

# THE CITY RECORD.

## OFFICIAL JOURNAL.

VOL. III.

NEW YORK, TUESDAY, SEPTEMBER 7, 1875.

NUMBER 677.



### PROCLAMATION.

\$1,000 REWARD.

MAYOR'S OFFICE,  
NEW YORK, September 6, 1875.

Whereas, JAMES H. NOE was brutally assaulted at his place of business, at No 275 Greenwich street, in this city, on the 22d day of August, 1875, by one or more persons attempting a burglarious entry of his premises, and died from the effect of the wounds then received, on the 26th day of August, 1875; now,

I, WILLIAM H. WICKHAM, Mayor of the City of New York, do hereby offer a reward of one thousand dollars for the discovery and conviction of the party or parties who may have committed the deed, the said reward to be paid on the conviction of the said party or parties, and the certificate of the District Attorney that such conviction was had upon the testimony of the person or persons claiming the reward. But all claims not presented to the Mayor within twenty days after such conviction shall be disregarded.

WM. H. WICKHAM,  
Mayor.

### LEGISLATIVE DEPARTMENT.

#### BOARD OF ALDERMEN.

##### SPECIAL SESSION.

MONDAY, September 6, 1875,  
2 o'clock P. M.

The Board met in their chamber, No. 15 City Hall.

##### PRESENT:

Hon. SAMUEL A. LEWIS, President;

##### ALDERMEN

Andrew Blessing,  
William L. Cole,  
George B. Deane, Jr.,  
Edward Gilon,  
Magnus Gross,  
John W. Guntzer,  
Henry E. Howland,

Patrick Lysaght,  
William H. McCarthy,  
John J. Morris,  
Robert Power,  
Henry D. Purroy,  
John Reilly,

John Robinson,  
Peter Seery,  
Edward J. Shandley,  
Stephen N. Simonson,  
Chester H. Southworth,  
Joseph P. Strack.

The minutes of the last meeting were read and approved.

##### PETITIONS.

By Alderman McCarthy—

Petition of Mary Clark, asking permission to erect a bay-window on premises, No. 138 East One Hundred and Twenty-third street.

Which was referred to the Committee on Streets.

By the same—

Petition of property owners, asking that One Hundred and Twelfth street, from First to Third avenue, be paved.

Which was referred to the Committee on Street Pavements.

##### RESOLUTIONS.

Alderman McCarthy moved that the Committee on Roads be discharged from the consideration of the following:

Resolved, That the lamp-post and lamp now in front of the entrance to the residence of John McGowan, on Highbridge avenue, north of Devoe street, be removed and placed twelve feet south of its present location, at his own expense, and under the direction of the Commissioner of Public Works.

Alderman Simonson moved to amend by inserting after the word "location" the words "at his own expense."

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

Which was decided in the affirmative.

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

Which was decided in the affirmative.

By Alderman Blessing—

Whereas, Section 6 of chapter 606 of the Laws of 1875 provides that the Commissioners of Rapid Transit shall, within the period of ninety days after their organization, fix and determine the time within which a railway or railways, or portions of the same, shall be constructed and ready for operation, together with the maximum rates to be paid for transportation and conveyance over such railway or railways, and the hours during which special cars or trains shall be run at reduced rates of fare; therefore, be it

Resolved, That the said Commissioners of Rapid Transit be requested to incorporate in the charter of each and every company authorized to build and maintain a railway, a clause providing that said company or companies shall run a sufficient number of cars, for the accommodation of passengers, between the hours of six and eight in the morning, and five and seven in the evening, for which the fare below Forty-second street shall not be more than three cents, and, south of One Hundred and Twenty-fifth street, not more than five cents per passenger.

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

Which was decided in the affirmative.

##### MOTIONS.

Alderman Seery moved that the regular order of business be suspended, and that the Board do now resolve itself into a Committee of the Whole for the purpose of considering the subject of rapid transit, embraced in General Order No. 468.

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

Which was decided in the affirmative.

Whereupon Alderman Reilly was called to the chair.

Alderman Reilly, Chairman of the Committee of the Whole, reported as follows:

The Committee of the Whole have had under consideration General Order No. 468, being a resolution in relation to rapid transit in the City of New York, but not having completed the consideration of the subject, desired to report progress, and asked leave to sit again.

Report accepted and request granted.

##### RESOLUTIONS RESUMED.

By Alderman McCarthy—

Resolved, That the sidewalk on the northwest corner of Lexington avenue and Eighty-seventh street be flagged, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was referred to the Committee on Streets.

By the same—

Resolved, That a free drinking-hydrant be placed on the northeast corner of Fifth avenue and One Hundred and Ninth street, under the direction of the Commissioner of Public Works.

Which was referred to the Committee on Public Works.

(G. O. 491.)

By Alderman Deane—

Resolved, That permission be and the same is hereby given to Henry Punchard to connect his iron water-trough with the street-main, in front of his premises No. 93 Market street, the work to be done at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

Which was laid over.

By the same—

Whereas, The New York Central and Hudson River R. R. Co. are in the habit of leaving their freight cars standing for hours at a time on Hudson and Canal streets, receiving and delivering freight, thereby interfering with the travel of said streets; and

Whereas, A remonstrance, numerous signed, has been presented by merchants, storekeepers, and others doing business on the line of said Hudson and Canal streets, praying that this Common Council may abate the nuisance; therefore be it

Resolved, That the Commissioner of Public Works be and he is hereby respectfully requested to cause the N. Y. Central and Hudson River R. R. Co. to remove said cars whenever they are standing on either Hudson or Canal streets.

Which was referred to the Committee on Railroads.

##### REPORTS.

(G. O. 492.)

The Committee on Streets, to whom was referred the annexed resolution in favor of placing a large lamp-post and lamp in or near the centre of the Bowling Green, 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 large lamp-post and lamps, similar to the post and lamps in the public place bounded by Tryon row, Chatham and Centre streets, be placed in or near the centre of the Bowling Green, under the direction of the Commissioner of Public Works.

JOHN W. GUNTZER,  
PATRICK LYSAGHT,  
S. N. SIMONSON, } Committee on  
Streets.

Which was laid over.

(G. O. 493.)

The Committee on Public Works, to whom were referred the annexed resolution and ordinance in favor of laying gas-mains, etc., in One Hundred and Twenty-sixth street, between Seventh and Eighth 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 gas-mains be laid, lamp-posts erected, and street-lamps lighted in One Hundred and Twenty-sixth street, between Seventh and Eighth avenues, under the direction of the Commissioner of Public Works.

JOHN REILLY,  
E. J. SHANDLEY, } Committee on  
Public Works.

Which was laid over.

(G. O. 494.)

The Committee on Public Works, to whom were referred the annexed resolution and ordinance in favor of laying Croton mains in Sixty-seventh street, between Tenth and Eleventh 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 Croton mains be laid in Sixty-seventh street, between Tenth and Eleventh avenues, under the direction of the Commissioner of Public Works.

JOHN REILLY,  
E. J. SHANDLEY, } Committee on  
Public Works.

Which was laid over.

(G. O. 495.)

The Committee on Public Works, to whom were referred the annexed resolution and ordinance in favor of erecting a free drinking-hydrant northwest corner of Seventy-fifth street and First 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 a free drinking-hydrant be erected on the northwest corner of Seventy-fifth street and First avenue, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

JOHN REILLY,  
E. J. SHANDLEY, } Committee on  
Public Works.

Which was laid over.

(G. O. 496.)

The Committee on Public Works, to whom was referred the annexed petition asking for the laying a crosswalk across Fifth avenue, sixty-five feet south of the southeasterly corner of Sixtieth street and Fifth 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 a crosswalk be laid sixty-five feet south of the southerly corner of Sixtieth street and Fifth avenue, across said avenue to the centre plot at the entrance of Central Park, under the direction of the Department of Public Works; and that the accompanying ordinance therefor be adopted.

JOHN REILLY,  
E. J. SHANDLEY, } Committee on  
Public Works.

Which was laid over.

##### MESSAGES FROM HIS HONOR THE MAYOR.

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

EXECUTIVE DEPARTMENT—CITY HALL,  
NEW YORK, September 6, 1875.

To the Honorable the Common Council:

GENTLEMEN—I herewith transmit for your information a communication from the Department of Public Works in reference to water supply of Randall's Island.

W. H. WICKHAM, Mayor.

DEPARTMENT OF PUBLIC WORKS,  
COMMISSIONER'S OFFICE, ROOM 19, CITY HALL,  
NEW YORK, September 6, 1875.

Hon. WM. H. WICKHAM, Mayor of the City of New York:

SIR—I deem it my duty to ask, through you, the attention of the Board of Aldermen to the following facts:



Last spring the Commissioners of Charities and Correction reported a deficiency of water supply on Randall's Island, and the fear of increase of scurvy from that cause.

Immediate examination of the supply pipes across Harlem river to Randall's Island showed the worthlessness at that time of the eight-inch, wood-lined, iron pipe. All practicable repairs have since been made, but recent examinations (see engineer's report annexed) show the impossibility of making the pipe serviceable, and that Randall's Island must rely for its fresh water supply upon the single three-inch lead pipe supplying it now and last spring.

To furnish water, to the Islands which depend on the Croton Aqueduct for their supply, and to repair injuries to the supply pipes from anchors, frost, etc., the following work had to be done:

In 1871—Three wrought-iron pipes laid to Blackwell's Island, and two gutta percha pipes taken up and relaid.

In 1872—Three wrought-iron pipes laid to Blackwell's Island, and one to Ward's Island.

In 1873—One six-inch wrought-iron pipe, encased in oak boxing and cement, laid to Blackwell's Island. This pipe has since furnished a full and uninterrupted supply.

In the winter of 1873 to 1874—Ward's Island was without a steady supply, the pipe across the river being frozen; water was supplied through a hose across the river, which was frozen, thawed out, and relaid several times.

In 1874—A six-inch pipe, encased in oak boxing and cement, was laid to Ward's Island, and has since furnished an uninterrupted supply of water.

While these several pipes were being laid, the Commissioners of Charities and Correction were obliged to be entirely without fresh water, or to carry it up on boats.

Experience on Randall's Island, as well as on the other Islands, should be warning sufficient against relying upon so uncertain a supply as that furnished by a single unprotected pipe, and against putting off the remedy to the last moment, and to an inclement season.

Under the law of May 28, 1875, passed for the purpose, among others, of providing the means to supply Randall's Island with an abundance of fresh and pure water, an ordinance, drawn to meet all the requirements of the law, was introduced on June 9, and is now before the Board of Aldermen; but the proceedings of the Board of last Thursday show that a substitute was offered, which, if passed, will only cause further delay, as it is so framed that no expense can be incurred under it.

Very respectfully,

FITZ JOHN PORTER,  
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,  
CHIEF ENGINEER'S OFFICE, CITY HALL,  
NEW YORK, August 31, 1875.

JOHN C. CAMPBELL, Esq., Acting Chief Engineer:

DEAR SIR—I made a personal examination yesterday of the water supply to Randall's Island. There are two pipes crossing from One Hundred and Twenty-second street to the Island under the Harlem river; one is a lead pipe three inches internal diameter, and the other an iron pipe, Ward's patent, of eight inches internal diameter, with a wood lining of one inch all around, leaving a water-way of six inches diameter. The iron pipe gave out last winter and was disconnected, and has remained so ever since. Before shutting off the lead pipe I found the pressure of water on the New York side to be twenty-four pounds per square inch, and on the Island side eighteen pounds. In order to determine the condition of the iron pipe I shut off the water from the lead pipe, shut off the supply of water accumulated in the reservoir on the Island, and opened the gate of the iron pipe on the New York side. The pressure of water then on the Island was but two and a half pounds. The loss of twenty-one and a half pounds pressure in crossing the river shows conclusively that, although the iron pipe is not broken, yet it must be full of cracks and holes. Below you will find a sketch showing the position of the pipes under the river and the location of the land connections, stop-cocks, and hydrants.

Very respectfully,

JOHN C. THOMPSON,  
Assistant Engineer.

Laid over in connection with Special Order No. 6.

#### COMMUNICATIONS FROM THE DEPARTMENTS AND CORPORATION OFFICERS.

The President laid before the Board the following communication from the Health Department:

HEALTH DEPARTMENT, No. 301 MOTT STREET,  
NEW YORK, August 30, 1875.

FRANCIS J. TWOMEY, Esq., Clerk, etc.:

SIR—In compliance with section 112, Laws of 1873, and by order of the Board of Health, I forward herewith to the Board of Aldermen a duplicate of the Departmental Estimate of the Health Department for the year 1876.

Very respectfully,

EMMONS CLARK, Secretary.

HEALTH DEPARTMENT OF THE CITY OF NEW YORK,  
NEW YORK, August 24, 1875.

Departmental Estimate of Expenditure required in the Health Department, with the objects thereof in detail for the year eighteen hundred and seventy-six, including a statement of each of the salaries of the officers, clerks, employees, and subordinates of said Department, in compliance with section 112 of chapter 335 of the Laws of 1873:

	Per Annum.	Total.
Commissioners—		
President.....	\$6,500	
Commissioner.....	5,000	
		\$11,500
Sanitary Bureau—		
1 Sanitary Superintendent.....	\$6,000	\$6,000
1 Assistant Sanitary Superintendent.....	3,000	3,000
10 Sanitary Inspectors.....	2,000	20,000
15 Assistant Sanitary Inspectors.....	1,500	22,500
1 Assistant Sanitary Inspector, Sanitary Engineer.....	1,800	1,800
1 Assistant Sanitary Inspector, Analytical Chemist.....	1,000	1,000
1 Special Inspector, Night Soil and Offal Docks.....	1,200	1,200
1 Chief Clerk to Sanitary Superintendent.....	2,200	2,200
1 Clerk, Record.....	1,800	1,800
1 Clerk (including notarial services).....	1,500	1,500
1 Clerk, Map.....	1,500	1,500
1 Clerk, Complaint.....	1,500	1,500
1 Clerk, Permit.....	1,200	1,200
1 Messenger.....	600	600
1 Chief of Disinfecting Corps.....	1,800	1,800
6 Skilled Employees, removing cases of contagious disease.....	1,200	7,200
1 Stable-keeper.....	900	900
12 Fruit Inspectors, 3 months each..... per month	100	3,600
2 Inspectors of Scavenging, 6 months each..... "	100	1,200
9 Special Inspectors, 4 months each..... "	100	3,600
Sanitary Bureau, Vaccinating Corps—		
1 Chief of Vaccinating Corps.....	3,000	3,000
12 Assistant Sanitary Inspectors.....	1,500	18,000
2 Clerks.....	1,200	2,400
1 Messenger.....	600	600
		108,100
Bureau of Vital Statistics—		
1 Register of Records.....	5,000	\$5,000
1 Deputy Register of Records.....	3,000	3,000
1 Clerk, Record (including Sunday services).....	2,200	2,200
1 Clerk, Record (including Notarial services).....	2,000	2,000
4 Clerks, Record.....	1,500	6,000
2 Clerks, Examiners of Death Certificates.....	1,300	2,600
4 Clerks, Record.....	1,200	4,800
		25,600
Office of the Board, Secretary's Office—		
1 Secretary.....	6,000	\$6,000
1 Chief Clerk to Secretary and Auditing Clerk.....	2,500	2,500
1 Clerk, Engrossing.....	2,000	2,000
1 Clerk, Chief Order and Index.....	1,800	1,800
1 Clerk, Order, including service of orders.....	1,600	1,600
1 Clerk, Order.....	1,500	1,500
1 Janitor.....	1,000	1,000
1 Messenger.....	500	500
1 Sweeper and Cleaner.....	600	600
1 Laborer and Stoker.....	350	350
		17,850
Attorney and Counsel's Department—		
1 Attorney and Counsel.....	5,000	\$5,000
1 Chief Clerk (including services as referee).....	4,000	4,000
2 Clerks.....	1,500	3,000
		12,000

Disinfection—		
Disinfectants.....	8,000	\$8,000
Wagons and disinfecting apparatus.....	2,000	2,000
Harness.....	500	500
Horses and stable rent.....	1,000	1,000
Horseshoeing and horse feed.....	1,500	1,500
Laborers and teams in distributing disinfectants, etc.....	6,000	6,000
		19,000

Contingent Expenses—		
Fuel and gas.....	1,500	\$1,500
Ice.....	200	200
Post-office stamps.....	400	400
Books, maps, etc., for library.....	500	500
Furniture, and repairs to furniture.....	1,500	1,500
Incidentals.....	450	450
Expense of abating nuisances requiring summary action of the Board.....	5,000	5,000
6 Carts and drivers for Fruit Inspectors, three months, per day.....	4	2,160
Maps showing amount and character of population by blocks.....	2,500	2,500
		14,210

Law Expenses—		
Law expenses, including Marshals' fees.....	5,000	\$5,000
Removing night-soil, dead animals, offal, etc., as per contract.....	40,000	40,000
		40,000

Riverside and Reception Hospitals (Small-pox)—		
1 Resident Physician.....	1,500	\$1,500
1 Assistant Resident Physician.....	600	600
1 Clerk.....	900	900
1 Day Watchman.....	500	500
1 Matron.....	300	300
8 Orderlies.....	300	2,400
2 Nurses.....	240	480
1 Undertaker.....	60	60
1 Cook.....	180	180
1 Laborer at docks.....	180	180
26 Female Helpers.....	120	3,120
1 Engineer for Steam Launch.....	1,200	1,200
1 Captain.....	1,200	1,200
1 Deck-hand.....	720	720
		13,340

Supplies, Riverside and Reception Hospitals—		
Pharmacy and drugs.....	2,000	\$2,000
Fuel for Hospitals and Launch.....	3,000	3,000
Food for Hospitals and Launch.....	27,000	27,000
Gas.....	300	300
Contingencies.....	2,000	2,000
Repairs to building and furniture.....	1,500	1,500
Fence around Hospital.....	1,000	1,000
Steam Launch for transporting patients and stores.....	5,000	5,000
		41,800
Contingent Fund for Epidemics.....	20,000	\$20,000
		20,000
		\$328,400

The above estimate was unanimously approved by the Board of Health of the Health Department, at a regular meeting held on Tuesday, August 24, 1875. All the Commissioners present.

C. F. CHANDLER, President.

EMMONS CLARK, Secretary.

Which was referred to the Committee on Finance.

The President laid before the Board the following communication from the Fire Department:

HEADQUARTERS, FIRE DEPARTMENT, CITY OF NEW YORK,  
127 and 129 MERCER STREET,  
NEW YORK, September 4, 1875.

To the Honorable the Board of Aldermen, City of New York:

GENTLEMEN—I have the honor to forward herewith a duplicate of the estimate of this Department for the year 1876.

Very respectfully,

JOSEPH L. PERLEY, President.

