

THE CITY RECORD.

OFFICIAL JOURNAL.

VOL. XX.

NEW YORK, WEDNESDAY, OCTOBER 5, 1892.

NUMBER 5,903.



BOARD OF ALDERMEN.

STATED MEETING.

TUESDAY, October 4, 1892,
1 o'clock P. M.

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

PRESENT:

Hon. John H. V. Arnold, President;

ALDERMEN

Andrew A. Noonan,
Vice-President,
William Clancy,
James A. Cowie,
Peter J. Dooling,
Cornelius Flynn,
Horatio S. Harris,
Harry C. Hart,

Joseph Martin,
Abraham Mead,
Rollin M. Morgan,
George B. Morris,
William H. Murphy,
Patrick J. O'Beirne,
David J. Roche,

Patrick J. Ryder,
Henry L. School,
Charles Smith,
Charles J. Smith,
William Tait,
Whitfield Van Cott,
Jacob C. Wund.

The minutes of the last meeting were read and approved.

PETITIONS.

By Alderman Flynn—

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

The petition of The East River Bridge Company respectfully shows:

That said company is a corporation duly organized and incorporated under and in pursuance of an act of the Legislature of the State of New York, designated as chapter 101 of the Laws of 1892 and entitled:

"An Act to incorporate The East River Bridge Company," passed March 9, 1892.

That by said act said company is authorized to construct, maintain and operate "a bridge commencing at a point at or near Broadway, in the City of Brooklyn, and between the present pier-line and Marcy avenue, in the City of Brooklyn, which said bridge shall be constructed so as to cross the East river as directly as possible to a point between Delancey and Rivington streets, in the City of New York, continuing thence westwardly over, through and across private property between Delancey and Rivington streets, and across intervening streets, so that the entrance and exits of said bridge for vehicles other than cars and for pedestrians and equestrians shall be at a point at or near Sheriff street, in the City of New York."

That by said act said company is also authorized to construct, maintain and operate an approach to said bridge, so as to provide facilities for its use by the public from a point on said bridge at or about Cannon street in the City of New York, thence extending westwardly over, through and along private property, and across intervening streets to the Bowery, and thence across the Bowery to Spring street, and that said approach is also authorized to be extended, if, in the judgment of a majority of the stockholders of said company, it should be deemed for the public convenience so to do, from its termination at the Bowery and Spring street westerly, above, through and along Spring street to or near the Hudson river in the City of New York.

That all of the stockholders of said company have duly determined that they deem it for the public convenience that such extension be made, and have certified that fact in writing to the said company, which has thereupon duly determined that said approach shall be so extended.

That said company is also authorized to build, maintain and operate "a second bridge which shall commence at a point between the pier-line of the East river and Fulton street in the City of Brooklyn; the limits of said locality shall be Bridge street on the west and Little street on the east in said city. From the point of beginning said bridge shall extend as nearly northwardly as possible across private property, and across and along intervening and intersecting streets and avenues to the East river; thence across the East river as directly as possible to a point or place between Jackson and Scammel streets in the City of New York; thence northwardly through private property between Jackson and Scammel streets and across the intervening streets to Grand street; thence across Grand street and over private property between Sheriff and Ridge streets and across the intervening streets to a point or place on private property between Delancey and Rivington streets, in junction with the line or route of said bridge hereinbefore first described."

That said company is also authorized by said act "to construct all necessary approaches other than those herein before specified, and all necessary connections between the said bridge or bridges and approaches, and any railroad or railroads in the Cities of New York and Brooklyn, so as to enable passengers to be transferred to and from the same."

That said company also possesses the other powers and privileges granted by said act and the other laws affecting it.

That in pursuance of the power and authority vested in it by chapter 101 of the Laws of 1892, said company has duly located the following as the necessary approaches to the two bridges which it is by said act authorized to construct, and has duly declared (what is the fact) that the same and each thereof are necessary approaches to said bridges respectively, and that the connection between said bridge or bridges and such approach or approaches and the railroad or railroads in the Cities of New York and Brooklyn therein specified are necessary so as to enable passengers to be transferred to and from the same.

(For convenience of reference, the bridges which this company is authorized to construct will be designated as Bridges No. 1 and No. 2.)

Location of Bridge No. 1 and Approaches.

"Bridge No. 1 shall extend from a point between South Fifth and South Sixth streets, in the City of Brooklyn, located between the present pier-line and Marcy avenue, thence across the East river to a point at or about Cannon street between Delancey and Rivington streets, in the City of New York, upon private property, having piers and anchorages as hereinafter set forth.

Approaches will be built to Bridge No. 1 as follows:

(1) From a point in the line of the bridge at or about Cannon street in the City of New York, situated in the block bounded between Delancey and Rivington and Columbia and Cannon streets, thence westwardly over, through and along private property, and across intervening streets to the Bowery, connecting with the Second Avenue Elevated Railroad at Allen street, and across the Bowery to Spring street, connecting with the Third Avenue Elevated Railroad on each side of the Bowery. Said approach will also connect with all surface cars whose routes it may cross at the points at or near which its stations shall be located.

(2) From the Bowery at Spring street, thence westwardly over, through and along Spring street to West street, connecting with the Sixth Avenue Elevated Railroad at South Fifth avenue and with the Ninth Avenue Elevated Railroad at Greenwich street. Said approach will also connect with all surface cars whose routes it may cross at the points at or near which its stations shall be located.

As a connection with the Dry Dock, East Broadway and Battery Railroad, and other railroads, and with the ferry at Desbrosses street, and also to provide a proper terminal for the operation of said approach, there shall be constructed therefrom a curve from its terminus at West and Spring streets extending southerly into West street, and thence along the same to or near Vestry street.

(3) From a point in the line of the bridge between Delancey and Rivington streets, on the block between Columbia and Cannon streets, being the point of commencement of Approach No. 1, and thence over, along and through private property and across intervening streets to and across Delancey street to connect with Bridge No. 2 at a point on its line situated in the block bounded by Sheriff, Willett, Broome and Grand streets.

(4) An approach for vehicles, pedestrians and equestrians from the anchorage on the New York side, upon a suitable descending grade through private property to be acquired by the Company between Delancey and Rivington streets and across intervening streets, following the general line of Approach No. 1 to Sheriff street; thence southerly by a curve through private property between Sheriff and Willett streets and across intervening streets in the line of Bridge No. 2, and under the same to the surface of the ground at Grand street, at which point it will connect with the surface cars running through that street.

(5) In Brooklyn a similar approach for vehicles, pedestrians and equestrians will be constructed in the line of the bridge as already set forth, from the anchorage, upon a suitable descending grade through private property and across intervening streets between South Fifth and South Sixth streets, connecting with the surface of the ground at Bedford avenue.

(6) In Brooklyn, an approach from the structure of the bridge to the structure of the Brooklyn Elevated Railroad running through Broadway.

Location of Bridge No. 2 and Approaches.

Bridge No. 2 will extend from a point between the pier-line of the East river and Fulton street in the City of Brooklyn, between Hudson avenue and Bridge street; thence across the East river, over, across and through private property and intervening streets in the City of New York at a point between Jackson and Scammel streets to Grand street, and across Grand street, and over, across and through private property and intervening streets, to connect with Bridge No. 1 at a point in its line between Delancey and Rivington streets, passing over Approach No. 4 on the same, having piers and anchorages as hereinafter set forth.

Approaches will be built to Bridge No. 2, as follows:

(1) An approach, beginning at a point in the line of Bridge No. 2, situated on the block between Sheriff and Willett streets and between Grand and Broome streets; thence over, across and through private property to Grand street; thence eastwardly along, over and through Grand street, upon a descending grade to the easterly side of East street, connecting with the Dry Dock, East Broadway and Battery Railroad, the Forty-second Street and Grand Street Ferry Railroad and with other railroads, and with the ferry at the foot of Grand street.

(2) From the anchorage in the City of New York, an approach upon a descending grade, for pedestrians, vehicles and equestrians, through private property between Jackson and Scammel streets, over, through and across intervening streets, coming to the surface of the ground at East Broadway, in the vicinity of Scammel street.

(3) In the City of Brooklyn a similar approach for pedestrians, vehicles and equestrians, upon a descending grade, from the anchorage, through private property between Hudson avenue and Bridge street, and across, through and over intervening streets, coming to the surface of the ground at Myrtle avenue.

(4) In the City of Brooklyn an approach to connect the structure of the bridge with the elevated railroads in Hudson, Myrtle and Fulton avenues.

That thereafter the Board of Directors of said company, in pursuance of the power and authority vested in it by said act, and also by chapter 102 of the Laws of 1892, entitled "An Act to amend chapter four of the Laws of 1891, entitled 'An Act to provide for rapid transit railways in cities having over one million inhabitants,'" passed January 31, 1891, did duly determine, in lieu of constructing the approach or approaches to said bridge or bridges as heretofore located by said East River Bridge Company (other than those located for pedestrians, vehicles and equestrians, which last-named approaches are approaches hereinabove described as Nos. 4 and 5 of Bridge No. 1, and approaches Nos. 2 and 3 of Bridge No. 2), to build, maintain and operate an elevated railroad, the routes of which shall be as follows:

Route of Proposed Elevated Railroad.

(1) From a point in the line of Bridge No. 1, at or about Cannon street, in the City of New York, situated in the block bounded between Delancey and Rivington and Columbia and Cannon streets; thence westwardly, over, through and along private property, and across intervening streets to the Bowery, connecting with the Second Avenue Elevated Railroad at Allen street, and across the Bowery to Spring street, connecting with the Third Avenue Elevated Railroad on each side of the Bowery. Said elevated railroad will also connect with all surface cars whose routes it may cross at the points at or near which its stations shall be located.

(2) From the Bowery at Spring street; thence westwardly over, through and along Spring street to West street, connecting with the Sixth Avenue Elevated Railroad at South Fifth avenue and with the Ninth Avenue Elevated Railroad at Greenwich street. Said elevated railroad will also connect with all surface cars whose routes it may cross at the points at or near which its stations shall be located.

As a connection with the Dry Dock, East Broadway and Battery Railroad and other railroads, and with the ferry at Desbrosses street, and also to provide a proper terminal for the operation of said elevated railroad, there shall be constructed therefrom a curve from its terminus at West and Spring streets, extending southerly into West street, and thence along the same to or near Vestry street.

(3) From a point in the line of Bridge No. 1, between Delancey and Rivington streets, on the block between Columbia and Cannon streets, being the point of commencement of Approach No. 1, and thence over, along and through private property and across intervening streets to and across Delancey street, to connect with Bridge No. 2 at a point on its line situated in the block bounded by Sheriff, Willett, Broome and Grand streets.

(4) Beginning at a point in the line of Bridge No. 2, situated in the block between Sheriff and Willett streets and between Grand and Broome streets; thence over, across and through private property to Grand street; thence eastwardly along, over and through Grand street upon a descending grade to the southerly side of East street, connecting with the Dry Dock, East Broadway and Battery Railroad, the Forty-second Street and Grand Street Ferry Railroad and with other railroads and with the ferry at the foot of Grand street.

(5) In the City of Brooklyn, from the structure of the bridge to the elevated railroads in Hudson, Wythe and Fulton avenues.

That thereafter, in pursuance of said act, the said Board of Directors of said company duly adopted a general plan for the construction of the elevated railroad which they had determined to build, maintain and operate in lieu of constructing the approaches hereinbefore mentioned to the several bridges which said company had been authorized as aforesaid to construct. That the said Board of Directors also determined that said general plan shows the general mode of operation and contains all the details as to the manner of construction as in the judgment of said Board was necessary to show the extent to which any street, avenue, or public place in the City of New York and in the City of Brooklyn is to be encroached upon and the property abutting thereon is affected; that said plan also contains all the details as to the mode of operation and construction which it is practical to make in advance of the making of detailed surveys and drawings, which it is impracticable to make at the present time, and until the consent of the local authorities and of the property holders, or of the Supreme Court in lieu thereof, is obtained. That by resolution of said Board of Directors a copy of the said plan, with maps accompanying the same, was directed to be transmitted to your Honorable Body and an application made to it for the consent of the local authorities in the City of New York for the construction and operation by said company of the elevated railroad hereinabove mentioned.

That the following is a copy of said plan and of the accompanying maps:

General Plan of Construction of the Bridges and Approaches Thereto of the East River Bridge Company.

The general plan of the enterprise will consist of two bridges spanning the East river, between the Cities of New York and Brooklyn, together with their several approaches, as described in chapter 101 of the Laws of 1892, and hereinafter set forth.

1st. Each bridge will be of the type known as suspension bridge, the cables of which will pass over suitable towers located within the pier-line of the Cities of New York and Brooklyn. Said cables being secured to anchorages located as hereinafter described.

2d. The height of these bridges above mean high tide shall not be less than 135 feet at 90 degrees Fahrenheit in the centre, nor less than 120 feet at the pier-line.

3d. These bridges shall connect with the ground, the various railroads and ferries, and with each other by the several approaches as hereinafter described.

Location of Bridge No. 1 and Approaches.

Bridge No. 1 shall extend from a point between South Fifth and South Sixth streets, in the City of Brooklyn, located between the present pier-line and Marcy avenue; thence across the East river

to a point at or about Cannon street, between Delancey and Rivington streets, in the City of New York, upon private property, having piers and anchorages as hereinafter set forth.

Approaches will be built to Bridge No. 1 as follows:

(1) From a point in the line of the bridge, at or about Cannon street, in the City of New York, situated in the block bounded between Delancey and Rivington and Columbia and Cannon streets; thence westwardly over, through and along private property and across intervening streets to the Bowery, connecting with the Second Avenue Elevated Railroad at Allen street, and across the Bowery to Spring street, connecting with the Third Avenue Elevated Railroad on each side of the Bowery. Said approach will also connect with all surface cars whose routes it may cross at the points at or near which its stations shall be located.

(2) From the Bowery at Spring street, thence westwardly over, through and along Spring street to West street, connecting with the Sixth Avenue Elevated Railroad at South Fifth avenue and with the Ninth Avenue Elevated Railroad at Greenwich street. Said approach will also connect with all surface cars whose routes it may cross at the points at or near which its stations shall be located.

As a connection with the Dry Dock, East Broadway and Battery Railroad and with other railroads and with the ferry at Desbrosses street, and also to provide a proper terminal for the operation of said approach, there shall be constructed therefrom a curve from its terminus at West and Spring streets extending southerly into West street and thence along the same to or near Vestry street.

(3) From a point in the line of the bridge, between Delancey and Rivington streets, on the block between Columbia and Cannon streets, being the point of commencement of Approach No. 1, and thence over, along and through private property and across intervening streets to and across Delancey street, to connect with Bridge No. 2 at a point on its line situated in the block bounded by Sheriff, Willett, Broome and Grand streets.

(4) An approach for vehicles, pedestrians and equestrians, from the anchorage upon the New York side, upon a suitable descending grade through private property to be acquired by the Company between Delancey and Rivington streets, and across intervening streets, following the general line of Approach No. 1 to Sheriff street; thence southerly by a curve through private property between Sheriff and Willett streets and across intervening streets in the line of Bridge No. 2 and under the same to the surface of the ground at Grand street, at which point it will connect with the surface cars running through that street. This is shown on plan E.

(5) In Brooklyn a similar approach for vehicles, pedestrians and equestrians will be constructed in the line of the bridge as already set forth, from the anchorage upon a suitable descending grade through private property and across intervening streets between South Fifth and South Sixth streets, connecting with the surface of the ground at Bedford avenue.

(6) In Brooklyn an approach from the structure of the bridge to the structure of the Brooklyn Elevated Railroad running through Broadway.

Location of Bridge No. 2 and Approaches.

Bridge No. 2 will extend from a point between the pier-line of the East river and Fulton street in the City of Brooklyn, between Hudson avenue and Bridge street; thence across the East river, over, across and through private property and intervening streets in the City of New York at a point between Jackson and Scammel streets to Grand street, and across Grand street and over, across and through private property and intervening streets, to connect with Bridge No. 1 at a point in its line between Delancey and Rivington streets, passing over Approach No. 4 of the same, having piers and anchorages as hereinafter set forth.

Approaches will be built to Bridge No. 2 as follows:

(1) An approach, beginning at a point in the line of the bridge, situated on the block between Sheriff and Willett streets, and between Grand and Broome streets; thence over, across and through private property to Grand street; thence eastwardly along, over and through Grand street upon a descending grade, to the easterly side of East street, connecting with the Dry Dock, East Broadway and Battery Railroad, Forty-second Street and Grand Street Ferry Railroad and with other railroads, and with the ferry at the foot of Grand street.

(2) From the anchorage in the City of New York, an approach upon a descending grade for pedestrians, vehicles and equestrians, through private property, between Jackson and Scammel streets, over, through and across intervening streets, coming to the surface of the ground at East Broadway, in the vicinity of Scammel street. See plan E.

(3) In the City of Brooklyn a similar approach for pedestrians, vehicles and equestrians, upon a descending grade from the anchorage, through private property, between Hudson avenue and Bridge street, and across, through and over intervening streets, coming to the surface of the ground at Myrtle avenue.

(4) In the City of Brooklyn an approach to connect the structure of the bridge with the elevated railroads in Hudson, Myrtle and Fulton avenues.

Piers for Bridge No. 1.

In New York the pier shall be located between the pier and bulkhead lines at a point between Delancey and Rivington streets, upon property to be acquired by the company, as shown upon maps herewith, and will consist of masonry to a point above roadways of the bridge, above which steel towers will be erected, upon which will rest the cables of the bridge. This pier will be about 145 feet by 60 feet in area at the surface of the water.

Upon the Brooklyn side a similar masonry pier and steel tower will be erected, between South Fifth and South Sixth streets, upon property to be acquired by the company between the bulkhead and pier lines.

Piers for Bridge No. 2.

In New York the pier shall be located between the bulkhead and pier lines at a point between Gouverneur and Jackson streets, upon property to be acquired by the company, as shown upon maps herewith, and will consist of masonry to a point above roadways of the bridge, above which point steel towers will be erected, upon which will rest the cables of the bridge. This pier will be about 145 feet by 60 feet in area at the surface of the water.

Upon the Brooklyn side a similar masonry pier and steel towers will be erected, between Gold street and Hudson avenue, upon property to be acquired by the company, between the bulkhead and pier lines.

Anchorage for Bridge No. 1.

In the City of New York an anchorage of masonry will be constructed, about 130 feet by 110 feet, upon property to be acquired by the company, in the block between Delancey and Rivington streets and Mangin and Goerck streets, as shown upon map herewith.

A similar anchorage shall be constructed in the City of Brooklyn, upon property to be acquired by the company, in the block between South Fifth and South Sixth streets and Kent and Wythe avenues.

Anchorage for Bridge No. 2.

In the City of New York an anchorage of masonry, about 130 feet by 110 feet, shall be constructed, upon property to be acquired by the company, in the block between Scammel and Jackson streets and Water and Cherry streets, as shown upon map herewith.

A similar anchorage shall be constructed in the City of Brooklyn, upon private property to be acquired by the company, in the block between Gold street and Hudson avenue, and John and Plymouth streets.

Description of Construction.

From anchorage to anchorage each bridge shall consist of four trusses, either of steel or wrought iron, suspended from four steel cables by suitable steel suspenders, each bridge having two tracks for railway travel, two driveways and one promenade.

The width of each bridge will be 76 feet, divided as follows: 31 feet for railway, 31 feet for vehicles and equestrians, and the remainder for promenade.

Beneath the structure of each bridge a strip of property shall be acquired by the company 100 feet in width from river-front to anchorage upon each side of the river.

From anchorage to the terminus the structure of each bridge will consist of a viaduct of steel or wrought iron, resting upon suitable masonry piers to be built upon property to be acquired by the company.

The height of the bridge superstructure and its approaches above the streets which it shall cross will be about as follows:

Height of roadway of Bridge No. 1, in the City of New York, above the surface of the street:	
At East street, 110 feet.	At Lewis street, 75 feet.
At Tompkins street, 101 feet.	At Cannon street, 65 feet.
At Mangin street, 95 feet.	At Columbia street, 55 feet.
At Goerck street, 85 feet.	At Sheriff street, 50 feet.

Height of lowest point of Approach No. 1, above the surface of the streets, will be about as follows:

At Cannon street, 60 feet.	At Norfolk street, 35 feet.
At Columbia street, 50 feet.	At Essex street, 35 feet.
At Sheriff street, 45 feet.	At Ludlow street, 33 feet.
At Willett street, 40 feet.	At Orchard street, 30 feet.
At Pitt street, 40 feet.	At Allen street, 30 feet.
At Ridge street, 35 feet.	At Eldridge street, 30 feet.
At Attorney street, 37 feet.	At Forsyth street, 28 feet.
At Clinton street, 35 feet.	At Chrystie street, 29 feet.
At Suffolk street, 35 feet.	At Bowery, 30 feet.

Height of lowest point of Approach No. 2, above the surface of the streets, will be about as follows:

At Bowery, 30 feet.	At Sullivan street, 29 feet.
At Elizabeth street, 30 feet.	At Macdougall street, 22 feet.
At Mott street, 25 feet.	At Clarke street, 21 feet.
At Mulberry street, 24 feet.	At Varick street, 24 feet.
At Marion street, 20 feet.	At Hudson street, 26 feet.
At Crosby street, 20 feet.	At Renwick street, 26 feet.
At Broadway, 20 feet.	At Greenwich street, 31 feet.
At Mercer street, 22 feet.	At Washington street, 31 feet.
At Greene street, 25 feet.	At West street, 31 feet.
At Wooster street, 30 feet.	At Spring and West streets, 31 feet.
At South Fifth avenue, 30 feet.	At Vestry and West streets, 30 feet.
At Thompson street, 33 feet.	

Height of lowest point of Approach No. 3 above the surface of the streets will be about as follows:

At Cannon street, 60 feet.	At Delancey street, 45 feet.
At Columbia street, 50 feet.	At Broome street, 40 feet.
At Sheriff street, 45 feet.	At Grand street, 26 feet.

The height of roadway of Bridge No. 1 above the surface of the street in the City of Brooklyn will be about as follows:

At Kent avenue, 95 feet.	At Driggs street, 30 feet.
At Wythe avenue, 55 feet.	At Roebling street, 30 feet.
At Berry street, 35 feet.	At Havemeyer street, 35 feet.
At Bedford avenue, 25 feet.	At Marcy avenue, 35 feet.

The height of roadway of Bridge No. 2 above the surface of the street in the City of Brooklyn will be about as follows:

At Marshall street, 104 feet.	At Nassau street, 40 feet.
At John street, 86 feet.	At Concord street, 33 feet.
At Plymouth street, 72 feet.	At Tillary street, 35 feet.
At Water street, 58 feet.	At Johnson street, 40 feet.
At Front street, 48 feet.	At Myrtle avenue, 37 feet.
At York street, 40 feet.	At Willoughby street, 25 feet.
At Prospect street, 44 feet.	At Lafayette avenue, 26 feet.
At Sand street, 43 feet.	At De Kalb avenue, 30 feet.
At High street, 41 feet.	At Fulton street, 25 feet.

The height of the lowest point of Approach No. 1 to Bridge No. 2 in the City of New York above the surface of the street will be about as follows:

At Willett street, 26 feet.	At Goerck street, 26 feet.
At Sheriff street, 26 feet.	At Mangin street, 27 feet.
At Columbia street, 26 feet.	At Tompkins street, 27 feet.
At Cannon street, 26 feet.	At East street, 27 feet.
At Lewis street, 26 feet.	

Height of roadway of Bridge No. 2 in the City of New York above the surface of the streets:

At South street, 112 feet.	At Henry street, 43 feet.
At Front street, 102 feet.	At East Broadway, 33 feet.
At Water street, 94 feet.	At Grand street, 31 feet.
At Cherry street, 77 feet.	At Broome street, 45 feet.
At Monroe street, 63 feet.	At Delancey street, 50 feet.
At Madison street, 51 feet.	

Approaches.

The general plan of the several approaches to the two bridges hereinbefore set forth will be as follows:

The general plan of the structure from Sheriff street to the Bowery shall be that of an elevated railway, constructed through private property, to accommodate not less than two nor more than three tracks and to be supported upon a row or rows of columns. The tracks are to be carried upon longitudinal girders carried by cross girders resting upon or attached to the columns. At the street crossings these columns will be placed inside of the house-line. This structure is shown on plan A.

The general plan of the structure from the Bowery to West street shall be that of a double-track elevated railroad of standard gauge, supported upon a row of columns placed within each curb-line, the tracks to be carried upon longitudinal girders carried by cross girders resting upon or attached to the columns. This structure is shown on plan B.

The general plan of the structure on West street, from Spring to Vestry, shall be that of a double-track elevated railroad, carried upon a row or rows of columns, the tracks to be carried upon longitudinal girders carried by cross girders resting upon or attached to the columns. See plans C 1 and C 2.

