

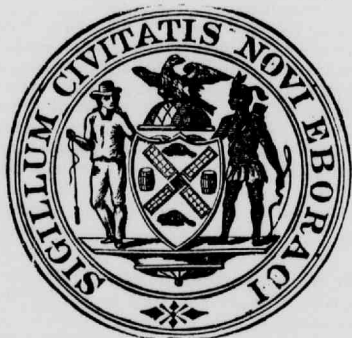
THE CITY RECORD.

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NEW YORK, WEDNESDAY, JUNE 25, 1879.

NUMBER 1,839.



LEGISLATIVE DEPARTMENT.

BOARD OF ALDERMEN.

STATED SESSION.

TUESDAY, June 24, 1879,
12 o'clock, M.

The Board met in their chamber, No. 16 City Hall.

PRESENT:

Hon. Jordan L. Mott, President;

ALDERMEN

Michael W. Burns,
Thomas Carroll,
Frederick Finck,
George Hall,
Robert Hall,
Nicholas Haughton,
J. Graham Hyatt,

John W. Jacobus,
Patrick Keenan,
Bernard Kenney,
Terence Kiernan,
John J. Morris,
Henry C. Perley,

William R. Roberts,
William Sauer,
Thomas Sheils,
James J. Slevin,
Matthew Stewart,
Joseph P. Strack.

The minutes of the last meeting were read and approved

MESSAGES FROM HIS HONOR THE MAYOR.

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

MAYOR'S OFFICE, NEW YORK, June 24, 1879.

To the Honorable the Board of Aldermen:

I hereby revoke and withdraw the following nominations for the office of Marshal of the City of New York, made by me to the Board of Aldermen on the ninth day of May, 1879, viz.: the nominations of—

John H. Whitmore.....	In place of Marvin R. Clarke.
Patrick Moynahan.....	“ Mathew T. Beirne.
Meyer Goodman.....	“ Meyer Goodman.
Albert Hartman.....	“ Isaac C. Goldstein.
Frederick Stahle.....	“ John Duggan, Jr.
William Miller.....	“ William Alt.
Peter W. Salmon.....	“ Peter W. Salmon.
John Costello.....	“ Louis Lebuscher.
Hugh F. Farrell.....	“ Abram Bernard.
William Grote.....	“ Nathan Frank.
Frederick Saib.....	“ George Hatzel.
Judson G. Wells.....	“ John Sheridan.
William J. Boyhan.....	“ John McDonough.
Daniel J. Sullivan.....	“ George Boucsein.
George J. Smith.....	“ George J. Smith.
Charles H. Babcock.....	“ John H. McCarthy.
John H. Grimes.....	“ James McCauley.
John Sullivan.....	“ Patrick Feeny.
Edward Mulry.....	“ John C. Lyst.
Denis Galvin.....	“ Lewis McDermott.
J. Russell Sloat.....	“ Thos. Cunningham.
Jacob Knobloch.....	“ Joseph M. Hill.
Nicholas Benner.....	“ Louis Levy.
Frank Keckeissen.....	“ Frank O'Donnell.
Sylvester Bennett.....	“ Mathew Nugent.
Daniel McGowan.....	“ Lawrence Delmore.
Thomas H. Sullivan.....	“ Daniel O'Brien.
Joseph P. Kennedy.....	“ Joseph P. Kennedy.
James Ging.....	“ Thomas Corcoran.
James B. Smith.....	“ Thomas McGrath.
Patrick H. Stewart.....	“ Richard C. Walsh.
Augustus Bacon.....	“ Patrick J. Hanbury.
Richard M. Lush.....	“ Richard M. Lush.
William A. Shields.....	“ Denis Galvin.
Michael Goode.....	“ Cornelius Farley.

EDWARD COOPER, Mayor.

Which was referred to the Committee on Salaries and Offices.

PETITIONS.

By Alderman Sauer—

Petition of Association of Hack Owners for amendment of ordinance relating to hackney coaches.

Whereupon he offered the following:

AN ORDINANCE to amend section 8 of article 1 of chapter 40 of the Ordinances of 1866, as amended by Ordinance of March 16, 1876, relating to hackney coaches and cabs.