#### DEPARTMENTAL ESTIMATE FOR THE YEAR 1876.

FIRE DEPARTMENT OF THE CITY OF NEW YORK.	
Apparatus.....	\$30,000 00
Buildings.....	20,000 00
Coal and wood.....	22,500 00
Gas.....	10,000 00
General supplies.....	15,000 00
Horses.....	10,000 00
Horse feed and straw.....	31,000 00
Horseshoeing.....	8,000 00
Harness shop supplies.....	5,000 00
Hose shop supplies and new hose.....	25,000 00
Machine and paint shop.....	16,000 00
Rents.....	8,000 00
Telegraph supplies and repairs.....	27,000 00
SALARIES, viz.:	
Headquarters Pay-roll—	
President.....	\$7,500 00
2 Commissioners.....	10,000 00
Secretary.....	3,000 00
Bookkeeper.....	2,500 00
Superintendent of Supplies.....	2,500 00
Medical officer.....	1,500 00
Vice-Medical officer.....	1,200 00
1 Clerk.....	2,000 00
1 ".....	1,800 00
1 ".....	1,500 00
2 ".....	\$1,300 2,600 00
2 ".....	1,200 2,400 00
Property Clerk.....	1,300 00
Instruction of Sappers and Miners.....	2,000 00
Librarian.....	1,000 00
Messenger.....	1,000 00
2 Night-watchman.....	\$1,000 2,000 00
Janitress.....	300 00
	46,100 00
Telegraph Force Pay-roll—	
Superintendent.....	\$2,500 00
Chief Operator.....	1,680 00
3 Operators.....	\$1,380 4,140 00
3 Assistant Operators.....	1,200 3,600 00
7 Linemen.....	1,000 7,000 00
7 Bellringers.....	1,000 7,000 00
Batteryman.....	1,000 00
Assistant Batteryman.....	800 00
	27,720 00
Repair Shop Pay-roll—	
Foreman.....	\$1,500 00
Clerk.....	1,200 00
Messenger.....	1,200 00
Shop Engineer..... per day \$3 00	925 00
8 Machinists..... " 3 00	6,400 00
1 Machinist helper.....	600 00
1 ".....	450 00



1 Coppersmith.....	per day \$3 00	925 00
2 Boiler-makers.....	" 3 00	1,850 00
4 Blacksmiths.....	" 3 00	3,700 00
4 Blacksmith helpers.....	" 2 50	3,100 00
1 Wheelwright.....	" 4 50	1,400 00
2 Wheelwrights.....	" 3 00	1,850 00
3 Painters.....	" 3 00	2,775 00
2 Harness-makers.....	" 3 00	1,850 00
1 Collar-maker.....	" 3 00	925 00
1 Hose repairer.....	" 3 00	925 00
10 Carpenters.....	" 3 50	10,800 00
3 Caulkers.....	" 3 50	3,240 00
2 Night-watchmen.....	" 2 50	1,800 00
1 Day-watchman.....	" 2 50	900 00
10 Laborers.....	" 2 50	7,750 00
Engineer of Steamer.....		1,300 00
Assistant Engineer of Steamer.....		1,250 00

59,615 00

Bureau of Combustibles Pay-roll—

Inspector of Combustibles.....		\$3,000 00
Chief Clerk.....		2,500 00
Oil Surveyor.....		1,500 00
Assistant Inspector.....		1,200 00
3 Clerks.....	\$1,500	4,500 00
2 Clerks.....	1,250	2,500 00
1 Clerk.....		1,200 00
2 Oil Collectors.....	\$1,000	2,000 00
1 Oil Collector.....	per day 2 50	775 00
1 Messenger.....	" 2 50	775 00
Janitor.....	" 2 50	900 00
Watchman.....		1,000 00

21,850 00

Bureau of Fire Marshal Pay-roll—

Fire Marshal.....		\$2,500 00
Assistant Fire Marshal.....		1,500 00
3 Assistant Fire Marshals.....	\$1,000	3,000 00
2 Clerks.....	1,200	2,400 00

9,400 00

Superintendent of Horses Pay-roll—

Superintendent of Horses.....		\$2,500 00
Foreman Hospital Stables.....		1,200 00
4 Stablemen.....	per day \$2 50	3,600 00
1 Driver.....		1,000 00
2 Drivers.....	per day \$2 50	1,550 00
1 Cartman.....	" 2 50	900 00

10,750 00

Chief of Department Pay-roll—

Chief of Department.....		\$4,700 00
Assistant Chief of Department.....		3,000 00
10 Chiefs of Battalions.....	\$2,500	25,000 00

32,700 00

34 Engine Companies, 12 men each—

34 Foremen.....	\$1,500	\$51,000 00
34 Assistant Foremen.....	1,300	44,200 00
34 Engineers of Steamers.....	1,300	44,200 00
34 Assistant Engineers of Steamers.....	1,250	42,500 00
272 Firemen.....	1,200	326,400 00

508,300 00

4 Engine Companies, 10 men each—

4 Foremen.....	\$1,500	\$6,000 00
4 Assistant Foremen.....	1,300	5,200 00
4 Engineers of Steamers.....	1,300	5,200 00
4 Assistant Engineers of Steamers.....	1,250	5,000 00
24 Firemen.....	1,200	28,800 00

50,200 00

3 Engine Companies, 8 men each—

3 Foremen.....	\$1,500	\$4,500 00
3 Assistant Foremen.....	1,300	3,900 00
3 Engineers of Steamers.....	1,300	3,900 00
3 Assistant Engineers of Steamers.....	1,250	3,750 00
12 Firemen.....	1,200	14,400 00

30,450 00

2 Engine Companies, not full paid—

2 Foremen.....	\$1,500	\$3,000 00
2 Engineers of Steamers.....	1,300	2,600 00
4 Firemen.....	1,200	4,800 00
16 Hosemen.....	300	4,800 00

15,200 00

2 Chemical Engine Companies, 4 men each—

2 Assistant Foremen.....	\$1,300	\$2,600 00
6 Firemen.....	1,200	7,200 00

9,800 00

4 Chemical Engine Companies, not full paid—

4 Foremen.....	\$1,500	\$6,000 00
8 Firemen.....	1,200	9,600 00
20 Hosemen.....	300	6,000 00

21,600 00

2 Hook and Ladder Companies, 12 men each—

12 Foremen.....	\$1,500	\$18,000 00
12 Assistant Foremen.....	1,300	15,600 00
120 Firemen.....	1,200	144,000 00

177,600 00

2 Hook and Ladder Companies, 10 men each—

2 Foremen.....	\$1,500	\$3,000 00
2 Assistant Foremen.....	1,300	2,600 00
16 Firemen.....	1,200	19,200 00

24,800 00

2 Hook and Ladder Companies, 8 men each—

2 Foremen.....	\$1,500	\$3,000 00
2 Assistant Foremen.....	1,300	2,600 00
12 Firemen.....	1,200	14,400 00

20,000 00

2 Hook and Ladder Companies, not full paid—

2 Foremen.....	\$1,500	\$3,000 00
4 Firemen.....	1,200	4,800 00
18 Laddermen.....	300	5,400 00

13,200 00

Total..... \$1,306,785 00

The foregoing estimate, amounting to one million three hundred and six thousand seven hundred and eighty-five dollars, is adopted as the sum of money which will be required for expenses necessary to the administration and conduct of the Fire Department of the City of New York for the year 1876.

JOSEPH L. PERLEY,  
ROSWELL D. HATCH,  
Commissioners of Fire Department.

NEW YORK, August 25, 1875.

Which was referred to the Committee on Finance.

The President laid before the Board the following communication from the Department of Finance:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE, September 4, 1875.

To the Honorable the Board of Aldermen:

In pursuance of section 112 of chapter 335 of the Laws of 1873, I herewith transmit a duplicate of the "Departmental Estimate," showing the amount required for the Finance Department for the year 1876.

Respectfully,

AND. H. GREEN, Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE, August 28, 1875.

To the Board of Estimate and Apportionment:

I herewith submit a "Departmental Estimate" of the amount required for the Finance Department for the year 1876, specifying in detail the objects thereof, including a statement of each of the salaries of the officers, clerks, employees, and subordinates in said Department.

Respectfully,

ANDREW H. GREEN, Comptroller.

DEPARTMENTAL ESTIMATE OF THE FINANCE DEPARTMENT FOR 1876.

EXPENSE OF CONDUCTING THE DEPARTMENT.

Cleaning Markets.....	\$30,000 00
Contingencies—Comptroller's office.....	10,000 00
Salaries—Department of Finance.....	250,000 00
Chamberlain's office.....	30,000 00
Total.....	\$320,000 00

STATEMENT OF EACH OF THE SALARIES OF THE OFFICERS, CLERKS, EMPLOYEES, AND SUBORDINATES OF THE FINANCE DEPARTMENT.

Cleaning Markets:		
John McElroy, Sweeper.....		\$600 00
Thomas Gorrey.....		600 00
Patrick Woods.....		600 00
John Rees.....		600 00
Jas. C. Sheridan.....		600 00
Martin Clifford.....		600 00
Henry Back.....		600 00
Robert Tucker.....		600 00
Jeremiah Kenney.....		600 00
Wm. McManus.....		600 00
John Smith.....		600 00
John Mulligan.....		600 00
Michael Lynch.....		600 00
Jacob Keefer.....		600 00
Anton Zeilner.....		600 00
Wm. Shevlin.....		600 00
Kimbel Mason.....		600 00
Patrick J. McCann.....		600 00
John Dunn, Cartman, \$4 per diem.....		1,252 00
Daniel Patterson.....		1,252 00
Michael Finn.....		1,252 00
Patrick Brice.....		1,252 00
Edward Hughes.....		1,252 00
Daniel Kelly.....		1,252 00
Patrick Murphy.....		1,252 00
Patrick Sheridan.....		1,252 00
Patrick McKeon.....		1,252 00
For brooms, shovels, hoes, pick-axes, and wheelbarrows.....		480 00
Additional amount required.....		5,000 00
Total.....		\$30,000 00

Contingencies—Comptroller's Office:

For incidental office expenses, postage, expenses incurred in paying laborers, expenses incident to the charge of real estate of the Corporation, and the prevention of encroachments thereon, etc., etc..... \$10,000 00

SALARIES, DEPARTMENT OF FINANCE.

Comptroller's Office:

Andrew H. Green, Comptroller.....	\$10,000 00
Abraham L. Earle, Deputy Comptroller.....	7,000 00
Richard A. Storrs, Assistant.....	6,500 00
Charles W. Lawrence, Clerk to Comptroller.....	4,000 00
Eliot McCormic, Secretary to Comptroller.....	1,600 00
Henry J. Storrs, General Clerk.....	3,000 00
Isaac S. Barrett, General Bookkeeper.....	3,000 00
Perkins Cleveland, Assistant Bookkeeper.....	2,000 00
William Steele.....	1,100 00
Joseph Haag.....	1,200 00
General Clerk.....	1,800 00
Charles H. Swan, Clerk.....	2,000 00
James J. Martin, Assistant Clerk.....	1,200 00
Robert Sutherland.....	1,200 00
Timothy Daly.....	1,200 00
Edward Jervois.....	1,000 00
Charles M. Eisig.....	1,600 00
Robert Velverton.....	1,750 00
Edward H. McGurk.....	1,000 00
Wakeman H. Dikeman, Stock and Bond Clerk.....	4,000 00
David P. Johnson, Assistant Stock and Bond Clerk.....	2,750 00
Sigismund Wise, Assistant Clerk.....	1,600 00
William B. Carroll.....	1,200 00
Theodore Bourne.....	1,500 00
Osborne McDaniel, Auditor of Revenue.....	3,000 00
Frank Trimble, Record Clerk.....	1,200 00
James C. Marriott, Assistant Clerk.....	1,000 00
Isaac H. Wood.....	1,000 00
Lloyd D. Waddell.....	936 00
Charles A. Jenks.....	1,000 00
James Devlin, Doorkeeper.....	1,200 00
Patrick Mallon, Messenger.....	1,000 00
Daniel M. Donegan.....	800 00
George A. Perley, Assistant Clerk.....	700 00
Louis Levesque, Office Boy.....	200 00
Thomas Hughes, Janitor.....	1,000 00
Total.....	\$76,236 00

Auditing Bureau:

Daniel Jackson, Auditor of Accounts.....	\$4,500 00
Diedrich A. Schierenbeck, Assistant Auditor of Accounts.....	2,000 00
Drake DeKay, Assistant.....	2,000 00
Nicholas F. Butenschon, Register of Claims.....	2,000 00
Michael Meehan, Clerk.....	1,500 00
Henry M. Garvin.....	1,200 00
Amos Dodge.....	1,750 00
Chas. U. O'Connell.....	1,200 00
William J. Conly.....	1,500 00
Addison G. White.....	1,600 00
George P. Williams.....	1,200 00
George E. Douglas.....	1,200 00
Richard F. Stevens, Examiner.....	2,000 00
Stephen Angel.....	2,500 00
Adonijah D. Ford.....	1,600 00
William H. Tisdale.....	1,500 00
Lawrence Morrissey, Messenger.....	1,000 00
Francis Conlon.....	750 00
Moor Falls, Paymaster.....	3,500 00
Charles A. Clark, Clerk.....	2,250 00
Clement Guion.....	3,000 00
Christian Classen.....	1,500 00
David J. Van Winkle, Clerk.....	1,250 00
Total.....	\$42,500 00



## Bureau of Arrears:

Artemus S. Cady, Clerk of Arrears.....	\$4,500 00
John O'Brien, Assistant Clerk.....	2,200 00
Ambrose S. Cassidy, ".....	2,200 00
William W. Monk, Redemption Clerk.....	1,700 00
Dennis S. Griffin, Apportionment Clerk.....	2,000 00
William H. Merrill, Assistant Clerk.....	1,600 00
William O'Connell, ".....	1,600 00
Albert Elsasser, ".....	1,200 00
Charles Smith, ".....	1,200 00
Morris J. Bennett, ".....	1,200 00
Benjamin S. Valentine, ".....	1,200 00
Jonathan D. Harris, ".....	1,200 00
Norman A. Beach, ".....	1,200 00
Edward F. Dickel, ".....	1,500 00
John C. Boeckel, " \$3 per diem.....	936 00
James R. Byrne, Book-binder and Materials, \$5.20 per diem.....	1,627 20
Lawrence Langan, Messenger.....	1,000 00
James O'Reilly, " \$3 per diem.....	936 00
James Dorian, ".....	936 00
Total.....	\$29,935 20

## Bureau for Collection of Taxes:

Martin T. McMahon, Receiver of Taxes.....	\$6,500 00
Myndert Van Buren, Deputy Receiver of Taxes.....	2,750 00
Alfred Vredenburg, First Clerk.....	3,000 00
Daniel C. Pentz, Clerk.....	1,600 00
William H. Dongan, Clerk.....	1,750 00
H. F. A. Gercke, ".....	1,600 00
John O'S. Lynch, ".....	1,500 00
George W. Powell, ".....	1,500 00
W. B. Humbert, ".....	1,400 00
Warren Lazell, ".....	1,400 00
".....	1,200 00
".....	1,200 00
".....	1,200 00
Adam C. Flanagan, Messenger, \$3 per diem.....	936 00
15 temporary clerks at \$3 per diem, for 6 months.....	7,042 00
Total.....	\$34,578 00

## Bureau of City Revenue:

Collector City Revenue.....	\$4,000 00
William Gray, Clerk.....	1,800 00
Alfred J. Keegan, Bookkeeper.....	1,200 00
Samuel J. Holmes, Dep. Coll. of City Rev.....	1,500 00
Richard H. Thorn, ".....	1,700 00
Peter Farrell, ".....	1,400 00
".....	1,200 00
".....	1,200 00
Geo. W. Creighton, ".....	1,300 00
Lewis Schoonmaker, ".....	1,200 00
John M. Seamen, ".....	1,200 00
Michael McLoughlin, Clerk.....	1,000 00
Total.....	\$18,700 00

## Bureau of Markets:

Thomas F. Devoe, Sup't of Markets.....	\$4,000 00
Patrick Cunningham, Clerk to ".....	1,200 00
John W. Kettleman, Clerk Washington Market.....	1,500 00
Washington T. Romaine, Clerk West ".....	1,500 00
Total.....	\$8,200 00

## Bureau for the Collection of Assessments:

Spencer Kirby, Collector.....	\$4,000 00
Horatio N. Fryatt, Bookkeeper.....	1,500 00
Moritz Ellinger, Clerk.....	1,800 00
".....	1,500 00
Robert J. Quinlan, Clerk.....	1,100 00
John B. Carroll, ".....	1,000 00
Alfred O. Brooks, Messenger, \$3 00 per diem.....	936 00
Peter Daly, " 3 00 ".....	936 00
Joseph Rose, " 3 00 ".....	936 00
James Riley, " 3 00 ".....	936 00
Henry B. Stephens, " 2 00 ".....	624 00
Total.....	\$16,268 00

## RECAPITULATION.

Comptroller's Office.....	\$76,236 00
Auditing Bureau.....	42,500 00
Bureau of Arrears.....	29,935 20
Receiver of Taxes.....	34,578 00
Bureau of City Revenue.....	18,700 00
Bureau of Markets.....	8,200 00
Collection of Assessments.....	16,268 00
Additional amount required.....	23,582 80
Total.....	\$250,000 00

## Salaries—Chamberlain's Office:

For salary of Chamberlain, from which he shall pay all salaries and expenses of his office.....	\$30,000 00
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Besides the foregoing Departmental Estimate of the amount required by the Finance Department, the following amounts are also required, pursuant to law, in the year 1876, for the purposes named, respectively, to conduct the business of the city, which said amounts are not included in any Departmental Estimate, and come within the cognizance of the Finance Department, to wit:

## For the use of the State:

State Taxes.....	\$
Common Schools for State.....	\$

The details under this head cannot be furnished until the information is received from the State officers. The amount is not determined until the annual meeting of the Board of Equalization on the first Tuesday in September.