The general plan of structure on Grand street, from Willett to East street, will be that of a double-track elevated railroad, carried upon a row or rows of columns, the tracks to be carried upon longitudinal girders carried by cross girders resting upon or attached to the columns. (See plan D.) The general plan of the connections with the elevated railroads in Brooklyn will, whenever the same is in any street, be similar to that of the approach to and through Spring street.

When the same is practicable the general plan of the several structures will be similar to those shown on the plans hereto attached, and signed by the President and Chief Engineer of the Company.

The general location of tracks upon the structure shall be such as to admit of intertrack stations and necessary sidings or turnouts between tracks for the passage of trains in either direction by trains that may be upon the sidings, except that in streets less than thirty feet between the curbs the stations shall not be placed between tracks.

In passing over other elevated railways and at such other points as it may be desirable to keep as low as possible without encroaching upon head room, tracks may be carried by through spans, on which the tracks are carried upon floor beams and stringers between longitudinal girders.

Columns.

No part of any abutment, column, pier or anchorage of any part of either of the two bridges used as a drive or roadway for vehicles drawn by animals, or equestrians, shall be located in whole or any part upon any street or public place except to cross it.

In Spring street the columns for the support of the part of the structure used for railway purposes shall be located upon the sidewalks inside the curb-line in such a manner as to interfere as little as possible with travel upon the sidewalk and in the roadway, and as may be approved by the Commissioner of Public Works in the City of New York and of City Works in the City of Brooklyn.

By the term curb-line is meant the line fixed by the local authorities for the location of curbstones for any street.

Upon West street, and upon Grand street, east of Goerck street, columns for the support of the portion of the structure not used for vehicles drawn by animals or by equestrians, may be located within the curb-lines as above, or in the roadway not less than ten feet from each curb, or one row upon the sidewalk and the other in the street as above.

In no street shall there be an excess of two rows of columns excepting where an extra column may be found to be necessary to meet the exigencies arising in construction, as at stations, curves, etc.

The roadway of every cross street, not more than thirty feet between the curb-lines, shall be spanned by a single span, except where columns are located in the roadway.

The longitudinal distance between columns shall be at least thirty feet, with the exception of those at stations, curves, etc.

The location of all columns in the streets shall be approved by the Commissioners above mentioned.

No column shall be more than twenty-four inches upon a side if rectangular, nor twenty-four inches in diameter if round, exclusive of fenders if in the roadway and bases if upon the sidewalk.

All columns erected in the roadway of any street shall be provided with suitable fenders upon bases, to prevent the hubs of passing vehicles from striking the column.

No part of the supported superstructure shall be less than 16 feet above the surface of the roadway, as fixed at the time of construction.

Wherever any existing elevated railroad is crossed, at least 14 feet head-room shall be allowed between it and said elevated railroad.

At stations, curves, junctions, sidings and terminals, columns and tracks may be otherwise located as the necessities of construction may demand. In such instances columns necessary for the support of structure or track may be located in the curb-lines of main or cross streets when in the roadway thereof, not less than 6 feet from the centre of any street-car track nor within 10 feet of the curb-line of such street.

In above cases tracks may be placed above or across sidewalks or adjoining private property as may be required for the safe and convenient operation of the railways.

Foundations of Columns.

Foundations of columns shall be built of stone, brick or concrete masonry in a substantial manner, so proportioned as to carry the loads with safety. Sub-piers or piling may be resorted to when needed by nature of the ground.

All masonry shall be laid in good hydraulic cement mortar, in which clean sharp sand is used. All material and workmanship shall be first class.

Superstructure.

With the exception of wood work of track system and stations, the superstructure may be of iron or open hearth steel, designed and built to satisfy the requirements of the load and traffic imposed upon it.

All workmanship shall be equal to that required in first class bridge construction.

Wrought Iron.

All wrought iron shall be tough, ductile, fibrous and uniform, with an elastic limit in no case less than 26,000 pounds per square inch. Specimen of uniform sectional area of at least $\frac{1}{2}$ square inch for a distance of 10 inches, cut from tension member, rolled to section less than $\frac{1}{2}$ square inches, shall show ultimate strength of at least 52,000 pounds per square inch, with an elongation of at least 20 per cent. in 8 inches. For each additional square inch in sections in original bar over $\frac{1}{2}$ square inches, a reduction of 500 pounds will be allowed to minimum of 50,000 pounds. All tension iron must bend cold through an angle of 90 degrees to a curve, where diameter is not over twice the thickness of the piece, without cracking. One sample in three must bend 120 degrees without cracking. Nicked on one side and bent by a blow from a sledge, the fracture must be fibrous with practically no crystalline spots.

The same sized specimens from angle and other shapes must have ultimate tensile strength of at least 48,000 pounds per square inch and elongate 15 per cent. in 8 inches. Specimens must bend cold without cracking to a curve, where the diameter is not over twice the thickness of the piece, through an angle of 90 degrees. Nicking test must show fibrous fracture. Plates from 8 inches to 36 inches in width must give ultimate strength of 50,000 pounds with 20 per cent. elongation. Over 36 inches 48,000 pounds ultimate strength with 15 per cent. elongation. All plates must bend cold to a curve whose diameter is not over three times the thickness of the plate through an angle of 90 degrees without cracking. Nicking test must show fibrous fracture.

All rivet iron must bend 180 degrees close upon itself without sign of fracture.

Steel.

All steel shall be open hearth steel, tough, ductile, uniform in quality, free from cracks and flaws, with a clean, smooth surface, incapable of receiving temper. Strips cut lengthwise from shapes, bars and plates shall show in test pieces ultimate strength of not less than 54,000 nor more than 62,000 pounds, with elastic limit of not less than 36,000 pounds per square inch, and elongation of not less than 28 per cent. in 8 inches and a reduction of area of at least 65 per cent. Strips cut lengthwise $1\frac{1}{2}$ inches wide, heated uniformly to low cherry red, and cooled in water at 82 degrees Fahrenheit, must bend double and close down flat under the hammer without visible cracking.

Rivet steel must have ultimate strength not exceeding 54,000 pounds per square inch and show reduction of area of 60 per cent. Rivets heated to red heat and upset for 3 inches of metal shall show no crystalline appearance when cut out.

No portion of the material in the structure shall be subjected to strains exceeding the following: Wrought iron.—Tension or compression on columns and transverse girders, 10,000 pounds per square inch. Tension or compression in longitudinal girders, 9,000 pounds per square inch.

Steel.—Tension or compression for columns and transverse girders, 11,000 pounds per square inch. Tension or compression for longitudinal girders, 10,000 pounds per square inch.

The shearing stresses shall not exceed 10,000 pounds per square inch for steel and 7,500 pounds for wrought iron.

In addition to the dead weight of track, girders, bracing and stations, the structure shall be proportioned to sustain the following loads per lineal foot of track:

Longitudinal Girders.

Spans 30 to 35 feet.....	4,250 pounds.
" 35 " 40 ".....	3,550 "
" 40 " 45 ".....	3,220 "
" 45 " 50 ".....	3,140 "
" 50 " 55 ".....	3,094 "
" 55 " 60 ".....	3,033 "

The station structure shall be proportioned to sustain a uniformly distributed load of 80 pounds per square foot of platforms, stairs and floors, in addition to weights of these structures.

Any form or type of girder or support may be used, provided they comply with requirements herein specified.

The different parts of the structure shall be properly proportioned to resist all strains that may come upon it from appliance of breaks and sudden stoppage of trains, and all strains that may result from a wind pressure of 30 pounds per square foot.

Track System.

All rails shall be of steel not less than 70 pounds per yard. They shall be laid in best manner upon cross-ties, spaced and proportioned to give them ample bearing and support and be securely fastened thereto.

Each track shall have at least two continuous guard rails properly secured to cross-ties. A foot walk or platform may be laid upon both sides of each track for the safety and convenience of the men employed in the management or repair of the railway.

Signals, etc.

An efficient system of switching and signal devices shall be provided, together with telegraph lines and other appliances necessary to secure safety and convenience in operating the railway.

Stations.

Shall be located at the following points:

1st. A passenger station to the railway will be located on the line of Bridge No. 2 at Grand street, between Willett and Sheriff streets, upon property to be acquired by the company.

2d. Stations on railway will be located on Approach No. 1 at the following points: At the crossing of Allen street, the Bowery, and when travel requires, another may be located at the crossing of Clinton street.

3d. Stations on the railway will be located on Approach No. 2 at the following points: At the crossing of Broadway, South Fifth avenue, Greenwich street, and when travel requires it, another may be located at the crossing of Varick street.

4th. On West street, a station of the railway will be located between Vestry and Desbrosses streets.

5th. On approach to Bridge No. 2 a station will be located on Grand street, between Ferry House on East street and Tompkins.

Additional stations may be constructed when required to accommodate the public.

Intertrack stations shall be used whenever the height of structure and width of street will permit, with the exceptions of stations at terminals, and at Vestry, Grand and Willett, and Grand and East streets, where any form may be adopted which may be demanded by the requirements of the traffic.

The stations and platforms shall be neat, commodious, well lighted, and shall be provided with easy and convenient access to the street.

Their general construction shall be similar to the stations upon the existing elevated railroads in the cities of New York and Brooklyn.

Private property may be acquired for the stations, and for water and coaling purposes, whenever in the judgment of the company it may be necessary.

Platforms of all stations shall be long enough to permit of loading and unloading of five cars.

Stair landings may be extended not to exceed 25 feet into the cross streets if necessary in the opinion of the railway company.

The station building may extend into such streets not to exceed 20 feet.

Passenger Cars.

All passenger cars shall be commodious, well lighted and ventilated, and be fitted with hand-brakes, and an efficient system of continuous brakes under the control of the engineer at all times.

Mode of Operation.

The general mode of operation of the several bridges and elevated railways will be as follows: Trains will run from the Brooklyn terminus of Bridge No. 1, across said Bridge No. 1 and over the elevated structure between Delancey and Rivington streets in the City of New York to Spring and West streets, and thence through the latter to Vestry street and return.

Trains will run from the Brooklyn terminus of Bridge No. 2, across said Bridge No. 2 to and over the aforesaid elevated structure between Delancey and Rivington streets, on Spring street and West street, to Vestry street in the City of New York and return.

Trains will also run from the Brooklyn terminus of Bridge No. 1, across said Bridge No. 1, and over approach connecting with Bridge No. 2, between Sheriff and Willett and Grand and Broome streets; thence across Bridge No. 2 to Brooklyn terminus of same and return.

Trains will also run from foot of Grand street in New York, along elevated structure on Grand street, and across Bridges Nos. 1 and 2 to their Brooklyn terminus, and return.

The motive power to be employed upon the several bridges and elevated railways will be steam, with the power to substitute any other power that may be developed in the future.

General Provisions.

These plans being of necessity only general in their character, authority is given for the construction of all necessary turnouts, switches, supports, sidings, connections, landing places, stations, buildings, platforms, stairways, elevators, water stations, telegraph and signal devices, together with all other necessary requisites in the construction, operation and maintenance of such elevated

railways, as may be needed from time to time for their proper construction in case of unexpected obstructions or difficulties in construction, and for the comfort, safety and convenience of the traveling public and the proper operation of the said bridges and elevated railroads, including such changes in operation as experience shall prove to be required.

All pavements, curbs, gutters and sidewalks, and all sewers, drains, water and gas pipes encountered in the excavations shall be cared for and restored if they are moved or injured, and all such work and excavation and construction in connection with foundations on the public street shall be done in compliance with the State or municipal laws relating to the streets, and to the satisfaction of the Department of Public Works in the City of New York and of the Department of City Works in the City of Brooklyn.

These specifications shall be incorporated into and shall constitute an essential part of every contract entered into by the company for material or construction.

Wherefore, your petitioner, the East River Bridge Company, respectfully requests your honorable body for its consent and permission to construct, maintain, operate and use an elevated railroad upon the various routes designated in the said plan as hereinbefore set forth, and as provided by the above-mentioned acts.

And your petitioner will ever pray, etc.

Dated New York, September 29, 1892.

EAST RIVER BRIDGE COMPANY,

By FREDERICK UHLMANN, President.

[SEAL.]

ELISHA DYER, JR., Secretary.

Which was referred to the Committee on Railroads.

In addition thereto, Alderman Flynn offered the following:

Whereas, The East River Bridge Company is a corporation duly organized and incorporated under and in pursuance of an act of the Legislature of the State of New York, designated as chapter 101 of the Laws of 1892 and entitled: "An Act to incorporate the East River Bridge Company," passed March 9, 1892; and

Whereas, By said act said company is authorized to construct, maintain and operate "a bridge commencing at a point at or near Broadway, in the City of Brooklyn, and between the present pier-line and Marcy avenue, in the City of Brooklyn, which said bridge shall be constructed so as to cross the East river as directly as possible to a point between Delancey and Rivington streets in the City of New York, continuing thence westwardly over, through and across private property between Delancey and Rivington streets, and across intervening streets, so that the entrance and exits of said bridge for vehicles other than cars and for pedestrians and equestrians shall be at a point at or near Sheriff street in the City of New York"; and

Whereas, By said act said company is also authorized to construct, maintain and operate an approach to said bridge, so as to provide facilities for its use by the public from a point on said bridge at or about Cannon street in the City of New York, thence extending westwardly over, through and along private property, and across intervening streets to the Bowery, and thence across the Bowery to Spring street, and that said approach is also authorized to be extended, if, in the judgment of a majority of the stockholders of said company, it should be deemed for the public convenience so to do, from its termination at the Bowery and Spring street westerly, above, through and along Spring street to or near the Hudson river in the City of New York; and

Whereas, All of the stockholders of said company have duly determined that they deem it for the public convenience that such extension be made, and have certified that fact in writing to the said company, which has thereupon duly determined that said approach shall be so extended; and

Whereas, Said company is also authorized to build, maintain and operate "a second bridge, which shall commence at a point between the pier-line of the East river and Fulton street in the City of Brooklyn; the limits of said locality shall be Bridge street on the west and Little street on the east in said city. From the point of beginning said bridge shall extend as nearly northwardly as possible across private property, and across and along intervening and intersecting streets and avenues to the East river; thence across the East river as directly as possible to a point or place between Jackson and Scammel streets in the City of New York; thence northwardly through private property between Jackson and Scammel streets and across the intervening streets to Grand street; thence across Grand street and over private property between Sheriff and Ridge streets and across the intervening streets to a point or place on private property between Delancey and Rivington streets, in junction with the line or route of said bridge hereinbefore first described"; and

Whereas, Said company is also authorized by said act "to construct all necessary approaches other than those hereinbefore specified, and all necessary connections between the said bridge or bridges and approaches, and any railroad or railroads in the Cities of New York and Brooklyn, so as to enable passengers to be transferred to and from the same"; and

Whereas, Said company also possesses the other powers and privileges granted by said act and the other laws affecting it; and

Whereas, In pursuance of the power and authority vested in it by chapter 101 of the Laws of 1892, said company has duly located the following as the necessary approaches to the two bridges which it is by said act authorized to construct, and has duly declared (what is the fact) that the same and each thereof are necessary approaches to said bridges respectively, and that the connection between said bridge or bridges and such approach or approaches and the railroad or railroads, in the Cities of New York and Brooklyn therein specified are necessary so as to enable passengers to be transferred to and from the same.

(For convenience of reference, the bridges which this company is authorized to construct will be designated as Bridges No. 1 and No. 2.)

Location of Bridge No. 1 and Approaches.

"Bridge No. 1 shall extend from a point between South Fifth and South Sixth streets in the City of Brooklyn, located between the present pier-line and Marcy avenue; thence across the East river to a point at or about Cannon street between Delancey and Rivington streets in the City of New York, upon private property, having piers and anchorages as hereinafter set forth.

Approaches will be built to Bridge No. 1 as follows:

(1) From a point in the line of the bridge at or about Cannon street in the City of New York, situated in the block bounded between Delancey and Rivington and Columbia and Cannon streets; thence westwardly over, through and along private property and across intervening streets to the Bowery, connecting with the Second Avenue Elevated Railroad, at Allen street, and across the Bowery to Spring street, connecting with the Third Avenue Elevated Railroad on each side of the Bowery. Said approach will also connect with all surface cars whose routes it may cross at the points at or near which its stations shall be located.

(2) From the Bowery at Spring street; thence westwardly over, through and along Spring street to West street, connecting with the Sixth Avenue Elevated Railroad at South Fifth avenue and with the Ninth Avenue Elevated Railroad at Greenwich street. Said approach will also connect with all surface cars whose routes it may cross at the points at or near which its stations shall be located.

As a connection with the Dry Dock, East Broadway and Battery Railroad, and other railroads, and with the ferry at Desbrosses street, and also to provide a proper terminal for the operation of said approach, there shall be constructed therefrom a curve from its terminus at West and Spring streets extending southerly into West street, and thence along the same to or near Vestry street.

(3) From a point in the line of the bridge between Delancey and Rivington streets, on the block between Columbia and Cannon streets, being the point of commencement of Approach No. 1, and thence over, along and through private property and across intervening streets to and across Delancey street to connect with Bridge No. 2 at a point on its line situated in the block bounded by Sheriff, Willett, Broome and Grand streets.

(4) An approach for vehicles, pedestrians and equestrians from the anchorage on the New York side, upon a suitable descending grade through private property to be acquired by the company between Delancey and Rivington streets and across intervening streets, following the general line of Approach No. 1 to Sheriff street; thence southerly by a curve through private property between Sheriff and Willett streets and across intervening streets in the line of Bridge No. 2, and under the same to the surface of the ground at Grand street, at which point it will connect with the surface cars running through that street.

(5) In Brooklyn a similar approach for vehicles, pedestrians and equestrians will be constructed in the line of the bridge as already set forth, from the anchorage upon a suitable descending grade through private property and across intervening streets between South Fifth and South Sixth streets, connecting with the surface of the ground at Bedford avenue.

(6) In Brooklyn, an approach from the structure of the bridge to the structure of the Brooklyn Elevated Railroad running through Broadway.

Location of Bridge No. 2 and Approaches.

Bridge No. 2 will extend from a point between the pier-line of the East River and Fulton street in the City of Brooklyn, between Hudson avenue and Bridge street; thence across the East river, over, across and through private property and intervening streets in the City of New York at a point between Jackson and Scammel streets to Grand street, and across Grand street, and over, across and through private property and intervening streets, to connect with Bridge No. 1 at a point in its line between Delancey and Rivington streets, passing over Approach No. 4 of the same, having piers and anchorages as hereinafter set forth.

Approaches will be built to Bridge No. 2, as follows:

(1) An approach beginning at a point in the line of Bridge No. 2, situated on the block between Sheriff and Willett streets and between Grand and Broome streets; thence over, across and through private property to Grand street; thence eastwardly along, over and through Grand street, upon a descending grade to the easterly side of East street, connecting with the Dry Dock, East Broadway and Battery Railroad, the Forty-second Street and Grand Street Ferry Railroad and with other railroads, and with the ferry at the foot of Grand street.

(2) From the anchorage in the City of New York, an approach upon a descending grade, for pedestrians, vehicles and equestrians, through private property between Jackson and Scammel streets, over, through and across intervening streets, coming to the surface of the ground at East Broadway, in the vicinity of Scammel street.

(3) In the City of Brooklyn a similar approach for pedestrians, vehicles and equestrians, upon a descending grade, from the anchorage, through private property between Hudson avenue and Bridge street, and across, through and over intervening streets, coming to the surface of the ground at Myrtle avenue.

(4) In the City of Brooklyn an approach to connect the structure of the bridge with the elevated railroads in Hudson, Myrtle and Fulton avenues; and

Whereas, Thereafter the Board of Directors of said company, in pursuance of the power and authority vested in it by said act, and also by chapter 102 of the Laws of 1892, entitled "An Act to amend chapter four of the Laws of 1891, entitled 'An Act to provide for rapid transit railways in cities having over one million inhabitants,'" passed January 31, 1891, did duly determine, in lieu of constructing the approach or approaches to the said bridge or bridges as heretofore located by said East River Bridge Company (other than those located for pedestrians, vehicles and equestrians, which last-named approaches are approaches hereinabove described as Nos. 4 and 5 of Bridge No. 1 and Approaches Nos. 2 and 3 of Bridge No. 2), to build, maintain and operate an elevated railroad, the routes of which shall be as follows:

Route of Proposed Elevated Railroad.

(1) From a point in the line of Bridge No. 1, at or about Cannon street, in the City of New York, situated in the block bounded between Delancey and Rivington and Columbia and Cannon streets; thence westerly, over, through and along private property, and across intervening streets to the Bowery, connecting with the Second Avenue Elevated Railroad at Allen street, and across the Bowery to Spring street, connecting with the Third Avenue Elevated Railroad on each side of the Bowery. Said elevated railroad will also connect with all surface cars whose routes it may cross at the points at or near which its stations shall be located.

(2) From the Bowery at Spring street; thence westwardly over, through and along Spring street to West street, connecting with the Sixth Avenue Elevated Railroad at South Fifth avenue and with the Ninth Avenue Elevated Railroad at Greenwich street. Said elevated railroad will also connect with all surface cars whose routes it may cross at the points at or near which its stations shall be located.

As a connection with the Dry Dock, East Broadway and Battery Railroad and other railroads, and with the ferry at Desbrosses street, and also to provide a proper terminal for the operation of said elevated railroad, there shall be constructed therefrom a curve from its terminus at West and Spring streets, extending southerly into West street, and thence along the same to or near Vestry street.

(3) From a point in the line of Bridge No. 1, between Delancey and Rivington streets, on the block between Columbia and Cannon streets, being the point of commencement of Approach No. 1, and thence over, along and through private property and across intervening streets to and across Delancey street, to connect with Bridge No. 2 at a point on its line situated in the block bounded by Sheriff, Willett, Broome and Grand streets.

(4) Beginning at a point in the line of Bridge No. 2, situated in the block between Sheriff and Willett streets and between Grand and Broome streets; thence over, across and through private property to Grand street; thence easterly along, over and through Grand street upon a descending grade to the southerly side of East street, connecting with the Dry Dock, East Broadway and Battery Railroad, the Forty-second Street and Grand Street Ferry Railroad and with other railroads and with the ferry at the foot of Grand street.

(5) In the City of Brooklyn, from the structure of the bridge to the elevated railroads in Hudson, Wythe and Fulton avenues; and

Whereas, Thereafter, in pursuance of said act, the said Board of Directors of said company duly adopted a general plan for the construction of the elevated railroad which they had determined to build, maintain and operate in lieu of constructing the approaches hereinbefore mentioned to the several bridges which said company had been authorized as aforesaid to construct. That the said Board of Directors also determined that said general plan shows the general mode of operation and contains all the details as to the manner of construction as in the judgment of said Board was necessary to show the extent to which any street, avenue or public place in the City of New York and in the City of Brooklyn is to be encroached upon and the property abutting thereon is affected; that said plan also contains all the details as to the mode of operation and construction which it is practical to make in advance of the making of detailed surveys and drawings, which it is impracticable to make at the present time, and until the consent of the local authorities, and of the property holders or of the Supreme Court in lieu thereof is obtained. That by resolution of said Board of Directors a copy of the said plan, with maps accompanying the same, was directed to be transmitted to your Honorable Body and an application made to it for the consent of the local authorities in the City of New York for the construction and operation by said company of the elevated railroad hereinabove mentioned; and

Whereas, In pursuance of said resolution of said Board of Directors, a copy of said plans with maps accompanying the same were duly transmitted to this Common Council and have been duly received; it is therefore

Resolved, That this Board, in pursuance of the acts hereinabove mentioned and of the provisions of chapter 4 of the Laws of 1891, entitled "An Act to provide for rapid transit railways in cities having over one million inhabitants" and of the other existing provisions of law, does hereby appoint the 14th day of October, 1892, at 12 o'clock M., and chamber of the Board of Aldermen for the consideration of such plans and communication.

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

RESIGNATION.

By Vice-President Noonan—

NEW YORK, October 1, 1892.

Hon. JOHN H. V. ARNOLD, President of Board of Aldermen:

DEAR SIR—I hereby tender my resignation as Alderman of the Twenty-third Assembly District of the City of New York, said resignation to take effect at once.

Yours, respectfully,

SAMUEL H. BAILEY.

Vice-President Noonan moved the acceptance of the resignation.

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

Vice-President Noonan then moved that Bartholomew Donovan be elected as Alderman from the Twenty-third Assembly District to fill the unexpired term of Samuel H. Bailey, resigned.

Alderman Morris moved as an amendment that the matter be laid over for one week.

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

And the President declared the amendment lost.

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

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

Affirmative—The President, the Vice-President, Aldermen Clancy, Dooling, Flynn, Harris, Hart, Mead, Murphy, O'Beirne, Roche, Ryder, Charles Smith, C. J. Smith, Tait, and Wund—16. Negative—Aldermen Cowie, Morris, School, and Van Cott—4.

Alderman Mead moved that a committee of three be appointed to notify Alderman Donovan of his election.