The Mayor, Aldermen, and Commonalty of the City of New York do ordain as follows:

Section 1. Section 8 of article 1 of chapter 40 of the above-entitled ordinance is hereby amended and shall read as follows:

§ 8. Every person who may be licensed as aforesaid, shall pay to the license bureau the sum of three dollars for every hackney coach and two dollars for each cab which shall be kept for hire, and for every renewal of every such license one-half the above license fee shall be paid, and all such vehicles licensed for the year ending first Monday in June, 1879, shall be deemed as renewals.

Sec. 2. All ordinances or parts of ordinances inconsistent or conflicting with the provisions of this ordinance are hereby repealed.

Sec. 3. This ordinance shall take effect immediately.

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

Which was decided in the affirmative by the following vote, viz.:

Affirmative—The President, Aldermen Burns, Carroll, Finck, G. Hall, R. Hall, Haughton, Hyatt, Keenan, Kenney, Kiernan, Morris, Perley, Roberts, Sauer, Sheils, Slevin, Stewart, and Strack—19.

By Alderman Hyatt—

Remonstrance of Mary A. Wray, protesting against bay-windows on house corner Fifth avenue and Fifty-seventh street.

Which was referred to the Committee on Law Department.

By Alderman R. Hall—

Petition to light Tremont road, from Jerome avenue to McComb's Dam and Kingsbridge road. Which was referred to the Committee on Public Works.

By the same—

Petition to light Berrian avenue, from Jerome avenue to Sedgwick avenue. Which was referred to the Committee on Public Works.

By the same—

Remonstrance against elevated railroad in Fifty-ninth street.

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

The undersigned most respectfully represent to your Honorable Board as follows:

1st. That they are the owners of real estate in the City of New York, situated on Fifty-ninth street, between the Sixth and Ninth avenues, and its immediate vicinity.

2d. That said property, especially that fronting on the Central Park, is for the purpose of residences the most valuable in this city, and that its chief value in this respect is by reason of its view, quietness, and accessibility to the Central Park, and the parks and avenues in the upper part of the city.

3d. That these advantages have been acquired only through enormous assessments upon this property for the park, the circles at Fifth and Eighth avenues, and the Grand Boulevard, assessments far exceeding those ever before levied upon any other class of property in this city.

4th. The avenues and boulevards connected with Fifty-ninth street through the Grand Circle and the park alone give access to the great parks and drives in the upper part of the city, that have been built at such enormous expense, for the purpose of beautifying and making desirable for residences this part of the city.

The Honorable Board of Commissioners, recently appointed for the location of steam railways in this city, have reported among other routes one for the location of a steam railway through Fifty-ninth street, from the Sixth to the Ninth avenue, and over and upon the Grand Circle at the junction of Broadway and Eighth avenue.

The undersigned most earnestly protest against the adoption of the route above designated for the following reasons:

1st. There is no public necessity that demands the change. The routes already established are complete, operated, and accepted by this very company, and furnish as good accommodation to the public as the route proposed. The advantages of the change would accrue to the railway company only; and why the corporation already holding the richest franchise ever granted to a private corporation in this country, should receive still greater privileges, so detrimental to public and private interests, it is difficult upon any ground of public policy to see.

2d. This change will work the greatest damage to the Central Park, defacing three of the four main entrances to the park, and almost its entire southern front. No encroachment heretofore suggested can in the least compare with it. It is equivalent to hanging a soiled rag on a fine piece of statuary. These entrances and the Grand Circle at the Eighth avenue are as much a part of the park as the Mall, or the lake, and the plans now adopted by the Park Commissioners for beautifying them is a part of the general plan of the Central Park. If the route proposed is adopted, these entrances will be utterly ruined, approaches to them made dangerous, and the beauty of the whole front of the park destroyed. What public interest demands this sacrifice of public property? It has already been seriously proposed that this road should be extended through the park, and the objections against such extension are but little greater than against the change proposed.

3d. The proposed route, if completed and used, would destroy the entrance at Eighth avenue for carriage driving. There are now but two such entrances to the park, and the number of carriages entering during the year is at the rate of two per minute for twelve hours each day in the year. Not only would this change destroy the use of the park for driving, but also destroy the avenues north of the park for the same purpose, of which the entrance to the park is the inlet.

4th. It would destroy the Western Boulevard for purposes of driving, by placing a steam railroad and depot at its very entrance.