## Interest on and Installments of Principal of the Debt of the Corporation of the City of New York:

Interest on the City Debt—	
As detailed in Schedule annexed.....	\$9,503,188 93
Bonds for Liquidation of Claims and Judgments—	
Issued in pursuance of chapter 756, Laws of 1873, payable July 1, 1876.....	1,380,525 00
Stock for Docks and Slips—	
Issued in pursuance of chapter 231, Laws of 1851, payable November 1, 1876.....	50,000 00
Volunteer Soldiers' Family Aid Fund Bonds No. 11—	
Issued in pursuance of chapter 25, Laws of 1863, payable November 1, 1876.....	266,500 00
New York County Court-house Stock—	
Issued in pursuance of chapter 167, Laws of 1862, payable November 1, 1876.....	100,000 00
Soldiers' Substitute Bounty Redemption Bonds—	
Issued in pursuance of chapter 11, Laws of 1864, payable November 1, 1876.....	500,000 00

Revenue Bonds of the City of New York—	
As authorized by chapter 492, Laws of 1875, payable 1876.....	785,000 00
Redemption of the debt of the annexed territory of Westchester County—	
Morrisania, as per Schedule.....	\$26,000 00
West Farms ".....	15,600 00
Total.....	41,600 00

Redemption of the bonded debt of the late town of Yonkers, apportioned to the late town of Kingsbridge—	
Pursuant to chapter 298, Laws of 1875.....	50,000 00
Bonds for surveying, laying out, monumenting, etc., north end of island and Twenty-third and Twenty-fourth wards—	
Pursuant to chapter 608, Laws of 1875 (if issued).....	50,000 00

## Miscellaneous Purposes.

Judgments.....	200,000 00
Rents—	
For payment of rent of property leased to the Corporation for public offices and other public purposes, except armories and drill-rooms, as per Schedule annexed.....	48,050 00
Police Station-houses, Rents of—	
For payment of rent of property leased to the Corporation for Police Station-houses, as per Schedule annexed.....	12,075 00
Real Estate, Expenses of—	
For the payment of assessments on real estate belonging to the Corporation for public improvements; also taxes on property in Brooklyn and elsewhere out of the City of New York, except as otherwise provided for.....	100,000 00
Salaries, Bureau of the Attorney for Collection of Arrears of Personal Taxes—	
Salary of Attorney.....	\$5,000
First Assistant Clerk.....	Vacant.
Second ".....	\$1,000
Total.....	\$6,000 00
Contesting Street Opening Cases—	
Under chapter 483, Laws of 1862.....	5,000 00
State Taxes due to Westchester County—	
As provided by chapter 629, Laws of 1875.....	\$41,735 17
Interest from March 1, 1874.....	
Coroners' Post-mortem Examinations—	
As provided by chapter 620, Laws of 1875.....	5,000 00

## Statement in Detail of the Amount required for the Payment of Interest on City Debt for the Year 1876.

PER CENT.		PRINCIPAL.	INTEREST.
6	Central Park Fund Stock, 1887.....	\$3,066,071 00	\$183,964 26
5	Central Park Fund Stock, 1898.....	399,300 00	19,965 00
6	Central Park Fund Stock, 1898.....	275,000 00	16,500 00
6	Central Park Improvement Fund Stock, 1876.....	2,500,000 00	150,000 00
6	Central Park Improvement Fund Stock, 1887.....	2,083,200 00	124,992 00
6	Central Park Improvement Fund Stock, 1895.....	1,766,600 00	105,996 00
5	City Stock for Docks and Slips, 1876.....	50,000 00	2,500 00
6	Dock Bonds, gold, at \$1.15, 1901.....	1,000,000 00	69,000 00
6	Dock Bonds, 1902-1905.....	2,291,200 00	137,472 00
7	Dock Bonds, 1901-1914.....	1,598,800 00	111,916 00
6	Floating Debt Fund Stock, 1878.....	2,748,000 00	164,880 00
6	Market Stock, 1897.....	181,000 00	10,860 00
7	Market Stock, 1894-1897.....	115,000 00	8,050 00
7	City Cemetery Stock, 1888.....	75,000 00	5,250 00
6	City Improvement Stock, 1889.....	451,200 00	27,072 00
6	City Improvement Stock (gold), at \$1.15, 1896.....	820,000 00	50,380 00
6	City Improvement Stock, 1889-1892.....	7,269,400 00	508,888 00
7	City Lunatic Asylum Stock, 1889.....	400,000 00	24,000 00
6	City Lunatic Asylum Stock, 1889.....	300,000 00	21,000 00
6	Fire Department Stock, 1889.....	521,052 87	31,317 17
6	Fire Department Stock, 1889.....	597,586 48	35,855 19
7	Tax Relief Bonds, 1879-1890.....	5,767,000 00	493,600 00
7	Croton Water Pipe Bonds, 1880.....	450,000 00	31,500 00
6	New York Bridge Bonds, 1905.....	1,500,000 00	90,000 00
6	Accumulated Debt Bonds, City, 1884-1888.....	6,500,000 00	455,000 00
6	Street Improvement Stock, 1888.....	606,939 14	36,416 35
6	Additional Croton Water Stock, 1891.....	351,000 00	21,060 00
7	Additional Croton Water Stock, 1891.....	237,000 00	16,590 00
7	Street Opening and Improvement Bonds, 1879-1882.....	1,000,000 00	70,000 00
6	Volunteer Soldiers' Family Aid Fund Bonds, 1876.....	266,500 00	18,655 00
6	Third District Court-house Bonds, 1890.....	81,000 00	4,860 00
6	Ninth District Court-house Bonds, 1890.....	300,000 00	21,000 00
6	Croton Water Main Stock, 1900.....	1,172,000 00	70,320 00
6	Croton Water Main Stock, 1900.....	2,228,000 00	155,960 00
6	Normal School Building Fund Stock, 1891.....	200,000 00	12,000 00
6	Public School Building Fund Stock, 1891.....	636,000 00	38,160 00
6	City Parks Improvement Fund Stock (gold), at \$1.15, 1902.....	862,000 00	54,778 00
6	City Parks Improvement Fund Stock, 1901-1904.....	3,227,000 00	193,620 00
6	City Parks Improvement Fund Stock, 1901-1904.....	1,111,000 00	77,770 00
6	Consolidated Stock (gold), 1896-1901.....	5,816,500 00	401,338 50
6	Consolidated Stock, 1894.....	500,000 00	30,000 00
7	Consolidated Stock, 1894-1896.....	8,279,700 00	579,579 00
6	Sewer Repair Stock, 1882-1883.....	220,000 00	13,200 00
6	Museum of Art and Natural History Stock, 1903.....	500,000 00	30,000 00
6	Bonds for Liquidation of Claims and Judgments, eight months, 1876.....	1,090,000 00	65,400 00
7	Bonds for Liquidation of Claims and Judgments, eight months, 1876.....	170,595 00	8,801 17
6	Bonds for Third Avenue Improvement (Twenty-third Ward), 1877.....	11,000 00	660 00
7	Bonds for State Sinking Fund Deficiency, 1877-1886.....	3,809,494 86	272,964 64
6	Assessment Bonds, 1876-1879.....	1,002,900 00	114,174 00
5	Assessment Bonds, 1876.....	100,000 00	5,000 00
7	Assessment Bonds, 1876-1879.....	8,117,400 00	568,218 00
7	Assessment Fund Bonds, 1876-1879.....	2,685,800 00	188,006 00
6	Street Improvement Fund Bonds, 1876, 1877.....	297,000 00	17,820 00
7	Street Improvement Fund Bonds, 1876-1878.....	3,159,100 00	221,137 00
7	Central Park Commission Improvement Bonds, 1876.....	1,250,000 00	87,500 00
7	Department of Parks Improvement Bonds, 1876-1879.....	3,840,400 00	268,828 00
7	Improvement Bonds, 1879.....	500,000 00	35,000 00
6	New York County Court-house Stock 1876-1892.....	1,700,000 00	102,000 00
6	New York County Court-house Stock No. 2, 1877-1881.....	800,000 00	48,000 00
7	New York County Court-house Stock No. 3, 1884-1888.....	600,000 00	42,000 00
6	New York County Court-house Stock No. 4, 1894.....	100,000 00	6,000 00
6	New York County Court-house Stock No. 5, 1896.....	54,091 07	3,245 46
6	Soldiers' Substitute, Bounty, and Redemption Bonds, 1876.....	500,000 00	30,000 00
6	Soldiers' Bounty Fund Bonds, 1883-1890.....	4,000,000 00	240,000 00
6	Soldiers' Substitute and Relief Redemption Bonds, 1880, 1881.....	946,700 00	56,802 00
7	Soldiers' Bounty Fund Bonds No. 3, 1895-1897.....	745,800 00	52,206 00
7	Soldiers' Bounty Fund Redemption Bonds No. 2, 1891.....	376,600 00	26,362 00
6	Riot Damages Indemnity Bonds, 1882.....	855,204 46	51,312 24
6	Assessment Fund Stock, 1876-1878.....	300,000 00	18,000 00
6	Assessment Fund Stock, 1910.....	535,600 00	32,136 00
6	Riot Damages Redemption Bonds, 1877-1879.....	1,000,000 00	60,000 00
6	Assessment Fund Stock, 1887 and 1903.....	1,262,800 00	75,768 00
7	Accumulated Debt Bonds, County, 1884-1888.....	980,300 00	75,251 00
6	New York County Repairs and Building Stock, 1884-1888.....	6,000,000 00	420,000 00
6	New York County Improvement Bonds, 1891.....	100,000 00	6,000 00
6	New York County Bonds for Liquidation of Claims and Judgments, eight months, 1876.....	30,000 00	1,800 00
7	New York County Bonds for Liquidation of Claims and Judgments, eight months, 1876.....	47,000 00	1,880 00
6	Consolidated Stock, County (gold), at \$1.15, 1901.....	53,000 00	2,473 33
7	Consolidated Stock, County (gold), at \$1.15, 1896.....	8,885,500 00	613,099 50
5	Revenue Bonds (Fourth Avenue Improvement), at 1876.....	1,680,200 00	117,614 00
..	Revenue Bonds (Fourth Avenue Improvement), to be issued.....	300,000 00	15,000 00
..	Revenue Bonds (Fourth Avenue Improvement), to be issued.....	485,000 00	29,200 00
Revenue Bonds of 1876 to be issued in anticipation of tax of 1876, and Bonds and Stocks authorized by the Legislature to be issued:			
Estimated amount required.....			803,977 07
Interest on indebtedness of the annexed towns of Westchester County, as per Schedules annexed, viz.:			
Town of Morrisania.....			\$29,435 00
Town of West Farms.....			49,094 89
County of Westchester on account of certain loans chargeable to the annexed towns, as per chapter 629, Laws of 1875.....			20,409 16
Total.....			\$9,503,088 93



BONDS OF LATE TOWN OF MORRISANIA—PRINCIPAL AND INTEREST DUE IN 1876.

Kind as to Interest.	TITLES OF BONDS.	Principal on January 1, 1876.	Principal due in 1876, Payable from Taxation.	Interest due in 1876, Payable from Taxation.
Coupon, 7 per ct.	Volunteer Bounty Fund.....	\$12,000 00	March 1 \$2,000 00	6 mos., Mar. 1 \$420 00
Registered, "	Central Avenue Construction.....	104,500 00	" 1 1,000 00	" Sept. 1 385 00
Coupon, "	Southern Boulevard Construction.....	140,000 00	" 1 1,000 00	" Sept. 1 3,657 50
"	St. Ann's Avenue Construction.....	35,000 00	" 1 1,000 00	" Sept. 1 3,622 50
"	Boston Road, etc., Paving.....	18,000 00	February 1 5,000 00	" Mar. 1 4,900 00
"	Town Hall Building.....	38,000 00	March 1 4,000 00	" Sept. 1 4,865 00
"	Survey and Map of Town.....	25,000 00	" 1 2,000 00	" Sept. 1 1,425 00
"	Southern Boulevard, Macadamizing.....	13,500 00	" 1 1,000 00	" Sept. 1 1,190 00
"	Police Contingent Fund.....	5,000 00	" 1 5,000 00	" Feb. 1 630 00
"	North Brother Island Purchase.....	35,000 00	" 1 2,000 00	" Aug. 1 455 00
"	Third Avenue, Grading.....	7,000 00	April 1 2,000 00	" Mar. 1 1,330 00
Total.....			\$26,000 00	\$29,435 00

BONDS PAYABLE FROM ASSESSMENTS, AND INTEREST FROM INTEREST ON ASSESSMENTS.

Coupon, 7 per ct.	Opening and Widening of Third Avenue.....	\$63,500 00	Payable in 1875 \$21,000 00	1876 21,000 00	1877 21,500 00	1 years interest \$4,410 00
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BONDS OF LATE TOWN OF WEST FARMS—PRINCIPAL AND INTEREST DUE IN 1876.

Kind as to Interest.	TITLES OF BONDS.	Rate of Interest.	Total amount January 1, 1876.	Principal due in 1876, payable from Taxation.	Interest due in 1876, payable from Taxation.
Coupon ....	Volunteer Bounty Loan.....	7 per cent.	\$1,900 00	Jan. 20 \$500 00	12 mos., Jan. 20 \$133 00
Registered..	Central Avenue Construction.....	"	270,000 00	April 22 1,000 00	12 " Jan. 11 525 00
"	Interest Jan. 11 on \$7,500, 12 mos.	"	"	12 " Feb. 22 315 00	6 " Mar. 1 4,252 50
"	" Feb. 22 " 4,500, 12 "	"	"	12 " Apr. 22 280 00	12 " May 11 1,050 00
"	" Mar. 1 " 126,500, 6 "	"	"	12 " June 1 1,820 00	12 " July 15 805 00
"	" Apr. 22 " 4,000, 12 "	"	"	6 " Sept. 1 4,252 50	12 " Oct. 15 980 00
"	" May 11 " 15,000, 12 "	"	"	12 " Nov. 18 560 00	12 " Dec. 24 3,500 00
"	" June 1 " 26,000, 12 "	"	"	"	"
"	" July 15 " 11,500, 12 "	"	"	"	"
"	" Sept. 1 " 12,500, 6 "	"	"	"	"
"	" Oct. 15 " 14,000, 12 "	"	"	"	"
"	" Nov. 18 " 8,000, 12 "	"	"	"	"
"	" Dec. 16 " 8,000, 12 "	"	"	"	"
"	" Dec. 24 " 50,000, 12 "	"	"	"	"
	\$270,000				
Registered..	Southern Highway—Macadamizing.....	"	2,000 00	March 1 1,000 00	4 mos., 8 days, Mar. 1 24 89
Coupon ....	Locust Avenue, etc., Improvement.....	"	22,000 00	Feb. 1 2,000 00	6 " Feb. 1 350 00
Registered..	"	"	"	6 " " 420 00	6 " " 280 00
Coupon ....	"	"	"	6 " " 420 00	"
Registered..	"	"	"	"	"
Coupon ....	Westchester Turnpike, etc.....	"	12,000 00	March 1 5,000 00	6 " Mar. 1 420 00
"	"	"	"	6 " Sept. 1 245 00	"
"	Southern Boulevard—Macadamizing.....	"	29,000 00	March 1 1,000 00	6 " Mar. 1 1,015 00
"	"	"	"	6 " Sept. 1 980 00	"
"	Southern Boulevard—Widening, etc.....	"	311,500 00	March 1 1,000 00	6 " Mar. 1 10,902 50
"	"	"	"	6 " Sept. 1 10,867 50	"
"	Madison Avenue Improvement.....	"	35,000 00	May 1 1,000 00	6 " May 1 1,225 00
"	"	"	"	6 " Nov. 1 1,190 00	"
Registered..	Fordham and Pelham Ave. Improvement.....	"	2,100 00	Feb. 1 2,100 00	12 " Feb. 1 147 00
Coupons....	Franklin Avenue Improvement.....	"	22,000 00	March 1 1,000 00	6 " Mar. 1 770 00
"	"	"	"	6 " Sept. 1 735 00	"
Total.....				\$15,600 00	\$49,094 89

Indebtedness of the County of Westchester, incurred on account of the late Towns of Morrisania, West Farms, and Kingsbridge, growing out of the First and Second Bounty Loans and Central Park Avenue Bonds, for which the City of New York is liable, in accordance with a statement thereof made by the Treasurer of the County of Westchester to the Comptroller of the City of New York, in pursuance of chapter 629, Laws of 1875.

FIRST BOUNTY LOAN.

TOWN OF MORRISANIA.

Amount of Indebtedness.....	\$68,470 57
Amount due for 1875 and 1876:	
Interest due April and October 1, 1875.....	\$4,792 94
Principal due April 1, 1876.....	12,183 38
Interest due April and October 1, 1876.....	4,792 94
Treasurer's fees.....	217 69
Bank fees.....	27 21
Total.....	\$22,014 16

RECAPITULATION.

On account of Interest on City Debt.....	\$9,585 88
" Redemption of City Debt.....	12,183 38
" Expenses.....	244 90
Total.....	\$22,014 16

TOWN OF WEST FARMS.

Amount of Indebtedness.....	\$33,282 91
Amount due for 1875 and 1876:	
Interest due April and October 1, 1875.....	\$2,222 81
Principal due April 1, 1876.....	5,922 22
Interest due April and October 1, 1876.....	2,222 81
Treasurer's fees.....	103 68
Bank fees.....	12 66
Total.....	\$10,484 18

On account of Interest on City Debt.....	\$4,445 62
" Redemption of City Debt.....	5,922 22
" Expenses.....	116 34
Total.....	\$10,484 18

TOWN OF KINGSBRIDGE.

Amount of Indebtedness.....	\$28,736 66
Amount due for 1875 and 1876:	
Interest due April and October 1, 1875.....	\$2,011 57
Principal due April 1, 1876.....	5,113 29
Interest due April and October 1, 1876.....	2,011 57
Treasurer's fees.....	91 37
Bank fees.....	11 42
Total.....	\$9,239 22

RECAPITULATION.

On account of Interest on City Debt.....	\$4,023 14
" Redemption of City Debt.....	5,113 29
" Expenses.....	102 79
Total.....	\$9,239 22

SECOND BOUNTY LOAN.

Total Indebtedness of the three towns.....	\$13,523 21
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Amount due in 1875, as follows:	
Principal due April 1, 1875.....	\$5,708 00
Interest due April 1, 1875.....	199 78
Treasurer's fees.....	59 08
Bank fees.....	7 38
Total.....	\$5,974 24

TOWN OF WEST FARMS.

Principal due April 1, 1875.....	\$4,798 00
Interest due April 1, 1875.....	167 93
Treasurer's fees.....	49 66
Bank fees.....	6 21
Total.....	\$5,021 80

TOWN OF KINGSBRIDGE.

Principal due April 1, 1875.....	\$3,017 21
Interest due April 1, 1875.....	105 60
Treasurer's fees.....	31 23
Bank fees.....	3 90
Total.....	\$3,157 94

RECAPITULATION.

On account of Interest on City Debt.....	\$473 31
" Redemption of City Debt.....	13,523 21
" Expenses.....	157 46
Total.....	\$15,153 98

CENTRAL PARK AVENUE BONDS.

TOWN OF KINGSBRIDGE.

Amount of Indebtedness.....	\$10,550 34
Amount due in 1874, 1875, and 1876:	
Principal due March 1, 1874.....	\$1,492 57
Interest due March and September 1, 1874.....	738 53
Treasurer's fees.....	22 31
Bank fees.....	2 79
Principal due March 1, 1875.....	1,791 57
Interest due March and September 1, 1875.....	634 04
Treasurer's fees.....	24 26
Bank fees.....	3 03
Principal due March 1, 1876.....	1,791 57
Interest due March and September 1, 1876.....	508 64
Treasurer's fees.....	23 00
Bank fees.....	2 88
Total.....	\$7,035 19

RECAPITULATION.

On account of Redemption of City Debt.....	\$5,075 71
" Interest on ".....	1,881 21
" Expenses.....	78 27
Total.....	\$7,035 19

GENERAL RECAPITULATION.

Redemption of City Debt.....	\$41,817 81
Interest on City Debt.....	20,409 16
Expenses.....	699 76
Total.....	\$62,926 73

RENTS, 1876.

LESSOR.	LOCATION.	PURPOSES.	EXPIRATION OF LEASE.	ANNUAL RENT.
Fernando Wood.....	115 and 117 Nassau street.	Law Department.....	May 1, 1876	6 months, \$4,000 00
"	"	"	" 1, 1876	" 2,500 00
"	"	"	" 1, 1876	" 2,500 00
Henry McCaddin.....	514 Pearl street.....	Second District Court...	Jan. 1, 1880	6 months, 1,500 00
Jane De Zea.....	40 East Houston street...	Excise Office.....	May 1, 1876	and Croton water.
Whitelaw.....	Fourth avenue, near Twenty-sixth street.....	Sixth District Court....	" 1, 1878	2,500 00
Morgan Jones.....	Centre street.....	First District Police Court.....	" 1, 1880	7,500 00
W. T. & D. Blodgett....	One Hundred and Twenty-fifth street, Harlem....	Ninth District Civil Court, Fifth District Police Court.....	Dec. 31, 1878	8,000 00
John Shoppert.....	Northeast corner Second avenue and First street..	Fourth District Court...	May 1, 1879	2,500 00
Charles Johnson.....	Seventh avenue and Twenty-second street.....	Eighth District Court...	May 1, 1877	3,000 00
R. Smith.....	2 Fourth avenue.....	Building Department...	May 1, 1879	3,500 00
Rebecca D. Champlain..	18 Waverley place.....	Second District Police Court, Third District Civil Court.....	Feb. 15, 1876 (\$1,800 per annum)....	3 1/2 months, 525 00
Judge Sutherland.....	Office rent.....	Allowance by Board of Supervisors.....	Nov. 22, 1866	2,000 00
Judge Hackett.....	"	Allowance by Board of Supervisors.....	May 27, 1870	2,000 00
Add for Croton water, say.....				25 00
Total.....				\$48,050 00



Resolutions have been passed by the Common Council authorizing the following leases:

Mrs. A. N. Schanck, executrix:	Second and third stories and front half of fifth floor, No. 27 Chambers street, for five years, from May 1, 1875, for use of the Marine Court, resolution Common Council, April 12, 1875, at an annual rent of.....	\$12,000 00
Emigrant Industrial Savings Bank:	Second floor of building No. 51 Chambers street, for use of the Bureau for the Collection of Arrears of Personal Taxes, for three years, from May 1, 1875, resolution of Common Council, April 16, 1875, annual rent not exceeding.....	2,500 00
Daily News Building:	Apartment now occupied by Board of Assessors and Surveyor for the Department of Taxes and Assessments, No. 19 Chatham street, for three years, from May 1, 1875, resolution of Common Council, May 5, 1875, annual rent of.....	3,600 00
John B. Haskins:	Building in Twenty-fourth Ward, northeast corner of Kingsbridge road and College avenue, for five years, from May 1, 1875, resolution of Common Council, April 16, 1875, annual rent.....	1,500 00
Trustees of New York Dispensary:	Portion of building northwest corner of Centre and White streets, for use of Department of Charities and Correction as a Reception Hospital, for a period of five years, from May 1, 1875, annual rent.....	9,500 00
Premises in Ninety-ninth street, between Ninth and Tenth avenues:	For five years, from May 1, 1875, for Reception Hospital under care of the Department of Charities and Correction, at an annual rent of.....	1,500 00
		\$30,600 00

Police Station-houses—Rents, 1876.