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

Which was decided in the affirmative.

And the President appointed as such committee Aldermen Mead, Wund and Morris.

PETITIONS RESUMED.

By Alderman Harris—

Be it known, That at a special meeting of the Washington Heights Progressive Association, held at their headquarters, corner One Hundred and Sixty-eighth street and Amsterdam avenue, the following resolutions were unanimously adopted:

Whereas, The Third Avenue Railroad Company has built the cable road along Amsterdam avenue (formerly Tenth avenue) from One Hundred and Twenty-fifth street to One Hundred and Eighty-fifth street, but has failed to extend the same to the terminus of Amsterdam avenue, as called for by its charter pursuant to chapter 504, Laws of 1870, as amended by chapter 209, Laws of 1883, the portion of which hereby referred to reads as follows:

"An act to authorize the construction of a railroad in One Hundred and Twenty-fifth street and in certain other streets and avenues in the city of New York.

Section I. * * * Also from One Hundred and Twenty-fifth street at its intersection with Tenth avenue northerly along the avenue to the terminus of the avenue"; and

Whereas, The terminus of Amsterdam avenue is at One Hundred and Ninety-fourth street, a distance of nearly one-half of a mile from One Hundred and Eighty-fifth street, the present terminus of said cable road; and

Whereas, The citizens and property-owners along said cable road deem themselves entitled to have said cable road extended to the terminus of Amsterdam avenue as aforesaid, and are desirous that the said Third Avenue Railroad Company comply with the terms of its charter as aforesaid; and

Whereas, Said extension of said cable road will be of great convenience to the public in general and the citizens and the residents of the upper part of this city when visiting Fort George with their families; and

Whereas, The governing authorities of this city have entered into contracts for the paving of Amsterdam avenue, from One Hundred and Fifty-fifth street to One Hundred and Ninety-fourth street, and work upon the same is about to begin; it is

Resolved, That we, the Washington Heights Progressive Association, do request the Board of Aldermen of the City of New York to pass an ordinance requiring the said Third Avenue Railroad Company to extend its cable road along said Amsterdam avenue from One Hundred and Eighty-fifth street to One Hundred and Ninety-fourth street, the terminus of said Amsterdam avenue, as provided by its charter, pursuant to the Laws of 1870, chapter 504, as amended by Laws of 1883, chapter 209.

Resolved, That a committee be appointed by the president of the association to present these resolutions to the said Board of Aldermen at the next regular meeting of said Board.

Resolved, That the secretary furnish the president and each of the members of the committee so appointed by him with a copy of these presents, and that a further copy be forwarded to the member of the Board of Aldermen representing the Nineteenth Assembly District.

It is hereby certified that the above is a true copy of resolutions adopted September 15, 1892, referring to the extension of cable road along Amsterdam avenue.

Dated, NEW YORK, September 15, 1892.

CHRISTIAN TRINKS, President.

JOHN C. KLETT, Secretary.

Which was referred to the Committee on Railroads.

MOTIONS AND RESOLUTIONS.

By Alderman Harris—

Resolved, That his Honor the Mayor be and he is respectfully requested to return to this Board a report of the Committee on Streets, permitting the Wilson & Baillie Manufacturing Company to depress the curb at Riverside avenue and Ninetieth street.

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

Which was decided in the affirmative.

Subsequently the paper was received from his Honor the Mayor, and is as follows:

Resolved, That permission be and the same is hereby given to the Wilson & Baillie Manufacturing Company to depress about ten feet of curb to two inches above roadway grade on Riverside avenue opposite La Porte Cochere at driveway entrance, and also where driveway crosses the Ninetieth street curb, as per diagram herewith attached, so as to bring the same in conformity with the established grade, the work to be done at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

Alderman Harris moved a reconsideration of the vote by which the above resolution was adopted.

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

Which was decided in the affirmative.

Alderman Harris moved that the report and resolution be amended by striking out the words "Public Works" wherever they occur, and inserting in lieu thereof the words "Public Parks."

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

Which was decided in the affirmative.

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

By Alderman Harris—

Resolved, That his Honor the Mayor be and he is respectfully requested to return to this Board, for further consideration, a resolution now in his hands exempting the Manhattan Field from the provisions of article 13 of chapter 8 of the Revised Ordinances of 1880.

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

Which was decided in the affirmative.

Subsequently the paper was received from his Honor the Mayor, and is as follows:

(G. O. 599.)

Resolved, That premises known as the "Manhattan Field," located at or near Eighth avenue and One Hundred and Fifty-fifth street, formerly the New Polo Grounds, be and is hereby exempted from the provisions of article XIII. of chapter 8 of the Revised Ordinances of 1880, relating to the firing of firearms, cannons and fireworks.

Alderman Harris moved a reconsideration of the vote by which the above resolution was adopted.

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

Which was decided in the affirmative.

On motion of Alderman Harris, the paper was then laid over.

By Alderman Murphy—

Resolved, That his Honor the Mayor be and he is hereby respectfully requested to return to this Board for further consideration the resolution now in his hands permitting Richard T. Harms to place a reviewing stand within the stoop-line in front of No. 50 Union Square.

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

Which was decided in the affirmative.

Subsequently the paper was received from his Honor the Mayor, and is as follows:

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

Alderman Murphy moved a reconsideration of the vote by which the above resolution was adopted.

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

Which was decided in the affirmative.

On motion of Alderman Murphy, the paper was then ordered on file.

By the Vice-President—

Resolved, That permission be and the same is hereby given to Michael Gould to place and keep a watering-trough in front of his premises, No. 1892 Park avenue, the work to be done and water supplied at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

By Alderman Flynn—

Resolved, That permission be and the same is hereby given to Alexander Fletcher to place and keep a watering-trough on the sidewalk in front of his premises, No. 75 North Moore street, the work to be done and water supplied at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

(G. O. 600.)

By Alderman Harris—

Resolved, That water-mains be laid in One Hundred and Forty-first street, from St. Nicholas avenue to Hamilton Terrace, as provided by section 356 of the New York City Consolidation Act of 1882.

Which was laid over.

By Alderman Morris—

Resolved, That permission be and the same is hereby given to J. H. Breslin, the proprietor of the Gilsey House, to erect an awning across the sidewalk upon the north side of West Twenty-ninth street, about one hundred feet east of Broadway, to be supported upon iron posts, to be placed next to and inside the curb-stone, the same to comply in every respect with the provisions of an ordinance entitled "An ordinance to regulate the erection of awnings extending across the sidewalks and outside the stoop lines in the streets of the City of New York," passed May 10, 1886, 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.

Alderman Mead moved that the resolution be referred to the Committee on Fire and Building Departments.

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

Which was decided in the negative.

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

Which was decided in the affirmative by the following vote:

Affirmative—The President, Aldermen Clancy, Cowie, Dooling, Flynn, Harris, Hart, Morris, Murphy, O'Beirne, Roche, Ryder, School, Charles Smith, Tait, Van Cott, and Wund—17. Negative—The Vice-President and Aldermen Mead—2.

By the same—

Resolved, That permission be and the same is hereby given to the Afro-American citizens of the City of New York to place transparencies along Sixth avenue, from Twenty-sixth street to Thirty-second street; along Fifth avenue, from Twenty-seventh street to Thirty-second street, and in front of No. 25 West Thirtieth street, the work to be done at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only until October 14, 1892.

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

Which was decided in the affirmative.

By Alderman Murphy—

Resolved, That permission be and the same is hereby given to the owners and occupants of buildings located on the route of the procession commemorating the Four Hundredth Anniversary of the Discovery of America by Christopher Columbus to place platforms inside the stoop-lines in front of their respective buildings from which to view the procession, on condition that no charge or fee shall be charged for admission to such platforms; that such platforms shall be erected or constructed at the expense of such owners or occupants under the supervision and the direction of the Superintendent of Buildings who shall have power to issue such permits; that the Corporation of the City of New York shall be held harmless from any loss or damage that may occur or arise from the privilege hereby granted, or any portion or part thereof, and that the permission given shall continue only to October 22, 1892.

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

By Alderman Morgan—

Resolved, That permission be and the same is hereby given to Siebrecht & Wadley to place and keep a reviewing-stand in front of their premises, No. 409 Fifth avenue, the work to be done at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only until October 22, 1892.

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

And the President declared the resolution lost.

By Alderman Flynn—

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

William M. Myer, to read William M. Myers.
Ernest M. Saportas, " Ernest M. Saportas.
J. W. Harlem, " J. W. Harlem.

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

(G. O. 601.)

By Alderman School—

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

Which was laid over.

(G. O. 602.)

By the same—

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps be placed thereon and lighted in Rogers place, under the direction of the Commissioner of Public Works.

Which was laid over.

(G. O. 603.)

By the same—

Resolved, That water-mains in Bergen avenue, from One Hundred and Forty-seventh street to Brook avenue, as provided by section 356 of the New York City Consolidation Act of 1882.

Which was laid over.

(G. O. 604.)

By the same—

Resolved, That water-mains be laid in Eagle avenue, from Westchester avenue to Cedar place, as provided by section 356 of the New York City Consolidation Act of 1882.

Which was laid over.

(G. O. 605.)

By the same—

Resolved, That water-mains be laid in Trinity avenue, between Kelly street and Westchester avenue, as provided by section 356 of the New York City Consolidation Act of 1892.

Which was laid over.

By the Vice-President—

Resolved, That Israel M. Schampain, No. 212 Madison street, be and he is hereby reappointed Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Clancy—

Resolved, That Simon Friedman, of No. 125 Rivington street, be and he is hereby reappointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Cowie—

Resolved, That Seymour P. Kurzman, No. 15 Wall street, be and he is hereby reappointed Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By the same—

Resolved, That Philip F. Olwell, No. 243 Broadway, be and he is hereby reappointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Martin—

Resolved, That Max Kronthal, No. 204 East Sixth street, be and he is hereby appointed Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By the same—

Resolved, That H. F. Boetel, of No. 318 Fifth street, be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By the same—

Resolved, That Louis H. Bader, No. 236 Sixth street, be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Murphy—

Resolved, That Bernard J. Byrne, No. 375 First avenue, be and he is hereby reappointed Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Ryder—

Resolved, That Thomas A. Ready, No. 38 Charlton street, be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Charles Smith—

Resolved, That Frank Waters, No. 7 Warren, be and he is hereby reappointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman C. J. Smith—

Resolved, That Joseph Hunold, No. 317 East Ninth street, be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman School—

Resolved, That Thomas F. McLaughlin, of No. 544 East One Hundred and Fortieth street, be and he is hereby reappointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Tait—

Resolved, That Charles J. Newman, No. 58 Avenue C, be and he is hereby reappointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Harris—

Resolved, That Nicholas F. Kinnally, No. 201 East One Hundred and Fourteenth street, and James B. Cavanagh, No. 108 Christopher street, be and they are hereby reappointed Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

COMMUNICATIONS FROM DEPARTMENTS AND CORPORATION OFFICERS.

(G. O. 606.)

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

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, September 28, 1892.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to

your Honorable Board that the safety, health and convenience of the public require that a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across Kingsbridge road at its intersection with the southerly side of One Hundred and Sixty-fifth street; the materials to be used for said work to be bridge stone of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,
MAURICE F. HOLAHAN, Deputy and Acting Commissioner of Public Works.

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

Which was laid over.

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

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE,
October 1, 1892.

To the Honorable Board of Aldermen:

Weekly statement, showing the appropriations made under the authority contained in section 189, New York City Consolidation Act of 1882, for carrying on the Common Council from January 1 to December 31, 1892, both days inclusive, and of the payments made up to and including the date hereof, for and on account of each appropriation, and the amount of unexpended balances:

TITLES OF APPROPRIATIONS.	AMOUNT OF APPROPRIATIONS.	PAYMENTS.	AMOUNT OF UNEXPENDED BALANCES.
City Contingencies.....	\$1,500 00	\$325 00	\$1,175 00
Contingencies—Clerk of the Common Council.....	200 00	72 31	127 69
Salaries—Common Council.....	75,100 00	56,245 57	18,854 43

THEO. W. MYERS, Comptroller.

Which was ordered on file.

The President laid before the Board the following communication from the Public Administrator:

LAW DEPARTMENT,
BUREAU OF THE PUBLIC ADMINISTRATOR,
NEW YORK, October 1, 1892.

To the Honorable the Board of Aldermen:

Pursuant to chapter 4, article III., section 24, of the Ordinances of the Mayor, Aldermen and Commonalty of the City of New York of January 1, 1881, the undersigned hereby reports a transcript of such of his accounts as have been closed or finally settled, and of those on which any money has been received by him as part of the proceeds of any estate on which he has administered since the date of his last report.

Respectfully,

CHARLES E. LYDECKER, Public Administrator.

A transcript of such of his accounts as have been closed or finally settled since the date of his last report.

NAME OF DECEASED.	Date of Final Decree.	Total Amount Received.	Total Amount paid for Funeral Expenses, Expenses of Administration, and Claims of Creditors.	Commissions paid into the City Treasury.	Amount paid to Legatees or next of Kin.	Amount paid into City Treasury for Unknown next of Kin.	Sundries.
William Dowman.....	Sept. 6, 1892	\$925 68	\$879 40	\$46 28	.....	.....	.....
William R. Turner.....	" 8, "	758 16	185 09	39 65	\$154 81	\$378 61	.....
Charles E. Goodwin, Jr.	" 6, "	8,873 89	1,386 37	292 49	7,195 03	.....	.....
Jane Utting.....	" 7, "	1,681 25	159 80	85 98	1,271 69	163 78	.....
Archibald Buchanan.....	" 8, "	996 22	230 82	64 04	701 36	.....	.....
Sophia Thompson.....	" 6, "	1,403 61	385 98	70 18	.....	947 45	.....
Mary Donohue.....	" 13, "	1,268 58	440 52	63 42	758 64	.....	.....
Erich Jordt.....	" 16, "	268 91	147 91	13 44	107 50	.....	.....
Mary J. Devyr.....	" 19, "	1,569 85	231 00	78 49	1,260 36	.....	.....
Istom Nagy.....	" 19, "	336 72	117 20	16 83	209 69	.....	.....
Wesley Miller.....	Closed by pay- ment on ac- count of fun- eral, etc., ex- penses.....	40 00	40 00	.....	.....	.....	.....
John Muller.....	"	58	58	.....	.....	.....	.....
George Dodel.....	"	31 28	31 28	.....	.....	.....	.....
Isidor Wulff.....	"	1 68	1 68	.....	.....	.....	.....
Henry Schufar.....	"	3 03	3 03	.....	.....	.....	.....
Charles Traute.....	Closed by pay- ment to ad- ministrator.....	15 50	.....	.....	.....	.....	\$15 50
Gesina Tincken, etc.	"	6 00	.....	.....	.....	.....	6 00
Christopher V. Vetter.....	"	44 33	.....	.....	.....	44 33	.....
Joseph Fowler.....	"	202 68	.....	.....	.....	202 68	.....
William Souther and others, as per list hereto attached, pro- ceeds of sale of ef- fects received from Coroners and Com- missioners of Public Charities and Cor- rection.....	"	52 28	.....	.....	.....	.....	.....
Totals.....	.....	\$18,480 23	\$4,246 66	\$770 80	\$11,652 14	\$1,789 13	\$21 50

* Estate closed many years ago; amount here mentioned represents checks uncalled for; payee's whereabouts unknown.

A statement of the title of any estate on which any money has been received since the date of the last report.

NAME OF DECEASED.	TOTAL AMOUNT RECEIVED.	NAME OF DECEASED.	TOTAL AMOUNT RECEIVED.
Terence Doyle.....	\$84 30	G. N. Kassapouski.....	\$0 84
Blanche Evars.....	31 01	Serapio Serpa.....	30 00
Joseph Zimmermann.....	6 00	Rose Ryan.....	115 00
Henry Schufar.....	3 03	John Larkin.....	15 61
Henry Schmidt.....	1 10	Rose Boulaire.....	18 81
Patrick Tully.....	50	Serapio Serpa.....	75 00
Wesley Miller.....	40 00	Christopher Kehr.....	28 31
Henry Kochleis.....	2 03	J. Denker, or Dinker.....	31 65
Frederick Hofer.....	5 06	James Campbell.....	30 00
John Stamper.....	30 79	John Ryan.....	8 35
George Dodel.....	4 51	Marie Kaiser.....	49 00
Jacob Gutekunst.....	3 15	Charles Eberhardt.....	1 27
Hermann Lorenz.....	26 54	Blanche Evars.....	85 76
Erie G. Morton.....	19 06	Christian Staiger.....	3,950 68
Delia Hines.....	19 87	Valentine Bush.....	42 13
Anna M. Eckstein.....	57 80	Mary Hering.....	89 75
Amalia Bartoldus.....	4 93	Martin Hellmann.....	86 00
Annie Manning.....	110 75	Carl Struber.....	259 09
Nicholas Meyer.....	26 75	Quimper de Lamscol.....	30 00
Henry Oestreich.....	16 34	Interest received on average daily balances from—	.....
Christiana D. Weber.....	5 88	National Park Bank.....	\$169 30
Max M. Paplenus, etc.....	18 23	Continental National Bank.....	156 20
James Kerr.....	5 88	Importers and Traders' Na- tional Bank.....	\$172 28
P. O. G. F. Westerling.....	22 26	Mercantile Trust Co.....	184 70
Eliza William, etc.....	13 69	.....	.....
William Roach.....	8 82	.....	.....
William H. Morris.....	3 44	.....	.....
Thomas J. Allen.....	10 59	.....	.....
Catharine Horan.....	10 61	.....	.....
Charles Vandenhoff.....	261 03	.....	.....
Bella Irving.....	42	.....	.....
Andrew Nelson.....	2 94	.....	.....
Totals.....	.....	.....	\$6,504 72

Proceeds of Sale of Effects received from Coroners and Commissioners of Charities and Correction.

Estate of unknown man.....	\$0 22	Henry F. Brown.....	\$1 51
Estate of William Souther.....	2 63	Maggie Jones.....	3 80
Unknown man.....	60	Charles Reber.....	1 26
Unknown man.....	51	William Cole.....	1 05
Unknown man.....	33	Mary Mastony.....	1 05
Charles Ross.....	08	Raphael Malarah.....	1 70
Unknown woman.....	35	Andreas Pollo.....	4 20
Esther Lewis.....	25	Albert Habedend.....	2 30
Henry Nathan.....	22	Unknown man, No. 42 Greenwich street.....	35
Bernard Martin.....	4 20	Leopold Marchesi.....	60
Madame Serie.....	86	Gottfried Wiedner.....	76
Nathan Shihler.....	1 89	William Sauter.....	2 30
Sarah Pearson.....	65	Unknown man, "Jack".....	50
William Reid.....	2 30	Gustav Hollberg.....	84
Charles Heniz.....	2 96	Julius Gratzner.....	2 64
Dometri Sicola.....	60	Joseph Ratner.....	1 18
Jacob Kraus.....	1 49	Unknown man, 1891.....	2 19
John Haag.....	2 72		
Elias Blum.....	67		
James W. Smith.....			
		Total.....	\$52 28

Which was ordered on file.

The President laid before the Board the following communication from the County Clerk:

COUNTY CLERK'S OFFICE, NEW COUNTY COURT-HOUSE,
NEW YORK, October 3, 1892.

President JOHN H. V. ARNOLD, Board of Aldermen:

MY DEAR SIR—Inclosed please find list of names of Commissioners of Deeds whose terms of office expire during the present month.

Yours, respectfully,

WM. J. MCKENNA, Clerk.

Name.	Term expires.
Bostwick, Charles F.....	October 16, 1892.
Byrne, Bernard J.....	" 6, "
Burke, Joseph.....	" 21, "
Bollet, Frank.....	" 30, "
Christian, Lewis.....	" 14, "
Collins, Cornelius F.....	" 21, "
Callahan, Mary.....	" 21, "
Callahan, Eugene F.....	" 30, "
Dougherty, William A. C.....	" 16, "
Devine, Michael W., Jr.....	" 21, "
Friedman, Simon.....	" 21, "
Forst, Charles.....	" 21, "
Finn, Daniel E.....	" 30, "
Gilroy, Thomas F., Jr.....	" 21, "
Gompper, C. Louis.....	" 21, "
Gray, Thomas H.....	" 21, "
Groesser, William.....	" 21, "
Gutman, A. L.....	" 21, "
Glyn, Charles A.....	" 30, "
Hyatt, George E.....	" 20, "
Hershfield, Mitchell.....	" 20, "
Hawes, James W.....	" 6, "
Hayes, Joseph H.....	" 21, "
Hoegberg, Ed. William.....	" 6, "
Illwitzer, Henry W.....	" 21, "
Ingalls, John W.....	" 21, "
Jones, George W.....	" 21, "
Johnson, Alfred J.....	" 21, "
Jacobs, David.....	" 21, "
Koplik, Isador.....	" 16, "
Kennally, Nicholas F.....	" 21, "
Kelly, William H.....	" 21, "
Kurgman, Seymour P.....	" 30, "
Kaiser, Julius.....	" 30, "
Levy, Gabriel.....	" 14, "
Logan, Charles R.....	" 6, "
Levy, Abraham.....	" 21, "
Levy, Julius.....	" 21, "
Lorey, Albert C.....	" 6, "
McLaughlin, Thomas F.....	" 6, "
McGranahan, William J.....	" 21, "
Murphy, James.....	" 21, "
Meyer, T. A.....	" 21, "
Mayers, Augustus.....	" 21, "
Maurer, Henry.....	" 30, "
Miller, Henry F.....	" 30, "
Newman, Charles J.....	" 30, "
Piepenbring, Edward H.....	" 21, "
Quinn, Matthew.....	" 16, "
Randolph, F. E. F.....	" 21, "
Rothschild, Siegmund.....	" 21, "
Schampain, Israel M.....	" 6, "
Sherlock, Robert A.....	" 21, "
Schutz, Adam E.....	" 21, "
Swayze, Whitfield H.....	" 21, "
Schaeffer, Frank.....	" 30, "
Travis, Patrick J.....	" 30, "
Torney, John.....	" 6, "
Van Cott, William H.....	" 21, "
Westover, Cynthia M.....	" 21, "
Codey, Thomas.....	" 30, "

Which was referred to the Committee on Salaries and Offices.

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

OFFICE OF BOARD OF EXCISE,
No. 54 BOND STREET, CORNER BOWERY,
NEW YORK, October 3, 1892.

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

GENTLEMEN—The Board of Excise herewith transmit to you the application of Edward Ferrero for an additional license for the premises known as the Lenox Lyceum, and designated as No. 52 East Fifty-ninth street.

About two hundred applications for additional licenses have been made to the Board of Excise. They are being considered with reference to their location and the necessity that exists in each case, with the intention to transmit at one time to the Common Council all those that are granted by the Board of Excise up to a certain date. A large number will be ready to be so transmitted within the next few weeks.

The present application is made an exception, and is forwarded separately, for the reason that the Columbian Banquet has been arranged to take place at the Lenox Lyceum, and this license is necessary in order that no question shall arise if on that occasion the hall is desired to be kept open after 1 A. M.

The Board of Excise requests that if this license is approved by the Common Council it shall be returned to the Board of Excise with such approval on or before the 10th instant.

Respectfully,

JOSEPH KOCH, President.

OFFICE OF THE BOARD OF EXCISE OF THE CITY OF NEW YORK,
No. 54 BOND STREET,
NEW YORK, October 3, 1892.

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

GENTLEMEN—The Board of Excise of this city heretofore granted and issued to Edward Ferrero, as a saloon-keeper, a license to sell strong and spirituous liquors, wines, ale and beer, in quantities less than five gallons at a time, to be drunk on or off the licensed premises, which premises are situate and known as Lenox Lyceum, and designated as No. 52 East Fifty-ninth street. The license above mentioned expires on the 21st day of December, 1892, and the said Edward Ferrero has applied to the said Board of Excise for an additional license permitting the aforesaid licensed premises to remain open between the hours of one and five o'clock in the morning, and has complied with the requirements of the Excise Law in respect thereto; and, it appearing that public

necessity requires the granting of such additional license, the Board of Excise has granted the same to expire on the 21st day of December, 1892, and has fixed the fee thereof at the rate of \$100 for one year, or a proportionately less amount for a term less than one year, but the amount of such fee shall not be less than \$30.

The said additional license will be issued upon receiving said fee, provided the action of said Board of Excise in respect thereto be approved by your Honorable Body.

Herewith is transmitted the application and bond for said additional license. It is requested that they be returned to the Board of Excise, with notice of your action upon such application, as the said papers are required to be filed in the office of the Board of Excise.

Respectfully,

JOSEPH KOCH,

President of the Board of Excise of the City of New York.

Vice-President Noonan moved that the Board approve the action of the Excise Commissioners so that the additional license can be granted.

Alderman Mead moved as an amendment that the matter be referred to the Aldermanic Committee on Excise.