5th. There has been expended upon the Central Park, and the boulevards and parks north of it, over thirty millions of dollars. This corporation proposes to build a barrier, rendering access to these parks and boulevards almost impassable, except over its own roads. This may be beneficial to this corporation; it is hardly just to the public, whose interests are in your charge.

6th. The routes to the Metropolitan Railway have already been fixed and determined by a former commission, the routes so fixed have been accepted by the company and the public; the values of real estate have adjusted themselves to this determination. What public necessity or private interests demand this change? This corporation endeavored to induce the former Commissioners to give them the right of way over this street; permission was refused, and the routes as determined upon were accepted.

7th. In 1878 a bill was introduced into the Legislature asking for the right over this street, for this corporation, that is granted by this Board of Commissioners. The bill was referred to the Committee on Railroads, and upon a full hearing, was decided against. The railway company at that time asserted that they needed no further legislation; that they had not authorized the introduction of the bill; that the routes established were all they needed. What greater need is there to-day that such change should be made?

8th. The Manhattan Railway Company propose by this proceeding to take possession of a part of the Central Park at the junction of Broadway and Fifty-ninth street, a piece of property that cost the city over \$1,000,000, and ask your Honorable Board virtually to donate this property to them without money and without price. We think such a proposition has never before been presented to any Board of Aldermen in this city.

9th. That besides the injuries to the interests of the public generally and the public property resulting from the construction and operation of the proposed railroad, your petitioners will be especially injured thereby in their property and rights by a like obstruction of access and of view, and by annoyance and damage from the noises and escaping steam, smoke, cinders, etc., of the trains, destroying, or at least greatly diminishing the value of their property, and thereby causing a total or partial confiscation of such property without any compensation therefor to your petitioners, and although no public use or benefit is thereby served, but, on the contrary, public as well as private interest and convenience will be sacrificed solely for some possible advantage to the corporations operating the existing elevated railways.

Your remonstrants would further most respectfully submit that your Honorable Board has no authority in law to give the consent requested.

This question was fully discussed before a former Board of Commissioners, of which E. P. Wheeler, Esq., was the chairman, and the following is an extract from that report: "The very facts which lead to the conclusion that the proposed railroad would benefit business on streets like the Third avenue, etc., tend to show that it would injure first-class resident property; there would also seem to be the insurmountable difficulty so far as the route along the park is concerned, in that the Park Commissioners object to the construction of the proposed railway along the Central Park; they would seem to be the 'local authorities' whose previous consent is required by section 4 of the act."

We therefore submit to your Honorable Board that, whether considered upon public or private grounds, your consent should not be given to the adoption of the proposed route. This corporation, then, seeking to subvert only their private interests at so great a cost to the public and so great a sacrifice to other private interests should receive no recognition at your hands.

Wm. F. Buckley, 3 Broad street.	F. C. Havemeyer, Wall and South streets.
I. & S. Bernheimer, 320 Broadway.	M. Treacy, 338 West 59th street.
R. H. Arkenburgh, 49 Broad street.	E. J. Arkenburgh, "Grand Circle."
A. S. Rosenbaum, 165 Water street.	C. Robert Peters, 58 Reade street.
Chas. E. Appleby, 155 Broadway.	Bernard Cohen, 19 and 21 Greene street.
Estate Leonard Appleby, C. E. Appleby, ex.	E. M. Walter, 19 and 21 Greene street.
Stallknecht & Hall, 39 Nassau street.	Wm. Heller, 34 Reade street.
W. B. Dick, 18 Ann street.	Reuben Ross, 669 Fifth avenue.
H. Knubel, 940 Seventh avenue.	Sylvester Brush, 68 Greene street.
Adelbert Ames, 208 West 59th street.	Charles P. Daly, Chief Justice Common Pleas.
Julia Morris, adm'x, 214 West 59th street.	Louise Coddington, 238 Fifth avenue.
J. F. Twombly, 212 West 59th street.	Max Weill, Worth and Elm streets.
John W. Lewis, 216 West 59th street.	Wm. P. Earle, 12 East 57th street.
Elie Charlier, owner and head master of the	Steinway & Sons, 109 and 111 East 14th street.
Charlier Institute, 106 and 108 West 59th st.	G. W. Hojer, 97 Duane street.
V. K. Stevenson, Boreal Buildings, President	Chas. P. Burdett, 174 Water street.
Real Estate Trust Company.	Lawrence Odell, 48 West 33d street.
Elias S. Higgins, 84 and 86 White street.	O. M. Arkenburgh, 49 Broad street.
N. D. Higgins, 84 and 86 White street.	Lewis Colwell, 336 West 28th street.
Henry A. Mott, by Jas. Lorimer Graham, at-	Joseph Colwell, 412 West 20th street.
torney, 210 West 59th street.	John Anderson, 114 Liberty street.