LESSOR.	LOCATION.	PURPOSES.	EXPIRES.	ANNUAL RENT.
Peter Goetel..	34 East Twenty-ninth street.....	Twenty-ninth Precinct Police, and Croton water rents and assessments	May 1, 1885	\$1,500 00
P. & R. Goetel	52 and 54 New street.....	First Precinct Police, and Croton water rent and Taxes.....	" 1, 1880	4,500 00
James Neehy..	218 East Fifty-ninth street.....	Nineteenth Precinct Police.....	April 30, 1878	425 00
John Theiss..	South side Lawrence street, between Broadway and Tenth avenue.....	Thirtieth Precinct Police, and Croton water rents.....	May 1, 1880	1,450 00
J. H. Godwin.	Twenty-fourth Ward.....	Thirty-fifth Precinct Police, and tax and repairs.....	August 1, 1884	1,700 00
				\$9,575 00
				2,500 00
				\$12,075 00

Which was referred to the Committee on Finance.

The President laid before the Board the following communication from the Colonel Commanding the Fifty-fifth Regiment:

NEW YORK, September 5, 1875.

To the Honorable the Board of Aldermen:

GENTLEMEN—The following estimate of the amount of money required for the uses of the Fifty-fifth Regiment, N. G. S. N. Y., is hereby respectfully submitted, as provided in section 112 of chapter 335, Laws of 1873:

TITLE OF APPROPRIATION.	AMOUNT.	AUTHORITY UNDER WHICH ALLOWED.
Rent of armory.....	\$5,000 00	Section 120 of chapter 80, Laws of 1870, as amended by section 34 of chapter 223, Laws of 1875.
Compensation of Armorer.....	1,098 00	Sections 124 and 125 of chapter 80, Laws of 1870, as amended by sections 38 and 39 of chapter 223, Laws of 1875.
"Providing the necessary camp-stools, apparatus and fixtures for heating and lighting the armory, and for properly preserving from injury the arms, equipments, and uniforms stored therein," viz.: Coal, gas, cases for arms, uniforms, etc.....	1,000 00	Section 121 of chapter 80, Laws of 1870, as amended by section 35 of chapter 223, Laws of 1875.
Total.....	\$7,098 00	

Very respectfully,

Your obedient servant,

EDWARD GILON,

Colonel Commanding Fifty-fifth Regiment Infantry, N. G. S. N. Y.

Which was referred to the Committee on Finance.

UNFINISHED BUSINESS.

Alderman Reilly asked consent to take up, at this time, Special Order No. 6.

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

Which was decided in the affirmative.

Alderman Reilly called up Special Order No. 6, being a resolution, as follows:

Resolved, That in pursuance of chapter 477, section 2, Laws of 1875, the Commissioner of Public Works is hereby authorized and directed to lay such water pipes, mains, and fixtures, as have been ordered or may be ordered by the Common Council to be laid, and such other pipes, mains, and fixtures as he may deem necessary, to extend and enlarge the distribution of Croton water through the City of New York, including the two new wards, and to furnish a sufficient supply thereof to the institutions in charge of the Department of Public Charities and Correction, located on Blackwell's Island, Ward's Island, and Randall's Island, and in laying mains necessary to deliver said water at higher levels and in greater quantities.

In connection therewith the communication from the Commissioner of Public Works, which was laid over at this meeting, was read.

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

Which was decided in the negative by the following vote (three-fourths of all the members elected not voting in favor thereof):

Affirmative—The President, Aldermen Blessing, Cole, Gilon, Gross, Guntzer, Lysaght, McCarthy, Power, Purroy, Reilly, Seery, Shandley, and Strack—14.

Negative—Aldermen Deane, Howland, Morris, Robinson, Simonson, and Southworth—6.

On motion of Alderman Reilly, the above vote was reconsidered, and the paper again laid over, and made a special order of business for the next meeting of the Board.

Alderman Robinson called up G. O. 476, being a resolution and ordinance, as follows:

Resolved, That a sewer be built, with the necessary receiving-basins and culverts, on Broadway, between Manhattan street and One Hundred and Thirty-third street, 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 and ordinance.

Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—The President, Aldermen Blessing, Cole, Deane, Gilon, Gross, Guntzer, Howland, Lysaght, McCarthy, Power, Purroy, Reilly, Robinson, Seery, Shandley, Simonson, and Strack—18.

Negative—Aldermen Morris and Southworth—2.

Alderman Robinson called up G. O. 478, being a resolution and ordinance, as follows:

Resolved, That Broadway, between Manhattan street and One Hundred and Thirty-third street, be regulated and graded, curb and gutter stones be set, the sidewalks be flagged full width, and the roadway constructed on the Telford-Macadam plan, according to the specifications for such roadway, as constructed on the Boulevard; all to be done 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 and ordinance.

Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—The President, Aldermen Blessing, Cole, Deane, Gilon, Gross, Guntzer, Howland, Lysaght, McCarthy, Power, Purroy, Reilly, Robinson, Seery, Shandley, and Strack—17.

Negative—Aldermen Morris, Simonson, and Southworth—2.

Alderman Shandley called up G. O. 462, being a resolution and ordinance, as follows:

Resolved, That First avenue, from One Hundred and Sixteenth to One Hundred and Twenty-fifth street, be paved with granite-block pavement, and that at the several intersecting streets and avenues crosswalks be laid where not now laid, and relaid where those now laid are, in the opinion of the Commissioner of Public Works, not in good repair, or are not upon a grade adapted to the grade of the proposed new pavement, 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 and ordinance.

Which was decided in the negative by the following vote (three-fourths of all the members elected not voting in favor thereof):

Affirmative—The President, Aldermen Blessing, Cole, Deane, Gilon, Gross, Guntzer, Lysaght, McCarthy, Power, Purroy, Reilly, Seery, Shandley, Simonson, and Strack—16.

Negative—Aldermen Howland, Morris, Robinson, and Southworth—4.

On motion of Alderman Reilly, the above vote was reconsidered, and the resolution again laid over.

MOTIONS RESUMED.

Alderman Strack moved that when this Board adjourns, it do so to meet on Tuesday, the 14th instant, at 2 o'clock P. M.

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

Which was decided in the affirmative.

Alderman Shandley moved that the Board do now adjourn.

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

Which was decided in the negative.

UNFINISHED BUSINESS RESUMED.

Alderman Shandley called up G. O. 463, being a resolution and ordinance, as follows:

Resolved, That One Hundred and Twelfth street, from Third avenue to Harlem river, be paved with granite-block pavement, and that, at the several intersecting streets and avenues crosswalks be laid where not now laid, and relaid where those now laid are, in the opinion of the Commissioner of Public Works, not in good repair, or are not upon a grade adapted to the grade of the proposed new pavement, 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 and ordinance.

Which was decided in the negative by the following vote (three-fourths of all the members elected not voting in favor thereof):

Affirmative—The President, Aldermen Blessing, Cole, Gilon, Gross, Guntzer, Lysaght, McCarthy, Power, Purroy, Reilly, Seery, Shandley, Simonson, and Strack—15.

Negative—Aldermen Howland, Morris, Robinson, and Southworth—4.

On motion of Alderman Morris, the above vote was reconsidered, and the paper again laid over, together with the petition of the property-owners asking for the pavement of said street, offered this day.

Alderman Southworth called up G. O. 428, being a preamble and resolution, as follows:

Whereas, The city is now and for years past has been paying the sum of \$8,000 per annum for offices for the Counsel to the Corporation, No. 117 Nassau street, in addition to an annual rental of \$5,000 for the offices for the Corporation Attorney, and \$5,000 for offices for the Public Administrator, and it appears the offices so rented for the office of the Counsel to the Corporation are not now occupied by the said Counsel, notwithstanding the said amount of rental has been annually paid by the Comptroller; be it therefore

Resolved, That the Counsel to the Corporation be and he is hereby directed to remove to and at once occupy the said premises at No. 117 Nassau street, which was so leased for his use and occupation as public offices.

Alderman Gilon moved that the General Order be referred to the Committee on Salaries and Offices.

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

Which was decided in the affirmative by the following vote, on a division called by Alderman Southworth:

Affirmative—The President, Aldermen Blessing, Gilon, Gross, Guntzer, Lysaght, Power, Purroy, Reilly, Shandley, and Strack—11.

Negative—Aldermen Cole, Deane, Howland, McCarthy, Morris, Robinson, Seery, Simonson, and Southworth—9.

Alderman Deane called up G. O. 220, being a resolution, as follows:

Resolved, That the Comptroller be and he is hereby authorized and directed to cause the execution and delivery of a lawful lease in the name of the Mayor, Aldermen, and Commonalty of the City of New York, and of the owner or owners of the building of the Tribune Association, corner of Nassau and Spruce streets, covering the second floor or story of that building, as shown in the annexed diagram, for the term of five years, from the first day of August, 1875, at the annual rent of six thousand dollars (\$6,000), to be used by the Counsel to the Corporation and his assistants and clerks for the necessary and convenient transaction of the public business confided to that officer; said rent to be paid quarterly from the proper appropriation.

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

Which was decided in the negative by the following vote (three-fourths of all the members elected not voting in favor thereof):

Affirmative—The President, Aldermen Blessing, Cole, Gilon, Gross, Guntzer, Lysaght, McCarthy, Power, Purroy, Reilly, Seery, Shandley, and Strack—14.

Negative—Aldermen Deane, Howland, Morris, Robinson, Simonson, and Southworth—6.

Alderman Guntzer called up G. O. 438, being a resolution, as follows:

Resolved, That gas-mains be laid and street-lamps lighted in Tenth avenue, from Lawrence street to One Hundred and Forty-third street, 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 the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—The President, Aldermen Blessing, Cole, Deane, Gilon, Gross, Guntzer, Howland, Lysaght, McCarthy, Morris, Power, Purroy, Reilly, Seery, Shandley, Simonson, and Strack—18.

Negative—Aldermen Robinson and Southworth—2.

Alderman Guntzer called up G. O. 433, being a resolution and ordinance, as follows:

Resolved, That the sidewalk on the north side of Fifty-seventh street, between Third and Lexington avenues, be flagged and reflagged full width, where not already done, 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 and ordinance.

Which was decided in the negative by the following vote (three-fourths of all the members elected not voting in favor thereof):

Affirmative—Aldermen Cole, Deane, Gilon, Gross, Guntzer, Howland, Lysaght, and Shandley—8.

Negative—The President, Aldermen Blessing, McCarthy, Morris, Power, Reilly, Robinson, Seery, Simonson, Southworth, and Strack—11.

On motion of Alderman McCarthy, the above General Order was placed on file.

Alderman Gross called up G. O. 320, being a resolution and ordinance, as follows:

Resolved, That Twenty-ninth street, between Broadway and Sixth avenue, be paved with granite block pavement, and that at the several intersecting streets and avenues crosswalks be laid where not now laid, and relaid where those now laid are, in the opinion of the Commissioner of Public Works, not in good repair, or are not upon a grade adapted to the grade of the proposed new pavement, 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 and ordinance.

Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—The President, Aldermen Blessing, Cole, Deane, Gilon, Gross, Guntzer, Howland, Lysaght, McCarthy, Morris, Power, Purroy, Reilly, Seery, Shandley, Simonson, and Strack—18.

Negative—Aldermen Robinson and Southworth—2.

Alderman Gross called up G. O. 329, being a preamble and resolution, as follows:

Whereas, The Commissioners of Accounts are occupying a room in the basement of the Brownstone Building, which was assigned for the use of the Grand Jury, by a resolution of the Board of Aldermen, approved December 17, 1874; and

Whereas, The southwest corner room, on the third floor of building situated on the southwest corner of Chambers and Centre streets, is now unoccupied; be it

Resolved, That the said room be designated as the office (temporarily) of the Commissioners of Accounts, in order that the premises heretofore assigned to the Grand Jury may be prepared for their use; and that the Commissioner of Public Works cause the necessary repairs to be made.

Alderman Gilon moved that the General Order be placed on file.

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

Which was decided in the affirmative.

Alderman Simonson called up G. O. 291, being a resolution and ordinance, as follows:

Resolved, That Ninety-second street, from Eighth avenue to the Boulevard, be paved with Belgian or trap-block pavement, and that at the several intersecting streets and avenues crosswalks be laid where not now laid, and relaid where those now laid are, in the opinion of the Commissioner of



Public Works, not in good repair, or are not upon a grade adapted to the grade of the proposed new pavement, 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 (three-fourths of all the members elected voting in favor thereof):

Affirmative—The President, Aldermen Blessing, Cole, Deane, Gilon, Gross, Guntzer, Howland, Lysaght, McCarthy, Morris, Power, Purroy, Reilly, Seery, Simonson, and Strack—17.  
Negative—Aldermen Robinson, Shandley, and Southworth—3.

Alderman Simonson called up G. O. 456, being a resolution and ordinance, as follows:  
Resolved, That the vacant lots on the north side of Sixty-seventh street, from Fifth to Madison avenue, and on the west side of Madison avenue, between Sixty-seventh and Sixty-eighth streets, be fenced in, 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 and ordinance.

Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—The President, Aldermen Blessing, Cole, Gilon, Gross, Guntzer, Howland, Lysaght, McCarthy, Morris, Power, Purroy, Reilly, Robinson, Seery, Shandley, Simonson, Southworth, and Strack—19.

Alderman Strack called up G. O. 464, being an ordinance, as follows:  
AN ORDINANCE to amend sections 19 and 21, and adding section 44 to article 2, chapter 8, of the Revised Ordinances of 1866.

Be it ordained by the Mayor, Aldermen, and Commonalty of the City of New York, in Common Council convened.

Section 1. Section 19, article 2, chapter 8, of the Revised Ordinances of 1866, is hereby amended by adding thereto the following:

"Where more than one person is interested, it is requisite that the verification be made and subscribed by all the parties interested. Each proposal must be signed by the bidder, and accompanied by a deposit of such sum (to be stated in the proposal) as in the estimation of the head of the Department may be just and proper, in money current in the United States, which deposit must be made with the head of the Department making the contract, as security for the due execution of the contract, within three days after notice by the head of the Department that the bid is accepted; and in case the bidder to whom the contract is awarded omits or refuses to execute the same, and provide, as required by the call for estimates, adequate and sufficient sureties for the faithful performance of the work embraced in the contract, and fails to commence his work at the time agreed upon, in a manner satisfactory to the head of the Department, the amount of the above-stated deposit shall be paid over by the head of the Department to the Mayor, Aldermen, and Commonalty of the City of New York, as liquidated damages, that the said Corporation may be subjected to by reason of re-advertising and re-letting the work, said amount of security to be returned to the contractor, when satisfactorily at work, in the opinion of the head of the Department."

Sec. 2. Section 21, article 2 of chapter 8 of the Revised Ordinances of 1866, is hereby amended by striking out the fifth line thereof, to wit, "before any judge of any Court of Record in this county," and inserting in lieu thereof the words, "before any judge of any court; or before any notary public of this county."

Sec. 3. Immediately succeeding section 43, article 2 of chapter 8 of the Revised Ordinances of 1866, is hereby added section 44, to wit:

§ 44. The heads of departments shall hereafter insert a clause in all contracts where rock and earth excavation is to be executed, that bidders shall state in their proposals the price for excavating rock per cubic yard, and the price for earth excavation per cubic yard; and the price of earth excavation shall be one-fourth of the price bid for rock excavation; and if the bid for earth and rock excavation shall deviate from this proportion, that is, that the price for rock is not four times the price for earth, then the bid shall be deemed informal, and shall be rejected.

Sec. 4. All ordinances, or parts of ordinances, inconsistent with the propositions of this ordinance, are hereby repealed, and declared null and void.

Sec. 5. This ordinance shall take effect immediately.

Alderman McCarthy moved that the general order be again laid over.

Alderman Strack moved that the General Order be made a Special Order for the next meeting of the Board.

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

Which was decided in the affirmative.

Alderman Strack called up G. O. 443, being a resolution and ordinance, as follows:

Resolved, That curb and gutter stones be set and reset on the west side of Mangin street, between Rivington and Stanton streets, 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 and ordinance. Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—The President, Aldermen Blessing, Cole, Deane, Gilon, Gross, Guntzer, Howland, Lysaght, McCarthy, Morris, Power, Purroy, Reilly, Robinson, Seery, Shandley, Simonson, Southworth, and Strack—20.

Alderman Blessing called up G. O. 448, being a preamble and resolution, as follows:

Whereas, It has pleased the Creator of the Universe, by one of His inscrutable and immutable decrees, to remove by death from the sphere of his usefulness, while in the full vigor of his intellect, and in the possession of his usual physical powers, Andrew Johnson, ex-President of the United States and United States Senator for the State of Tennessee; and

Whereas, In view of this sad event, this Common Council, as the representatives of the people of this city and in common with the people of this Republic, are called upon to mourn the loss of one who, in every relation of life and in every position he filled—and they were more varied and diverse, perhaps, than those of any other prominent man this country has produced, his immediate predecessor in the Presidency not excepted—was pre-eminent for his sterling honesty, great administrative capacity, and the most determined devotion to duty, typifying more clearly than almost any other public man in the history of the country, the genius of Democratic and Republican form of government, as he demonstrated the theory, that it is in the power of the lowliest and humblest citizen to raise himself to the highest dignity and honor, and to the first place in the affections of the people; and

Whereas, His death is a public loss, and we may look in vain for one to fill his place, who possesses equally his experience in the governmental affairs of this country, and will, with the same independence of thought and action, firmness of purpose, determination of will, and pure disinterestedness, use such attainments, as he did, solely for the benefit of the people; and

Whereas, It is therefore eminently proper that this Common Council should give expression to their sorrow, and the sorrow of the people of this city, for the death of ex-President Andrew Johnson, that they should place on record in the archives of the city government the expression of their appreciation of the many virtues he possessed, and the valuable services he rendered to his country, and that action be taken to pay an appropriate tribute of respect to his memory; therefore be it

Resolved, That the Common Council, for themselves and on behalf of the People of the City of New York whom they represent, do sincerely lament and deplore the death of ex-President Andrew Johnson, considering his loss a great public calamity at this peculiar juncture in the affairs of our government, as to few others of equal experience could our people look up to for counsel and guidance with the same certainty that honesty, candor, disinterestedness and truth would dictate his advice and govern his directions; and be it further

Resolved, That, in order to perpetuate the sentiments of sorrow we experience for the death of ex-President Andrew Johnson, and to pay a tribute of respect to his memory, it is hereby ordered that this report, with the preamble and resolutions herewith submitted, be entered at length in the Journal of the Board and published in the CITY RECORD, and that a duly certified copy thereof be engrossed and transmitted to the family of the deceased, the expense of said engrossing not to exceed the sum of three hundred and fifty dollars.