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

Which was decided in the negative by the following vote:

Affirmative—Aldermen Clancy, Flynn, Mead, O'Beirne, Charles Smith, and Tait—6.

Negative—The President, the Vice-President, Aldermen Cowie, Dooling, Harris, Hart, Martin, Morris, Murphy, Roche, Ryder, School, Van Cott, and Wund—14.

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

Which was decided in the affirmative by the following vote:

Affirmative—The President, the Vice-President, Aldermen Cowie, Dooling, Flynn, Harris, Hart, Martin, Morris, Murphy, Ryder, School, Van Cott, and Wund—14.

Negative—Aldermen Clancy, Mead, O'Beirne, Roche, Charles Smith, and Tait—6.

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

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, September 30, 1892.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 189 of the New York City Consolidation Act of 1882, I have the honor to transmit to you herewith a duplicate of my Departmental Estimate of the amounts required to conduct the public business under the charge of this Department for the year 1893.

Very respectfully,

THOS. F. GILROY, Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, September 30, 1892.

Hon. HUGH J. GRANT, Chairman of the Board of Estimate and Apportionment:

DEAR SIR—In compliance with section 189 of the New York City Consolidation Act of 1882, I have the honor to present the following estimate of the amounts required to conduct the public business under the charge of the Department of Public Works for the year 1893:

AQUEDUCT—REPAIRS, MAINTENANCE AND STRENGTHENING.

Final Estimate for 1892—	
General account.....	\$215,000 00
Salary account.....	27,850 00
Total.....	\$242,850 00

Departmental Estimate for 1893—	
General account.....	\$215,000 00
Salary account.....	28,260 00
Total.....	\$243,260 00

This appropriation is for the work and expense required for the care and maintenance of the two aqueducts, the reservoirs, dams and all structures connected with the Croton water supply from its sources to and including the distributing reservoirs in this city; the services and expenses connected with the policing of the streams, reservoirs, lakes and ponds in the Croton water-shed; the measures to detect and suppress or remove nuisances which contaminate the water, and the operation of the high-service pumping works which supply the high grounds beyond the reach of the direct service from the distributing reservoirs.

While this estimate makes no increase over the Final Estimate for 1892, there will be several additional demands upon this appropriation for the ensuing year. The high-service pumping engines will have to be operated with larger force to meet the rapidly increasing demand for high-service supply, caused by the rapid increase in population and buildings in the high-service districts, which will involve the consumption of more fuel. The double reservoir at Sodom will be transferred to the charge of this Department by the Aqueduct Commissioners, as well as some gate-houses, shafts and surrounding lands on New Aqueduct.

The increase in salary account in the present estimate over the Final Estimate for 1892 is only \$410, and merely covers the salaries of the present force for a full year, as follows:

1 Assistant Engineer.....	\$3,000 00
1 Clerk.....	2,000 00
2 Levelers, \$1,400 each.....	2,800 00
1 Rodman.....	1,200 00
1 Messenger.....	900 00
1 Keeper.....	\$1,400 00
1 Keeper.....	1,200 00
6 Keepers, \$1,000 each.....	6,000 00
2 Enginemen, \$1,500 each.....	3,000 00
1 Engineman.....	1,200 00
3 Enginemen, \$1,000 each.....	3,000 00
1 Mechanical Engineer.....	1,000 00
1 Inspector of Masonry, at \$30 per week.....	1,560 00
Total.....	\$28,260 00

PARAPET WALL AND RAILING AROUND OLD CENTRAL PARK RESERVOIR.

Final Estimate for 1892.....	\$4,000 00
Departmental Estimate for 1893.....	35,000 00

The Departmental Estimate for 1892 called for \$40,000 for the urgently necessary work of constructing a parapet wall around this reservoir, and placing an iron railing in the place of the present old and unsafe wooden fence. In the Final Estimate only \$4,000 was allowed for this work, and the amount of \$35,000 above estimated is required to complete the work.

BORING EXAMINATIONS FOR GRADING AND SEWER CONTRACTS.

Final Estimate for 1892.....	\$5,000 00
Departmental Estimate for 1893.....	5,000 00

This amount is necessary to make boring examinations to determine as nearly as possible, in advance, the relative quantities of earth and rock to be taken out in excavations for sewers and for grading contracts, and the quantities of filling required for street embankments in marshy ground, so as to obtain a proper basis for fairly balanced competitive bids for contracts. This is a work of very great importance to the city and to the property-owners who are assessed for grading and sewer works.

BOULEVARDS, ROADS AND AVENUES, MAINTENANCE OF.

Final Estimate for 1892—	
General account, including resurfacing Lenox avenue.....	\$130,000 00
Salary account.....	2,500 00
Total.....	\$132,500 00

Departmental Estimate for 1893—	
General account.....	\$90,000 00
Salary account.....	2,500 00
Total.....	\$92,500 00

I can only repeat the statement and argument made in preceding Departmental Estimates that, under the constantly increasing heavy business traffic to which the macadam roadways are subjected, and for which they were not originally designed and are ill adapted, they are wearing away very rapidly, and unless adequate means are provided for their maintenance and repairs they will be in alternate conditions of excessive dust and excessive mud, which are detrimental to public convenience and health in the districts which they traverse, and injurious to the surrounding property interests. Past experience has shown that any relaxation in the care and repair of these roadways, on account of inadequate means, results in their rapid destruction. Their gradual replacement with asphalt or other suitable pavements is an ultimate necessity, but while they remain the city should protect the vast interests involved by granting adequate means for their preservation. The above Departmental Estimate is a reduction of \$40,000 on the Final Estimate for 1892.

The estimate for salary account provides for the present salaries, viz.:

1 Clerk.....	\$1,500 00
1 Rodman.....	1,000 00
Total.....	\$2,500 00

BRONX RIVER WORKS—MAINTENANCE AND REPAIRS.

Final Estimate for 1892—	
General account.....	\$25,000 00
Salary account.....	2,400 00
Total.....	\$27,400 00

Departmental Estimate for 1893—	
General account.....	\$25,000 00
Salary account.....	2,400 00
Total.....	\$27,400 00

This estimate remains unchanged from the Final Estimates and appropriations for 1891 and 1892, and provides for the wages of the force now employed in the care and repairs of the Bronx river conduit and reservoirs, and the necessary tools, materials and supplies.

The estimate for salary account provides for:

1 Keeper at Kensico Reservoir.....	\$1,200 00
1 Keeper at Williamsbridge Reservoir.....	1,200 00
Total.....	\$2,400 00

CONTINGENCIES—DEPARTMENT OF PUBLIC WORKS.

Final Estimate for 1892.....	\$4,000 00
Departmental Estimate for 1893.....	4,000 00

This appropriation has remained unchanged for many years, and is required for traveling expenses of officers and employees on official duty where not applicable and chargeable to some special work or appropriation, and for postage, expressage, telegraphing and other incidental expenses.

FLAGGING SIDEWALKS AND FENCING VACANT LOTS IN FRONT OF CITY PROPERTY.

Final Estimate for 1892.....	\$2,000 00
Departmental Estimate for 1893.....	2,000 00

This amount is required to keep in proper order the sidewalks fronting on municipal buildings, markets, armories and other city property, and the iron railings on parapets surrounding the retaining-walls which support street terraces.

FOR NEW FIRE-HYDRANTS.

Final Estimate for 1892.....	\$5,000 00
Departmental Estimate for 1893.....	23,740 00

In response to requests from Commissioners of the Fire Department for the placing of additional fire-hydrants to increase the facilities for extinguishing fires, the sum of \$50,000 was appropriated in the Final Estimate of 1891. Before proceeding with this work the Department considered it necessary to obtain a new and improved style of hydrant which occasioned a considerable delay, so that at the close of the year but a small portion of the appropriation was expended. The requests of the Fire Commissioners for additional hydrants were renewed from time to time, and in my Departmental Estimate for 1892 I asked for \$30,000 to continue this work, which, however, in the Final Estimate, was reduced to \$5,000. In the course of the present year I transmitted to your Board two communications from the Commissioners of the Fire Department on this subject. The above estimate of \$23,740 provides for the purchase and placing of a sufficient number of new hydrants to make reasonable progress with this work.

FREE FLOATING BATHS.

Final Estimate for 1892—	
General account.....	\$18,000 00
Salary account.....	30,000 00
Total.....	\$48,000 00

Departmental Estimate for 1893—	
General account.....	\$18,000 00
Salary account.....	30,000 00
Total.....	\$48,000 00

The estimate for general account includes towage of the fifteen baths to and from their respective berths, storage in winter quarters, dock rent, repairs, painting, carpenter work, roofing, fuel, gas and general supplies, fixtures and utensils. The four oldest baths have been in use for fifteen and sixteen years respectively, and the submerged portions of these structures will require more than ordinary repairs to put them in proper and safe condition for the bathing season of 1893.

The estimate for salary account provides for the regular and necessary force in charge of the baths, as follows:

1 Foreman, 365 days, at \$5.....	\$1,825 00
1 Assistant Foreman, 365 days, at \$3.50.....	1,277 50
1 Carpenter, 313 days, at \$3.50.....	1,095 50
6 Male Attendants, 365 days, at \$3.....	6,570 00
41 Male Attendants, at \$2.50 per day, and 32 Female Attendants, at \$2 per day, for average bathing season of 115 days.....	19,232 00
Total.....	\$30,000 00

LAMPS AND GAS AND ELECTRIC LIGHTING.

Final Estimate for 1892—	
General account.....	\$804,900 00
Salary account.....	6,500 00
Total.....	\$811,400 00

Departmental Estimate for 1893—	
General account.....	\$832,925 00
Salary account.....	6,500 00
Total.....	\$839,425 00

The estimate for general account is based upon the present contract prices for lighting and maintaining the public gas lamps, electric lamps and naphtha lamps, and for gas light and electric light in public buildings and offices. It provides for an addition of 1,000 gas lamps in the course of the year 1893 in extending public lighting into new streets and districts, and for maintaining throughout the year 1,643 electric lamps, which will be in use on January 1, 1893. Whatever addition the Gas Commission may make to electric lighting would have to be provided for by adding to the above estimate.

The estimate for salary account remains unchanged, and provides for the following salaries:

1 Clerk.....	\$1,500 00
5 Inspectors of Lamps, \$1,000 each.....	5,000 00
Total.....	\$6,500 00

LAYING CROTON PIPES.

Final Estimate for 1892—	
General account.....	\$230,290 00
Salary account.....	19,710 00
Total.....	\$250,000 00

Departmental Estimate for 1893—	
General account.....	\$230,290 00
Salary account.....	19,710 00
Total.....	\$250,000 00

The total amount which can annually be expended in laying mains to extend the water service into new streets and districts, and to improve it in the densely populated and business portions of the city, is limited to \$250,000 by section 356 of the Consolidation Act, and the full amount has been appropriated and needed from year to year since the limitation was established. The growth of the city in the height and dimensions of new buildings in its older parts, and the erection of houses on new territory, require that this work be continued to the full limit of the appropriation.

The estimate for salary account remains unchanged, as follows:

1 Assistant Engineer.....	\$3,000 00
1 Leveler.....	1,200 00
1 Rodman.....	1,200 00
1 Rodman.....	1,000 00
1 Draughtsman, 350 days, at \$5.....	1,750 00
1 Superintendent of Pipe Yard.....	1,800 00
1 Inspector on Making Pipe, 320 days, at \$5.....	1,600 00
1 Inspector on Making Stop-cocks, etc., 320 days, at \$4.....	1,280 00
5 Inspectors on Laying Pipe, 320 days, at \$3.50.....	5,600 00
1 Inspector on Masonry, 320 days, at \$4.....	1,280 00
Total.....	\$19,710 00

PUBLIC BUILDINGS—CONSTRUCTION AND REPAIRS.

Final Estimate for 1892, with transfers.....	\$107,500 00
Departmental Estimate for 1893.....	85,000 00

The reduction of \$22,500 in the above estimate from the amount appropriated for the current year can be made in consequence of the completion of several large and special works of repairs and improvements to public buildings. The calls for repairs to the many buildings under the charge of this Department, including the markets and armories, are constant and extensive, and the above amount is required for the necessary work, materials and supplies.

PUBLIC DRINKING-HYDRANTS.

Final Estimate for 1892—	
General account.....	\$2,000 00
Salary account.....	1,200 00
Total.....	\$3,200 00

Departmental Estimate for 1893—	
General account.....	\$2,000 00
Salary account.....	1,200 00
Total.....	\$3,200 00

The appropriation of only \$2,000 for this year is barely sufficient for the repairs of the public drinking-hydrants now in use, leaving no margin whatever for the purchase and placing of additional hydrants and fountains. Although there are now on file a large number of unexecuted resolutions of the Common Council for additional hydrants and fountains, I have considered it best not to increase the present estimate over the appropriation for this year.

The estimate of \$1,200 for salary account is for the salary of one Inspector to look after the hydrants and inspect the work of repairing them.

REMOVING OBSTRUCTIONS IN STREETS AND AVENUES.

Final Estimate for 1892—	
General account.....	\$42,000 00
Salary account.....	7,800 00
Total.....	\$49,800 00

Departmental Estimate for 1893—	
General account.....	\$30,000 00
Salary account.....	8,100 00
Total.....	\$38,100 00

The Bureau of Incumbrances is required to look after and cause the removal of obstructions on streets, sidewalks and highways over the entire territory of the city, and the labor and services required in the performance of this work are increasing in proportion to the growth of the city in population, buildings and business. The work of removing overhead electric wires and carrying poles is not yet completed and must be continued.

The full amount estimated for general account, which is \$12,000 less than this year's appropriation, is, therefore, needed for this important work.

The estimate for salary account provides for the salaries of the present force, viz.:

1 Clerk.....	\$1,500 00
1 Inspector.....	1,200 00
5 Inspectors, \$900 each.....	4,500 00
1 Keeper of Corporation Yard.....	900 00
Total.....	\$8,100 00

REPAIRING AND RENEWAL OF PIPES, STOP-COCKS, ETC.

Final Estimate for 1892.....	\$215,000 00
Departmental Estimate for 1893.....	215,000 00

This appropriation is for all the labor and material required to maintain in good working order the entire system for distributing the City's water supply, and no work under the charge of this Department is of greater or more vital importance to the entire population. On the first of January next the system will comprise over 710 miles of water-mains of sizes varying from 6 inches to 48 inches in diameter, with over 7,300 stop-cocks and over 9,000 fire-hydrants. In the course of the year 1893, the water service will be extended and improved by the addition of at least 25 miles of water-mains and a proportionate number of stop-cocks and fire-hydrants. The demand for work and materials for this service is not only naturally increased from year to year by the growth of the city and the corresponding extension of the water service, but also by the gradual wear and deterioration of the older mains and fixtures, especially those contiguous to the water-front, and in contact with salt water, and by the multiplication and extension of underground structures for electric conduits, gas and steam service, and cable railways, which traverse and interlace the distributing system. A further additional demand on this appropriation arises from the necessity of relaying miles of water-mains in the Twenty-third and Twenty-fourth Wards in consequence of the regrading of streets, avenues and roads. It will readily be seen, therefore, that the above estimate, which makes no increase over the appropriation for this year cannot be reduced without impairing and endangering the safety and efficiency of the water service.

REPAIRS AND RENEWALS OF PAVEMENTS AND REGRAIDING.

Final Estimate for 1892—	
General account.....	\$350,000 00
Salary account.....	17,000 00
Total.....	\$367,000 00

Departmental Estimate for 1893—	
General account.....	\$300,000 00
Salary account.....	17,000 00
Total.....	\$317,000 00

The necessity of making adequate provision for the prompt and effective repair of all defects in pavements so as to secure good surface drainage and prevent accumulations of surface water and street filth has never been more apparent than at the present time. This work is one of the vita

elements of proper sanitation, and should, therefore, not be allowed to fall into neglect through insufficient appropriation. With the amount above estimated, which is \$50,000 less than the appropriation for this year, the Department expects to be able to keep the City's pavements in reasonably good condition.

The estimate for salary account provides for the following salaries:

1 General Inspector	\$2,750 00
1 Clerk	1,800 00
1 Inspector, 312 days at \$4.50	1,404 00
Inspectors at \$3.50 per day, varying in number according to season and amount of work; aggregate time, 3,156 days.....	11,046 00
Total.	\$17,000 00

REPAVING STREETS AND AVENUES.

Final Estimate for 1892—	
General account.....	\$350,000 00
Salary account.....	13,000 00
Total.	\$363,000 00

Departmental Estimate for 1893—	
General account.....	\$300,000 00
Salary account.....	13,000 00
Total.	\$313,000 00

A reduction of \$50,000 is also made in this estimate from the appropriation for 1892, and I believe the Board of Estimate and Apportionment will concur in my view that to this extent the work of replacing our worn out and obsolete pavement, which has proved so beneficial and popular, should be continued.

The estimate for salary account provides for the following salaries:

1 Clerk	\$1,800 00
2 General Inspectors, \$1,500 each.....	3,000 00
Inspectors on contract work, at \$3.50 per day, varying in number according to season and amount of work; aggregate time, 2,343 days.....	8,200 00
Total.	\$13,000 00

ROADS, STREETS AND AVENUES UNPAVED—MAINTENANCE AND SPRINKLING.

Final Estimate for 1892.	\$30,000 00
Departmental Estimate for 1893.	30,000 00

This appropriation is required for the maintenance and repairs of the unpaved streets and country roads in the upper part of the city, where in many localities they are the only means of communication, and are more extensively used for public travel from year to year. Unpaved roadways are subject to frequent and extensive damage by storms which must be promptly repaired to prevent destruction. The more frequented roads are surfaced with broken stone and screenings, and are sprinkled in dry weather to prevent excessive dust. The above amount is necessary to keep these roads and the unpaved streets in fair condition.

SALARIES—DEPARTMENT OF PUBLIC WORKS.

Final Estimate for 1892.	\$95,000 00
Departmental Estimate for 1893.	95,000 00

This appropriation is for the salaries of the Commissioner, Deputy Commissioner, Chief Clerk, Heads of Bureaux and the regular Clerks and Messengers whose services are not directly chargeable to some specific work or appropriation. Notwithstanding the natural and continuous increase in the executive and clerical work of the Department proportionate to the growth and development of the City and its public improvements, the appropriation has remained unchanged for a number of years and no increase is asked. It provides for the following salaries:

Commissioner.....	\$8,000 00
Deputy Commissioner.....	6,000 00
Chief Clerk	4,800 00
General Bookkeeper.....	4,000 00
Corresponding Clerk.....	3,000 00
Contract Clerk	2,500 00
Chief Engineer of Croton Aqueduct.....	7,000 00
Water Register.....	4,000 00
Water Purveyor	3,000 00
5 Heads of Bureaux, \$2,750 each.....	13,750 00
Clerk and Typewriter.....	2,000 00
Stenographer.....	1,200 00
2 Clerks, \$2,000 each.....	4,000 00
1 Clerk.....	1,800 00
1 Cashier of Water Rents.....	2,500 00
1 Assistant Cashier or Water Rents	1,800 00
9 Clerks, \$1,500 each.....	13,500 00
4 Clerks, \$1,200 each.....	4,800 00
2 Clerks, \$1,000 each.....	2,000 00
1 Map Clerk.....	1,000 00
2 Messengers, \$1,200 each.....	2,400 00
1 Inspector of Vaults.....	1,800 00
Total.	\$94,850 00

SALARIES OF ENGINEERS, CLERKS, INSPECTORS AND MEASURERS.

Final Estimate for 1892.	\$58,000 00
Departmental Estimate for 1893.	62,000 00

This appropriation is for the salaries of the First Assistant Engineer of the Croton Aqueduct, who has special charge of the system for distributing the water supply; the clerks employed on accounts of expenditures, and on water-meter accounts, which include charges for furnishing and setting meters and charges for water supplied through meters; the Inspectors on placing and repairing meters; the Inspectors who take the indices of meters; the Inspectors who make house visitations to detect and prevent waste of water, and the Measurers who take the measurements of buildings, character of occupancy and other conditions which regulate the charges for water-supply.

The present estimate is the same as my Departmental Estimate for 1892, in which I set forth the necessity of increasing the force of clerks and inspectors on water-meter accounts, in order to have prompt readings of the meter indices at stated periods and prompt rendition of the bills, which cannot be accomplished with the present limit of force and appropriation. On July 1st ultimo there were 24,870 water-meters in use, and over 2,000 additional meters are placed annually. I cannot, therefore, too strongly impress upon your Board the necessity of appropriating the full amount of this estimate.

The following are the salaries included in the estimate:

1 First Assistant Engineer.....	\$5,000 00
1 Clerk.....	2,000 00
4 Clerks, \$1,500 each.....	6,000 00
3 Clerks, \$1,200 each.....	3,600 00
3 Clerks, \$1,000 each.....	3,000 00
5 Measurers, \$1,000 each.....	5,000 00
1 General Inspector.....	1,500 00
1 General Inspector on Setting Meters, 322 days, at \$5.....	1,610 00
1 Inspector of Meters, 322 days, at \$4.....	1,288 00
1 Inspector of Meters, 322 days, at \$3.50.....	1,127 00
25 Inspectors of Meters, 322 days, at \$3.....	24,150 00
8 Inspectors of Waste, 322 days, at \$3.....	7,728 00
Total.	\$62,003 00

SEWERS—REPAIRING AND CLEANING.

Final Estimate for 1892—	
General account.....	\$115,000 00
Salary account.....	10,000 00
Total.	\$125,000 00

Departmental Estimate for 1893—

General account.....	\$115,000 00
Salary account.....	10,000 00
Total.	\$125,000 00

The appropriation for 1892 and the present estimate of \$115,000 for general account are the lowest that have been made since 1886, while, in the meantime, the sewerage system has been extended by building 35 miles of additional sewers and about 300 additional receiving-basins, and making it at the present time 445 miles of sewers, with 5,317 receiving-basins. From the appropriation has to be met, not only the expense of cleaning the sewers and basins of deposits and the ordinary repairs, but also the gradual reconstruction of the old and defective sewers in the lower part of the city, which is necessary to insure permanent improvement. The importance in a sanitary point of view of keeping the sewerage system in thoroughly effective condition by prompt repairs, reconstruction and cleansing whenever necessary, cannot be over estimated, and the appropriation cannot be curtailed without detriment to the system and danger to the public health.

The estimate for salary account provides for the present force, consisting of:

1 Permit Clerk.....	\$1,800 00
1 General Inspector of Sewer Repairs.....	2,000 00
5 Inspectors of Sewer Connections, aggregate time, 1,550 days at \$4.....	6,200 00
Total.	\$10,000 00

SEWERAGE SYSTEM—SALARIES.

Final Estimate for 1892.	\$8,400 00
Departmental Estimate for 1893.	8,400 00

This appropriation, which has remained unchanged for several years, is required to pay the services of the officials while engaged on surveys and plans for the extension, improvement and management of the general sewerage system, and provides for the following salaries:

Engineer in Charge of Sewers, half-time.....	\$2,400 00
1 Clerk.....	1,500 00
1 Leveller.....	1,200 00
2 Draughtsmen, \$1,200 each.....	2,400 00
1 Messenger.....	900 00
Total.	\$8,400 00

STREET IMPROVEMENTS—FOR SURVEYING, MONUMENTING, ETC.

Final Estimate for 1892.	\$3,000 00
Departmental Estimate for 1893.	3,000 00

This amount, which has been annually appropriated for a number of years, is needed for the expense of replacing obliterated or displaced monuments, showing street lines and grades, making examinations and surveys for allotment of house numbers and serving notices to place and use correct house numbers.

SUPPLIES FOR AND CLEANING PUBLIC OFFICES.

Final Estimate for 1892—	
General account.....	\$139,250 00
Salary account.....	18,920 00
Total.	\$158,170 00

Departmental Estimate for 1893—	
General account.....	\$139,250 00
Salary account.....	21,720 00
Total.	\$160,970 00

The estimate for general account, which is the same as the appropriation for this year, is for the wages of the Firemen and Cleaners employed in the public offices and courts which are under the care of this Department, and for fuel, steam-heating, furniture, carpets, window awnings and shades, ice, law books, directories, telephone service and general office supplies for the various offices and courts. The full amount of the estimate is required to enable the Department to keep the offices and courts properly cleaned, furnished and supplied.

The estimate for salary account calls for an increase of \$2,800, which is required for the salaries of a Janitor, a Steam Engineer and an Elevator Attendant in the New Harlem Court-house, which will be completed and ready for occupancy at the close of this year. It provides for the following salaries:

1 Clerk.....	\$1,800 00
2 Janitors, \$1,200 each.....	2,400 00
1 Janitor.....	1,100 00
1 Janitor.....	1,000 00
4 Janitors, \$900 each.....	3,600 00
1 Janitor.....	800 00
2 Janitors, \$750 each.....	1,500 00
3 Steam Engineers, \$1,000 each.....	3,000 00
3 Steam Engineers, \$600 each.....	2,700 00
2 Watchmen, \$800 each.....	1,600 00
2 Elevator Attendants, \$600 each.....	1,200 00
1 Matron, New Court-house.....	600 00
1 Attendant in Governor's Room.....	420 00
Total.	\$21,720 00

SUPPLYING WATER TO SHIPPING AND FOR BUILDING PURPOSES—SALARIES.