O. M. ARKENBURGH,
Secretary Property Owners' Association.

New York, June 24, 1879.

Which was referred to the Committee on Railroads; subsequently referred to the Committee on Streets.

By Alderman Perley—

Petition to light Seventy-second street, from First to Second avenue.

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

The undersigned would respectfully request your Honorable Body to direct the laying of gas-mains and the erection of street gas-lamps in Seventy-second street, between Second and First avenues.

On this block of ground he, as agent for Mrs. Helen Langdon, is erecting five houses, and has others in contemplation. These five houses will be ready for occupancy August 1, and it is necessary that the gas-mains be laid so that these houses can be supplied with light, and the street should be lighted also.

Very respectfully,
FLOYD CLARKSON,
Agent for Mrs. Helen Langdon.

New York, June 17, 1879.

Which was referred to the Committee on Public Works.

MOTIONS AND RESOLUTIONS.

By Alderman Morris—

Whereas, Upon the application of fifty reputable householders of the Twenty-third and Twenty-fourth Wards, made to his Honor the Mayor, as required by section 1 of chapter 606, Laws of 1875 (commonly called the Rapid Transit Act), asking that better facilities be afforded the inhabitants of said wards, for going to and from their homes to the lower part of the city, he appointed Commissioners to determine upon the necessity of steam railways, and to lay out the route therefor, who reported thereon June 14, 1879, and in addition to the consideration of the necessity of the extension of rapid transit into the annexed territory, extended their investigation into the entire system of railways within the city limits, and, claiming to act "in harmony with public sentiment," have fixed and determined upon new routes south of Harlem river, in addition to others heretofore authorized and now in existence; and requested his Honor the Mayor to communicate to the Common Council the result of their action, and ask the consent of that body to the location, construction, and operation of such steam railways upon the new routes thus laid out and determined; and

Whereas, Apart from the doubtful validity of any act looking to the establishment of additional routes south of Harlem river, by a commission appointed to lay out and determine steam railway routes in the territory north of it, and solely on the application of householders in the "annexed territory," it is still more doubtful if the first appointment of Commissioners under the act, and the completion of their labors, which resulted in the present system of elevated steam roads, did not exhaust the powers intended to be given the Supervisors of the several counties and the Mayors of the several cities, so far as the City of New York was concerned, and that any Commissioners appointed subsequent to those authorized to act under the petition of the fifty householders who first made the application, would be a usurpation, not warranted by the provisions of the Rapid Transit Act; and

Whereas, Experience has proved that the present elevated railroads, while they have certainly afforded increased facilities for public travel, have not been operated in the interests of the city or its people generally. They have destroyed, in the most arbitrary manner, private property to the extent of millions of dollars, without the slightest compensation to the injured property owners; they occupy and use public property, worth many millions more, some of it without the slightest authority; they compel passengers to pay exorbitant fares for twenty out of the twenty-four hours of each day, thus in effect excluding from participation in the only benefit it can be claimed they confer, seven-tenths of our population, who cannot afford, without doing injustice to themselves, to pay from one-sixth to one-fifth of their daily earnings for the few minutes in time they can save by patronizing these roads, in going to or from their homes to their work; they have even endeavored to escape from the payment of their proportionate share of the cost of the city government, and a suit at law was necessary to compel payment of their taxes for that purpose. All this and more of a like character, in face of the fact that the stocks and bonds of these companies are selling at a premium of seventy-five to eighty cents on the dollar; clearly, therefore, this Common Council would not be "acting in harmony with public sentiment," did it consent to the occupation of any other of the public property of this city, by any more such public spirited corporations (at least south of the Harlem river), or did it not, before granting the privilege of using our streets, and public parks and places, first take the precautions dictated by common prudence and past experience, to protect both the interests of the city and its people; be it therefore

