willful waste of water by tenants allowing the faucets to be turned on in full force in water-closets, sinks, etc., without the knowledge or consent of the owners of the premises.

The main object of the use of water-meters is to enable this Department to detect and check the useless and unwarrantable waste of an element so valuable and essential to the health and comfort of all the citizens, and this object can only be accomplished by enforcing payment for the water wasted.

Under the law all charges for water supplied through meters are a lien against the respective premises, and the law therefore holds the owners of the premises responsible for the amount of water used or wasted.

Notice is therefore given to all householders that, in all further applications for reduction of water rents, no allowance will be made on account of waste of water occurring through leaks, from defective service pipes or plumbing, or wasteful use of water by tenants or occupants of buildings, though such leakage or waste may have occurred without the knowledge or consent of the owners of the buildings.

House-owners are further notified that whenever their premises become vacant, and are likely to remain vacant, they must notify this Department in writing, and that unless this requirement is complied with no deductions in extra water rents will be allowed for any portion of one year.

JOHN NEWTON,
Commissioner of Public Works.

POLICE DEPARTMENT.

POLICE DEPARTMENT—CITY OF NEW YORK,
OFFICE OF THE PROPERTY CLERK (Room No. 9),
NO. 300 MULBERRY STREET,
NEW YORK, 1887.

OWNERS WANTED BY THE PROPERTY Clerk of the Police Department of the City of New York, No. 300 Mulberry Street, Room No. 9, for the following property, now in his custody, without claimants: Boots, 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.

FINANCE DEPARTMENT.

SALE OF FERRY, HOUSTON STREET TO CITY OF BROOKLYN.

THE FRANCHISE OF THE FERRY FROM foot of Houston street, East River, in the City of New York to Grant street, City of Brooklyn, will be sold at public auction to the highest bidder, at the Comptroller's office, on Wednesday, the 25th day of April, 1888, at 12 o'clock M., for the term of five years from May 1, 1888, under a lease from the City containing the usual covenants and conditions of ferry leases, as provided by law and the ordinances of the Common Council, a form of which lease can be seen at the office of the Comptroller.

The highest bidder will be required to pay the auctioneer's fee and deposit with the Comptroller, at the time of sale, twenty-five per cent. of the amount bid, which shall be credited on the first quarter's rent or be forfeited to the City if the lease is not executed by the purchaser when notified by the Comptroller.

The lessee will be required to give bonds in double the amount of the yearly rental, with two sufficient sureties, to be approved by the Comptroller, conditioned for the faithful performance of the covenants of the lease, and the payment of the rent quarterly.

The right to reject any bid is reserved, if deemed to be for the interest of the City.

By order of the Commissioners of the Sinking Fund,
THEO. W. MYERS,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, April 13, 1888.

SALE OF FERRY, CORTLANDT STREET TO JERSEY CITY.

THE FRANCHISE OF THE FERRY FROM foot of Cortlandt street, North river, in the City of New York, to Jersey City, will be sold at public auction to the highest bidder, at the Comptroller's office, on Wednesday, the 25th day of April, 1888, at 12 o'clock M., for the term of ten years from February 1, 1888, under a lease from the City containing the usual covenants and conditions of ferry leases, as provided by law and the ordinances of the Common Council, a form of which lease can be seen at the office of the Comptroller.

The highest bidder will be required to pay the auctioneer's fee and deposit with the Comptroller, at the time of sale, twenty-five per cent. of the amount bid, which shall be credited on the first quarter's rent or be forfeited to the City if the lease is not executed by the purchaser when notified by the Comptroller.

The lessee will be required to give bonds in double the amount of the yearly rental, with two sufficient sureties, to be approved by the Comptroller, conditioned for the faithful performance of the covenants of the lease and the payment of the rent quarterly.

The right to reject any bid is reserved, if deemed to be for the interest of the City.

By order of the Commissioners of the Sinking Fund,
THEO. W. MYERS,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, April 13, 1888.

SALE OF FERRY, DESBROSSES STREET TO JERSEY CITY.