Final Estimate for 1892.	\$10,000 00
Departmental Estimate for 1893.	10,000 00

This appropriation and estimate have remained unchanged for a number of years, and the amount called for is required for the salaries of the force employed to keep the accounts and make inspections to insure to the City the full revenue from water used by vessels in the port and in the erection or alteration of buildings. The following are the salaries provided for:

2 Clerks, \$1,500 each.....	\$3,000 00
1 Messenger.....	900 00
1 Inspector, 360 days, at \$4.....	1,440 00
5 Inspectors, aggregate time, 1,554 days, at \$3.....	4,660 00
Total.	\$10,000 00

SURVEYS, MAPS, ETC., FOR STREET OPENINGS AND NEW STREETS—SALARIES.

Final Estimate for 1892.	\$7,100 00
Departmental Estimate for 1893.	7,600 00

This amount is required for the salaries of the Assistant Engineer and the Draughtsmen engaged in making the surveys and maps for laying-out new streets, parks and places, and for the legal proceedings to acquire title to the same. The increase of \$500 over the appropriation for 1892 is to be applied to increasing the salary of the Assistant Engineer in charge. The salaries included in the estimate are:

Assistant Engineer in Charge.....	\$4,000 00
3 Draughtsmen, at \$1,200 each.....	3,600 00
Total.	\$7,600 00

WATER SUPPLY FOR THE TWENTY-FOURTH WARD.

Final Estimate for 1892—	
General account.....	\$5,000 00
Salary account.....	1,200 00
Total.	\$6,200 00

Departmental Estimate for 1893—	
General account.....	\$6,500 00
Salary account.....	1,200 00
Total.	\$7,700 00

The high grounds in the Twenty-fourth Ward which are above the elevation of the Croton water-supply are supplied under contract with the City of Yonkers, payment being made to that city by meter measurement of the water supplied and used. The increase in the number of houses built and required to be supplied with water in that district makes the increase of \$1,500 in the general account, called for in this estimate, necessary.

The estimate of \$1,200 for salary account is for the salary of one Inspector who looks after this water service, and takes the indices of the meters.

WELLS AND PUMPS—REPAIRING AND CLEANING.

Final Estimate for 1892	\$250 00
Departmental Estimate for 1893	250 00

The small amount of this estimate is required to keep in order the public wells and pumps which are still in use in places to which the regular water supply has not yet been extended.

FOR REMOVAL OF OLD GATE-HOUSE AT TENTH AVENUE AND ONE HUNDRED AND NINETEENTH STREET, AND CONSTRUCTION OF NEW GATE-HOUSE AND CONNECTIONS.

Departmental Estimate for 1893	\$65,000 00
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This old gate-house, which was built at the time of, and in connection with, the construction of the Old Aqueduct, about 45 years ago, stands in the centre of Tenth or Amsterdam avenue, where it has for years been an eye-sore and a detriment to surrounding property, and is now becoming a very serious obstruction, as public travel on the avenue increases with the advancement of public and private improvements in that section of the city. The necessity of removing it was recognized as far back as 1874, when the city bought land at the southeast corner of the avenue and One Hundred and Nineteenth street, for a new gate-house in place of the old one, but no appropriation has since been made for the actual removal of the old structure and the building of a new one with necessary connections. The amount of the above estimate is required for this urgently necessary work.

I append hereto a tabular statement, showing the Final Estimate and transfers for the several appropriations for 1892, and this Departmental Estimate for 1893.

It will be seen that while the estimate has been necessarily and unavoidably increased in the following items, viz., \$31,000 for parapet wall and railing on the old Central Park Reservoir; \$18,740 for additional fire-hydrants called for by the Fire Department; \$28,025 for extending street lighting into new streets and districts, and \$65,000 for the removal of the old gate-house on Tenth avenue, and the construction of a new one—aggregating \$142,765, the total amount of the estimate shows a reduction of \$31,025 from the total Final Estimate and appropriations for 1892.

Very respectfully,

THOS. F. GILROY, Commissioner of Public Works.

Which was referred to the Committee on Finance.

The President laid before the Board the following communication from the Board of Education:

BOARD OF EDUCATION, No. 146 GRAND STREET, }
NEW YORK, September 30, 1892.

Hon. JOHN H. V. ARNOLD, President, Board of Aldermen:

SIR—As required by law, I send herewith copies of estimates of amount of money which will be required for the support of the Normal College and College of the City of New York during the year 1893, as adopted by the Board of Trustees of said colleges at a meeting held September 28, 1892.

Very respectfully,

ARTHUR McMULLIN, Secretary.

OFFICE OF THE BOARD OF TRUSTEES,
NORMAL COLLEGE, CITY OF NEW YORK, }
September 30, 1892.

(In the Board of Trustees, September 28, 1892.)

To the Board of Estimate and Apportionment:

The Trustees of the Normal College of the City of New York, pursuant to the provisions of chapter 580, section 5, Laws of 1888, hereby report to your Honorable Body, that they will require for the payment of salaries of Professors, Officers and others of the College, for obtaining and furnishing scientific apparatus, books for the students and all other necessary supplies therefor, for repairing and altering the College buildings, and for the support, maintenance and general expenses of said College, for the year 1893, the sum of one hundred and twenty-five thousand dollars (\$125,000).

(Extract from the minutes.)

ARTHUR McMULLIN, Secretary.

OFFICE BOARD OF TRUSTEES,
COLLEGE OF THE CITY OF NEW YORK, }
September 30, 1892.

(In Board of Trustees, September 28, 1892.)

To the Board of Estimate and Apportionment:

The Trustees of the College of the City of New York, pursuant to the provisions of section 1059, New York Consolidation Act of 1882, hereby report to your Honorable Body, that they will require for the payment of salaries of Professors, Tutors and others of said College, for obtaining and furnishing scientific apparatus, books for the students, and all other necessary supplies therefor; for repairing and altering the College buildings, and for the maintenance and general expenses of said College for the year 1893, the sum of one hundred and fifty thousand dollars (\$150,000).

(Extract from the minutes.)

ARTHUR McMULLIN, Secretary.

Which was referred to the Committee on Finance.

The President laid before the Board the following communication from the Board of City Record:

OFFICE OF THE CITY RECORD,
No. 2 CITY HALL, }
NEW YORK, September 30, 1892.

Hon. MICHAEL F. BLAKE, Clerk, Board of Aldermen:

SIR—Pursuant to section 189 of the Consolidation Act (chapter 410, Laws of 1882), I send you a copy of the estimate, made by the Mayor, Counsel to the Corporation and Commissioner of Public Works, of the appropriations needed for the purposes of the Bureau of the City Record during the year 1893.

Respectfully yours,

WM. J. K. KENNY, Supervisor, City Record.

NEW YORK, September 23, 1892.

To the Honorable the Mayor, Counsel to the Corporation and Commissioner of Public Works:

GENTLEMEN—I have delayed making a statement of the affairs of this bureau, on which you might base your estimate of the appropriations necessary for it for the year 1893, because, until now, there were several large jobs of printing unfinished and I wished to include their cost in my report.

Your appropriation for "Publication of the CITY RECORD" during the current year is \$70,000. Up to September 1, \$41,657.94 had been expended, leaving a remainder of \$28,342.06 for the last four months of the year. Of this remainder about \$10,000 will be required for the publication of the names of registered voters in November, and \$2,000 for the statement of the canvass of votes in December. These publications cost \$8,384.80 and \$1,299.99 respectively, last year. This year there will undoubtedly be a great increase in registry, and sheets will have to be printed for thirty Assembly districts, instead of twenty-four, as in 1891. The canvass statement will be larger this year because of the voting for Presidential Electors. Deducting \$12,000 as the estimated cost of the registry and canvass from the present remainder of \$28,342.06 there is left \$16,342.06 for the publication of the CITY RECORD proper during four months. It cost \$16,161.61 during the last four months of 1891. By care in making-up the paper daily this sum will be made sufficient. The appropriation for 1893 should be the same as that for this year, viz., \$70,000.

Your appropriation for "Printing, Stationery and Blank Books" this year is \$171,000, out of which has been paid \$97,248.39, as follows:

Alexander Agar (contract for blotting paper)	\$631 25
John F. Hahn (contract for printing)	430 26
Philip Harnischfeger (contract for lithographing)	660 00
M. Schlesinger & Brother (contract for printing)	1,774 66
L. W. Ahrens, Stationery and Printing Company (contract for blank books, etc.)	1,576 95
Manhattan Supply Company (contract for stationery)	4,065 16
L. W. Ahrens Stationery and Printing Company (contract for stationery)	25,099 95
William P. Mitchell (contract for printing, etc., Health Department indexes)	3,637 92
Law Journal (contract for publishing calendars)	2,666 64

Special requisition orders	\$49,630 60
Salaries of Expressman, Messenger and seven Bookbinders	7,075 00
Total	\$97,248 39

This leaves a remainder of \$79,751.61, out of which are to be paid—

M. B. Brown (contract for printing)	\$28,215 16
M. B. Brown (contract for books)	34,879 24
William P. Mitchell (contract for Health Board indexes, July to December)	3,600 00
Law Journal (contract for publishing calendars)	1,333 32
Fire Alarm Notice Cards ("Copy" not yet ready)	2,030 00
Salaries of Expressman, Messenger and six Bookbinders	3,200 00

Amounting to	\$73,227 72
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The sum available for the remainder of the year, to pay all charges, is, therefore, \$6,523.89, which may be increased to about \$7,000 by reductions in contract bills and open order bills. There are outstanding orders representing about \$3,000, so that the sum really available from now until January 1 is about \$4,000. By great care this may be made sufficient.

It is not possible for me, or any other person, to estimate exactly the annual cost of running this bureau. Its work is subject to the variations in business of every department it supplies, and also to the changes made annually by the Legislature of the State. In addition to the matters contemplated at the time its appropriation was made, it has supplied the Street Cleaning Department with extra blanks, official paper, and books, made necessary by the legislative reorganization of that department; it has furnished articles to the new Building Department; it has given the District Attorney many thousands of extra blanks required under the operation of the new Excise Law and new acts affecting the forms of indictment, and for the special term of the Court of Oyer and Terminer; it has amended the blanks used by the Department of Taxes, in accordance with a new statute; it has provided the Department of Public Works with forms of contract and estimate for \$1,000,000 worth of paving done under an act passed by the latest Legislature; it has furnished the Health Department with half a million circulars of various kinds to inform the public respecting the cholera. And it has done its work at a cost far below the sum that used to be necessary.

In 1888 the appropriation for "Printing, Stationery and Blank Books" was \$160,000. At the end of that year there was a deficiency of \$73,000, so that the real cost was apparently \$233,000. To do in this year the same work done in 1888, but with the system of contracts, instead of orders, you have only \$146,340. Your real appropriation, exclusive of \$2,000 set apart by the Board of Estimate at the request of the Fire Commissioners, is \$175,000, but to be deducted from it, for the purpose of comparison, is the cost of work not done in 1888, viz.: for the Commissioner of Street Improvements, \$12,360.42; the Sheriff, \$1,600; the Health Department (indexes to vital statistics), \$7,200; the Department of Public Works (paving under the Million Dollar Act), \$4,500; and the work made necessary by other recent legislation and the advent of the cholera, \$3,000—Total, \$28,660.42. The deficiency of \$73,000 found at the end of 1888 was not caused altogether in that year. It represented three years, so that the annual average deficiency was about \$25,000, and the appropriation for 1888 should have been \$185,000 instead of \$160,000. Your saving is represented, therefore, by the difference between \$185,000 and \$146,340, or \$38,660. And, in this, no account is made of the annual increase in the quantity of supplies needed by the departments, which has been figured by my predecessors as represented by \$14,000. The deduction of this sum would show your comparative expenditure to be only \$132,340, or about the sum on which I based the first estimate I made for you, and your annual saving to be \$52,660.

What you will need for the year 1893 is at least \$188,800. This will represent an increase of \$11,800 over the appropriation of this year, divided as follows: Department of Public Works \$4,500 for paving under the act of 1892, and \$1,400 for 28 big ledgers which Commissioner Gilroy will need in the reorganization of the Water Meter branch of his department; new Department of Buildings, \$2,000; new calendar for the Supreme Court, \$1,400; and \$4,500 for the increased needs of the reorganized Street Cleaning Department, an enlarged Board of Aldermen, a new Surrogate, a new Police Court and the Fire Department. The Fire Department wants a new alarm-book, which is a difficult typographical job, and will cost about \$3,000.

Following is a statement of the several appropriations necessary:

Publication of the CITY RECORD, including the preparation and printing of the Registry of Voters, an arrearage of \$55 in 1891, and any arrearage that may appear in the appropriation of 1892	\$70,000 00
Printing, Stationery and Blank Books—	
(1) For all printing, stationery and blank books needed by the Common Council and the departments and offices of the City Government, and the Courts, excepting the printing of the CITY RECORD, and printing and books covered by items 2, 3, 4, 5, 6 and 7 below, and including the cost of publishing the calendars of the Courts, under chapter 656, Laws of 1874, and for such arrearages as can be settled without litigation	\$175,000 00
(2) For specifications, etc., for Department of Public Works, for paving under the Act of 1892	4,500 00
(3) For twenty-eight ledgers for the reorganized Water Meter Branch of the Department of Public Works	1,400 00
(4) For books and forms for new Department of Buildings	2,000 00
(5) For printing new calendar for the Supreme Court	1,400 00
(6) For additional printing, lithographing and books for reorganized Department of Street Cleaning, the enlarged Board of Aldermen, the additional Surrogate, and a new Police Court, and for printing special circulars for the several Departments	1,500 00
(7) For new Alarm Book for Fire Department	3,000 00
CITY RECORD—Salaries and Contingencies	9,200 00
Amounting to	\$268,000 00

Respectfully submitted,

WM. J. K. KENNY, Supervisor, City Record.

Which was referred to the Committee on Finance.

The President laid before the Board the following communications from the Courts of Oyer and Terminer and General Sessions:

COURT OF OYER AND TERMINER AND COURT OF GENERAL SESSIONS OF THE PEACE, }
CITY AND COUNTY OF NEW YORK,
CLERK'S OFFICE, September 10, 1892.

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

GENTLEMEN—I herewith transmit a duplicate of the yearly estimate for 1893, which has been sent to the Board of Estimate and Apportionment:

JUDGES.

	Salary per annum.
Frederick Smyth, Recorder	\$12,000 00
City Judge	12,000 00
Randolph B. Martine, Judge	12,000 00
James Fitzgerald, Judge	12,000 00
	\$48,000 00

CLERKS, STENOGRAPHERS, INTERPRETERS AND WARDEN.

John F. Carroll, Clerk, General Sessions and Oyer and Terminer	\$7,000 00
Edward J. Hall, Deputy Clerk, "	5,000 00
William N. Penney, Assistant Clerk	3,000 00
James P. Davenport, Additional Deputy Clerk	2,500 00
Albert Eliench, "	2,500 00
Henry Welsh, "	2,500 00
John Birmingham, Warden, Grand Jury	2,000 00
William Anderson, Stenographer	2,500 00
Frank S. Beard, "	2,500 00
Peter P. McLoughlin, "	2,500 00
Philip Dollin, Interpreter	2,500 00
Hannibal G. Cutugno, Interpreter	2,000 00
	\$36,500 00

Fees of Stenographers of the Court of General Sessions (chapter 81, Laws 1888, and chapter 379, Laws 1889)—estimate

\$5,000 00

Pay of Grand and Petit Jurors—estimate

\$40,000 00

ATTENDANTS.

	Salary per annum.
William Colligan, No. 225 Henry street.....	\$1,200 00
Richard Cullen, No. 329 East Eighty-second street.....	1,200 00
Lawrence A. Curry, No. 146 East Eighty-first street.....	1,200 00
Charles Knight, No. 295 Broome street.....	1,200 00
William J. McNeill, No. 161 West Thirty-first street.....	1,200 00
Thomas F. Morris, No. 702 East One Hundred and Thirty-fifth street.....	1,200 00
Patrick Myhan, No. 402 Second avenue.....	1,200 00
Eilert Miller, No. 209 East One Hundred and Fourteenth street.....	1,200 00
John S. Phillips, No. 281 East Tenth street.....	1,200 00
Darius B. Scofield, No. 68 Barrow street.....	1,200 00
Peter Seaman, No. 353 West Sixteenth street.....	1,200 00
Moses Weil, No. 309 East Fourth street.....	1,200 00
Frederick Aldridge, No. 23 Lawrence street.....	1,000 00
Sylvester Bennett, No. 315 West Thirty-fourth street.....	1,000 00
Thomas Booth, No. 353 East Fifty-third street.....	1,000 00
Thomas J. Collier, 82 Clinton place.....	1,000 00
John Clune, No. 360 West Forty-second street.....	1,000 00
Richard Dougherty, No. 244 West Twentieth street.....	1,000 00
Patrick Daly, No. 107 West Forty-sixth street.....	1,000 00
John J. Gillen, No. 313 Broome street.....	1,000 00
Frank P. Glenman, One Hundred and Twenty-fifth street and Columbus avenue.....	1,000 00
David Heilferty, No. 928 Eighth avenue.....	1,000 00
John H. Hart, No. 344 First avenue.....	1,000 00
John F. Kelly, No. 247 West Eleventh street.....	1,000 00
Michael Looney, No. 61 Gouverneur street.....	1,000 00
John Miller, No. 299 West Eighteenth street.....	1,000 00
Peter W. Maguire, No. 16 East Forty-seventh street.....	1,000 00
Martin J. McInerney, Tompkins and Rivington streets.....	1,000 00
Richard McLaughlin, No. 179 Cherry street.....	1,000 00
John M. Oakford, No. 31 West Eleventh street.....	1,000 00
Patrick J. O'Brien, No. 204 Clinton street.....	1,000 00
Patrick O'Brien, No. 110 East Eighty-seventh street.....	1,000 00
Michael C. O'Beirne, No. 307 East Thirty-seventh street.....	1,000 00
Peter Rush, No. 105 East Fifty-fifth street.....	1,000 00
Louis Schmoll, No. 470 East Houston street.....	1,000 00
John J. Slater, No. 403 East Seventy-ninth street.....	1,000 00
Henry Trott, No. 153 Courlandt avenue.....	1,000 00
Peter Tighe, No. 253 Mulberry street.....	1,000 00
Charles Wund, No. 162 East Thirty-third street.....	1,000 00
Alfred Walker, No. 62 First avenue.....	1,000 00
	\$42,400 00

Peter Rush and Alfred Walker were appointed Attendants at a yearly salary of \$1,000 each, in place of Robert Lindsey, deceased, and Henry C. Patterson, resigned, whose salaries were \$1,200 each, making a reduction of \$400.

RECAPITULATION.

Judges.....	\$48,000 00
Clerks, Stenographers, Interpreters and Warden.....	36,500 00
Attendants.....	42,400 00
Jurors' fees.....	40,000 00
Stenographers' fees.....	5,000 00
	\$171,900 00

Respectfully submitted,

JOHN F. CARROLL, Clerk of Court.

Which was referred to the Committee on Finance.

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

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

The Honorable Board of Aldermen of the City of New York:

GENTLEMEN—I have the honor to forward herewith a copy of the Departmental Estimate of the Police Department for the year 1893, in pursuance of the following resolution, adopted at a meeting of the Board of Police, held September 27, 1892:

Resolved, That the Departmental Estimate of the amount required to pay the expenses of the Police Department for the year 1893 be approved and forwarded to the Board of Estimate and Apportionment and a copy of the same to the Board of Aldermen.

Very respectfully,

WM. H. KIPP, Chief Clerk.

DEPARTMENTAL ESTIMATE OF THE POLICE DEPARTMENT OF THE CITY OF NEW YORK OF THE AMOUNT REQUIRED FOR EXPENSES FOR THE YEAR 1893.

	AMOUNT REQUIRED FOR 1893.	AMOUNT ALLOWED FOR 1892.	INCREASE.	DECREASE.
<i>Police Fund—For Salaries of Commissioners, Superintendent, Inspectors, Surgeons, Captains, Sergeants, Roundsmen, Patrolmen, Doormen and Detective Sergeants, as follows:</i>				
Salaries of Commissioners of Police.....	\$20,000 00	\$20,000 00		
Salary of Superintendent of Police.....	6,000 00	6,000 00		
Salary of Chief Inspector of Police.....	5,000 00	5,000 00		
Salaries of 3 Inspectors of Police, \$3,500 each.....	10,500 00	10,500 00		
Salaries of 19 Surgeons of Police, \$2,250 each.....	42,750 00	33,750 00	\$9,000 00	
Salaries of 38 Captains of Police, \$2,750 each.....	104,500 00	103,125 00	1,375 00	
Salaries of 169 Sergeants of Police, \$2,000 each.....	338,000 00	330,000 00	8,000 00	
Salaries of 176 Roundsmen of Police, \$1,300 each.....	228,800 00	223,600 00	5,200 00	
Salaries of 3,237 Patrolmen of Police, \$1,000, \$1,100 and \$1,200 per annum.....	3,830,496 04	3,647,043 96	183,452 08	
Salaries of 82 Doormen of Police, \$1,000 each.....	82,000 00	81,000 00	1,000 00	
Salaries of 40 Detective Sergeants, \$2,000 each.....	80,000 00	80,000 00		
Salaries of 100 Patrolmen of Police, increase of force.....	50,000 00	50,000 00		
	\$4,798,046 04	\$4,390,018 96	\$208,027 08	
For 1892—1 additional Captain, six months' pay allowed; 4 additional Sergeants, six months' pay allowed; 1 Sergeant from Street Cleaning Department, in pursuance of chapter 269, Laws of 1892; 57 Patrolmen from Street Cleaning Department, in pursuance of chapter 269, Laws of 1892; 100 additional Patrolmen added to the force; 2 additional Doormen, six months' pay allowed.				
NOTE—The salaries of 1 Sergeant, 2 Roundsmen and 42 Patrolmen detailed to the Board of Health, to be provided for in the appropriation made to the Health Department.				

	AMOUNT REQUIRED FOR 1893.	AMOUNT ALLOWED FOR 1892.	INCREASE.	DECREASE.
<i>Quota of Patrolmen.</i>				
Roundsmen.....	176			
Patrolmen.....	3,237			
Detective Sergeants.....	40			
Board of Health.....	44			
	3,497			
Increase of Patrolmen, 1893.....	100			
	3,597			
<i>Police Fund—Salaries of Clerical Force, etc.</i>				
Chief Clerk.....	\$5,000 00	\$5,000 00		
First Deputy Clerk.....	3,000 00	3,000 00		
Second Deputy Clerk.....	2,400 00	2,400 00		
Treasurer's Bookkeeper.....	3,500 00	3,500 00		
Clerk to Superintendent.....	3,000 00	3,000 00		
Property Clerk.....	2,500 00	2,500 00		
Two Deputy Clerks, \$2,000 each.....	4,000 00	4,000 00		
Three Deputy Clerks, \$1,900 each.....	5,700 00	5,700 00		
Four Deputy Clerks, \$1,700 each.....	6,800 00	6,800 00		
One Deputy Clerk.....	1,600 00	1,600 00		
Three Deputy Clerks, \$1,800 each.....	5,400 00	5,400 00		
Three Deputy Clerks, \$1,500 each.....	4,500 00	4,500 00		
Three Deputy Clerks, \$1,200 each.....	3,500 00	3,600 00		
Three Stenographers, \$1,500 each.....	4,500 00	4,500 00		
	\$55,500 00	\$55,500 00		
<i>Police Telegraph.</i>				
Superintendent of Telegraph and Telephones.....	\$3,000 00	\$2,500 00	\$500 00	
Assistant Superintendent of Telegraph and Telephones.....	2,000 00	2,000 00		
Seven Telegraph Operators, \$1,500 each.....	10,500 00	7,500 00	3,000 00	
Three Linemen, 1 at \$1,200 and 2 at \$1,000 each.....	3,200 00	1,200 00	2,000 00	
One Battery Man.....	900 00	900 00		
	\$19,600 00	\$14,100 00	\$5,500 00	
<i>Employees.</i>				
Janitor at Headquarters.....	\$1,000 00	\$1,000 00		
Matron at Headquarters.....	400 00	400 00		
Messenger at Headquarters.....	900 00	900 00		
5 Cleaners at Headquarters, at \$30 per month each.....	1,800 00	1,800 00		
1 Cleaner at Twenty-eighth Precinct (Pier 41), at \$20 per month.....	240 00	240 00		
3 Laborers at Headquarters, at \$60 per month each.....	2,160 00	2,160 00		
10 Hostlers, 4 at Thirty-first and 3 each at Thirty-second, Thirty-third, Thirty-fourth and Thirty-fifth Precincts at \$50 per month each.....	9,600 00	9,000 00	\$600 00	
Engineer, steamboat "Patrol".....	1,020 00	1,020 00		
Cook, steamboat "Patrol," at \$50 per month.....	600 00	600 00		
Steward, steamboat "Patrol," at \$30 per month.....	360 00	360 00		
Cabin boy, steamboat "Patrol," at \$20 per month.....	240 00	240 00		
3 Firemen, steamboat "Patrol," at \$60 per month each.....	2,160 00	2,160 00		
3 Deck Hands, steamboat "Patrol," at \$60 per month each.....	2,160 00	2,160 00		
20 Matrons of Police, at \$720 per annum each.....	14,400 00	14,400 00		
Clerical force.....	\$55,500 00	\$37,040 00	\$18,460 00	
Telegraph.....	19,600 00	75,100 00		55,500 00
	\$112,140 00	\$106,040 00	\$6,100 00	
<i>Supplies for Police.</i>				
Advertising, binding, printing and stationery.....	\$10,500 00	\$8,300 00	\$2,200 00	
Badges, emblems and equipments.....	200 00	250 00		\$50 00
Feeding 135 horses, at 35 cents per day each.....	\$17,245 25			
Keeping 2 horses at \$25 per month each.....	600 00			
Fuel for Station-houses—				
2,400 tons of coal, at \$4.30 per ton.....	\$10,320 00			
14 cords of wood, at \$12 per cord.....	168 00			
	10,488 00	9,393 00	1,095 00	
Fuel for Central Department—				
150 tons of coal, at \$4.30 per ton.....	\$645 00			
70 tons soft coal, at \$12.50 per ton.....	875 00			
10 cords of wood, at \$12 per cord.....	120 00			
	1,640 00	1,526 25	113 75	
Gas and light for Station-houses.....	14,000 00	12,957 70	1,042 30	
Gas and light for Central Department.....	1,900 00	1,800 00	100 00	
Horseshoeing—137 horses, at \$22.50 per year each.....	3,082 50	3,041 40	41 10	
Harness, wagons, repairs and supplies, saddles, bridles, etc.....	2,500 00	1,950 00	550 00	
Lost children, care of.....	350 00	350 00		
Purchase of horses in place of those condemned.....	4,500 00	4,300 00	200 00	
Steamboat expenses and supplies—				
450 tons coal, at \$3.25 per ton.....	\$1,462 50			
Oil, waste, packing, paints, rope, etc.....	400 00			
	1,862 50	2,037 50		175 00

* Additional for Thirty-first Precinct.