Resolved, That this Common Council will not consent to the establishment of any additional route or routes for elevated steam railways, within the limits of this city, south of Harlem river, except upon the condition that Commissioners be appointed, one by the Mayor, one by the Comptroller, and one by the majority of the owners of property on the proposed route or routes, to assess the amount of damages suffered by such owners from the use of the streets by the structure and cars of such company; that every such company shall pay into the city treasury five per cent. of its gross earnings, and a license fee of one hundred dollars for every car run on their roads; that the tracks in the streets, avenues, and public places shall not be used by any such company or companies for storing their cars, engines, coal, oil, or other things, under a penalty of \$100 for every offense; and that the fare in no case shall exceed five cents for each passenger for one passage upon any such railroad from one end of the road to the other, upon Manhattan Island, and not more than five cents in addition from the Harlem river to the northerly limits of the city.

Which was referred to the Committee on Railroads; subsequently referred to the Committee on Streets.

PETITIONS RESUMED.

By Alderman Morris—

Petition to regulate, grade, etc., Seventy-sixth street, from Fourth to Madison avenue.

NEW YORK, June 6, 1879.

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

GENTLEMEN—The undersigned, property owners on East Seventy-sixth street, between Madison and Fourth avenues, do most respectfully petition your Honorable Board that an ordinance may be passed directing that Seventy-sixth street, between Fourth and Madison avenues, may be curbed, flagged, and paved with granite blocks. Six houses have been erected on said block or street, and others are in contemplation. Asking that the petition may be granted at an early date, and the work performed when the weather is favorable for the prosecution of such an improvement, Your petitioners will ever pray, etc.

JAMES V. S. WOOLLEY.
J. BENTLEY SQUIER.

Which was referred to the Committee on Public Works.

MOTIONS AND RESOLUTIONS RESUMED.

By Alderman Carroll—

Resolved, That permission be and the same is hereby given to Cornelius Horgan to keep a meat-rack on the sidewalk in front of No. 1175 Second avenue, provided such meat-rack be no incumbrance or obstruction to the free use of the sidewalk; such permission to continue only during the pleasure of the Common Council.

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

By the same—

Resolved, That permission be and the same is hereby given to Mrs. Cohen to place and keep show-case in front of No. 184 Bowery, the same to be placed against the pillar of the elevated railroad; 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 Jacobus—

Resolved, That Walter H. Downs 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 Charles S. Monroe 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 Kiernan—

Resolved, That James B. Smith be and he is hereby reappointed a Commissioner of Deeds in and for the City and County of New York, his term having expired June 12, 1879.

The President put the question whether the Board would agree with said resolution. Which was decided in the affirmative by the following vote, viz.:

Affirmative—The President, Aldermen Burns, Carroll, Finck, G. Hall, R. Hall, Hyatt, Keenan, Kenney, Kiernan, Morris, Perley, Roberts, Sauer, Sheils, Slevin, Stewart, and Strack—18.

By Alderman Morris—

Whereas, The railroad-wreckers, franchise-grabbers, and property-destroyers are seemingly desirous of usurping and confiscating some more of the property and franchises of our city and our property-owners; and

Whereas, The above-named influential classes of "railroaders" do not, it would appear, propose to pay either the city or property-owners for the property they usurp or destroy; and as it would very materially assist them to enrich themselves at the expense of other and better people, could they obtain the assistance of the representatives of those they propose to rob; be it

Resolved, That this Board hereby recommends that all the public streets, avenues, parks, and places not now occupied by elevated railroads be placed at the disposal of the "railroaders;" that

the Park Commissioners be and they are hereby requested to consent to the uses of the Central Park and other parks for elevated railroad purposes, and the law officers of the city are hereby respectfully requested to write an opinion favorable to the power of the Common Council to grant the public property for the private uses of the said "railroaders;" and be it further

Resolved, That lest the proverbial modesty of the "railroaders" should interfere with the acceptance of the foregoing privileges, that they be and hereby are respectfully requested to take control of and use for the purposes of an elevated steam railroad, Broadway, from Whitehall and State street to Fourteenth street, including Bowling Green, which they may convert into a depot; Fourteenth street to Fifth avenue, to the Harlem river, with double or quadruple tracks, as the grantees may elect, and the Counsel to the Corporation is hereby authorized to prepare and execute a lease, on behalf of the city, of the above franchise, and such others as they may desire, for a period of ninety-nine years, with ten renewals, at an annual rental of one mill, payable at the expiration of the term of the last renewal; and be it further