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

Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—The President, Aldermen Blessing, Cole, Deane, Gilon, Gross, Guntzer, Howland, Lysaght, McCarthy, Morris, Power, Purroy, Reilly, Robinson, Seery, Shandley, Simonson, and Strack—19.

Negative—Alderman Southworth—1.

MOTIONS AGAIN RESUMED.

Alderman Deane moved that this Board take a recess until five o'clock.  
The President put the question whether the Board would agree with said motion.  
Which was decided in the negative.

UNFINISHED BUSINESS AGAIN RESUMED.

Alderman Blessing called up G. O. 322, being a resolution and ordinance, as follows:

Resolved, That Riverside avenue, from Seventy-second street to the northerly side of Eighty-fifth street, and from the southerly side of Eighty-eighth street to One Hundred and Thirtieth street, be regulated and graded, the curb and gutter stones set, the sidewalks flagged or paved, and the roadway constructed under the direction of the Department of Public Parks, and that the work, labor, and materials required for such regulating, grading, curb, gutter, flagging, paving and roadway be

done and procured by the said Department of Public Parks by contract or by day's work, or in such manner as the said Department may deem for the best interests of the city and the property owners; and that the accompanying ordinance therefor be adopted.

Alderman Gilon moved to amend by striking out the words "or by day's work."

The President put the question whether the Board would agree with said amendment. Which was decided in the negative.

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

Which was decided in the negative by the following vote (three-fourths of all the members elected not voting in favor thereof):

Affirmative—The President, Aldermen Blessing, Gilon, Gross, Guntzer, Lysaght, McCarthy, Power, Purroy, Reilly, Seery, and Strack—12.

Negative—Aldermen Deane, Howland, Morris, Robinson, and Simonson—5.

On motion of Alderman Blessing, the above vote was reconsidered, and the General Order again laid over.

MOTIONS AGAIN RESUMED.

Alderman Purroy moved that a Committee of two be appointed to wait upon the Commissioners of Rapid Transit, and ascertain whether the said Commissioners had any communication to make to the Board.

The President put the question whether the Board would agree with said motion. Which was decided in the affirmative.

Whereupon the President appointed as such Committee Aldermen Purroy and Deane.

Alderman Lysaght moved that the Board take a recess until 4:25 o'clock P. M.

The President put the question whether the Board would agree with said motion. Which was decided in the affirmative.

AFTER RECESS—5:50 P. M.

PRESENT:

Hon. SAMUEL A. LEWIS, President;

ALDERMEN

Andrew Blessing,  
William L. Cole,  
George B. Deane, Jr.,  
Edward Gilon,  
Magnus Gross,  
John W. Guntzer,  
Henry E. Howland,

Patrick Lysaght,  
William H. McCarthy,  
John J. Morris,  
Robert Power,  
Henry D. Purroy,  
John Reilly,

John Robinson,  
Peter Seery,  
Edward J. Shandley,  
Stephen N. Simonson,  
Chester H. Southworth,  
Joseph P. Strack.

RESOLUTIONS AGAIN RESUMED.

By Alderman Reilly—  
Resolved, That Wm. Garber, Stenographer, be and he is hereby appointed to take a complete copy of the report of the Commissioners of Rapid Transit as read in this Board by the Secretary of the said Commission, in order that the said report may remain in the possession of this Board for publication in the minutes, it being understood that the original cannot remain in the possession of the Clerk of this Board.

The President put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

Alderman Purroy, on behalf of the Committee appointed to wait on the Commissioners of Rapid Transit, reported that they performed the duty assigned them, and in all probability the report from the Commissioners would be transmitted to the Board by his Honor the Mayor, about five o'clock.

UNFINISHED BUSINESS AGAIN RESUMED.

Alderman Morris called up G. O. 468, being a preamble and resolution, as follows:  
Whereas, Joseph Seligman, Cornelius H. Delamater, Jordan L. Mott, Lewis B. Brown, and Charles J. Canda, by appointment of the Mayor, Commissioners to locate a railway or railways in this city, under the provisions of chapter 606, Laws of 1875, have, through his Honor the Mayor, made application to the Common Council for its consent to the location, construction, and operation of a steam railway or railways upon such of the streets, avenues, and places in this city as said Commissioners may deem most advantageous and convenient for the use of the inhabitants thereof, and of the traveling public generally, such railways to be constructed upon plans, and in a manner to be prescribed by said Commissioners, and upon special routes to be selected by them; and

Whereas, It is deemed for the public interest that said Commissioners shall be unembarrassed during the full time allowed them to determine and fix the routes of such railway or railways and connections, and be free, during such period, to select, in the exercise of the discretion conferred upon them by the Legislature, for such route or routes, any street, avenue, or place, or a part thereof, in this city, limited only by the terms of the act under which they are organized; therefore,

Resolved, That consent is hereby given for the location, construction, and operation of steam railways or connections thereof in, over, under, through or across any and all streets, avenues, lands and places in this city subject to the control of this Common Council, over, under, through or across which said Commissioners are now authorized by the act aforesaid to locate railways or connections thereof, provided that such of such railways and connections as are to be above the surface of the ground shall be constructed as elevated railways, not less than fourteen feet above the surface of the ground or water, except in River street, along the Harlem river, where the same may be built on piles on or near the surface of the water; and further provided, that any company constructing such railway on River street shall first stipulate in writing, for itself, its successors, and assigns, to change their railway on said street to an elevated railway of the description aforesaid whenever said street shall be filled in, and such change shall be required by the local authorities having control of said street at the time of such requirement.

Alderman Reilly moved that the Committee on the Whole, appointed for the consideration of the said General Order, be discharged from the further consideration of the same.

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

Which was decided in the affirmative.

Alderman Reilly moved that the General Order be laid over until such time as the Commissioners of Rapid Transit should communicate to the Board.

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

Which was decided in the affirmative by the following vote, on a division called by Alderman

Morris, viz.:

Affirmative—Aldermen Blessing, Deane, Gilon, Guntzer, Lysaght, McCarthy, Power, Purroy, Reilly, Seery, and Strack—11.

Negative—The President, Aldermen Cole, Gross, Howland, Morris, Robinson, Shandley, Simonson, and Southworth—9.

Alderman Morris moved that the Board take a recess until 10 o'clock P. M.

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 Deane, viz.:

Affirmative—Aldermen Lysaght, Morris, Power, Robinson, Seery, Simonson, and Southworth—7.

Negative—The President, Aldermen Blessing, Cole, Deane, Gilon, Gross, Guntzer, Howland, McCarthy, Purroy, Reilly, Shandley, and Strack—13.

Alderman Reilly called up G. O. 336, being a resolution and ordinance, as follows:

Resolved, That the sunken lands, between Third and Fifth avenues, from One Hundred and Fifth to One Hundred and Ninth street, be filled in by contract or in such manner as the Commissioner of Public Works shall deem best for the interests of the city, 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 and ordinance.

Which was decided in the negative by the following vote (three-fourths of all the members elected not voting in favor thereof):

Affirmative—The President, Aldermen Blessing, Cole, Gilon, Gross, Guntzer, Lysaght, McCarthy, Power, Purroy, Reilly, Seery, Shandley, and Strack—14.

Negative—Aldermen Deane, Howland, Morris, Robinson, Simonson, and Southworth—6.

On motion of Alderman Reilly, the above vote was reconsidered, and the resolution again laid over.

Alderman Reilly called up G. O. 169, being a resolution and ordinance, as follows:

Resolved, That a sewer, with the necessary receiving-basins and culverts, be built in Eleventh avenue, from Sixty-fifth street to Seventy-second street, 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 and ordinance.

Which was decided in the negative by the following vote (three-fourths of all the members elected not voting in favor thereof):

Affirmative—The President, Aldermen Blessing, Cole, Gilon, Gross, Guntzer, Lysaght, McCarthy, Power, Purroy, Reilly, Seery, Shandley, and Strack—14.

Negative—Aldermen Deane, Howland, Morris, Robinson, Simonson, and Southworth—6.

On motion of Alderman Reilly, the above vote was reconsidered, and the resolution again laid over.

Alderman Seery called up G. O. 452, being a resolution, as follows:

Resolved, That the crosswalks on the west side of Second avenue, across Thirty-third street, and across the Second avenue, at the southerly side of Thirty-third street, be repaired, 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 the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—The President, Aldermen Blessing, Cole, Deane, Gilon, Gross, Guntzer, Howland, Lysaght, McCarthy, Morris, Power, Purroy, Reilly, Robinson, Seery, Shandley, Simonson, Southworth, Strack—20.

Alderman Seery called up G. O. 454, being a resolution and ordinance, as follows:

Resolved, That the sidewalks on both sides of Sixty-second street, from the Boulevard to the Ninth avenue, 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.

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

Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—The President, Aldermen Blessing, Cole, Deane, Gilon, Gross, Guntzer, Howland, Lysaght, McCarthy, Morris, Power, Purroy, Reilly, Robinson, Seery, Shandley, Simonson, Southworth, and Strack—20.

Alderman Purroy called up G. O. 477, being a resolution and ordinance, as follows:

Resolved, That the Third avenue, from Westchester avenue to the boundary of the Twenty-third Ward, be properly lighted with gas, the lamps to be placed at the same regular distance apart as are the lamps on Third avenue, south of the Harlem river, under the direction of the Commissioner of Public Works.

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

Which was decided in the negative by the following vote (three-fourths of all the members elected not voting in favor thereof):

Affirmative—The President, Aldermen Blessing, Cole, Deane, Gilon, Gross, Guntzer, Lysaght, McCarthy, Power, Purroy, Reilly, Seery, Shandley, and Strack—14.

Negative—Aldermen Deane, Howland, Morris, Robinson, Simonson, and Southworth—6.

On motion of Alderman Purroy, the above vote was reconsidered, and the resolution again laid over.

Alderman Purroy called up G. O. 462, being a resolution and ordinance, as follows:

Resolved, That First avenue, from One Hundred and Sixteenth to One Hundred and Twenty-fifth street, be paved with granite-block pavement, and that at the several intersecting streets and avenues, crosswalks be laid where not now laid, and relaid where those now laid are, in the opinion of the Commissioner of Public Works, not in good repair, or are not upon a grade adapted to the grade of the proposed new pavement, 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 and ordinance.

Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—The President, Aldermen Blessing, Cole, Deane, Gilon, Gross, Guntzer, Howland, Lysaght, McCarthy, Power, Purroy, Reilly, Robinson, Seery, Shandley, Simonson, Southworth, and Strack—19.

Negative—Alderman Morris—1.

Alderman Power called up G. O. 479, being a resolution, as follows:

Resolved, That gas-mains be laid, lamp-posts erected, and street-lamps lighted in Berrian avenue, from Kingsbridge road to the Northern Boulevard, 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 negative by the following vote (three-fourths of all the members elected not voting in favor thereof):

Affirmative—The President, Aldermen Blessing, Cole, Gilon, Gross, Guntzer, Lysaght, McCarthy, Power, Purroy, Reilly, Seery, Shandley, and Strack—14.

Negative—Aldermen Deane, Howland, Morris, Robinson, Simonson, and Southworth—6.

On motion of Alderman Purroy, the above vote was reconsidered, and the resolution again laid over.

#### MESSAGES FROM HIS HONOR THE MAYOR RESUMED.

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

EXECUTIVE DEPARTMENT, CITY HALL,  
NEW YORK, September 6, 1875.

To the Honorable the Common Council:

GENTLEMEN—I herewith transmit for your information, and for such action as may be proper, a Report from the Board of Commissioners of Rapid Transit, appointed by me under the provisions of chapter 666, Laws of 1875.

W. H. WICKHAM, Mayor.

OFFICE OF THE BOARD OF  
COMMISSIONERS OF RAPID TRANSIT,  
NEW YORK, September 6, 1875.

To the Hon. WILLIAM H. WICKHAM, Mayor:

SIR—The undersigned, constituting the Board of Commissioners, appointed by you under the provisions of chapter 666, Laws of 1875, having, by the selection of routes for the Rapid Transit railways in this city, concluded a portion of the labors imposed upon them by law, deem it proper to make an official record of their action in the form of a report to you.

The statute has failed to provide or direct any specific method in which the record of our official action may be filed. But the evident necessity that authentic evidence of that action should be somewhere presented, and the fact that this Board of Commissioners exists by appointment of the Mayor, lead us to regard your office as the proper place of deposit for such record.

The law itself, under which we were appointed, would never have been enacted but for your efforts, and we are enabled by this occasion to hear testimony to the zeal and high purpose by which you have been moved to accomplish, if possible, during your term of office, this great benefit to the people of New York. Should it come to pass, as we now hope that the present efforts in that direction shall result in establishing rapid and cheap means of communication through this city, we shall always cheerfully declare that, among the most efficient aids to that great benefaction, to poor and rich alike, will have been the wise counsel and intelligent support which this Board of Commissioners has received from you.

Upon receiving our appointment, and being duly qualified as required by statute, we organized on the eighth day of July, 1875, by the election of Mr. Seligman as President, and Burton N. Harrison, Esq., as Secretary. We afterwards formally retained Mr. Harrison as counsel also to the Board. To Mr. Seligman's courtesy, firmness and good sense, we are largely indebted for the harmony with which we have worked together, and for the unanimity with which our conclusions were reached. In considering the numerous and difficult questions of law which arise under this statute, the accuracy and legal learning of Mr. Harrison have been invaluable. Acting under his advice, we have submitted various questions of importance to Hon. James Smith and Stephen P. Nash, Esq., as special counsel. Upon one of the questions presented to us we have had the advice of George W. Van Siclen, Esq., and as to many of them we have been advised by Grosvenor P. Lowery, and we have been guided by the opinions by those several gentlemen expressed. The Board has also selected, as Consulting Engineers, Samuel H. Shreve and Isaac Newton, Civil Engineers, who have been and still are engaged in careful study of the numerous plans of structure which have been submitted to us.

Very soon after we had organized the Board we caused proper advertisements to be inserted in the newspapers calling for plans of construction, and also asking for suggestions as to routes from any and all parties interested in the subject. We have received and are still considering many communications and models; but, being allowed one month longer to determine upon details of structure and the kind of road to be built, we have not yet decided upon any plans of construction. We have been attended by numbers of persons who presented their views upon the selection of a route or routes, including among them some whose interests seemed to them to require protests against the selection of certain streets and avenues. Within the time prescribed by law we have selected such routes as, under all the circumstances, seemed to us to unite the greatest benefit to the general public with the least injury to private interest, with fewest chances for legal obstacles and most chances for enlisting the confidence of capital.

The minutes of our proceedings (a printed copy of which accompanies this report) will inform you more particularly concerning the investigations and discussions which have taken place; and appended hereto are copies of the resolutions which give an exact designation of the routes fixed and determined by us according to law.

The fourth section of the Rapid Transit Act gives to this Board exclusive authority to locate the route or routes of a steam railway or railways over, under, through, or across all streets or places, except certain streets therein named and public parks. Among the streets and avenues so forbidden to us, are all those which have been heretofore legally designated for routes of such railways; and Broadway and Fifth avenue, below Fifty-ninth street and Fourth avenue, above Forty-second street. We were met at the outset by the fact that certain of the most important and available streets for the location of such roads were already designated, and by law appropriated to one or the other of two companies, known, respectively as the Gilbert Elevated Railway Company and the New York Elevated Railroad Company; and that those streets could not be availed of by us except by consent of the companies affected.

The law also provides that no new railway shall be operated or constructed in a street, even after location by this Board, except upon the previous consent of the local authorities having control of

the streets, or such portion thereof as was intended to be occupied, and also the consent of the owners of one-half in value of all the property bordering on such streets, or of the Supreme Court.

The language of the section referred to gave rise to doubts whether such consents must not be obtained by this Board prior to any designation of streets by us, or whether that consent would be in time if given only prior to the actual construction of the railways. Being desirous to avoid every technical objection to our action, we thought it prudent to apply through you to the Common Council, in advance of any selection by us of routes (which selection, as we were advised, constituted the legal location which we were by law directed to make), and accordingly we requested you, on our behalf, to ask the Common Council for the passage of a resolution in the terms of the statute giving us the same liberty which was given by the Legislature, to make our selections freely and at large from all streets and avenues which might seem to us appropriate.

We desired this permission also in advance of the selection, since all the time permitted to us by law was required to form a sound judgment, and because we might, even at the last day, find reasons for making changes in the routes already contemplated. It was evident that great difference of opinion might be entertained on this question, and that, if our specific selection of streets was necessarily to be submitted to discussion and veto by still another official body, after we should have acted, it might happen that such differences would prove irreconcilable, and that nothing would be finally gained for the accommodation of the people. We are now officially informed that the Common Council, after full consideration of our request, has thought it not consistent with their sense of duty to allow us the larger liberty which we thought would have been conducive to the public good, and have requested to be notified of specific locations as soon as made.

We have to ask, therefore, that you will communicate to that body the result of our action, and request from them their consent, in the manner provided by law, to the location, construction, and operation of steam railways, over, upon, along, across, or under the streets, avenues, and places, and each of them fixed and determined by us for routes of such railways.

In view of the danger that differences of opinion, which may honestly exist between the Common Council and ourselves, might lead to a total failure to establish any legal routes, we have, upon receiving their communication, been in a degree practically shut up to the consideration of routes for the use of which municipal consent is not necessary; and have been correspondingly shut out from consideration of other routes, the merits of which, and the high respectability of the parties proposing to build upon them, commended them strongly to favorable judgment. We have therefore adopted routes which, throughout nearly, though not quite their entire extent, may, under the conditions of the law herein explained, be occupied by the New York Elevated Railroad Company or the Gilbert Elevated Railway Company without consent of either local authorities or property owners.

In the cases of the two companies above mentioned, existing chartered rights, conferred prior to the adoption of the recent amendments to the constitution, permitted them to build upon certain important streets.

Section 36 of the Rapid Transit Act provides that, whenever any route determined upon by this Board shall coincide with the route or routes of any existing railway company, such company may, upon compliance with the requirements and conditions to be imposed by us, have the first right to build upon routes then owned by them the structure prescribed by us.

The latter part of this section also authorizes this Board to fix and determine routes for connections between any existing elevated steam railways now in actual operation, and ferries and other railways or depots thereof. The clause last mentioned evidently refers to the one elevated steam railway in the city, belonging to the New York Elevated Railroad Company. The prohibition to us to locate any railway, over, along, upon, or across Broadway or Fifth avenue, below Fifty-ninth street, effectually prevented us, perhaps, from making the most important connection needed by that road, viz., with the Grand Central Depot at Forty-second street, by any short route; and, at any rate, the doubt as to that route of connection seemed conclusive in favor of that construction of the law which allowed us to make the longer connection from the Battery terminus of that road by way of streets on the east side of the city, connecting with South ferry, Fulton ferry, Thirty-fourth street ferry, and others, and reaching the Grand Central depot and the ferries on the Harlem river, and stations on the New York and Harlem Railroad. In making such connections, section 36 provides that the railways, therefore, may be constructed, subject only to such conditions of the amended Constitution as are applicable to such railways. The amendments referred to (section 18 and 3, amended Constitution), prohibits the Legislature from passing any act authorizing any street railroad to be constructed or operated, except upon the condition that the consent of local authorities and property owners be first obtained.

The term "street railroad," as we are advised, has a definite legal significance, distinguishing those railways in general use in streets of cities by means of horse power, from those other railways wherever located, which are propelled by steam, and which are legally and technically known as "steam railways."