	AMOUNT REQUIRED FOR 1893.	AMOUNT ALLOWED FOR 1892.	INCREASE.	DECREASE.
Supplying, cleaning and furnishing Station-houses.....	\$8,000 00	\$9,000 00	.....	\$1,000 00
Stable expenses and supplies, viz.: surcingle, whips, sheets, halters, sponges, forks, blankets, medicines, etc.....	900 00	1,100 00	.....	200 00
Subsistence of witnesses at the House of Detention.....	5,500 00	4,000 00	\$1,500 00	.....
Telegraph expenses—Repairs and supplies	2,800 00	2,000 00	800 00	.....
	\$86,069 25	\$80,109 35	\$7,432 15	\$1,472 25
Five patrol wagons, horses, harness, subsistence and repairs, chapter 596, Laws 1886.....	12,500 00	12,500 00	.....	.....
Expenses for placing telegraph and telephone wires underground .....	.....	20,000 00	.....	20,000 00
New telegraph instruments for Central Department and Station-houses.....	50,000 00	25,000 00	25,000 00	.....
New Screw Steamboat for Harbor and River Service	60,000 00	.....	60,000 00	.....
Police Station-houses—Alterations, Fitting-up, Addi- tions to and Repairs of Station-houses, Stables, House of Detention, Central Department and Steamboat Patrol, also for drafting plans and specifications and superintending of construction and repairs of Station-houses, Prisons and Stables, also erecting elevator for the Central Department Building	30,000 00	25,000 00	5,000 00	.....
Contingent Expenses of the Central Department and Station-houses, including meals furnished to prisoners and destitute lodgers, directories, ice, rent of telephones, expenses of Detectives, Patrol- men and others, Surgeons' supplies, execution of criminal process, apprehension and arrest of criminals, music for annual parade, and expenses of erecting reviewing-stands	11,000 00	11,000 00	.....	.....
For the Construction of a Station-house, Lodging- house and Prison for the Eighth Precinct.....	.....	65,000 00	.....	65,000 00
For the Purchase of a Site for the Location of a Station- house, Lodging-house and Prison for the Ninth Precinct.....	.....	40,000 00	.....	40,000 00
For the Construction of a New Station-house and Prison for the Ninth Precinct .....	.....	65,000 00	.....	65,000 00
For the Purchase of a Site for the Location of a Station-house, Lodging-house and Prison and Stable for patrol wagons for the Twelfth Precinct.....	50,000 00	.....	50,000 00	.....
For the Construction of a New Station-house, Lodg- ing-house and Prison and Stable for patrol wagons for the Twelfth Precinct.....	75,000 00	.....	75,000 00	.....
Police Station-houses—Rents— Andrew H. Green, executor and trustee, W. B. O- gden, Thirty-first Precinct.....	\$1,200 00	\$1,200 00	.....	.....
Andrew H. Green, executor and trustee, W. B. O- gden, Thirty-first Precinct.....	600 00	600 00	.....	.....
Robert and Ogden Goetel, Seventeenth Precinct.....	2,000 00	2,000 00	.....	.....
Joseph H. Godwin, Thirty-fifth Precinct	2,000 00	2,000 00	.....	.....
Christopher Cunningham, additional accommoda- tions for Police, Thirty-third Precinct.....	900 00	.....	.....	.....
	\$6,700 00	\$5,800 00	\$900 00	.....
Recapitulation.				
Salaries of Commissioners and members of the force.....	\$4,798,046 04	\$4,590,018 95	\$208,027 08	.....
Salaries of Clerks, Superintendent of Telegraph, oper- ators, employees and matrons.....	112,140 00	106,040 00	6,100 00	.....
Supplies for Police.....	86,069 25	80,109 35	5,959 90	.....
5 patrol wagons, horses, harness, subsistence and re- pairs.....	12,500 00	12,500 00	.....	.....
For placing telegraph and telephone wires under ground.....	.....	20,000 00	.....	\$20,000 00
New telegraph instruments for the Central Depart- ment and Station-houses.....	50,000 00	25,000 00	25,000 00	.....
New screw steamboat for harbor and river service.....	60,000 00	.....	60,000 00	.....
Police station-houses, alterations, etc.....	30,000 00	25,000 00	5,000 00	.....
Contingent expenses of Central Department, etc.....	11,000 00	11,000 00	.....	.....
For the construction of Station-house, etc., Eighth Precinct.....	.....	65,000 00	.....	65,000 00
For the purchase of site, location of Station-house, Lodging-house and Prison, Ninth Precinct.....	.....	40,000 00	.....	40,000 00
For the construction of Station-house, etc., Ninth Pre- cinct.....	.....	65,000 00	.....	65,000 00
For the purchase of site for Location of a Station-house and Stable for patrol wagons, for the Twelfth Pre- cinct.....	50,000 00	.....	50,000 00	.....
For the construction of Station-house, Lodging-house, etc., and Stable for patrol wagons, for the Twelfth Precinct.....	75,000 00	.....	75,000 00	.....
Police station-houses, rents.....	6,700 00	5,800 00	900 00	.....
	\$5,291,455 29	\$5,045,468 31	\$435,986 98	\$190,000 00
			190,000 00	.....
Increase.....			\$245,986 98	.....

THE BUREAU OF ELECTIONS.

Estimate for the Year 1893 (on the Basis of 1,200 Election Districts).

ELECTION EXPENSES.	1893.	1892.	INCREASE.	DECREASE.
3 Inspectors of Election, 4 days each, 12 days at \$6 per day, \$72. (Registration days)	\$86,400 00	.....	.....	.....
3 Inspectors of Election, 1 day each, 3 days at \$12 per day, \$36. (Election day).....	43,200 00	.....	.....	.....
2 Poll Clerks, 1 day each, 2 days at \$12 per day, \$24. (Election day).....	28,800 00	.....	.....	.....
2 Ballot Clerks, 1 day each, 2 days at \$10 per day, \$20. (Election day).....	24,000 00	.....	.....	.....
	\$182,400 00	\$206,800 00	.....	\$24,400 00
Rent of 1,100 polling places, 4 days, at \$5 per day, \$20. (Registration days).....	\$22,000 00	.....	.....	.....
Rent of 1,100 polling places, 1 day at \$30 per day. (Election day).....	33,000 00	.....	.....	.....
100 portable houses, at 125 each.....	12,500 00	.....	.....	.....
Contingencies, fitting up polling places and including 750 voting booths and repairs.....	7,500 00	.....	.....	.....
300 new ballot boxes, at \$2 each.....	600 00	.....	.....	.....
Stationery, maps, printing, etc.....	15,000 00	.....	.....	.....
Carting booths, ballot boxes, etc.....	3,000 00	.....	.....	.....
	93,600 00	90,000 00	\$3,600 00	.....
Printing official ballots.....	40,000 00	50,000 00	.....	10,000 00
Contingencies, including \$100 for refreshments for Clerks on Election night.....	5,000 00	5,000 00	.....	.....
Compensation of Clerks to Board of County Canvassers.....	2,000 00	2,000 00	.....	.....
	\$323,000 00	\$353,800 00	.....	.....
Salary of the Chief of the Bureau of Elections	\$4,000 00	.....	.....	.....
Salary of the Chief Clerk Bureau of Elections	2,000 00	.....	.....	.....
	6,000 00	6,000 00	.....	.....

ELECTION EXPENSES.	1893.	1892.	INCREASE.	DECREASE.
Advertising election districts, polling places, and the official canvass; for advertising election notices by the Clerk of the Common Council; and for adver- tising election notices by the Sheriff.....	\$40,000 00	\$40,000 00	.....	.....
Advertising list of nominations pursuant to section 61, chapter 680, Laws of 1892.....	11,500 00	11,500 00	.....	.....
	\$380,500 00	\$411,300 00	\$3,600 00	\$34,400 00
				3,600 00
Decrease .....	.....	.....	.....	\$30,800 00

POLICE PENSION FUND.

Statement of Estimated Receipts and Disbursements for 1893, made in pursuance of Chapter 539, Laws of 1892.

	DISBURSE- MENTS.	RECEIPTS.
Excise fund, actual.....	.....	\$300,000 00
Absence without pay, estimated .....	.....	29,300 00
Sick time deducted, estimated.....	.....	65,500 00
Fines imposed, estimated.....	.....	18,000 00
Ball permits, estimated.....	.....	6,500 00
Pistol permits, estimated.....	.....	1,500 00
Sales of property by the Property Clerk, estimated .....	.....	800 00
Unclaimed cash, estimated.....	.....	350 00
Sale of condemned police property, estimated.....	.....	400 00
Certificates of inspection of steam boilers, estimated .....	.....	12,500 00
Donations, estimated.....	.....	1,000 00
Unexpended balance of appropriation, salaries of members of the force, estimated .....	.....	65,390 48
Interest on deposits, estimated.....	.....	1,000 00
There are at this date (September 27, 1892)— 382 widows and orphans, drawing in the aggregate	\$106,833 00	.....
667 retired officers, drawing in the aggregate.....	427,720 00	.....
Average increase in pensions for 1890 and 1891 having been 5 per cent. in each year and estimated increase for year 1892 having been 11 3/10, a fair estimate of in- crease for year 1893 would be 8 per cent. of the estimated amount of disburse- ments for the year 1892 (\$534,553).....	42,764 24	.....
Estimated deficiency.....	.....	75,076 76
	\$577,317 24	\$577,317 24

Which was referred to the Committee on Finance.

COMMUNICATIONS.

The President laid before the Board the following communication from the Board of Fire Underwriters:

NEW YORK BOARD OF FIRE UNDERWRITERS,
MUTUAL LIFE BUILDING, 32 NASSAU STREET, ROOM 710,
NEW YORK, September 30, 1892.

The Honorable the Board of Aldermen of New York City:

GENTLEMEN—Some time ago the New York Board of Fire Underwriters adopted a protest against any grant for the use of overhead electric wires for the propulsion of street cars on Manhattan Island, and a special committee was charged with the duty of presenting that protest and urging it before the public authorities. The chairman of that committee, by reason of absence from the city, was entirely unaware that your Honorable Board had appointed a day to hear arguments on this matter, and therefore when opportunity was offered no appearance was made on behalf of our Association. Our committee met to-day and instructed me to respectfully request that you reconsider the resolutions passed at your meeting of the 29th instant, and afford us an opportunity to appear before your Board, or before your committee, and set forth our reasons for objecting to the use of overhead electric wires for street-car propulsion on Manhattan Island.

We are not willing to seem to oppose economical and convenient methods of street-car propulsion, but the proposed change of motive power has evidently a point of view peculiar to our business. The matter seems to us of extreme importance, and we feel that to some extent we represent the interest of the entire community; for it is the judgment of the great majority of our members that the use of the overhead trolley will compel the fire insurance companies to very materially advance their rates. The amount paid by property owners as premiums for fire insurance in New York City in the year 1891 was \$7,088,023.36. An advance of any important percentage upon this sum would, you perceive, add a very heavy burden to the cost of living and of doing business in this city. I believe you were not informed of this view of the case, and I am quite sure several of our reasons for looking upon the trolley with apprehension have not been stated to your members, and I therefore earnestly trust you will consent to our request for a rehearing.

Permit me before closing to say that our Board does not establish rates for insurance, but that the opinion expressed as to an increase of the cost of insurance in the event of the introduction of the trolley is concurred in by nearly all our members who have spoken to me on the subject.

Very respectfully,

ELIJAH R. KENNEDY.

Which was referred to the Committee on Railroads.

MOTIONS AND RESOLUTIONS RESUMED.

Alderman Morris moved that when this Board adjourns it do adjourn to meet on October 18, 1892, at 1 o'clock P. M.

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

Which was decided in the affirmative.

Alderman Van Cott 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, October 18, 1892, at 1 o'clock P. M.

MICHAEL F. BLAKE, Clerk.

AQUEDUCT COMMISSION.

Minutes of Stated Meeting of the Aqueduct Commissioners, held at their Office, No. 209 Stewart Building, on Wednesday, September 21, 1892, at 3 o'clock P. M.

Present—Commissioners Duane, Tucker, Scott and Cannon.

The Committee of Finance and Audit reported their examination and audit of bills contained in Vouchers Nos. 8231 to 8242, inclusive, amounting to \$491.45.

On motion of Commissioner Tucker, the same were approved and ordered certified to the Comptroller for payment.

The Construction or Executive Committee presented the following communication, received from the Chief Engineer, and recommended that the same be spread in full on the minutes and filed.

NEW YORK, September 21, 1892.

To the Honorable the Committee on Construction:

GENTLEMEN—The sanitary examination of the lands controlled by the Aqueduct Commission, directed by you, is being continued in accordance with the rules and regulations of the State Board of Health, and has required the employment of additional labor.

All nuisances have been substantially abated, but a constant supervision is necessary for a strict compliance with the law.

We find it especially difficult to prevent laborers living in the neighborhood of the work from washing their clothes in the stream, and I have found it necessary to provide watchmen to prevent that kind of nuisance from taking place on Sundays and during the night. Several shanties belonging to the City and occupied by laborers, which it was difficult to control, have been removed, and the remains of the same and the rubbish therein contained have been burned.

By agreement with the employees of the Department of Public Works we have covered the ground which, although not now in your possession, is surveyed as a part of the future reservoir. We have worked in co-operation with the said employees and with the local Boards of Health, and we have not encountered any opposition on the part of the owners or occupants of the premises involved in our work.

I am, respectfully,

A. FTELEY, Chief Engineer.

On motion of Commissioner Tucker, the recommendation was approved.

The Committee also recommended the adoption of the following resolution:

Resolved, That the action of the Chief Engineer in discharging the following-named persons for lack of work, on the 15th instant, be and hereby is approved:

Theophilus Greaser, First Helper.

Patrick Lynch, Second Helper.

Henry Bailey, Laborer.

On motion of Commissioner Scott, the same was adopted.

The Committee also recommended the adoption of the following resolution:

Resolved, That the action of the Chief Engineer in employing the following-named persons for work on the New Aqueduct be and hereby is approved:

William A. Barrett, Foreman, \$3.50 per day.

Stephen Sutton, Laborer, \$2 per day.

P. Sutton, Laborer, \$2 per day.

Thomas Terrel, Laborer, \$2 per day.

On motion of Commissioner Tucker, the same was adopted.

The Committee also recommended the adoption of the following resolution:

Resolved, That, upon the recommendation of the Chief Engineer, leave of absence without pay for one month from September 1, 1892, is hereby granted to B. R. Value, Assistant Engineer, and until he shall be assigned to duty by the Chief Engineer.

On motion of Commissioner Tucker, the same was adopted.

The Committee also recommended the adoption of the following preamble and resolution:

Whereas, Application has been made by John F. Gaynor, assignee of John M. Waddle, contractor, for an extension of time for building the blow-off at Shaft No. 24, on Section A of the New Croton Aqueduct, and the Chief Engineer having recommended that an extension of time to October 1, 1892, be granted; therefore

Resolved, That the Aqueduct Commissioners hereby grant to John F. Gaynor, assignee of John M. Waddle, contractor, an extension of time to October 1, 1892, in which to complete the contract above referred to, providing his bondsmen shall, within ten days from the date hereof, enter into stipulations continuing their obligations for and during the completion of said contract under said extension of time, which is hereby allowed to him as further time for the performance of said contract.

On motion of Commissioner Scott, the same was adopted.

On motion of Commissioner Tucker, the minutes of meeting of September 14, 1892, were ordered approved.

The Commissioners then adjourned.

J. C. LULLEY, Secretary.

DEPARTMENT OF DOCKS.

At a meeting of the Board of Docks of the City of New York, held at the office of the Board, Pier "A," Battery place, Thursday, September 22, 1892.

Present—President Cram.

Commissioner Post.

Phelan.

The minutes of the meeting held the 15th instant were read and approved, Commissioner Post not voting.

Wright Holcomb, attorney for J. F. Schapperkottter, appeared and submitted an application for a lease of the bulkhead and the land under water in front thereof, between Twenty-third and Twenty-fourth streets, North river, for ferry purposes.

On motion, said application was tabled for one week.

Henry Bunke appeared and requested dredging at the bulkhead foot of East Forty-second street, East river.

On motion, the Engineer-in-Chief was directed to make requisition for said dredging.

Warren C. Barber appeared and renewed his application of May 12, 1892, for permission to erect a coal hopper on Pier 44, East river.

On motion, said application, together with the report of the Engineer-in-Chief on Secretary's Order No. 11682, were tabled.

Captain Ferguson, representing the Mutual Tow-boat Company, appeared and protested against the payment of a bill of \$78.64 for repairs to the wharf at Castle Garden.

On motion, the matter was referred to the President and Treasurer to adjust.

W. D. Munson appeared and renewed his application of the 15th instant to erect a temporary shed on Pier, new 15, North river.

On motion, said application was referred to the Engineer-in-Chief to examine and report.

A representative of Candee & Smith appeared respecting the order of the Board of July 12, 1892, to make repairs to the bulkhead between Twenty-fifth and Twenty-sixth streets, East river, and stated that repairs would be commenced as soon as possible.

The matter of the construction of Pier, new 22, North river, the order for the removal of sheds from the bulkheads between Piers, old 25 and 27, North river, and the matter of the construction of the sea-wall through Pier, old 29, North river, were tabled for one week.

The following communications were received, read and,

On motion, ordered to be placed on file, viz.:

From the Finance Department—Returning the proposal of the Atlantic Dredging Company for dredging at various places on the North and East rivers, under Contract No. 424, and the proposal of the Morris & Cumings Dredging Company for dredging at the Pier foot of Thirty-fifth street, North river, under Contract No. 425, with his approval of the sureties.

From the Counsel to the Corporation:

1st. Respecting the service of offers to purchase wharf property. The Secretary directed to reply thereto.

2d. Transmitting duplicate copies of leases to Jefferson Hogan, of Pier, new 59, North river, and John H. Starin, of Pier, new 58, North river, with his approval as to form indorsed thereon. The officers of the Board authorized to execute said leases in the form as approved by the Counsel to the Corporation.

From the Health Department—Requesting the construction of a float in connection with the dock at Riker's Island. The Engineer-in-Chief directed to do said work.

From the Department of Street Cleaning—Inclosing a communication from the Barney Dumping Boat Company in reference to dredging.

From the Department of Public Works—Requesting permission to deposit a quantity of surplus material within the line of the Exterior street east and north of Lexington avenue, Harlem river. On motion, permission was granted to dump said material north of One Hundred and Fortieth street, Harlem river.

From the Citizens' Protective Association—Protesting against the establishment of a street-cleaning dump at the foot of East One Hundred and Sixteenth street. The action of the President in replying thereto approved.

From the Committee of the New York Columbian Celebration—In reference to the participation by this Department in the Naval parade, October 11, 1892. Referred to the Secretary with power.

From Michael Mitchell, lessee—Requesting permission to erect an office and boiler-shed on the pier foot of Thirty-fifth street, North river. The Engineer-in-Chief directed to examine and report to Commissioners Post and Phelan.

From J. L. Keating—Requesting permission to unload a boat-load of sand foot of Fifty-sixth street, North river. Permit granted, Commissioner Post voting in the negative.

From R. S. Briggs—Requesting permission to dump refuse at the Street Cleaning Dump foot of Nineteenth street, North river. Application denied.

From Kane & Wright—Requesting a reduction in the wharfage charged for the use of the north side of Pier foot of Forty-sixth street, East river, under permits dated August 23 and October 25, 1888. Application denied.

From John Peirce—Submitting the written consent of the sureties to the extension of time granted by the Board on the 15th instant for the completion of deliveries of granite under Contract No. 414.

From Dock Master Stack:

1st. Reporting that on the 16th instant the canal boat "Star" sank in front of the bulkhead foot of Twenty-ninth street, East river. Notify the owners and consignee to remove.

2d. Reporting favorably on the application of Kane & Wright of the 15th instant to load a float at the Pier foot of East Forty-sixth street. Notify said applicants that the Board considers the original permit still in force.

From Dock Master Meehan—Submitting a list of unnumbered piers in District No. 9, East river.

From Dock Master Carson—Renewing his recommendation of the 1st instant that Madison avenue, east and west of the bridge, be paved.

From Dock Master Coye—Reporting that he had located the shanty of Jane Corrigan on the bulkhead between Piers 44 and 45, East river.

From Dock Master Kenney—Reporting repairs required to the approach to Ice Bridge between West Eleventh and Bank streets, North river, and reporting that the bulkhead between Piers 58 and 59, North river, requires grading and paving.

From the Treasurer:

1st. Recommending that a charge of \$2 per month, commencing August 1 and payable at the end of each month to the Dock Master of the district, be made Mrs. Mahon for boat-house, etc., between Eighty-third and Eighty-fourth streets, North river. Recommendation adopted.

2d. Recommending that the rent of boat-house at One Hundred and Fifty-fourth street, Harlem river, occupied by James Moss, be reduced from \$120 to \$60 per annum. Recommendation adopted.

3d. Recommending that the rental charged Morris Deitsch for floats, etc., at the foot of Bungay street, Long Island Sound, be increased to \$60 per annum. Recommendation adopted.

The following permits were granted, the work to be done under the supervision of the Engineer-in-Chief, and to remain thereat only during the pleasure of the Board:

Hudson River Yacht Club—To drive piles and repair boat-house foot of Ninety-second street, North river.

Gas Engine and Power Company—To erect a shed on the Pier at Morris Heights, in accordance with plan submitted.