Resolved, That before entering into possession of the above franchises and confiscation of the property on the line of the above route or routes, the wreckers, grabbers, and their successors, shall deposit into the city treasury the sum of ten million dollars in cash, to be approved by the Comptroller of the city to indemnify the city and its citizens against any suits that the above grantees may bring against the city or its citizens for giving away this route or routes without compensation for the same. The interest on the amount deposited with the Comptroller shall be forfeited for the benefit of the city, and shall be applied to the reduction of the city debt, and the principal shall remain on deposit in the city treasury as long as this road or any part of it remains standing, and continues to be owned by the persons mentioned in this resolution.

Which was referred to the Committee on Railroads; subsequently referred to the Committee on Streets.

By Alderman Perley—

Resolved, That Edward H. Wales be and he is hereby reappointed a Commissioner of Deeds in and for the City and County of New York, to date from the date of the expiration of his present term of office, July 1, 1879.

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

Which was decided in the affirmative by the following vote, viz.:

Affirmative—The President, Aldermen Burns, Carroll, Finck, G. Hall, R. Hall, Haughton, Kenney, Keenan, Kiernan, Morris, Perley, Roberts, Sauer, Sheils, Slevin, Stewart, and Strack—18.

By Alderman Carroll—

Resolved, That permission be and the same is hereby given to Louis A. Bates to keep a sign-post, not to exceed eighteen inches square and six feet high, surmounted by a mortar, on the sidewalk in front of No. 739 Sixth avenue; 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 Sheils—

Resolved, That Charles F. Walters be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York, in place of Charles F. Walters, whose term of office expires June 25, 1879.

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

Which was decided in the affirmative by the following vote, viz.:

Affirmative—The President, Aldermen Burns, Carroll, Finck, G. Hall, R. Hall, Hyatt, Keenan, Kenney, Kiernan, Morris, Perley, Roberts, Sauer, Sheils, Slevin, Stewart, and Strack—18.

By Alderman Carroll—

Resolved, That permission be and the same is hereby given to Angelo Spameni to retain a sign in front of his premises No. 79 Third avenue; 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.

MESSAGES FROM HIS HONOR THE MAYOR RESUMED.

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

MAYOR'S OFFICE, NEW YORK, June 24, 1879.

To the Honorable the Board of Aldermen :

I herewith transmit for appropriate action letters received from Colonel William M. Strachan, commanding the Ninth Regiment Massachusetts Volunteer Militia, and Colonel James Cavanagh, commanding Sixty-ninth Regiment, N. G. S. N. Y., tendering a marching salute to the Mayor and Common Council at the City Hall, and invite the Mayor and Board of Aldermen to be present at a battalion drill dress parade at Union square.

EDWARD COOPER, Mayor.

HEADQUARTERS NINTH REGIMENT INFANTRY, M. V. M.,
6 COURT STREET, BOSTON, June 21, 1879.

To his Honor the Mayor and the

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

As this regiment, of which I have the honor to command, will visit your city on the 26th inst., I most respectfully tender to you and the City Council a marching salute while passing the City Hall, and trust that you will honor us with your presence at that time; and I also cordially invite you to be present at the battalion drill and dress parade, to be held in Union square about eleven o'clock on the same, complimentary to yourself, Board of Aldermen and City Council.

Very respectfully, your ob'd't servant,

WILLIAM M. STRACHAN,
Colonel Commanding 9th Regiment Infantry, M. V. M.

HEADQUARTERS SIXTY-NINTH INFANTRY,
THIRD BRIGADE, FIRST DIVISION, N. G. S. N. Y.,
NEW YORK, June 23, 1879.

Hon. EDWARD COOPER, Mayor N. Y. City :

SIR—The Ninth Regiment of Infantry of the M. V. M. will visit this city as guests of the Sixty-ninth Regiment, N. G. S. N. Y., on Thursday, June 26. We desire to tender to the Ninth Massachusetts a reception worthy of a regiment so distinguished by its brilliant record in war and the excellent standing it has always maintained among the citizen soldiers of Massachusetts. In this view I respectfully invite you, and through your Honor the Common Council of the City of New York, to join with us in the reception by reviewing the Ninth Massachusetts, escorted by the Sixty-ninth New York, at the City Hall, at 11 o'clock A. M., on June 26.