Upon this distinction, as to the meaning of the term "street railroads," it has been urged upon us that the terms of the Constitution relating to street railroads do not apply to elevated steam railways, like that of the New York Elevated Railroad Company, and that that Company need not apply for the constitutional consent in building lines of connections located by us. But, whether or not the Company must secure those consents before operating or constructing their connecting railways, we are advised that we are authorized to make such locations of connections for that Company as seem to us proper to serve the convenience of the public, without the necessity on our part, prior to such location, of obtaining the consent above mentioned. The exemption claimed for the New York Elevated Railroad is, however, not understood to apply to any elevated steam railways located by us other than those which are connections for that Company.

This distinction above referred to arises upon the terms of the act, by the fourth section of which it is provided that for all railways originally authorized by us, and to be built by companies to be organized by us, must first be obtained the above-mentioned consents. This obligation, therefore, as to such new railways of new companies, arises by force of the terms of the statute solely, without aid from the amendments to the Constitution. The Legislature, while speaking of such railways as are merely connections of railways already built and in operation, does not repeat the conditions above mentioned, except by a reference to the Constitution itself, and then only to the extent that such conditions of the Constitution are, by their own express terms, applicable to such railroads.

Thus two kinds of routes seemed open to selection and approval by us, viz.: (1) Routes existing before January 1st, 1875, and thus within neither the statutes nor the Constitution, and (2) Routes for "steam railways," not covered by the legislative prohibition of the fourth section, nor within the terms of the Constitution restricting legislation as to "street railroads."

The routes of the two companies above mentioned had been surveyed and designated by other Commissioners, appointed, as we were, by legislative authority, who at the time were free to locate routes according to their best judgment. After considering the same subject, we are of opinion that those selections were well made, and though we think they might, in some respects, have been better, yet, upon the whole, they are likely to meet the approval of the greatest number of disinterested persons. This opinion, to which we have come, after careful and laborious study of the subject during the past sixty days, and under the necessity for a practical determination of this subject, were in themselves almost sufficient to decide us in favor of selection of the routes, which are hereby reported to you.

One other consideration added to these was amply sufficient to control our judgment and to bring us to a definite and unanimous conclusion. It is this:

During the past fifteen years, no subject has occupied the public attention to a greater degree than that of providing means of rapid transit in this city; and yet at the passage of the Rapid Transit Act, although numerous charters had been granted by the Legislature, it did not appear that, excepting the road of the New York Elevated Railroad Company, any progress whatever had been made toward the desired result.

The difficulty seems to have been either that the plans proposed were too expensive or that the routes selected were not such as to induce capitalists to venture the investment.

We therefore made it our first duty, as practical men, to ascertain from all persons who solicited action favorable to their views, either in the adoption of plans or in the selection of routes, what means they possessed, or what grounds existed for supposing that they could obtain the requisite capital. With most of those to whom we have giving hearings this question has proved unanswerable.

In the case of the two companies named, we were met with fair and business-like explanations, and we have been satisfied that persons of sufficient wealth and of well-known character are committed to the building of those roads, provided that certain existing difficulties can be removed by the action of this Board of Commissioners.

In the case of the Gilbert Elevated Railway Company, the route which they possessed, and which could not be taken away from them by any action of ours, was admirable; and it was, in most respects, entirely satisfactory to capitalists; but the structure which they were required by their charter to build, was so costly that, after three years of effort, the company had been unable to procure the money to erect it. That company was of opinion that, if required by us under the 36th section to build upon their route a structure sufficient for the public wants, but less costly than that originally intended, they would be enabled to carry on the work.

Having investigated the plans by which the two companies propose to raise capital, and having ourselves personally conferred with and interrogated the gentlemen whose names were put forward as furnishing the financial guaranty, we were satisfied that the location, upon their chartered routes, of rapid transit roads under this act, accompanied by the conditions above mentioned, would, humanly speaking, render success certain.

We are, in the highest degree, gratified to add that the representatives of the two companies, having met together, have entered into amicable arrangements to build certain important portions of their lines, which are located in common, by a union of their joint funds—thus securing double strength to the common object. With this explanation, you will at once understand certain apparent anomalies in the routes selected by us; as, for instance, we have located a route from the Battery to the Harlem river, principally by Third avenue and the Bowery, as and for connections for the New York Elevated Railroad Company; and also another from the Harlem river to the Battery, by Second avenue and for a route coincident with that of the Gilbert Elevated Railway Company. And upon the Third avenue is located as a connection between the Battery terminus of the New York Elevated Railroad and South Ferry, Fulton Ferry and Grand Central Depot, and with other ferries and depots, and with railways



in the northern and eastern parts of the city. We have also made special locations of routes over the same grounds under the fourth section of the act, which routes, to distinguish them from the already existing chartered routes and "connections" therewith, may be called "commission routes." We have taken this precaution in order that, should there be any failure to maintain these routes, under the special authority above explained, as "coinciding" railways or "connecting" railways, under the thirty-sixth section of the law, they may hereafter be built as "commission" roads by such companies as we may organize under the general provisions of the present Rapid Transit Act. It may not be probable that roads on both the Second and Third avenue will be built at the same time, or, perhaps, at all; but various considerations persuaded us to make the two locations, leaving it to the influence of ordinary business principles and the competition of the companies to determine which should be first built. Before making these locations, however, we required from each of the two companies satisfactory bonds, in the sum of \$250,000 for each company, for the completion of their roads within certain periods fixed; and we also required their consent, by formal resolutions of their Boards of Directors, to (among other things) rates of fare specified by us; and to a system of trains to be run between the hours of 5.30 and 7.30 A. M., and 7 o'clock P. M.—special trains—at half rates of fare, in order to accommodate that class of the population which desires to go to and from their daily avocations within those hours. These trains, similar to the trains which are run upon railways in England for the accommodation of laboring people, at low rates of fare, during certain hours, and known as "Parliamentary trains," have, in the arrangement above referred to, been distinguished from ordinary trains as "Commission trains." We sincerely hope that they may serve the long-suffering laboring population of this city, as we have intended they should, in enabling them to place their families in salubrious and convenient homes away from the crowded tenement houses of the city, but still within convenient distance from the business by which their bread is gained. The rates of fare fixed are as follows, on the east side of the city:

For any distance between the Battery and Fifty-ninth street, not to exceed ten cents; for any distance not exceeding five miles, not to exceed ten cents; and not to exceed two cents additional for every additional mile, or fraction of a mile in excess of a mile; but no fare for the entire distance or any part of it from and between the Battery and the Harlem river shall exceed fifteen cents; (and no fare for the entire distance (or any part of it) from and between the Battery and High Bridge shall exceed seventeen cents.

The fares on "Commission trains" and cars—being special trains to be run on the east side of the city from 5.30 A. M. to and until 7.30 A. M., and from 5 P. M. to and until 7 P. M., at half the above rates—are to be, not to exceed five cents, seven cents, and eight cents, for the above stated distances respectively.

On the west side of the city, the fares are to be as follows:

For any distance from and between the Battery and Fifty-ninth street, not to exceed ten cents; for any distance not exceeding five miles, not to exceed ten cents; and not to exceed two cents additional for every additional mile, or fraction of a mile, in excess of a mile, and for "commission trains," or cars to be run on the west side of the city, from 5.30 A. M. to and until 7.30 A. M., and from 5 P. M. to and until 7 P. M., the fares are to be at one half the above rates.

The time for the completion of the railways of the Gilbert Elevated Railway Company, are as follows:

A section of the line of that company, not less than three miles in length, and running south from Forty-second street (on either side of the city as may be preferred by the company), is to be completed within ten months from October 1, 1875. The remainder of the railways of that company is to be completed at the rate of not less than five miles in every twelve months, after the expiration of the ten months above mentioned.

The New York Elevated Railroad Company is to complete their connecting railways between the Battery and Fifty-ninth street, before or by September 1, 1876; from Fifty-ninth street to the Harlem river, before or by June 1, 1877; and from Ninety-second street and Ninth avenue to High Bridge, before or by June 1, 1878.

The bonds, the resolutions of the companies, and other papers which are necessary to us for constant reference until the final adoption of plans of construction, and definite settlement of conditions relating to them, will be retained by us until the completion of our work; they will then be deposited in your office.

The subject of the extension of Rapid Transit routes into the newly annexed districts (Twenty-third and Twenty-fourth Wards) was duly discussed by the Commissioners; but it was considered advisable to defer the location of these routes until a future Commissioner may be appointed for that purpose. The time and labor expended in laying out the routes to the Harlem river prevented the Commissioners from giving the attention to the routes in the annexed districts which would have been given under other circumstances. In view of the fact that the law permits another Commission to be appointed at any time, on the petition of fifty property owners, we have considered it proper to confine our attention to that part of the city upon Manhattan Island. The routes fixed and determined by the Commissioners connect with all the existing steam railways in the annexed districts, and will give Rapid Transit to that territory, by and along those railroads. Other routes may be determined as required at a future time.

We have been in session during almost every week-day for the last two months; there have never been less than four of us at any meeting of the Board; and, except on three or four occasions, all five of the Commissioners have been present.

We have worked together with entire harmony, and are happy to report that the votes, by which the routes selected were determined and located, were unanimous.

Our next duty, under the law, is to consider the numerous plans of structure which have been submitted for our examination. Of these we have models and drawings of many different plans. They have all undergone the skilled and careful study and investigation of the well-known civil engineers above named. When, aided by the advice of these gentlemen, we shall have decided upon plans of structure suitable, under all the circumstances, to the routes selected, we shall make that action a subject of future report to your Honor, until which time,

We remain, with great respect,

Your obedient servants,

JOS. SELIGMAN,	} Commissioners of Rapid Transit.
LEWIS B. BROWN,	
C. H. DELAMATER,	
JORDAN L. MOTT,	
C. J. CANDA,	

Upon motion of Mr. Canda, seconded by Mr. Brown, the following preamble and resolutions were unanimously adopted September 2, 1875:

Whereas, The New York Elevated Railroad Company, by its Board of Directors in meeting duly convened, has taken proceedings and adopted a preamble and resolutions which appear in a communication from said Company to this Board of Commissioners addressed, and in terms as follows:

Now, therefore, in consideration of said stipulations, covenants, contracts, and agreements of the said The New York Elevated Railroad Company, and in reliance upon and consideration of the fulfillment and performance by the said The New York Elevated Railroad Company, its successors and assigns of said stipulations, covenants, contracts and agreements, each and every of them, it is hereby, by this Board of Commissioners,

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

Beginning at the intersections of Greenwich street and Battery place, to, over and across Battery place to the edge of the Battery and State street, thence over, through and along the edge of the Battery and State street to Whitehall street; thence over, through and along Whitehall street to and connecting with the South ferry, Hamilton avenue ferry and Staten Island ferry; and from the intersection of State street and Whitehall street, over and across Whitehall street to Front street; thence over, through and along Front street to Coenties slip; thence over, through, along, and across Coenties slip to the intersection of Coenties slip and Pearl street; thence over, through, and along Pearl street to Hanover square; thence over, through, and along Hanover square and Pearl street to John street; thence over, through, and along John street and Burling slip to, over, along, and across South street to, and connecting with the Fulton ferry; and from the intersection of John street and Pearl street, crossing John street, over, through, and along Pearl street and Franklin square to New Bowery; thence over, through, and along New Bowery and Chatham square to the Bowery; thence over, through, and along the Bowery to Third avenue; thence over, through, and along Third avenue to East Thirty-fourth street; thence over, through, and along East Thirty-fourth street to, and connecting with, the Third Avenue Street Ferry; and from the intersection of East Thirty-fourth street and Third avenue, crossing East Thirty-fourth street, over, through, and along Third avenue to East Forty-second street; thence over, through, and along East Forty-second street to and across Fourth avenue to, and connecting with, the Depot, known as the "Grand Central," occupied by the New York Central and Hudson River Railroad Company, the New York and Harlem Railroad Company, and the New York, New Haven and Hartford Railroad Company; and from the intersection of East Forty-second street and Third avenue, crossing East Forty-second street, through, over and along Third avenue to East Ninety-second street; thence over, through, and along East Ninety-second street to and connecting with the Astoria ferry; and from the intersection of Third avenue and East Ninety-second street, crossing East Ninety-second street over, through, and along Third avenue to East One Hundred and Twenty-ninth street (there connecting with the ferries having landings at or near Harlem Bridge); thence over, through, and along East One Hundred and Twenty-ninth street to the intersection of East One Hundred and Twenty-ninth street and the Harlem river, over and along the Harlem river to First avenue; thence over and across the Harlem river connecting with the Depot of the Portchester branch of the New York, New Haven, and Hartford Railroad; and from the intersection of Third avenue and East One Hundred and Twenty-ninth street over and across Third avenue, and over, through, and along East One Hundred and Twenty-ninth street to Lexington avenue; thence over, through, and along Lexington avenue to River street and the Harlem river; thence over, through, and along River street and the southerly shore of Harlem river, to and connecting with the

railway of the New York and Harlem Railroad at Fourth avenue, with a branch and turnout from the intersection of New Bowery and Chatham square, over through, and along Chatham square to Chatham street; thence over, through and along Chatham street to Park row; thence over, through, and along Park row to Tryon row (there to connect with the railway to be laid over the East River Bridge for cars to be operated or propelled by steam); thence over, through and along or in front of and around Tryon row to the Park; thence along the Park and over, through, and along Centre street to Park street; thence over, through and along Park street to Mott street, crossing over Mott street; thence over and through the block to Doyer street, crossing over Doyer street; thence over and through the block to Pell street, crossing over Pell street, over, through and along Pell street and intersecting the route hereinbefore fixed and determined, over, through and along the Bowery; and with a siding for a turn-around, commencing at the intersection of Coenties slip and Water street; thence over, through and along Water street to Whitehall street; thence over, through, and along Whitehall street to and intersecting the route hereinbefore fixed and determined at the intersection of Front street and Whitehall street; and also a route of connection beginning at the intersections of Ninth avenue and West Ninety-second street, over, through and along West Ninety-second street to Eighth avenue; thence over, through and along Eighth avenue to River street and the Harlem river; thence over, through, and along River street and over and along the Harlem river over and crossing the Harlem river at or near the High Bridge, to and connecting with the New York, Boston and Montreal Railroad or the depot thereof, and to and connecting with the Spuyten Duyvil and Port Morris Railroad or the depot thereof.

Resolved, That whenever either of the routes hereinbefore fixed and determined crosses a street, avenue, place, or lands, such route includes, and is intended to include, and shall be deemed to include, such crossing, and so much of said street, avenue, place, or lands, as is there crossed, so as to allow and enable the construction of continuous and connected lines of railway along the route so crossing.

Upon motion of Mr. Canda, seconded by Mr. Brown, the following preamble and resolutions were unanimously adopted September 2, 1875:

Whereas, the Gilbert Elevated Railway Company, by its Board of Directors, in meeting duly convened, has taken proceedings and adopted a preamble and resolutions, which appear in a communication from said company, to this Board of Commissioners addressed, and in terms as follows:

Now, therefore, in consideration of said stipulations, covenants, contracts, and agreements, of the said the Gilbert Elevated Railway Company, and in reliance upon and considerations of the fulfillment and performance by the said the Gilbert Elevated Railway Company, its successors and assigns, of said stipulations, covenants, contracts, and agreements, each and every of them, it is hereby, by this Board of Commissioners

Resolved, That in pursuance of the powers conferred upon us by chapter 606, Laws of 1875, we do hereby fix and determine upon the route or routes of a steam railway or railways, in the City of New York, as follows:

Beginning on the south shore of the Harlem river at Kingsbridge, and proceeding thence by a route the same as and coincident with the route and routes heretofore ascertained, designated, and established for the Gilbert Elevated Railway Company, under, by, and pursuant to chapter 885, of Laws of 1872, chapter 837 of Laws of 1873, and chapter 275 of Laws of 1874, and as the said route was ascertained, designated, and established by the two several reports of the two Boards of Commissioners, appointed under the two acts first above mentioned, copies of which reports are now on file in the office of the County Clerk of the City and County of New York, and the originals of which reports are in possession of the Gilbert Elevated Railway Company and by, through, along and over all streets, avenues and places included in and covered by said route and routes, and the connecting lines and extensions belonging to the same, to a point coterminous with the route and routes of the said the Gilbert Elevated Railway Company—the route and routes hereby determined upon coinciding with the route and routes covered by the Charter of the Gilbert Elevated Railroad Company, an existing corporation formed for the purpose provided for by chapter 606 of Laws of 1875.

The route above fixed and determined upon begins, continues, and determines, as follows:

Commencing on the south shore of Harlem river, at Kingsbridge; thence along River street to Eighth avenue; thence along Eighth avenue to One Hundred and Tenth street; thence along One Hundred and Tenth street to Ninth avenue; thence along Ninth avenue to Fifty-third street; thence along Fifty-third street to Sixth avenue; thence along Sixth avenue to Amity street; thence along Amity street to South Fifth avenue; thence along South Fifth avenue to Canal street; thence crossing Canal street into West Broadway; thence along West Broadway to Chambers street; thence across Chambers street into College place, to the intersection of College place and Murray street; thence easterly along Murray street to the intersection of Murray with Church street; thence southerly along Church street to New Church street; thence southerly along New Church street to and across Morris street, to a point on the southerly line of Morris street, 65 feet from the southeasterly corner of Greenwich and Morris streets; thence southerly through private property, parallel to the easterly line of Greenwich street, a distance of 35 feet; thence an arc of 180 feet radius, intersecting the building line on the westerly side of Broadway 202 feet from the southerly corner of Morris street and Broadway to Bowling Green, west of the westerly line of Broadway, to and around Bowling Green Park into Beaver street; thence along Beaver street to Pearl street; thence along Pearl street and New Bowery to Division street; thence along Division street to Allen street; thence along Allen street and First avenue to Twenty-third street; thence along Twenty-third street to Second avenue; thence along Second avenue to Harlem river; thence along River street to Eighth avenue.

Also a connecting line through and along Chambers street from West Broadway to Chatham street; thence along Chatham street to Division street.

Also an extension from the junction of Fifty-third street through and along Sixth avenue to Fifty-ninth street.

Provided, however, that this resolution is not intended to apply, and shall not be deemed to apply, to any street or part thereof upon which this Board of Commissioners is not authorized by chapter 606 of Laws of 1875, to fix, determine, and locate a route or routes of railway.

Resolved, That the Gilbert Elevated Railway Company, in availing itself of the rights and powers conferred by chapter 606, Laws of 1875, is hereby required (with a view so to cheapen the cost of construction as to enable said company to carry passengers at the rates of fare which have been prescribed by this Board of Commissioners, and by said resolutions of the Board of Directors of said company have been agreed to, and as a condition of the determination of the route above determined) to construct the railway of said company, with such modifications of the original plans upon which said company was, by its charters, authorized to construct the same, as to make the same correspond with the plan or plans and mode of construction which shall hereafter, in due course, be decided upon by this Board of Commissioners for such route.