The Treasurer, Commissioner Phelan, submitted his report of receipts for the week ending September 21, 1892, amounting to \$12,144.23, which was received and ordered to be spread in full on the minutes, as follows:

DATE	FROM WHOM.	FOR WHAT.	AMOUNT.	TOTAL.	DATE DEPOSITED.
1892.					1892.
Sept. 14	N. Y. Lake Erie & Western R. R. Co.	1 qrs. rent, Pier, foot 49th st., N. R.	\$2,500 00		
" 14	John L. Eccles	" Pier, old 59, N. R.	350 00		
" 14	Consumers' Ice Co.	" Pier, foot Horatio st., N. R.	375 00		
" 14	J. M. Ceballos & Co.	" l. u. w. for widening Pier 10, E. R.	125 00		
" 14	National Transit Co.	" l. u. w. for pfm. N. 97th st., N. R.	25 00		
" 14	Old Colony Steamboat Co.	" l. u. w. for pfm. S. Pier, old 28, N. R.	31 50		
" 14	"	" pfm. N. Pier, old 28, N. R.	677 25		
" 16	New York Horse Manure Co.	" Pier at 46th st., N. R.	\$875 00	\$4,083 75	Sept. 15
" 16	Wm. M. Montgomery & Co.	" Pier at 119th st., H. R.	150 00		
" 20	Kane & Wright	" bhd. at 105th st., H. R.	102 50		
" 20	N. Y. & Texas Steamship Co.	" E. 1/2 Pier 20, E. R.	1,925 00		
" 20	"	" W. 1/2 Pier 21, E. R.	1,650 00		
" 20	Wm. A. Hall	17 days' rent swimming bath off Battery	141 66		
" 20	George A. Woods	Wharfage, District No. 2, N. R.	1,186 67		
" 20	B. F. Kenney	" 6, "	241 76		
" 20	Charles Parks	" 8, "	135 27		
" 20	James J. Fleming	" 10, "	139 86		
" 20	Thomas P. Walsh	" 12, "	45 04		
" 20	Henry A. Palmstine	" 1, E. R.	137 55		
" 20	Charles S. Coye	" 3, "	331 64		
" 20	James A. Monaghan	" 5, "	525 90		
" 20	Maurice Stack	" 7, "	258 72		
" 20	Joseph F. Meehan	" 9, "	103 12		
" 20	James W. Carson	" 11, "	71 85		
" 20	John J. Martin	" 13, "	38 94		
				8,060 48	Sept. 20
			\$12,144 23	\$12,144 23	

Respectfully submitted,

JAMES J. PHELAN, Treasurer.

The Auditing Committee presented an audit of nineteen bills or claims amounting to \$7,192.94, which were approved and audited and ordered to be spread in full on the minutes as follows:

Construction Account.

Audit No.	Name.	Amount.
12734.	John Loyd, galvanized bands, bolts, etc.	\$130 00
12735.	Alexander Pollock, blocks, etc.	475 00
12736.	William J. Donaldson & Co., cement	2,041 60
12737.	H. W. John's Manufacturing Company, asbestos and covering boilers	97 49
12738.	Moran Towing Company, towing	243 75
12739.	Bell Brothers, spruce	358 83
12740.	Penna. & Delaware Oil Company, oil, etc.	65 70
12741.	Joseph W. Duryee, lumber	139 35
12742.	F. W. Devoe & Co., chains, tapes, etc.	112 65
12743.	Peter Schilling, bushings, etc.	40 40
12744.	Meeker & Co., coal	774 00
12745.	Henry L. Spearin, Estimate No. 2 and Final Contract No. 422	635 00
		\$5,113 77

General Repairs Account.

12746.	Bell Brothers, lumber	\$840 04
12747.	Isaac Hall's Son, chain	47 02
12748.	Graves & Steers, piles	602 19
12749.	Graves & Steers, spruce	406 77
		1,896 02

Annual Expense Account.

12750.	John Early & Co., matches, water-cooler, etc.	\$62 75
12751.	Stern Brothers, towels, etc.	20 40
12752.	Annin & Co. flags	100 00
		183 15
		\$7,192 94

Respectfully submitted,

JAMES J. PHELAN, } Auditing Committee.
EDWIN A. POST, }

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

The following requisitions were passed:

Register No.	For What.	Estimated Cost
10003.	Yellow pine timber, per thousand	\$30 00
10004.	Raw linseed oil, etc.	117 00
10005.	Lard oil	28 00
10006.	Treenails and wedges	55 20
10007.	Covering boiler, etc.	60 00
10008.	Blocks and shears	370 00

10009. Spruce timber, per thousand.....	\$21 00
10010. Coal.....	900 00
10011. Repairs on derrick.....	30 00
10012. " " pile driver.....	40 00
10013. " " ".....	110 00
10014. Canvas, etc.....	146 00
10015. Manila rope.....	462 00
10016. Stove grates.....	13 50
10017. Cast iron washers.....	90 00
10018. Dredging.....	2,000 00
10019. Screw bolts, etc.....	212 85
10020. Dredging.....	2,400 00
10021. " " ".....	3,000 00
10022. Services of horse, cart and driver per day.....	3 50
10023. Spruce.....	598 50
10024. Cotton hose, etc.....	110 00
10025. Front head for pump, etc.....	76 00
10026. Little giant rock drills, etc.....	974 00
10027. " " ".....	883 80
10028. Typewriter.....	110 00
10029. Dredging.....	500 00
10030. Derrick winches, etc.....	400 00

The Treasurer reported that he had received the following estimates for furnishing the Department with double and single blocks, coal and Manila rope—

Double and Single Blocks.

Boston & Lockport Block Company.....	\$201 80
William B. Ferguson & Son.....	230 00
Alexander Pollock.....	239 75
W. H. McMillan's Son.....	263 75

About 180 Gross Tons Egg Coal, 25 Tons Nut, Stone or Egg, and 5 Tons Cumberland Coal.

	EGG COAL.	NUT, STOVE, ETC.	CUMBERLAND.
Meeker & Co.....	\$4 25	\$5 25	\$4 50
William Horre & Co.....	4 75	5 75	5 00
Popham & Co.....	4 40	5 50	4 50
David Duncan's Sons.....	4 39	5 45	4 50

5 Coils each (about 4,200 lbs.) 2 inch, 3 inch and 3½ inch Manila Rope.	
Cavanagh & Thompson.....	\$427 56
Alexander Pollock.....	462 00
William Wall's Sons.....	577 50
James S. Barron & Co.....	440 58

The action of the Treasurer in awarding the orders to Boston & Lockport Block Company, Meeker & Co. and Cavanagh & Thompson, they being the lowest bidders, approved.

From the Engineer-in-Chief:

1st. Report for the week ending September 17, 1892.

2d. In reference to the Department Yard at the foot of East Seventeenth street.

On motion, the Engineer-in-Chief was directed to inclose with a fence the land between Twenty-fourth and Twenty-fifth streets, East river, necessary for a new Department Yard.

3d. Reporting that filling-in without a permit has been done on the westerly side of the Harlem river, from One Hundred and Fortieth street to about the northerly line of One Hundred and Forty-second street. Notify the Department of Street Cleaning to cease the work of filling-in thereat.

4th. Supplementary report on Secretary's Order No. 11873, respecting repairs to Pier 48, East river.

5th. Amended report on Secretary's Order No. 11914, as to the area of land under water covered by the widening of Pier 49, East river. Referred to the Treasurer.

6th. Partial report on Secretary's Order No. 12246, recommending that the plans submitted by the New York, New Haven and Hartford Railroad Company for the erection of a shed on the platform between Piers 51 and 52, East river, be approved. Recommendation adopted.

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

No. 10680. That it is not the intention of D. C. Newell to construct platforms between Eighth and Nineteenth and Nineteenth and Twentieth streets, North river. Permit revoked.

No. 11974. Submitting the area of land under water covered by float of Louis Wendel at One Hundred and Ninety-fourth street, Harlem river. Referred to the Treasurer.

No. 12171. As to the dredging required at the bulkhead foot of East Fifteenth street. The Engineer-in-Chief directed to make requisition for said dredging.

No. 12190. As to the damage to steamboat "Henry E. Bishop" by floating logs.

The Engineer-in-Chief reported that the following work had been done by the force of the Department under Secretary's Orders:

No. 7394. Removed obstructions from piers, wharves and bulkheads.

No. 11917. Made the customary preparations for the location of the free swimming baths for the year 1892.

No. 12223. Repaired the sheathing on deck of Piers at Fifty-fifth and Fifty-sixth streets, North river.

No. 12224. Repaired the sheathing on deck of bulkhead platform at Lincoln avenue, Harlem river.

No. 12234. Tested barrel of cement for Francis Gordon Brown.

The Engineer-in-Chief reported that the following work had been superintended under Secretary's Orders:

No. 12072. Driving and fastening fender piles at bulkhead between One Hundred and Fifteenth and One Hundred and Sixteenth streets, Harlem river.

No. 12112. Cleaning of Pier 18, East river.

No. 12132. Driving spring piles at Pier foot of Thirtieth street, East river.

No. 12156. Erection of platform on piles at Morris Dock, Harlem river.

No. 12181. Building of temporary bridge across Harlem river at One Hundred and Fifty-sixth street.

No. 12189. Repairs to sheathing on deck of Pier 18, East river.

The Engineer-in-Chief returned Orders Nos. 11784, 11839, 11911 and 11961.

The Secretary reported that the pay-rolls of the General Repairs and Construction force for the week ending September 16, 1892, amounting to \$11,255.35 had been approved and audited and transmitted to the Finance Department for payment.

On motion, the matter of the filling-in behind the bulkhead or river-wall south of Fifty-fifth street, North river, was referred to the Treasurer with power.

On motion, the following resolution was adopted:

Resolved, That the time for the completion of the work of preparing for and building a new dumping-board on the Pier at the foot of West Thirtieth street, North river, and for repairing the Pier, under Contract No. 418, Barth. S. Cronin, contractor, be and hereby is extended to September 25, 1892.

On motion, the following resolution was adopted:

Resolved, That the Commissioners of the Sinking Fund, pursuant to authority vested in them by section 143, chapter 410 of the Laws of 1882, commonly called the New York City Consolidation Act of 1882, be and hereby are respectfully requested to direct the Comptroller of the City of New York to prepare and issue Dock Bonds of the City of New York for the amount of three million dollars (\$3,000,000), for the uses and purposes of the Department of Docks.

The following resolution was adopted by the affirmative votes of President Cram and Commissioners Post and Phelan:

Resolved, That the Engineer-in-Chief be and is hereby directed to proceed with the construction of a new pier at the foot of East Twenty-fifth street, in accordance with the lines therefor adopted by the Commissioners of the Sinking Fund on December 19, 1888, to be used for the purposes of a Department Yard, and that all the work hereby ordered to be performed otherwise than by contract, as provided by section 714, of the New York City Consolidation Act of 1882, and that it be done by the force of the Department by day's work, except so much of the labor and material as is now or may hereafter be contracted for, and that all the materials, tools, dredging, etc., necessary therefor and not heretofore contracted for, or which may not hereafter be contracted for, be purchased by the Treasurer otherwise than by contract.

On motion, the Board adjourned.

AUGUSTUS T. DOCHARTY, Secretary.

The Board then convened in executive session.

The following communications were received, read and,

On motion, ordered to be placed on file, viz.:

From Louis J. Grant, attorney for Charles Miller, Jr.—Demanding the reinstatement of his client to the position of Recording Clerk. Transmit copy to the Counsel to the Corporation.

From the Secretary—Reporting the absence, without permission, of Laborer John F. Cherry. On motion, his absence was excused.

From the Engineer-in-Chief:

1st. Reporting that on the 13th instant Frank Matthews was assigned to act as Cook on the tug "Manhattan."

2d. Reporting the return of the tug "Manhattan" from the Quarantine station on the 19th instant, and stating that if two tugs are kept in commission another crew will be required.

On motion, the Engineer-in-Chief was directed to keep one tug in commission.

3d. Recommending that his action in suspending Tronson Kerr, Steam Engineer, for 30 days, be approved. Recommendation adopted.

4th. Reporting the suspension of Fireman Andrew Knott, and recommending that he be discharged. Recommendation adopted.

5th. Recommending that his action in directing that Laborers Patrick Callahan and Joseph McCloskey be not again assigned to duty as Acting Watchmen be approved.

On motion, the Engineer-in-Chief was directed not to assign the said Callahan to duty for 10 days, the said McCloskey was ordered to be restored to duty forthwith.

From Patrick H. McCullough, Roundsman—Reporting that sickness will prevent his attendance this date.

On motion, the trial of the said McCullough and the trial of Michael Magee, Laborer, Acting Watchman, were postponed until Thursday, the 29th instant, at 11 o'clock A. M.

On motion, the said trials were postponed until the 29th instant.

On motion, Andrew Knott, Fireman, was discharged; Thomas P. Doran, Laborer, was promoted to Calk; William Baker, Deckhand, was promoted to Fireman; Frank Matthews was changed from Deckhand to Cook, and the resignations of Thomas Lancer and James Quigley, Laborers, were accepted.

The following persons were appointed:

Laborers.		
Jefferson Davis.	John Carroll.	Philip Domidion.
Anthony Brown.	Martin McGowan.	George Reilly.
John Phelan.	James McGuire.	Francis McGuire.
Dock Builders.		
Andrew Dunn.	John Kennedy.	Michael Madigan.
Stone Cutters.		
Thomas P. Dunn.		Maurice Roche.
Deckhand.		
	M. C. Heyer.	
Carpenter.		
	Samuel Barclay.	

On motion, the Board adjourned.

AUGUSTUS T. DOCHARTY, Secretary.

LAW DEPARTMENT.

LAW DEPARTMENT—OFFICE OF THE COUNSEL TO THE CORPORATION, NEW YORK, October 4, 1892.

To the Supervisor of the City Record:

SIR—The Counsel to the Corporation has made the following appointments:

John W. Martin, No. 406 West Forty-seventh street, Junior Law Clerk, at \$800 per annum, from October 3.

Isaac B. Brennan, No. 365 West Fifty-sixth street, Junior Law Clerk, at \$500 per annum, from October 3.

Very respectfully,

WM. H. CLARK,

Counsel to the Corporation.

OFFICIAL DIRECTORY.

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

EXECUTIVE DEPARTMENT.

Mayor's Office.

No. 6 City Hall, 10 A. M. to 4 P. M.; Saturdays, 10 A. M. to 12 M.

HUGH J. GRANT, Mayor. WILLIS HOLLY, Secretary and Chief Clerk.

Mayor's Marshal's Office.

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

DANIEL ENGELHARD, First Marshal.

FRANK FOX, Second Marshal.

COMMISSIONERS OF ACCOUNTS.

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

MICHAEL T. DALY, CHARLES G. F. WAHLE.

AQUEDUCT COMMISSIONERS.

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

JAMES C. DUANE, President; JOHN J. TUCKER, FRANCIS M. SCOTT, H. W. CANNON, and the MAYOR

COMPTROLLER and COMMISSIONER OF PUBLIC WORKS, ex officio, Commissioners; J. C. LUTLEY, Secretary; A. FETLEY, Chief Engineer; E. A. WOLFF, Auditor.

BOARD OF ARMY COMMISSIONERS.

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

Address EDWARD P. BARKER, Staats Zeitung Building, Tryon Row. Office hours, 9 A. M. to 4 P. M.; Saturdays, A. M. to 12 M.

COMMON COUNCIL.

Office of Clerk of Common Council.

No. 8 City Hall, 9 A. M. to 4 P. M.

JOHN H. V. ARNOLD, President Board of Aldermen.

MICHAEL F. BLAKE, Clerk Common Council.

DEPARTMENT OF PUBLIC WORKS.

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

THOMAS F. GILROY, Commissioner; MAURICE F. HOLAHAN, Deputy Commissioner (Room A).

ROBERT H. CLIFFORD, Chief Clerk (Room 6).

GEORGE W. BIRDSALL, Chief Engineer (Room 9); JOSEPH RILEY, Water Register (Rooms 2, 3 and 4); WM. M. DRAN, Superintendent of Street Improvements (Room 5); HORACE LOOMIS, Engineer in Charge of Sewers (Room 9); WILLIAM G. BERGEN, Superintendent of Repairs and Supplies (Room 15); WM. H. BURKE, Water Purveyor (Room 1); STEPHEN H. MCCORMICK, Superintendent of Lamps and Gas (Room 11); JOHN J. RYAN, Superintendent of Streets and Roads (Room 12); MICHAEL F. CUMMINGS, Superintendent of Incumbrances (Room 16).

DEPARTMENT OF STREET IMPROVEMENTS

TWENTY-THIRD AND TWENTY-FOURTH WARDS.

No. 2622 Third avenue, northeast corner of One Hundred and Forty-first street. Office hours, 9 A. M. to 4 P. M.; Saturdays, 12 M.

LOUIS J. HEINTZ, Commissioner; JOHN H. J. RONNER, Deputy Commissioner; WM. H. TEN EYCK, Secretary

FINANCE DEPARTMENT.

Comptroller's Office.

No. 15 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.

THEODORE W. MYERS, Comptroller; RICHARD A. STORRS, Deputy Comptroller; D. LOWBER SMITH, Assistant Deputy Comptroller.

Auditing Bureau.

Nos. 19, 21, 23 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.

WILLIAM J. LYON, First Auditor.

DAVID E. AUSTEN, Second Auditor.

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

Nos. 31, 33, 35, 37, 39 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.

OSBORNE MACDANIEL, Collector of Assessments and Clerk of Arrears.

No money received after 2 P. M.

Bureau for the Collection of City Revenue and of Markets.

Nos. 1 and 3 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.

JOHN A. SULLIVAN, Collector of the City Revenue and Superintendent of Markets.

No money received after 2 P. M.

Bureau for the Collection of Taxes.

No. 57 Chambers street and No. 35 Reade street, Stewart Building, 9 A. M. to 4 P. M.

GEORGE W. McLEAN, Receiver of Taxes; ALFRED VREDENBURGH, Deputy Receiver of Taxes.

No money received after 2 P. M.

Bureau of the City Chamberlain.

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

THOMAS C. T. CRAIN, City Chamberlain.

Office of the City Paymaster.

No. 33 Reade street, Stewart Building, 9 A. M. to 4 P. M.

JOHN H. TIMMERMAN, City Paymaster.

LAW DEPARTMENT.

Office of the Counsel to the Corporation.

Staats Zeitung Building, third and fourth floors, 9 A. M. to 5 P. M. Saturdays, 9 A. M. to 12 M.

WILLIAM H. CLARK, Counsel to the Corporation.

ANDREW T. CAMPBELL, Chief Clerk.

Office of the Public Administrator.

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

CHARLES E. LYECKER, Public Administrator.

Office of the Corporation Attorney.

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

LOUIS HANNEMAN, Corporation Attorney.

Office of Attorney for Collection of Arrears of Personal Taxes.

Stewart Building, Broadway and Chambers street, 9 A. M. to 4 P. M.

JOHN G. H. MEYERS, Attorney.

MICHAEL J. DOUGHERTY, Clerk.

HARLEM RIVER BRIDGE COMMISSION

Washington Building, No. 1 Broadway.

POLICE DEPARTMENT

Central Office.

No. 500 Mulberry street, 9 A. M. to 4 P. M.

JAMES J. MARTIN, President; CHARLES F. MACLEAN, JOHN MCCLAVE and JOHN C. SHEEHAN, Commissioners; WILLIAM H. KIFF, Chief Clerk; T. F. RODENBOUGH, Clerk of Bureau of Elections.

DEPARTMENT OF CHARITIES AND CORRECTION.

Central Office.

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

HENRY H. PORTER, President; CHAS. E. SIMMONS, M. D., and EDWARD C. SHEEHY, Commissioners; GEORGE F. BRITTON, Secretary.

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

Plans and Specifications, Contracts, Proposals and Estimates for Work and Materials for Building, Repairs and Supplies, Bills and Accounts, 9 A. M. to 4 P. M. Saturdays, 12 M. CHARLES BENN, General Bookkeeper.

Out-Door Poor Department. Office hours, 8.30 A. M. to 4.30 P. M. WILLIAM BLAKE, Superintendent. Entrance on Eleventh street.

DEPARTMENT OF BUILDINGS.

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

FIRE DEPARTMENT.

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

Headquarters.

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

HUGH BONNER, Chief of Department; PETER SRENY, Inspector of Combustibles; JAMES MITCHELL, Fire Marshal; Wm. L. FINDLEY, Attorney to Department; J. ELLIOT SMITH, Superintendent of Fire Alarm Telegraph.
Central Office open at all hours.

HEALTH DEPARTMENT

No. 301 Mott street, 9 A. M. to 4 P. M.
CHARLES G. WILSON, President, and JOSEPH D. BRYANT, M. D., the President of the Police Board and HEALTH OFFICER OF THE CITY, ex officio, Commissioners; EMMONS CLAFFE, Secretary.

DEPARTMENT OF PUBLIC PARKS.

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

DEPARTMENT OF DOCKS.

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

DEPARTMENT OF TAXES AND ASSESSMENTS

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

DEPARTMENT OF STREET CLEANING.

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

CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS.

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

BOARD OF ESTIMATE AND APPORTIONMENT

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

BOARD OF ASSESSORS.

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

BOARD OF STREET OPENING AND IMPROVEMENT.

NOTICE IS HEREBY GIVEN THAT THERE will be a regular meeting of the Board of Street Opening and Improvement of the City of New York held in the Mayor's office, on Friday, October 7, 1892, at 2 o'clock P. M., at which meeting it is proposed to consider unfinished business and such other matters as may be brought before the Board.
Dated New York, October 4, 1892.

V. B. LIVINGSTON,
Secretary.

DEPARTMENT OF STREET CLEANING.

NOTICE.

PERSONS HAVING BULKHEADS TO FILL, IN the vicinity of New York Bay, can procure material for that purpose—ashes, street sweepings, etc., such as is collected by the Department of Street Cleaning—free of charge, by applying to the Commissioner of Street Cleaning, in the Stewart Building.

THOMAS S. BRENNAN,
Commissioner of Street Cleaning.

POLICE DEPARTMENT.

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

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

WM. H. KIPP,
Chief Clerk.

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

OWNERS WANTED BY THE PROPERTY Clerk of the Police Department of the City of New York, No. 300 Mulberry street, Room No. 9, for the following property, now in his custody, without claimants: Boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc., also small amount money taken from prisoners and found by patrolmen of this Department.
JOHN F. HARRIOT,
Property Clerk

CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS.

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

PUBLIC NOTICE IS HEREBY GIVEN THAT AN open competitive examination for the position below mentioned will be held at this office upon the date specified:

October 6. TELEGRAPH OPERATOR, Police Department.
LEE PHILLIPS,
Secretary and Executive Officer.

FIRE DEPARTMENT.

HEADQUARTERS FIRE DEPARTMENT,
CITY OF NEW YORK,
Nos. 157 AND 159 EAST SIXTY-SEVENTH STREET,
NEW YORK, October 4, 1892.

TO CONTRACTORS.

SEALED PROPOSALS FOR FURNISHING THE materials and labor and erecting a Steam Warming and Pressure Apparatus in the building of this Department, occupied as Quarters of Engine Company No. 23, at No. 235 West Fifty-eighth street, will be received by the Board of Commissioners at the head of the Fire Department, at the office of said Department, Nos. 157 and 159 East Sixty-seventh street, in the City of New York, until 10 o'clock A. M., Wednesday, October 10, 1892, at which time and place they will be publicly opened by the head of said Department and read.
No estimate will be received or considered after the hour named.

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

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

Bidders must write out the amount of their estimate in addition to inserting the same in figures.
The work is to be completed and delivered within the time specified in the contract.

The damages to be paid by the contractor for each day that the contract may be unfulfilled after the time specified for the completion thereof shall have expired, are fixed and liquidated at ten (10) dollars.

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

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

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

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

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders of the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as sureties for its faithful performance in the sum of seven hundred (700) dollars; and that if he shall omit or refuse to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled on its completion and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the work by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of this contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety or otherwise; and that he has offered himself as a surety in good faith and with the intention to execute the bond required by law. The adequacy and sufficiency of the security offered is to be approved by the Comptroller of the City of New York before the award is made and prior to the signing of the contract.

No estimate will be considered unless accompanied by either a certified check upon one of the banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of three hundred (300) dollars. Such check or money must not be included in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same, within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of his deposit will be returned to him.

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

HENRY D. PURROY,
S. HOWLAND ROBBINS,
ANTHONY EICKHOFF,
Commissioners.

BOARD OF EDUCATION.

SEALED PROPOSALS WILL BE RECEIVED BY the Board of School Trustees for the Twenty-second Ward, at the Hall of the Board of Education, No. 146 Grand street, until 10 o'clock A. M., on Tuesday, October 18, 1892, for Heating the Addition to Grammar School No. 69, on West Fifty-fourth street, between Sixth and Seventh avenues.

JAMES R. CUMING, Chairman,
R. S. TREACY, Secretary,
Board of School Trustees, Twenty-second Ward.
Dated New York, October 5, 1892.

Sealed proposals will also be received at the same place by the Board of School Trustees of the Nineteenth Ward, until 10 o'clock A. M., on Monday, October 17, 1892, for supplying New Furniture, Part I. of the specifications, for the New School Building, corner of Fifty-first street and First avenue.

RICHARD KELLY, Chairman,
L. M. HORNTHAL, Secretary,
Board of School Trustees, Nineteenth Ward.
Dated New York, October 1, 1892.

Plans and specifications may be seen, and blank proposals obtained, at the office of the Superintendent of School Buildings, No. 146 Grand street, third floor.
The Trustees reserve the right to reject any or all of the proposals submitted.
The party submitting a proposal, and the parties pro-

posing to become sureties, must each write his name and place of residence on said proposal.

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

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

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

FINANCE DEPARTMENT.