THE FRANCHISE OF THE FERRY FROM foot of Desbrosses street, North river, in the City of New York, to Jersey City, will be sold at public auction to the highest bidder, at the Comptroller's office, on Wednesday, the 25th day of April, 1888, at 12 o'clock M., for the term of ten years from February 1, 1888, under a lease from the City containing the usual covenants and conditions of ferry leases, as provided by law and the ordinances of the Common Council, a form of which lease can be seen at the office of the Comptroller.

The highest bidder will be required to pay the auctioneer's fee and deposit with the Comptroller, at the time of sale, twenty-five per cent. of the amount bid, which shall be credited on the first quarter's rent or be forfeited to the City if the lease is not executed by the purchaser when notified by the Comptroller.

The lessee will be required to give bonds in double the amount of the yearly rental, with two sufficient sureties, to be approved by the Comptroller, conditioned for the faithful performance of the covenants of the lease and the payment of the rent quarterly.

The right to reject any bid is reserved, if deemed to be for the interest of the City.

By order of the Commissioners of the Sinking Fund,
THEO. W. MYERS,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, April 13, 1888.

CORPORATION SALE OF PUBLIC SCHOOL PROPERTY.

THE COMMISSIONERS OF THE SINKING Fund of the City of New York will offer for sale at public auction on Tuesday, the 15th day of May, 1888, at the Real Estate Exchange and Auction Rooms (Limited), Nos. 59 to 65 Liberty street, the lot, piece or parcel of ground, fifty feet front and rear by sixty-six feet deep, with the buildings thereon, known as Primary School No. 18, Ward No. 32, situated on the easterly side of Waverly place, between West Eleventh and Bank streets, in the Ninth Ward of the City of New York. This property is sold pursuant to chapter 89, Laws of 1881 (section 186 of the New York City Consolidation Act of 1882), which provides for the sale of any land or lands and the buildings thereon, owned by the Mayor, Aldermen and Commonality of the City of New York, occupied or reserved for school purposes, and no longer required therefor, the money received in payment to be appropriated to the Board of Education for the purpose of purchasing property or erecting school buildings for new public schools.

The auctioneer's fee and ten per cent. of the purchase money to be paid at the time of sale, and the balance in cash within thirty days thereafter on delivery of warranty deed of the property from the Mayor, Aldermen and Commonality of the City of New York.

By order of the Commissioners of the Sinking Fund under a resolution adopted March 28, 1888. The right to reject any bid is reserved.

THEO. W. MYERS,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, April 7, 1888.

CORPORATION SALE OF CITY REAL ESTATE.

PUBLIC NOTICE IS HEREBY GIVEN THAT the Commissioners of the Sinking Fund of the City of New York, by virtue of the powers vested in them by law, will offer for sale at public auction, on Tuesday, the 15th day of May, 1888, at the Real Estate Exchange and Auction Rooms (Limited), Nos. 59 to 65 Liberty street, certain lots, pieces and parcels of unimproved real estate belonging to the Mayor, Aldermen and Commonality of the City of New York, as follows, to wit:

TWELFTH WARD.

THE OLD CROTON AQUEDUCT, BETWEEN NINTH AND TENTH AVENUES.

1. On Ninety-ninth street, south side, two vacant lots, 25 feet by 100 feet 11 inches each, Block No. 1025, Ward No. 25, one hundred feet west of Ninth avenue. Sales Map, Nos. 1, 2. Lots to be sold separately.

2. On One Hundred and First street, south side, two vacant lots, 25 feet by 100 feet 11 inches each, Block No. 1027, Ward No. 25, one hundred feet west of Ninth avenue. Sales Map, Nos. 3, 4. Lots to be sold separately.

3. On One Hundred and First street, north side, two vacant lots, 25 feet by 100 feet 11 inches each, Block No. 1028, Ward No. 25, one hundred feet west of Ninth avenue. Sales Map, Nos. 5, 6. Lots to be sold separately.