Very respectfully, your obedient servant,

JAMES CAVANAGH,
Colonel Commanding 69th Regiment.

The President put the question whether the Board would agree to accept the invitation. Which was decided in the affirmative.

MOTIONS AND RESOLUTIONS AGAIN RESUMED.

By Alderman Keenan—

Resolved, That permission be and the same is hereby given to Michael Baron to erect and keep a barber's pole in front of his premises, No. 315 West Forty-first street, the work to be done at his own expense; 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 Carroll—

Resolved, That the name of Marcus Block, recently appointed a Commissioner of Deeds, be and is hereby corrected so as to read Marcus Bloch.

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

Which was decided in the affirmative.

By Alderman Finck—

Resolved, That permission be and the same is hereby given to Augustin Daly to erect and retain a flight of four steps and portico to extend the entire length of building known as the Broadway Theatre, Nos. 1219 and 1221 Broadway, to be within the stoop-line and to be twenty feet high, the work to be done at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

Which was referred to the Committee on Streets.

By Alderman Burns—

Resolved, That the Commissioner of Public Works be requested to report to this Board by what authority Edgars alley, from Broadway to New Church street, has been closed.

Which was referred to the Committee on Streets.

By Alderman R. Hall—

Resolved, That permission be and the same is hereby given to Frederick Ruhling to place and keep a post surmounted by a sign in front of No. 607 Second avenue, near the curb, said post not to be over 15 feet high and 8 inches in diameter; sign to be not over 2 feet square; 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.

PETITIONS AGAIN RESUMED.

By Alderman Kiernan—

Petition to permit Calaman Costantius to keep a stand at Third avenue and One Hundred and Twenty-fifth street.

Which was referred to the Committee on Streets.

MOTIONS AND RESOLUTIONS AGAIN RESUMED.

By Alderman G. Hall—

Resolved, That permission be and the same is hereby given to Louis Miller to erect and retain storm-door in front of his premises No. 34 White street, said storm-door to be within the stoop-line and to be no obstruction to public travel; 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 Hyatt—

Resolved, That permission be and the same is hereby given to Edward Just to lay a two-inch water-pipe in One Hundred and Twenty-seventh street, from the main in Seventh avenue, a distance of three hundred and fifty feet west, to supply six new buildings recently erected in said street, the work to be done at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

By Alderman Kenney—

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

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

Which was decided in the affirmative by the following vote, viz.:

Affirmative—The President, Aldermen Burns, Carroll, Finck, G. Hall, R. Hall, Haughton, Hyatt, Jacobus, Keenan, Kenney, Kiernan, Morris, Perley, Roberts, Sheils, Slevin, Stewart, and Strack—19.

By Alderman Jacobus—

Whereas, A very reprehensible practice has prevailed among the city railroad companies of changing the grades of the streets in repairing the pavement in and about their tracks, in some cases to such an extent as to render the passage of heavily loaded vehicles impossible, West street, between Canal and Liberty streets, and in other parts thereof, being cases in point, the Belt Railroad Company having raised the grade from one to two feet and over, without warrant or authority of law; be it therefore

Resolved, That the Commissioner of Public Works be and he is hereby directed to notify the officers of the Belt Railroad to restore the grade of West street (wherever altered by said company) to the grade established by law; and in the event of any neglect or a refusal on the part of said company to comply with such notification for a period of twenty days, then the said Commissioner of Public Works is hereby authorized and directed to regrade said street to the proper legal grade, and to relay the railroad tracks, provided the expense of the work be paid by said company, and in the event of a refusal or neglect to pay for such regrading and laying tracks, that he remove the said railroad tracks and dispose of the material to repay the cost of the work, if sufficient, and if not, to sue for the balance of the sum so expended.

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

Which was decided in the affirmative.

By Alderman G. Hall—

Resolved, That permission be and the same is hereby given to J. D. Hall to erect and retain pump in front of his premises on southwest corner of Franklin and Hudson streets, said pump to be used to supply water for drinking purposes for horses, the work to be done at his own expense; 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 Foster—

Whereas, Friday, the 4th day of July next, being a legal holiday, no detriment would be done the public business of the city were the public offices of the Corporation to remain closed until Monday, the 7th inst., and an opportunity would be given a great many persons to enjoy a limited vacation, by closing the said public offices on the Saturday succeeding the 4th of July next; be it therefore

Resolved, That the public offices of the Corporation be closed for the transaction of public business, from the 3d to the 7th day of July next.