FINANCE DEPARTMENT,
BUREAU FOR THE COLLECTION OF TAXES,
No. 57 CHAMBERS STREET (STEWART BUILDING),
NEW YORK, October 3, 1892.

NOTICE TO TAXPAYERS.

NOTICE IS HEREBY GIVEN THAT THE Assessment Rolls of Real Estate, Personal Property and Bank Stock in the City and County of New York, for the year 1892, and the warrants for the collection of taxes, have been delivered to the undersigned, and that all the taxes on said assessment rolls are now due and payable at this office.

In case of payment on or before the first day of November next, the person so paying shall be entitled to the benefits mentioned in section 842 of the New York City Consolidation Act of 1882, viz.: a reduction of interest at the rate of 6 per cent. per annum between the day of such payment and the first day of December next.

GEORGE W. MCLEAN,
Receiver of Taxes.

PROPOSALS FOR \$315,455.90 CONSOLIDATED STOCK OF THE CITY OF NEW YORK, KNOWN AS SCHOOL-HOUSE BONDS.

EXEMPT FROM TAXATION.

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

INTEREST THREE PER CENT. PER ANNUM.

SEALED PROPOSALS WILL BE RECEIVED BY the Comptroller of the City of New York, at his office, until Monday, the 10th day of October, 1892, at 2 o'clock P. M., when they will be publicly opened in the presence of the Commissioners of the Sinking Fund, or such of them as shall attend, as provided by law, for the whole or a part of an issue of \$315,455.90 registered.

CONSOLIDATED STOCK

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

The said stock is issued in pursuance of the provisions of section 132 of the New York City Consolidation Act of 1882, and chapter 264 of the Laws of 1891, for the purchase of new school sites, for the erection of new school buildings, and other school purposes, and is

EXEMPT FROM TAXATION

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

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

CONDITIONS.

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

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

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

THEO W. MYERS,
Comptroller.

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

NOTICE OF ASSESSMENT.

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

IN PURSUANCE OF SECTION 997 OF THE "New York City Consolidation Act of 1882," the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the assessment list in the matter of acquiring title to UNION STREET, FROM LIND AVENUE TO ANDERSON AVENUE, in the TWENTY-THIRD WARD, which was confirmed by the Supreme Court, September 13, 1892, and entered on the 19th day of September, 1892, in the Record of Titles of Assessments kept in the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," that unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 998 of said "New York City Consolidation Act of 1882."

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

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

THEO. W. MYERS,
Comptroller.

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

INTEREST ON CITY BONDS AND STOCKS.

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

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

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

THEO. W. MYERS,
Comptroller.

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

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

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

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

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

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

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

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

COMMISSIONER OF STREET IMPROVEMENTS OF THE TWENTY-THIRD AND TWENTY-FOURTH WARDS.

OFFICE OF
COMMISSIONER OF STREET IMPROVEMENTS
OF THE TWENTY-THIRD AND TWENTY-FOURTH WARDS,
NEW YORK, October 3, 1892.

TO CONTRACTORS.

SEALED BIDS OR ESTIMATES FOR EACH OF the following-mentioned works, with the title of the work and the name of the bidder indorsed thereon, also the number of the work, as in the advertisement, will be received by the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards, at his office, No. 262 Third avenue, corner of One Hundred and Forty-first street, until 3 o'clock P. M., on Tuesday, October 18, 1892, at which place and hour they will be publicly opened.

No. 1. FOR REGULATING, GRADING, SETTING CURB-STONES AND FLAGGING THE SIDEWALKS IN ONE HUNDRED AND THIRTY-SECOND STREET, from Locust avenue to Brook avenue.

No. 2. FOR CROSSWALKS IN AND PAVING WITH TRAP-BLOCK PAVEMENT THE CARRIAGEWAY OF ONE HUNDRED AND FIFTY-SIXTH STREET, from Third to St. Ann's avenue.

No. 3. FOR LAYING CROSSWALKS IN AND PAVING WITH TRAP-BLOCK PAVEMENT THE CARRIAGEWAY OF ROSE STREET, from Third to Bergen avenue.

No. 4. FOR CONSTRUCTING SEWER AND APPURTENANCES IN EAGLE AVENUE, between One Hundred and Forty-ninth street and Westchester avenue.

No. 5. FOR CONSTRUCTING SEWER AND APPURTENANCES IN ONE HUNDRED AND SIXTY-SECOND STREET, from Third avenue to Brook avenue.

Each estimate must contain the name and place of residence of the person making the same, the names of all persons interested with him therein, and if no other person be so interested, it shall distinctly state that fact. That it is made without any connection with any other person making an estimate for the same work, and is in all respects fair and without collusion or fraud. That no member of the Common Council, head of a department, chief of a bureau, deputy thereof, or clerk thereof, or other officer of the Corporation, is directly or indirectly interested in the estimate, or in the work to which it relates or in the profits thereof.

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

The consent last above mentioned must be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of the contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety, or otherwise, and that he has offered himself as surety in good faith, with the intention to execute the bond required by law.

No estimate will be considered unless accompanied by either a certified check upon one of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money, to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such check or money must not be included in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of the deposit will be returned to him.

The Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards reserves the right to reject all bids received for any particular work if he deems it for the best interests of the city.

Blank forms of bid or estimate, the proper envelopes in which to inclose the same, the specifications and agreements, and any other information desired, can be obtained at this office.

LOUIS J. HEINTZ,
Commissioner of Street Improvements,
Twenty-third and Twenty-fourth Wards.

PUBLIC POUND.

TO BE SOLD AT AUCTION, AT PUBLIC POUND, No. 2354 Arthur Avenue, Fordham, one Bay Mare, 15 hands high, on October 6, 1892, at 10 o'clock A.M.

M. DONOHUE,
Pound Master.

DEPARTMENT OF PUBLIC WORKS

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
ROOM 6, NO. 31 CHAMBERS STREET,
NEW YORK, October 3, 1892.

TO CONTRACTORS.

BIDS OR ESTIMATES, INCLOSED IN A sealed envelope, with the title of the work and the name of the bidder, and the number of the work as in the advertisement, will be received at this office until 12 o'clock M., on Tuesday, October 18, 1892, at which place and hour they will be publicly opened by the head of the Department.

No. 1. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT, WITH CONCRETE FOUNDATION, THE ROADWAY OF TWENTY-SEVENTH STREET, from Eleventh to Twelfth Avenue (so far as the same is within the limits of grants of land under water).

No. 2. FOR SEWER IN WOOSTER STREET, east side, between West Fourth Street and Washington Place, and in WASHINGTON PLACE, between Wooster and Green Streets.

No. 3. FOR SEWER IN AMSTERDAM AVENUE, west side, between Eighty-ninth and Ninety-second Streets.

No. 4. FOR SEWER IN NINETY-THIRD STREET, between Boulevard and Amsterdam Avenue.

No. 5. FOR SEWER IN ONE HUNDRED AND SEVENTH STREET, between Boulevard and Amsterdam Avenue.

No. 6. FOR SEWER IN ONE HUNDRED AND SIXTY-SIXTH STREET, between Amsterdam and Audubon Avenue, WITH CURVES IN AUDUBON AVENUE.

Each estimate must contain the name and place of residence of the person making the same, the names of all persons interested with him therein, and if no other person be so interested it shall distinctly state that fact. That it is made without any connection with any other person making an estimate for the same work, and is in all respects fair and without collusion or fraud. That no member of the Common Council, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of the Corporation, is directly or indirectly interested in the estimate or in the work to which it relates or in the profits thereof.

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

The consent last above mentioned must be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of the contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety, or otherwise, and that he has offered himself as surety in good faith, with the intention to execute the bond required by law.

No estimate will be considered unless accompanied by either a certified check upon one of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money, to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such check or money must not be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of the deposit will be returned to him.

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

Blank forms of bid or estimate, the proper envelopes in which to inclose the same, the specifications and agreements, and any further information desired, can be obtained at Rooms 1 and 9, No. 31 Chambers Street.

THOS. F. GILROY,
Commissioner of Public Works.

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

TO OWNERS OF LANDS ORIGINALLY ACQUIRED BY WATER GRANTS.

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

The act further provides that the owner of any such lot may notify the Commissioner of Public Works, in writing, specifying the ward number and street number of the lot that he desires, for himself, his heirs and assigns, to be released from the obligation of such covenants, and elects and agrees that said lot shall be thereafter liable to be assessed as above provided, and

thereupon the owner of such lot, his heirs and assigns shall therefor be relieved from any obligation to pave, repair, uphold or maintain said street, and the lot in respect of which such notice was given shall be liable to assessment accordingly.

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

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

THOS. F. GILROY,
Commissioner of Public Works

CORPORATION NOTICE.

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

List 3939, No. 1. Sewer and appurtenances in One Hundred and Seventy-first Street, from Third to Washington Avenue.

List 3943, No. 2. Sewer and appurtenances in St. Ann's Avenue, between the Southern Boulevard and One Hundred and Thirty-fourth Street.

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

No. 1. Both sides of One Hundred and Seventy-first Street, from Third to Washington Avenue.

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

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

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

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

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

ELECTION NOTICE.

NOTICE IS HEREBY GIVEN, PURSUANT TO section 1839 of chapter 410, Laws of 1889, entitled "An act to consolidate and declare the special and local interests in the City of New York," that at the General Election to be held in this State on the Tuesday succeeding the first Monday of November next, the following municipal officers are to be chosen in the City and County of New York, viz:

A Mayor, for a term of two years, in place of Hugh J. Grant.

A President of the Board of Aldermen, for a term of two years, in place of John U. V. Arnold.

Thirty Aldermen, for a term of two years, twenty-eight of whom shall be elected as follows: One in each of the first twenty-eight Assembly Districts, as the same now exist, and the remaining two Aldermen shall be elected as follows: One from a district comprising the Twenty-third Ward and one from a district comprising the Twenty-fourth Ward, as said wards now exist by law, said Aldermen being elected under the provision of chapter 408 of the Laws of 1892.

A Register, for a term of three years, in place of Frank T. Fitzgerald.

A County Clerk, for a term of three years, in place of William J. McKenna, who was appointed by the Governor in place of Leonard A. Giegerich, resigned.

A Judge of the Court of Common Pleas for the City and County of New York, for a term of fourteen years, in the place of Leonard A. Giegerich, who was appointed by the Governor in place of Henry Wilder Allen, deceased.

A City Judge, for a term of fourteen years, in place of Rufus E. Cowing.

A Justice of the District Court of the City of New York for the First Judicial District, in place of Wauhope Lynn, who was appointed by the Governor to fill the vacancy caused by the death of Peter Mitchell, and who shall fill the unexpired term thereof which ends on the 1st day of January, 1894.

An Additional Surrogate for the City and County of New York, pursuant to chapter 642 of the Laws of 1892, for the term of fourteen years.

Thirty Members of Assembly, one of whom shall be elected in each of the Assembly Districts as now established by law and whose term of office is one year.

MICHAEL F. BLAKE,
Clerk of the Common Council.

SUPREME COURT.

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

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

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

JOHN P. DUNN, Clerk.

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

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court, at the Chambers thereof, in the County Court-house, in the City of New York, on the

11th day of October, 1892, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses have been deposited in the office of the Department of Public Works, there to remain for and during the space of ten days.

Dated New York, September 27, 1892.

JOHN H. ROGAN,
HENRY WINTHROP GRAY,
SAMUEL W. MILBANK,
Commissioners.

JOHN P. DUNN, Clerk.

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

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 28th day of June, 1892, Commissioners of Estimate and Assessment, for the purpose of making a just and equitable estimate and assessment of the loss, if any, over and above the benefit and advantage, or of the benefit and advantage, if any, over and above the loss and damage, as the case may be, to the respective owners, lessees, parties and persons, respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening a certain avenue herein designated as Independence Avenue, as shown and delineated on certain maps made by the Commissioners of the Department of Public Parks, and filed in the office of the Secretary of State of the State of New York on the 9th day of September, 1891; in the office of the Register of the City and County of New York on the 7th day of September, 1892, and in the office of the Department of Public Parks on the 6th day of September, 1892, and more particularly set forth in the petition of the Board of Street Opening and Improvement filed in the office of the Clerk of the City and County of New York; and a just and equitable estimate and assessment of the value of the benefit and advantage of said avenue, so to be opened or laid out and formed, to the respective owners, lessees, parties and persons, respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An Act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

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

And we, the said Commissioners, will be in attendance at our said office on the 27th day of October, 1892, at 3 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner or on behalf of the Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, September 24, 1892.

GEORGE P. WEBSTER,
JAMES F. HORAN,
WILLIAM H. MARSTON,
Commissioners.

JOHN P. DUNN, Clerk.

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

PURSUANT TO THE PROVISIONS OF CHAPTER 207 of the Laws of 1890, as amended by chapters 13 and 552 of the Laws of 1891, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Chambers thereof, in the County Court-house in the City of New York, on Tuesday, the 11th day of October, 1892, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate in the above-entitled matter.

The nature and extent of the improvement hereby intended is the acquisition of title in fee in the name and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, to a certain gore of land, with the buildings thereon and the appurtenances thereto, belonging, north of One Hundred and Fifty-third Street, between the Seventh Avenue and MacComb's Dam Road, in the Twelfth Ward of said city, for the purpose of the construction of a bridge and approaches thereto, with the necessary abutments and arches, across the Harlem River in said city, to replace the present Central or MacComb's Dam Bridge, as provided by said chapter 207 of the Laws of 1890, as amended by said chapters 13 and 552 of the Laws of 1891, being the following described gore, plot, piece or parcel of land, situate, lying and being in the Twelfth Ward of the City of New York, and bounded and described as follows:

Beginning at the intersection of the westerly line of the Seventh Avenue with the northerly line of One Hundred and Fifty-third Street, and running thence westerly on said northerly line of One Hundred and Fifty-third Street, two hundred and fifty-two feet (252) to the easterly line of the MacComb's Dam Road; thence northeasterly on the said easterly line of the MacComb's Dam Road, one hundred and twenty-eight feet (128) to a point on the said easterly line distant one hundred and ninety and ninety-five one-hundredths feet (190 95/100) from the westerly line of the Seventh Avenue, and at right angles to said westerly line of the Seventh Avenue; thence northeasterly, continuing along said easterly line of the MacComb's Dam Road, three hundred and seventy-two and twenty-nine one-hundredths feet (372 29/100) to the point of intersection of the easterly line of the MacComb's Dam Road with the westerly line of the Seventh Avenue; thence southerly, on the said westerly line of the Seventh Avenue, four hundred and thirty-two and seventy-two one-hundredths feet (432 72/100) more or less to the place of beginning.

Dated New York, September 13, 1892.

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

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

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 28th day of June, 1892, Commissioners of Estimate and Assessment, for the purpose of making a just and equitable estimate and assessment of the loss, if any, over and above the benefit and advantage, or of the benefit and advantage, if any, over and above the loss and damage, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening a certain street or avenue, herein designated as Cedar Place, as shown and delineated on a certain map made under authority of chapter 241 of the Laws of 1888, and filed in the office of the Register of Westchester County at White Plains, on February 23, 1891, and more particularly set forth in the petition of the Board of Street Opening and Improvement filed in the office of the Clerk of the City and County of New York; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

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

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

Dated New York, September 24, 1892.

GEORGE P. WEBSTER,
J. RHINELANDER DILLON,
WILLIAM H. MARSTON,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of Thomas F. Gilroy, Commissioner of Public Works of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring certain pieces or parcels of land and the title thereto, wherever the same have not heretofore been acquired for the use of the public for the purposes of sewerage and drainage, pursuant to section 327, chapter 410, Laws of 1889, as amended by chapter 423, Laws of 1888, and chapter 31, Laws of 1892, between the easterly terminations of One Hundred and Sixty-seventh Street and the Harlem River, in the Twelfth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 14th day of June, 1892, Commissioners of Estimate and Assessment, for the purpose of making a just and equitable estimate and assessment of the loss, if any, over and above the benefit and advantage, or of the benefit and advantage, if any, over and above the loss and damage, as the case may be, to the respective owners, lessees, parties and persons, respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of the acquisition of title to certain pieces or parcels of land, wherever the same have not heretofore been acquired, for the use of the public, for the purposes of sewerage and drainage, pursuant to section 327, chapter 410, Laws of 1889, as amended by chapter 423, Laws of 1888, and chapter 31, Laws of 1892, being strips of land about 20 feet in width, with the buildings thereon and the appurtenances thereto belonging, between the easterly terminations of One Hundred and Sixty-seventh Street and the United States Canal or bulkhead-line, Harlem River, in the Twelfth Ward of the City of New York, being the following described lots, pieces, or parcels of land, viz:

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

Thence easterly in a line radial to the curve of said road, and deflecting to the left from the centre line of One Hundred and Sixty-seventh Street, produced, 30° and 9', distance 100 feet to the easterly line of Edgecombe Road;

Thence deflecting to the right 38° 43' and 20", distance 21 40/100 feet;

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

Thence westerly 28 2/3 feet and parallel with the last but one mentioned direction;

Thence deflecting to the left 38° 43' and 20", distance 90 58/100 feet;

Thence deflecting to the right 31° 41' and 30", said direction being parallel and distant 20 feet northerly from the first course given on the radial line of the Edgecombe Road, distance 90 10/100 feet to the westerly line of Edgecombe Road;

Thence southerly along said line 20 1/100 feet to the point or place beginning.

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

Beginning at a point in the easterly line of Edgecombe Road 177 99/100 feet northerly from the initial point of the first curve northerly from One Hundred and Sixty-fifth Street;

Thence northeasterly and deflecting from the radial line of said curve to the left 31° 41' and 30", distance 93 3/100 feet;

Thence deflecting to the right 38° 43' and 20", distance 21 40/100 feet, to the land now occupied by the Croton Aqueduct, as aforesaid, being the point in the westerly line and the place of beginning;

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

Thence deflecting to the left 89° 55', and northerly along the easterly line of the land of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to CEDAR PLACE (although not yet named by proper authority), extending from Eagle Avenue to Union Avenue, in the Twenty-third Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by the Department of Public Parks.

men and Commonalty of the City of New York, occupied by the Croton Aqueduct, distance 20 feet;

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

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

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

Beginning at a point in the easterly line of Edgcomb road, 177 90-100 feet, northerly from the initial point of the first curve northerly from One Hundred and Sixty-fifth street;

Thence northeasterly and deflecting from the radial line of said curve to the left $31^{\circ} 42'$ and $30'$, distance 93 3-100 feet;

Thence deflecting to the right $38^{\circ} 43'$ and $20'$, distance 111 40-100 feet to and through the land now occupied by the Croton Aqueduct, as aforesaid, being the point in the easterly line and the place of beginning;

Thence easterly and in continuation of the line last described as being to and through the land now occupied by the Croton Aqueduct, distance 165 90-100 feet;

Thence deflecting to the right $31^{\circ} 42'$ and $30'$, distance 134 8-100 feet;

Thence deflecting to the left $21^{\circ} 2'$ and $5'$ (said direction being at right angles to the United States Channel or bulkhead-line, Harlem river, passing through the Exterior street as established by the Commissioners of the Sinking Fund of the City of New York and shown upon a map dated August 21, 1887);

Thence northerly along said United States Channel or bulkhead-line, distance 20 7-100 feet;

Thence westerly and parallel with the last but one mentioned direction and at right angles to Tenth avenue, distance 201 64-100 feet;

Thence deflecting to the right $21^{\circ} 2'$ and $5'$, distance 135 97-100 feet;

Thence deflecting to the left $31^{\circ} 42'$ and $30'$, distance 171 91-100 feet to the easterly line of the land of the Mayor, Aldermen and Commonalty of the City of New York, now occupied by the Croton Aqueduct;

Thence southerly along said easterly line for a distance of 90 feet to the point of beginning.

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

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

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

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

JOHN P. DUNN, Clerk.

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

NOTICE IS HEREBY GIVEN THAT THE BILL of costs, charges and expenses incurred by reason of the proceedings in the above entitled matter, will be presented for taxation to one of the Justices of the Supreme Court, at the Chambers thereof in the County Court-house, in the City of New York, on the 8th day of October, 1892, at 10:30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon, and that the said bill of costs, charges and expenses has been deposited in the office of the Department of Public Works, there to remain for and during the space of ten days.

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

CARROLL BERRY, Clerk.

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

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

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

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

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

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

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

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 20th day of January, 1892, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss, if any, over and above the benefit and advantage, or of the benefit and advantage, if any, over and above the loss and damage, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening a certain street herein designated as One Hundred and Forty-fourth street, as shown and delineated on a certain map made by the Board of Commissioners of Streets and Roads of the City of New York, filed in the office of the Street Commissioner of the City of New York April 1, 1891, and as shown and delineated on a certain map made by the Board of Commissioners of the Central Park, and filed in the office of the Street Commissioner of the City of New York on March 7, 1888, and more particularly set forth in the aforesaid order of appointment and the petition of the Board of Street Opening and Improvement filed therewith in the office of the Clerk of the City and County of New York; and a just and equitable estimate and assessment of the value of the benefit and advantage of said avenue, so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled to or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of them by chapter 16, title 5, of the act entitled "An Act to consolidate into one act, and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

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

And we, the said Commissioners, will be in attendance at our said office on the 16th day of October, 1892, at 3 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimants or claimants, or such additional proofs and allegations, as may then be offered by such owner, or on behalf of the Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, September 10, 1892.
CHAUNCEY S. TRUAX,
APPLETON L. CLARK,
HENRY G. CASSIDY,
Commissioners.

JOHN P. DUNN, Clerk.

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

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

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

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

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

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

Dated New York, August 26, 1892.
WM. A. DUEK, Chairman,
WILLIAM H. WILLIS,
SAMUEL W. MILBANK,
Commissioners.

MATTHEW P. RYAN, Clerk.

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

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

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

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

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

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

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

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

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

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

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: Northerly by a line parallel to the northerly line of Charlotte place, and distant 500 feet northerly therefrom from Stebbins avenue to the Southern Boulevard, easterly by the westerly side of the Southern Boulevard, from the intersection of the northern boundary line with said westerly side of the Southern Boulevard to a point 100 feet south of the southerly side of Freeman street; thence westerly on a line parallel to the easterly line of Intervale avenue, and distant 100 feet easterly therefrom to a point 100 feet north of the northerly line of Westchester avenue; thence easterly and parallel to and distant 100 feet northerly from the northerly line of Westchester avenue to the westerly side of Tiffany street; thence southerly along the westerly side of Tiffany street to the northerly side of the Harlem River and Portchester Railroad; thence westerly along the northerly side of said railroad to the easterly side of Ely street; thence northerly along the easterly side of Ely street to the southerly side of the Southern Boulevard; thence easterly along said southerly side of Southern Boulevard to the intersection of the easterly line of Lane avenue, prolonged southerly to the southerly side of the Southern Boulevard; thence northerly along said easterly line of Lane avenue to the southerly side of Beck street and parallel to Intervale avenue to the easterly line of Stebbins avenue, thence northerly along the easterly side of Stebbins avenue to a point 100 feet north of Westchester avenue; thence easterly on a line parallel to the northerly line of Westchester avenue and distant 100 feet northerly therefrom to a point 100 feet west of Intervale avenue; thence northerly on a line parallel to and distant 100 feet westerly from the westerly line of Intervale avenue to a point 100 feet south of and parallel to and distant 100 feet southerly from the southerly line of Freeman street to the easterly line of Stebbins avenue; thence northerly along the easterly line of Stebbins avenue to its intersection with a line drawn parallel to and distant 500 feet northerly from the northerly boundary line first mentioned, excepting from said area all the streets, avenues and roads, or portions thereof, heretofore legally opened, and all the unimproved land included within the lines of streets, avenues, roads, public squares and places shown and laid out upon any map or maps filed by the Commissioners of the Department of Public Parks, pursuant to the provisions of chapter 604 of the Laws of 1871, and the laws amendatory thereof, or of chapter 410 of the Laws of 1882, as such area is shown upon our benefit map deposited as aforesaid.

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

the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

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

JOHN P. DUNN, Clerk.

In the matter of the application of the Mayor, Aldermen and Commonalty of the City of New York, relative to the opening of CATHEDRAL PARKWAY, by widening and enlarging One Hundred and Tenth street, between Seventh avenue and Riverside Park, so as to conveniently connect thereby, and by appropriate entrances in connection therewith, Central Park, Morningside Park and Riverside Park in the City of New York, pursuant to chapter 275 of the Laws of 1891, passed April 25, 1891.

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

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

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

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

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

Dated New York, September 9, 1892.
EUGENE S. IVES, Chairman,
JOHN CONNELLY,
Commissioners.

JOHN P. DUNN, Clerk.

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

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

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

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

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

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

Dated New York, August 17, 1892.
ANDREW S. HAMERSLEY, JR., Chairman,
PATRICK FOX,
Commissioners.

JOHN P. DUNN, Clerk.

THE CITY RECORD.

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

W. J. K. KENNY,
Supervisor