4. On One Hundred and Second street, south side, two vacant lots, 25 feet by 100 feet 11 inches each, Block No. 1028, Ward No. 25, one hundred feet west of Ninth avenue. Sales Map, Nos. 7, 8. Lots to be sold separately.

5. On One Hundred and Second street, north side, two vacant lots, 25 feet by 100 feet 11 inches each, Block No. 1029, Ward No. 25, one hundred feet west of Ninth avenue. Sales Map, Nos. 9, 10. Lots to be sold separately.

MANHATTANVILLE.

Northwest corner of One Hundred and Twenty-ninth street and Twelfth avenue, one vacant lot, piece or parcel of land, known as Ward No. 73, Block No. 1286 1/2, in the Twelfth Ward. Sales Map No. 11.

TERMS AND CONDITIONS OF SALE.

The highest bidder will be required to pay ten (10) per cent. of the purchase money and the auctioneer's fee on each lot immediately after the sale; thirty (30) per cent. on the delivery of the deeds, within thirty days from the date of the sale; and the balance, sixty (60) per cent. of the purchase money, or any portion thereof, may remain, at the option of the purchaser, on bond and mortgage, for five years, with interest at the rate of five per centum per annum, payable semi-annually, the mortgages to contain the customary thirty days' interest and ninety days' tax clauses.

The bond and mortgage may be paid off at any time, within the term thereof on giving thirty days' notice to the Comptroller, or it may be paid by installments of not less than five hundred dollars, on any day when the interest is due, or on thirty days' notice. The bonds and mortgages will be prepared by the Comptroller, and must be paid off before any release can be given by the Corporation, as a release of any part of the premises included in a mortgage to the Corporation is forbidden by law.

The Comptroller may, at his option, resell any lot which may be struck off to the highest bidder who may fail to comply with the terms of sale, and the party who may fail to comply therewith will be held liable for any deficiency that may result from any such resale.

The right to reject any bid is reserved.

Lithographic maps of the above real estate may be had at the Comptroller's Office, Stewart Building, No. 280 Broadway, after April 18, 1888.

By order of the Commissioners of the Sinking Fund, under resolutions adopted at meetings held March 28 and April 6, 1888.

THEO. W. MYERS,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, April 7, 1888.

CITY OF NEW YORK,
FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE,
April 4, 1888.

NOTICE TO PROPERTY-OWNERS.

IN PURSUANCE OF SECTION 997 OF THE "New York City Consolidation Act of 1882," the Comptroller of the City of New York hereby gives public notice to all persons, owners of real estate affected by the assessment list for the opening of Railroad Avenue, East, from the Harlem river to One Hundred and Sixty-first street, which was confirmed by the Supreme Court, August 11, 1887, and entered on the 4th day of March, 1888, in the Record of Titles of Assessments, kept in the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," that unless the amount assessed for each person or property shall be paid within the five days after the date of said entry of the assessment, interest will be collected thereon as provided in section 998 of said "New York City Consolidation Act of 1882."

Section 998 of the said act provides that, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect, and receive interest thereon at the rate of seven per centum per annum, to be calculated from the date of such entry to the date of payment."

The above assessment is payable to the Collector of Assessments and Clerk of Arrears, at the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," Room 31, Stewart Building, between the hours of 9 A. M. and 2 P. M., and all payments made thereon, on or before June 14, 1888, will be exempt from interest as above provided, and that date will be subject to a charge of interest at the rate of seven per cent. per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

THEODORE W. MYERS,
Comptroller.

INTEREST ON CITY BONDS AND STOCKS.

THE INTEREST DUE MAY 1, 1888, ON THE Registered Bonds and Stocks of the City and County of New York, will be paid on that day by the Comptroller, at the office of the City Chamberlain, Room 27, Stewart Building, corner of Broadway and Chambers street.

The Transfer Books will be closed from March 28 to May 1, 1888.

The interest due May 1, 1888, on the Coupon Bonds and Stocks of the City of New York, will be paid on that day at the Western National Bank, Equitable Building, No. 120 Broadway.

THEO. W. MYERS,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, March 21, 1888.

REAL ESTATE RECORDS.