Upon motion of Mr. Brown, seconded by Mr. Mott, the following preamble and resolution were unanimously adopted, September 3, 1875:

Whereas, It is considered by this Board of Commissioners desirable for the public convenience to fix and determine the route or routes for a steam railway or railways in the City of New York, and to locate the route or routes of such railway or railways over, along, through, or across the streets, avenues, places, and lands in the City and County of New York as hereinafter mentioned; now therefore

Resolved, That this Board of Commissioners hereby fixes and determines the route or routes for such steam railway or railways, and to locate the route or routes of such railway or railways, over, along, through, or across the streets, avenues, places or lands in the City and County of New York, as follows:

Beginning at the intersection of Greenwich street and Battery place, to, over and across Battery place to the edge of the Battery and State street; thence over, through, and along the edge of the Battery and State street to Whitehall street; thence over, through and along Whitehall street to and connecting with the South Ferry, Hamilton Avenue ferry, and Staten Island Ferry; and from the intersection of State street and Whitehall street over and across Whitehall street to Front street; thence over, through and along Front street to Coenties Slip; thence over, through, along and across Coenties slip to the intersection of Coenties slip and Pearl street; thence over, through and along Pearl street to Hanover square; thence over, through, and along Hanover square and Pearl street to John street; thence over, through, and along John street and Burling slip to, over, along, and across South street to and connecting with the Fulton ferry; and from the intersection of John street and Pearl street and crossing John street over, through, and along Pearl street and Franklin square to New Bowery; thence over, through, and along New Bowery and Chatham square to the Bowery; thence over, through, and along the Bowery to Third avenue; thence over, through, and along Third avenue to East Thirty-fourth street; thence over, through, and along East Thirty-fourth street to, and connecting with, the Third Avenue Street Ferry; and from the intersection of East Thirty-fourth street and Third avenue, crossing East Thirty-fourth street, over, through, and along Third avenue to East Forty-second street; thence over, through, and along East Forty-second street to and across Fourth avenue to and connecting with the depot, known as the "Grand Central," occupied by the New York Central and Hudson River Railroad Company, the New York and Harlem Railroad Company, and the New York, New Haven and Hartford Railroad Company; and from the intersection of East Forty-second street and Third avenue, and crossing East Forty-second street, over, through, and along Third avenue to East Ninety-second street; thence over, through, and along East Ninety-second street to, and connecting with the Astoria Ferry; and from the intersection of Third avenue and East Ninety-second street, crossing East Ninety-second street, over, through, and along Third avenue to East One Hundred and Twenty-ninth street (there connecting with the ferries having landings at or near Harlem bridge); thence over, through, and along East One Hundred and Twenty-ninth street to the intersection of East One Hundred and Twenty-ninth street and the Harlem river; thence over, and along the Harlem river to First avenue; thence over, and across the Harlem river, connecting with the depot of the Portchester branch of the New York, New Haven and Hartford Railroad; and from the intersection of Third avenue and East One Hundred and Twenty-ninth street over and across Third avenue, and over, through, and along East One Hundred and Twenty-ninth street to Lexington avenue; thence over, through, and along Lexington avenue to River street and the Harlem river; thence over, through, and along River street and the southerly shore of the



Harlem river to, and connecting with, the railway of the New York and Harlem Railroad at Fourth avenue; with a branch and turnout from the intersection of New Bowery and Chatham square, over, through, and along Chatham square to Chatham street; thence over, through, and along Chatham street to Park row; thence over, through, and along Park row to Tryon row (there to connect with the railway to be laid over the East river bridge for cars to be operated or propelled by steam); thence over, through, and along, or in front of and around Tryon row to the Park; thence along the Park and over, through, and along Centre street to Park street; thence over, through, and along Park street to Mott street, crossing over Mott street; thence over and through the block to Doyer street, crossing over Doyer street; thence over and through the block to Pell street, crossing over Pell street; thence over, through, and along Pell street and intersecting the route hereinto fixed and determined over, through, and along the Bowery; and with a siding for a turn around, commencing at the intersection of Coenties slip and Water street; thence over, through, and along Water street to Whitehall street, thence over, through, and along Whitehall street to and intersecting the route hereinbefore fixed and determined at the intersection of Front street and Whitehall street; and also a route of connection beginning at the intersection of Ninth avenue and West Ninety-second street, over, through, and along West Ninety-second street to Eighth avenue; thence over, through, and along Eighth avenue to River street and the Harlem river; thence over, through, and along River street, and over and along the Harlem river, over and crossing the Harlem river at or near the High Bridge, to and connecting with the New York, Boston, and Montreal Railroad, or to the depot thereof, and to and connecting with the Spuyten Duyvil and Port Morris Railroad, or the depot thereof.

Resolved, That whenever either of the routes hereinbefore fixed and determined crosses a street, avenue, place or lands, such route includes and is intended to include, and shall be deemed to include such crossing, and so much of said street, avenue, place or land as is there crossed, so as to allow and enable the construction of continuous and connected lines of railway along the route or crossing.

Upon motion of Mr. Brown, seconded by Mr. Mott, the following preamble and resolution were unanimously adopted, September 3, 1875:

Whereas, it is considered by this Board of Commissioners desirable for the public convenience to fix and determine the route or routes for a steam railway or railways in the City of New York, and to locate the route or routes of such railway or railways over, along, through, or across the streets, avenues, places, and lands in the City and County of New York, as hereinafter mentioned. Now, therefore,

Resolved, That this Board of Commissioners hereby fixes and determines the route or routes for such steam railway or railways, and locates the route or routes of such railway or railways over, along, through, or across the streets, avenues, places, or lands in the City and County of New York, as follows: Beginning on the south shore of the Harlem river, at Kingsbridge, and proceeding thence by a route which is (except for variations hereinafter made) the same as and coincident with the route and routes heretofore ascertained, designated and established for the Gilbert Elevated Railway Company, under, by and pursuant to chapter 835 of Laws of 1872, chapter 837 of Laws of 1873, and chapter 275, Laws of 1874, and (except as to said variations) as the said route was ascertained, designated and established by the two several reports of the two Boards of Commissioners appointed under the two acts first above-mentioned, copies of which reports are now on file in the office of the County Clerk of the City and County of New York, and the originals of which reports are in possession of the Gilbert Elevated Railway Company, and by, through, along, and over all streets, avenues, and places included in and covered by said route and routes, and the connecting lines and extensions belonging to the same, to a point coterminous with the route and routes of the said the Gilbert Elevated Railway Company, the route or routes hereby determined upon (except as to said variations), coinciding with the route and routes covered by the charter of the Gilbert Elevated Railway Company, an existing corporation formed for the purpose provided for by chapter 606, Laws of 1875.

The route above fixed and determined upon, begins, continues and terminates as follows:

Commencing on the south shore of Harlem river, at Kingsbridge, thence through and along River street to Eighth avenue; thence over, through, and along Eighth avenue to Ninety-second street; thence over, through, and along Ninety-second street to Ninth avenue; thence over, through, and along Ninth avenue to Fifty-third street; thence over through and along Fifty-third street to Sixth avenue; thence over, through, and along Sixth avenue to Amity street; thence over, through, and along Amity street to South Fifth avenue; thence over, through, and along South Fifth avenue to Canal street; thence over, through, and across Canal street to West Broadway; thence over, through, and along West Broadway to Chambers street; thence over, through, and across Chambers street into College place; thence southerly over, through, and along College place to Murray street; thence easterly over, through, and along Murray street to Church street; thence southerly over, through, and along Church street to New Church street; thence southerly over, through, and along New Church street to, through, over and across Morris street to a point on the southerly line of Morris street, sixty-five feet from the southeasterly corner of Greenwich and Morris streets; thence southerly over, and through private property, parallel to the easterly line of Greenwich street, a distance of thirty-five feet; thence over and on a curve of one hundred and eighty feet radius, intersecting the building line on the westerly side of Broadway, two hundred and two feet from the southerly corner of Morris street and Broadway to Bowling Green, west of the westerly line of Broadway, to and around Bowling Green park into Beaver street; thence over, through and along Beaver street to Pearl street; thence over, through, and along Pearl street and New Bowery to Division street; thence over, through and along Division street to Chrystie street; thence over, through, and along Chrystie street and Second avenue to Harlem river; thence through and along River street to Eighth avenue.

Also, an extension from the junction of Fifty-third street over, through, and along Sixth avenue to Fifty-ninth street.

Also, an extension from the junction of East Twenty-third street and Second avenue, over, through, and along Twenty-third street to the Third avenue.

Also, an extension from the junction of East Forty-second street and Second avenue, over, through, and along East Forty-second street to the Third avenue; thence to connect with the Grand Central Depot.

Provided, however, that this resolution is not intended to apply, and shall not be deemed to apply to any street or part thereof upon which this Board of Commissioners is not authorized by chapter 606 of Laws of 1875, to fix, determine, and locate a route or routes of railway.

Alderman Morris moved that the message or report be read by the Secretary of the Commission. The President put the question whether the Board would agree with said motion.

Which was decided in the affirmative.

The report and accompanying documents having been read, Alderman Morris moved to accept the report and consent to the routes selected, and called up General Order No. 468 for adoption.

Alderman Deane offered the following:

Resolved, That this Board, on behalf of the corporate authorities of the City of New York, hereby gives its consent to the routes adopted by the Commission on Rapid Transit, as contained in the report of said Commission, transmitted to this Board to-day.

Whereupon Alderman Simonson presented the following as a substitute for resolution offered by Alderman Deane.

Resolved, That consent is hereby given to and for the location of the various routes and the construction and operation of steam railways, or connections thereof, through or across any and all streets, avenues, and land and places, subject to the control of the Common Council, over, under, through, or across which said Commissioner, have, by their report this day presented, located said routes of railways.

But he subsequently withdrew the resolution.

Alderman Shandley moved that the report of the Commissioners of Rapid Transit be laid over printed in the minutes, and made a Special Order for the next meeting of the Board.

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

Which was decided in the negative by the following vote:

Affirmative—Aldermen Seery, Shandley, Southworth, and Strack—4.

Negative—The President, Aldermen Blessing, Deane, Gilon, Gross, Guntzer, Howland, Lysaght, McCarthy, Morris, Power, Purroy, Reilly, Robinson, and Simonson—15.

Alderman Reilly offered the following:

Resolved, That so much of the report of the Rapid Transit Commissioners as relates to the New York Elevated Railway Company be now adopted.

Alderman Purroy raised the point of order, that that resolution embraced but one subject, and could not be divided.

The President ruled the point of order to be well taken.

The President then put the question whether the Board would agree to adopt the resolution offered by Alderman Deane.

Which was decided in the negative by the following vote (a majority of all the members elected not voting in favor thereof), on a division called by Alderman Deane, viz.:

Affirmative—The President, Aldermen Blessing, Deane, Gilon, Gross, Howland, Lysaght, McCarthy, Morris, Purroy, and Simonson—11.

Negative—Aldermen Guntzer, Power, Reilly, Robinson, Seery, Shandley, Southworth, and Strack—8.

Alderman Reilly asked to be excused from voting.

The President put the question whether the Board would agree to excuse Alderman Reilly from voting.

Which was decided in the negative, on a division called by Alderman Morris, viz.:

Affirmative—The President, Aldermen Blessing, Gilon, Guntzer, Lysaght, McCarthy, Power, Purroy, and Seery—9.

Negative—Aldermen Deane, Gross, Howland, Morris, Robinson, Shandley, Simonson, Southworth, and Strack—9.

Alderman Purroy moved a reconsideration of the vote taken on the resolution offered by Alderman Deane.

The President put the question whether the Board would agree with said motion. Which was decided in the affirmative.

Alderman Seery moved that the Board do now adjourn.

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

Which was decided in the negative by the following vote:

Affirmative—Aldermen Lysaght, Power, Reilly, Seery, Shandley, and Strack—6.

Negative—The President, Aldermen Blessing, Deane, Gilon, Gross, Guntzer, Howland, McCarthy, Morris, Purroy, Robinson, Simonson, and Southworth—13.

Aldermen Deane moved that the Board take a recess for thirty minutes.

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

Which was decided in the affirmative.

AFTER RECESS—9:15 o'clock.

PRESENT:

Hon. SAMUEL A. LEWIS, President;

ALDERMEN

Andrew Blessing,  
William L. Cole,  
George B. Deane, Jr.,  
Edward Gilon,  
Magnus Gross,  
John W. Guntzer,

Henry E. Howland,  
Patrick Lysaght,  
William H. McCarthy,  
John J. Morris,  
Robert Power,  
Henry D. Purroy,

John Reilly,  
John Robinson,  
Peter Seery,  
Edward J. Shandley,  
Stephen N. Simonson,  
Chester H. Southworth.

MOTIONS AGAIN RESUMED.

Alderman Deane moved that the Board now resume consideration of the resolution offered by him consenting to the routes for rapid transit, submitted to the Board to-day by the Commissioners of Rapid Transit, which was lost, reconsidered, and, pending the further action thereof, the Board took a recess.

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

Which was decided in the affirmative.

Alderman Deane then moved the adoption of the resolution.

Alderman Shandley called for the reading of the report of the Commissioners.

While the paper was being read, Alderman Howland moved that the further reading of the paper be dispensed with.

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

Which was decided in the affirmative.

The President then put the question whether the Board would agree to adopt the resolution offered by Alderman Deane.

Which was decided in the affirmative by the following vote (a majority of all the members elected voting in favor thereof):

Affirmative—The President, Aldermen Blessing, Cole, Deane, Gilon, Gross, Howland, Lysaght, McCarthy, Morris, Purroy, and Simonson—12.

Negative—Aldermen Guntzer, Power, Reilly, Robinson, Seery, Shandley, and Southworth—7.

Alderman Lysaght asked to be excused from voting, but he subsequently withdrew the request.

Alderman Simonson moved that the Board do now adjourn.

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

Which was decided in the affirmative.

And the President announced that the Board stood adjourned until Tuesday, the 14th inst., at 2 o'clock P. M.

FRANCIS J. TWOMEY, Clerk.

## APPROVED PAPERS.

Whereas, Proceedings have again been taken to have Commissioners of Estimate and Assessment appointed by the Supreme Court, on Monday, June 28, 1875, in the matter of a Parade Ground in the upper part of this island of about 100 acres of land; and

Whereas, Proceedings previously taken to carry out this project were discontinued by the Department of Public Parks for good and sufficient reasons, and this discontinuance was sustained by a decision of the Court of Appeals against an appeal made by property owners in interest; and

Whereas, The laying out of a Parade Ground in the proposed locality was projected prior to the annexation of a portion of Westchester County to the City of New York, as presenting the most eligible site then available for the purpose; and

Whereas, The present time is one of great financial embarrassment, causing a depression in business bearing heavily upon the resources of all classes of the community, and crippling the means of taxpayers, especially by reduction of rentals and incomes from city property, making it imperative that all unnecessary expenditures by the city and increase of the public debt shall be avoided as far as possible; and

Whereas, The estimated cost of the proposed Parade Ground, for lands taken and laying out the grounds alone, will amount to about one million and a half dollars (\$1,500,000), to be added to the city debt by the issue of bonds, the interest on which, with the expenses of maintenance, will require the sum of at least one hundred and twenty-five thousand dollars (\$125,000) to be raised annually by taxation for this object; and

Whereas, So large an increase of the funded debt and of the taxes, already so oppressive and heavy upon the taxpayers of this city, are not wise and judicious measures at this time of general depression of business; therefore

Resolved, That the Department of Public Parks be respectfully requested to discontinue the proceedings aforesaid, and thereupon the Counsel to the Corporation be respectfully requested to withdraw the pending application for the appointment of Commissioners of Estimate and Assessment for the opening of said proposed Parade Ground, and the Supreme Court be respectfully requested not to appoint Commissioners for such purpose; and be it further

Resolved, That a copy of these resolutions be transmitted to the Department of Public Parks, the Corporation Counsel, and to the Supreme Court.

Adopted by the Board of Aldermen, August 12, 1875.

Approved by the Mayor, August 21, 1875.

Resolved, That when Third avenue, from One Hundred and Forty-seventh street to the Harlem river, is being graded, as heretofore directed by ordinance approved by his Honor the Mayor on the 21st day of December, 1874, that the following additional work shall be done under the direction of the Department of Public Parks, and that the accompanying ordinance therefor be adopted, namely:

1. So much work or grading upon the cross streets intersecting Third avenue, between One Hundred and Forty-seventh street and Harlem river, as may be necessary to preserve and facilitate approach and access from such streets to and across said Third avenue.

2. The taking up and preservation of the pavement, curb and gutter stones, bridge, or crossing-stones, and the flag-stones of the sidewalks now laid on said Third avenue, between One Hundred and Forty-seventh street and Harlem river.

Adopted by the Board of Aldermen, August 12, 1875.

Approved by the Mayor, August 21, 1875.

Whereas, In view of the renown reflected upon our country by the triumphs of the Team of American Riflemen, in their recent victories over the marksmen of Great Britain, and the honor they have earned for themselves, individually and collectively, as the representatives of the American people, in the contests at Dollymount, Wimbledon, and elsewhere, it is eminently proper that the Common Council of this city should, on behalf of its people, participate in the demonstrations of commendation and welcome to be extended to them upon their arrival, now daily expected; be it therefore

Resolved, That the Special Committee of this Board, appointed at the meeting of May 27, 1875, consisting of Messrs. Cole, Purroy, and Billings, to accompany the American Rifle Team to the Irish capital, be and is hereby instructed to tender the Team the congratulations of this Common Council upon the triumphant success that has attended their efforts to maintain the reputation of Americans as experts in the use of the rifle, and the honors they have achieved in their victories over the riflemen of Great Britain, and to tender them the use of the Governor's Room, in the City Hall, in order that our citizens may have the opportunity, personally, to tender their congratulations, and to extend to the Team a cordial welcome home, on any day that will suit their convenience.

Adopted by the Board of Aldermen, August 19, 1875.

Approved by the Mayor, August 21, 1875.

Resolved, That a gas-lamp be placed and lighted on the southwest corner of Third avenue and Thirty-fourth street, under the direction of the Commissioner of Public Works.

Adopted by the Board of Aldermen, August 12, 1875.

Received from his Honor the Mayor, August 23, 1875, without his approval or objections thereto: therefore, under the provisions of section 11, chapter 335, Laws of 1873, the same became adopted.







# DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

DEPARTMENT OF  
PUBLIC CHARITIES AND CORRECTION,  
CORNER OF THIRD AVENUE AND ELEVENTH ST.,  
NEW YORK, August 27, 1875.

## PROPOSALS FOR DRY GOODS, GROCERIES, AND HARDWARE.

PROPOSALS, SEALED AND INDORSED AS above, will be received by the Commissioners of Public Charities and Correction, until 10 o'clock A. M., of the 9th day of September, 1875, at which time they will be publicly opened for furnishing and delivering at the foot of East Twenty-sixth street, free of all expense to the Department—

6,000 yards U. G. Cassimere,  
10 barrels Granulated Sugar,  
25 barrels Vinegar,  
10 kegs Nos. 4 and 5 Horseshoes,  
1 keg 2 1/2-inch Wrought Nails,  
1 keg 3-inch Wrought Nails,  
20 pounds each, 1 1/2 and 1 3/4-inch Finishing Nails,  
10 boxes Roofing Tin,  
5 pigs Lead,  
5 pigs Black Tin,  
7 bars 1 1/2 by 3/4 Iron,  
5 bundles 3/8-inch Round Iron,  
10 bars 3/4-inch Square Cast Steel,  
10 bars 3/4-inch Square Cast Steel.

Samples of the above can be seen at this office. The award of the contract will be made as soon as practicable after the opening of the bids.

No proposal will be considered unless accompanied by the consent, in writing, of two householders or freeholders of the City of New York, with their respective places of business or residence, to the effect, that if the contract be awarded under that proposal, they will, on its being so awarded, become bound as sureties in the estimated amount of fifty per cent. for its faithful performance, which consent must be verified by the justification of each of the persons signing the same for double the amount of surety required. The sufficiency of such security to be approved by the Comptroller.

The Department of Public Charities and Correction reserve the right to decline any and all proposals if deemed to be for the public interest, and no proposal will be accepted from, or a contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is defaulter, as security or otherwise, upon any obligation to the Corporation.

Blank forms of proposals and specifications, which are to be strictly complied with, can be obtained on application at the office of the Department, and all information furnished.

ISAAC H. BAILEY,  
THOMAS S. BRENNAN,  
TOWNSEND COX,  
Commissioners.

DEPARTMENT OF  
PUBLIC CHARITIES AND CORRECTION,  
CORNER OF THIRD AVENUE AND ELEVENTH ST.,  
NEW YORK, September 1, 1875.

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

At Charity Hospital, Blackwell's Island, August 30, 1875—Edward Carroll; age 33 years; 5 feet 6 inches high. Nothing known of his friends or relatives.

By Order,  
JOSHUA PHILLIPS,  
Secretary.

DEPARTMENT OF  
PUBLIC CHARITIES AND CORRECTION,  
CORNER OF THIRD AVENUE AND ELEVENTH ST.,  
NEW YORK, June 12, 1875.

## SCHOOL FOR NURSES.

THE COMMISSIONERS OF PUBLIC CHARITIES and Correction purpose opening a School for Nurses, at Charity Hospital, on the first day of August next. It is their design to offer to worthy young women, between the ages of twenty and thirty-five, the opportunity to acquire proficiency in a pursuit, which is at once honorable, useful, and remunerative, by educating them in the profession of Nursing. Every effort will be made to elevate the occupation, by a course of careful instruction from competent teachers, and by considerate and generous treatment of the pupils. The course of training will occupy two years, and will embrace lectures upon nursing, food, ventilation, midwifery, and all subjects connected with nursing.

The lectures will be given by Physicians connected with the Hospital, and will include a course of twelve lectures upon each subject every six months, and frequent instruction at the bedside.

At the expiration of two years the Nurses will be examined by a Committee of Physicians, and those who are competent and qualified will receive a diploma, signed by the Commissioners of Charities and Correction and the Examining Committee.

Applications, stating name in full, age, and names of Clergyman and Family Physician should be addressed to

JOSHUA PHILLIPS,  
Secretary.

DEPARTMENT OF  
PUBLIC CHARITIES AND CORRECTION,  
CORNER OF THIRD AVENUE AND ELEVENTH ST.,  
NEW YORK, August 28, 1875.

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

At Charity Hospital, Blackwell's Island, August 27, 1875—Ann Doran; age 40 years; 5 feet 5 inches high; admitted February 5, 1875. Nothing known of her friends or relatives.

By Order,  
JOSHUA PHILLIPS,  
Secretary.

DEPARTMENT OF  
PUBLIC CHARITIES AND CORRECTION,  
CORNER OF THIRD AVENUE AND ELEVENTH ST.,  
NEW YORK, September 4, 1875.

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

At Work-house, Blackwell's Island, September 2, 1875—August Renshausen; age 35 years; committed July 15, 1875, by Commissioner Cox; cause destitution. Has no friends or relatives. No effects found on his person.

By Order,  
JOSHUA PHILLIPS,  
Secretary.

## POLICE DEPARTMENT.

PROPERTY CLERK'S OFFICE,  
POLICE DEPARTMENT OF THE CITY OF NEW YORK,  
300 MULBERRY STREET,  
NEW YORK, August 23, 1875.

OWNERS WANTED BY THE PROPERTY Clerk, 300 Mulberry street, Room 30, for the following property now in his custody without claimants:  
Boat, six revolvers, air gun, male and female clothing, silver watch, dress trimmings, trunk and contents, bay horse (lame one foot), at the Twenty-third Precinct.  
C. A. ST. JOHN,  
Property Clerk.

## SUPREME COURT.

In the matter of the application of the Department of Public Works for and in behalf of the Mayor, Aldermen, and Commonalty of the City of New York, relative to the opening of One Hundred and Fifty-first street, from the westerly line of Ninth avenue to the Hudson river, in the City of New York.

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

I.—That we have completed our estimate and assessment, and that all persons interested in these proceedings, or in any of the lands affected thereby, and who may be opposed to the same, do present their objections in writing, duly verified, to the Commissioners, at our office, No. 57 Broadway Room No. 24, in the said city, on or before the 13th day of October, 1875; and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said 13th day of October, and for that purpose will be in attendance at our said office on each of said ten days, at 2 o'clock P. M.

II.—That the abstract of the said estimate and assessment, together with our maps, and also all the affidavits, estimates, and other documents which were used by us in making our report, have been deposited in the office of the Department of Public Works, in the City of New York, there to remain until the twenty-sixth day of October, A. D. 1875.

III.—That the limits embraced by the assessment aforesaid are as follows, to wit: All those lots, pieces, or parcels of land, situate, lying and being in the City of New York, bounded by, included, and contained within the following limits, that is to say:

Beginning at a point on the westerly line of Ninth avenue, distant ninety-nine feet and eleven inches south of the southerly line of One Hundred and Fifty-first street; running thence westerly parallel to One Hundred and Fifty-first street, to the Bulkhead line on the Hudson river; thence northerly along said Bulkhead line to a point distant ninety-nine feet and eleven inches north of the northerly line of One Hundred and Fifty-first street; thence easterly parallel to One Hundred and Fifty-first street to the westerly line of Ninth avenue; thence southerly along the westerly line of Ninth avenue to the point or place of beginning.

IV.—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held in the New Court-house, at the City Hall, in the City of New York, on the 20th day of October, 1875, at the opening of the Court on that day, and that then and there, or as soon thereafter as Counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, September 6, 1875.  
EDWARD J. SHANDLEY,  
JOSEPH CORNELL,  
CLINTON G. COLGATE,  
Commissioners.

In the matter of the application of the Department of Public Works, for and on behalf of the Mayor, Aldermen, and Commonalty of the City of New York, relative to the opening of F street, from the northerly line of Inwood street, at a point distant five hundred and forty-two feet and ten inches westerly from the westerly line of Kingsbridge road, at its intersection with Inwood street, and running thence to the Bolton road, in the City of New York.

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

I.—That we have completed our estimate and assessment in the above matter, and that all persons whose interests are affected thereby, and who may be opposed to the same, do present their objections in writing, duly verified, to the undersigned Commissioners, at our office, No. 57 Broadway (Room 24), in said city, on or before the 8th day of September, 1875, and that we, the said Commissioners, will hear parties so objecting, within the ten week-days next after the said 8th day of September, 1875, and for that purpose will be in attendance at our said office on each of said ten days, at 3 o'clock P. M.

II.—That the abstract of the said estimate and assessment, together with our maps, and also all affidavits, estimates, and other documents which were used by us in making our report, have been deposited in the office of the Department of Public Works, in the City of New York, there to remain until the 21st day of September, 1875.

III.—That the limits embraced by the assessment aforesaid are as follows, to wit: All those certain lots, pieces or parcels of land situate in the City of New York, bounded by, included and contained within the following limits, that is to say: Beginning at a point formed by the intersection of the centre line of Seaman avenue with the centre line of Bolton road; running thence easterly to a point distant one hundred feet east of the easterly line of Seaman avenue; thence northerly, parallel to Seaman avenue, to the centre line of Emerson street; thence northerly along the centre line of Emerson street to a point opposite the easterly boundary line of John H. Dyckman property; thence easterly to a point where the said boundary line intersects the easterly line of Emerson street; thence in a northerly direction along the aforesaid boundary line, to the southerly side of Spuyten Duyvil Creek; thence westerly along the southerly side of Spuyten Duyvil Creek as the same winds and turns, to a point distant about four hundred and twenty-five feet east of the easterly line of the Hudson River Railroad, and at right angles thereto; thence southerly, in a straight line, or nearly so, to a point distant two hundred feet north of the northerly line of Inwood street, and one thousand and twenty-five feet west of the westerly line of F street (and at right angles thereto); thence easterly and parallel to Inwood street eight hundred and twenty-five feet; thence southerly on a line at right angles to Inwood street to a point distant one hundred feet south of the southerly line of Inwood street; thence easterly parallel to Inwood street to the centre line of Kingsbridge road; thence northerly along the centre line of Kingsbridge road to the centre line of Bolton road; thence northerly along the centre line of Bolton road to the point or place of beginning.

IV.—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held in the New Court-house, at the City Hall, in the City of New York, on the 7th day of October, 1875, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated August 3, 1875.  
R. D. NESMITH,  
DE GRASSE LIVINGSTON,  
E. FOGAN,  
Commissioners.

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

NOTICE IS HEREBY GIVEN THAT THE BILL of the costs, charges, and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court, at the chambers thereof, in the New Court-house, at the City Hall in the City of New York, on the twentieth day of September, 1875, at 10 1/2 o'clock in the forenoon.  
ROBERT SUTHERLAND,  
GRATZ NATHAN,  
MICHAEL C. MURPHY,  
Commissioners.

Dated New York, September 6, 1875.

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

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

First.—That we have completed our estimate and assessment, and that all persons interested in these proceedings, or in any of the lands affected thereby, and who may be opposed to the same, do present their objections in writing, duly verified, to Michael C. Murphy, Esq., our Chairman, at the office of the Commissioners, No. 82 Nassau street (Room No. 24), in the said city, on or before the 12th day of August, 1875, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said 12th day of August, and for that purpose will be in attendance at our said office on each of said ten days, at twelve o'clock M.

Second.—That the abstract of the said estimate and assessment, together with our maps, and also all the affidavits, estimates, and other documents which were used by us in making our report, have been deposited in the office of the Department of Public Works, in the City of New York, there to remain until the 25th day of August, 1875.

Third.—That the limits embraced by the assessment aforesaid are as follows, to wit: All those lots, pieces, or parcels of land, situate, lying and being in the City of New York, and which, taken together, are bounded and contained as follows, that is to say: Beginning at a point on the westerly line or side of Avenue St. Nicholas, equidistant between the northerly line or side of One Hundred and Forty-ninth street, and the southerly line or side of One Hundred and Fiftieth street; and running thence easterly, and parallel with One Hundred and Forty-ninth street, to the established bulkhead line on the Harlem river; thence southerly, along said bulkhead line, to a point where a line drawn at right angles to Sixth avenue, and equidistant between the southerly line or side of One Hundred and Forty-ninth street, and the northerly line of One Hundred and Forty-eighth street, if produced easterly, would intersect said bulkhead line; thence westerly, and parallel with One Hundred and Forty-ninth street, to the westerly line or side of Avenue St. Nicholas; and thence northerly, along the westerly line or side of Avenue St. Nicholas, to the point or place of beginning.

Fourth.—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held in the New Court-house, at the City Hall, in the City of New York, on the 13th day of September, 1875, at the opening of the Court on that day, and that then and there a motion will be made that the said report be confirmed.

MICHAEL C. MURPHY,  
GERSHON COHEN,  
G. N. HERRMAN,  
Commissioners.

Dated New York, July 6, 1875.

## FINANCE DEPARTMENT.

### NOTICE OF THE SALE OF LANDS AND TENEMENTS FOR UNPAID ASSESSMENTS.

CITY OF NEW YORK,  
DEPARTMENT OF FINANCE,  
BUREAU OF ARREARS, July 1, 1875.  
GREEN, Comptroller of the City of New York, the undersigned hereby gives public notice, pursuant to the provisions of the act entitled "An act for the collection of taxes, assessments, and Croton water rents in the City of New York," and to amend the several acts relative thereto, passed April 8, 1871, that the respective owners of all the lands and tenements on which assessments have been laid and confirmed, and are now due and unpaid, and have remained due and unpaid since the confirmation of said assessments, for regulating, grading, curb, gutter, and paving streets, flagging sidewalks and crosswalks, fencing and filling lots, building sewers, culverts, underground drains, etc., confirmed prior to January, 1872, are required to pay the amount of the assessments so due and remaining unpaid to the Clerk of Arrears, at his office, in the Finance Department, in the New Court-house, in the City of New York, together with the interest thereon, at the rate of twelve per cent. per annum, to the time of payment, with the charges of this notice and advertisement; and if default shall be made in such payments, such lands and tenements will be sold at public auction, at the New Court-house, in the City Hall Park, in the City of New York, on Tuesday, October 5, 1875, at twelve o'clock, noon, for the lowest term of years at which any person shall offer to take the same, in consideration of advancing the amount of the assessment so due and unpaid, and the interest thereon, as aforesaid, to the time of the sale, and together with the charges of this notice and advertisement, and all other charges and costs accrued thereon; and that such sale will be continued from time to time, until all the land and tenements here advertised for sale shall be sold.

And notice is hereby further given, that a detailed statement of the assessments, the ownership of the property on which the assessments are due and unpaid, is published in a pamphlet, and that copies of the pamphlet are deposited in the office of the Clerk of Arrears, in the Finance Department, and will be delivered to any person applying for the same.

A. S. CADY,  
Clerk of Arrears.

DEPARTMENT OF FINANCE,  
BUREAU FOR THE COLLECTION OF ASSESSMENTS,  
ROTUNDA, NEW COURT-HOUSE,  
NEW YORK, July 15, 1875.

### NOTICE TO PROPERTY-HOLDERS

PROPERTY-HOLDERS ARE HEREBY NOTIFIED that the following assessment list was received this day in this Bureau for collection:

CONFIRMED APRIL 17, 1875.  
"Opening Eleventh avenue, northwardly from the northerly line of the Road or Public Drive, to the southerly line of the street leading from Kingsbridge road near Inwood street, to the Harlem river, near Sherman's Creek, in the City of New York."

All payments made on the above assessment on or before September 14, 1875, will be exempt (according to law) from interest. After that date interest will be charged at the rate of seven (7) per cent. from the date of confirmation. The Collector's office is open daily from 9 A. M. to 2 P. M., for the collection of money, and until 4 P. M., for general information.

SPENCER KIRBY,  
Collector of Assessments.

DEPARTMENT OF FINANCE,  
BUREAU FOR THE COLLECTION OF ASSESSMENTS,  
ROTUNDA, NEW COURT-HOUSE,  
NEW YORK, August 7, 1875.

### NOTICE TO PROPERTY-HOLDERS

PROPERTY-HOLDERS ARE HEREBY NOTIFIED that the following assessment list was received this day in this Bureau for collection:

CONFIRMED JULY 13, 1875.  
Outlet sewer in One Hundred and Tenth street, from Harlem river to Fifth avenue, to One Hundred and Sixteenth street to Seventh avenue, with branches in Second, Fourth, and Fifth avenues, One Hundred and Eleventh, One Hundred and Twelfth, One Hundred and Thirteenth, and One Hundred and Twentieth streets.

All payments made on the above assessments on or before October 7, 1875, will be exempt (according to law) from interest. After that date interest will be charged at the rate of seven (7) per cent. from the date of confirmation. The Collector's office is open daily from 9 A. M. to 2 P. M., for the collection of money, and until 4 P. M., for general information.

SPENCER KIRBY,  
Collector of Assessments.

DEPARTMENT OF FINANCE,  
BUREAU FOR THE COLLECTION OF ASSESSMENTS,  
ROTUNDA, COURT-HOUSE,  
NEW YORK, July 26, 1875.

### NOTICE TO PROPERTY-HOLDERS.

PROPERTY-HOLDERS ARE HEREBY NOTIFIED that the following Assessment Lists were received this day in this Bureau for collection:

CONFIRMED JULY 3, 1875.  
Flagging Fifty-first street, both sides, from Tenth to Eleventh avenue, and north side, from Eleventh avenue to the North river, full width.

One Hundred and Sixth street, regulating, grading, curb, gutter, and flagging, from Third avenue to East river.

One Hundred and Fiftieth street (formerly Denman street, Morrisania), grading, from Third to Morris avenue.

One Hundred and Fifty-second street (formerly Elton street, Morrisania), grading, from Third to Morris avenue.

Sewers in One Hundred and Fifty-second street, between Boulevard and Tenth avenue, and in Tenth avenue, between One Hundred and Fifty-second and One Hundred and Fifty-third streets.

Sewers in Sixth, Seventh, and St. Nicholas avenues, between One Hundred and Tenth and One Hundred and Sixteenth streets, with branches.

Sewers in Sixth avenue, between One Hundred and Sixteenth and One Hundred and Twenty-fifth streets; Seventh avenue, between One Hundred and Sixteenth and One Hundred and Twenty-first streets, and in One Hundred and Twenty-first street, between Sixth and Seventh avenues, with branches.

Sewers in Seventh avenue, between One Hundred and Twenty-first and One Hundred and Thirty-seventh streets, with branches.

Sewers in Sixth avenue, between One Hundred and Twenty-ninth and One Hundred and Forty-seventh streets, with branches.

Paving Seventy-first street, from Eighth avenue to the Boulevard, with Belgian pavement.

Paving Eighty-fifth street, from Fifth avenue to Avenue A, with Belgian or granite-block pavement.

CONFIRMED JULY 13, 1875.

One Hundred and Fifty-first street (formerly Gouverneur street, Morrisania), grading from Third to Morris avenue.

One Hundred and Ninth street, curb, gutter, and flagging, from Third avenue to Harlem river.

Eighty-seventh street, regulating, grading, setting curb, gutter, and flagging, from First avenue to East river.

All payments made on the above assessment on or before September 24, 1875, will be exempt (according to law) from interest. After that date interest will be charged at the rate of seven (7) per cent. from the several dates of confirmation.

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

SPENCER KIRBY,  
Collector of Assessments.

DEPARTMENT OF FINANCE,  
BUREAU FOR THE COLLECTION OF ASSESSMENTS,  
ROTUNDA, COURT-HOUSE,  
NEW YORK, August 10, 1875.

### NOTICE TO PROPERTY-HOLDERS.

PROPERTY-HOLDERS ARE HEREBY NOTIFIED that the following Assessment Lists were received this day in this Bureau for collection:

CONFIRMED AUGUST 2, 1875.

Regulating and grading One Hundred and Twentieth street, from Seventh to Eighth avenue.

Regulating and grading One Hundred and Twenty-second street, from Mount Morris square to Ninth avenue.

Regulating, grading, curb, gutter, and flagging One Hundred and Twenty-sixth street, from Eighth avenue to Lawrence street.

All payments made on the above assessments on or before October 9, 1875, will be exempt (according to law) from interest. After that date interest will be charged at the rate of seven (7) per cent. from the date of confirmation.

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

SPENCER KIRBY,  
Collector of Assessments.

## DEPARTMENT OF HEALTH.

HEALTH DEPARTMENT,  
No. 301 MOTT STREET,  
NEW YORK, August 20, 1875.

AT A MEETING OF THE BOARD OF HEALTH of the Health Department of the City of New York, held at its office, on the 20th day of August, 1875, the following resolutions were adopted:

Resolved, That section 121 of the Sanitary Code be amended so as to read as follows:

Sec. 121. That no person shall keep, retain, or allow or employ to be kept or retained, at any place within or adjacent to the built-up portions of the City of New York, any horse, ass, or colt, having the disease known as glanders or farcy, but shall at once report the fact to the Board of Health of said city, and under the direction of the Sanitary Superintendent shall remove such animal in the manner designated by such Sanitary Superintendent. No animal having glanders or farcy, or any contagious disease, or that shall die thereof, shall be removed, disposed of, or exposed in any street or public place in said city, without a written permit from said Board of Health, and then only in accordance with the terms of such permit.

Resolved, That the following be and is hereby adopted as an additional ordinance of the Sanitary Code, viz: Sec. 185. That every veterinary surgeon who is called to examine or professionally attend any animal within the City of New York, having the glanders or farcy, or any contagious disease, shall, within twenty-four hours thereafter, report in writing to the Board of Health of such city the following facts, viz: 1st, a statement of the location of such diseased animal; 2d, the name and address of the owner thereof; 3d, the type and character of the disease.

CHARLES F. CHANDLER,  
President.

EMMONS CLARK,  
Secretary.