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

Which was decided in the affirmative.

By Alderman R. Hall—

Resolved, That permission be and the same is hereby given to Frank Caldara to retain a barber's pole in front of No. 89 Third avenue; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

By Alderman Jacobus—

Resolved, That the property known as the "Old Union Base Ball Ground," situated on Locust avenue, east of Fordham (near Third) avenue, Tremont, Twenty-fourth Ward, be and is hereby excepted from the provisions of section 9, chapter XIII. of the Ordinances of 1859, relating to the firing of firearms in the City of New York.

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

Which was decided in the affirmative.

By Alderman Stewart—

Resolved, That permission be and the same is hereby given to John D. Coursey to retain stand for the sale of fruit at the curb-stone in front of premises No. 88 Wall street, said stand not to be more than five and a half feet long and two feet wide, the consent of occupant of said premises being hereto annexed; 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 Morris—

Resolved, That the Commissioners of the Department of Public Parks be and they are hereby requested to repair the walks in, around, and through Washington square; also the carriageways crossing said square, as soon as possible; also the sidewalks around the park bounded by Thirty-second and Thirty-third streets, Broadway and Sixth avenue.

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

Which was decided in the affirmative.

By Alderman Sauer—

Resolved, That Charles M. Reynolds 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 Carroll—

Resolved, That Leo Hertzburg 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 Foster—

Resolved, That permission be and the same is hereby given to Irvin & Co. to retain post and sign on curb-line in front of premises No. 1274 Third avenue; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

By the same—

Resolved, That a crosswalk be laid, of the usual width, from the intersection of North William and Chatham streets to sidewalk in front of premises No. 48 Chatham street, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was referred to the Committee on Public Works.

By Alderman Sauer—

Resolved, That permission be and the same is hereby given to George F. Browne to remove ornamental lamp-post from in front of No. 1170 Broadway, and place the same in front of his premises, No. 14 West Twenty-seventh street, the work to be done and gas supplied at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

By Alderman Burns—

Resolved, That the Commissioner of Public Works be and he is hereby directed to take whatever steps may be necessary in order to compel the Hudson River Railroad Company to properly repave Hudson street, between North Moore and Duane streets, as the said company, after removing their tracks, paved the street with cobble-stone pavement instead of Belgian, in an unskillful manner, without regard to the grade or the appearance of said street.

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

Which was decided in the affirmative.

By Alderman Stewart—

Resolved, That permission be and the same is hereby given to A. J. Metz to pave the sidewalk, for a space of four feet, in front of premises No. 82 Gold street, with Belgian or trap-block pavement, the work to be done at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

By Alderman Sauer—

Resolved, That permission be and the same is hereby given to George and John Theiss to place and keep two ornamental lamp-posts and lamps in front of premises No. 61 West Fourteenth street, the work to be done and gas supplied at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

By the same—

Resolved, That permission be and the same is hereby given to B. I. Hart to erect and keep a "bay-window in front of No. 106 West Forty-second street, the consent of the adjoining property-owners and the diagram being attached to the application, the work to be done at his own expense, under the direction of the Commissioner of Public Works; such permission to continue 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 Hyatt—

Resolved, That permission be and the same is hereby given to William H. Meader to place sign from in front of his premises 48 Marion street across the sidewalk to the curb-stone line, said sign not to exceed ten (10) feet in length by eighteen (18) inches in width, and to be erected at least ten (10) feet above the level of the sidewalk, the work to be done at his own expense; 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 Morris—

Resolved, That Croton pipes be laid from Eighty-seventh street, through Riverside avenue to Ninety-sixth street, and thence through said street to Boulevard, according to the Laws of 1879, chapter 381.

Which was referred to the Committee on Public Works.

By Alderman Foster—

Whereas, The property lying between Sixteenth and Seventeenth streets, Avenue C and the East river, was conveyed to the City of New York to be used exclusively for the purpose of a public market; and

Whereas, It is understood that a portion of the land included in the conveyance above referred to is to be used as a site for an hospital for the reception of patients suffering from small-pox and other contagious and infectious diseases; be it therefore

Resolved, That the Counsel to the Corporation be and he is hereby respectfully requested to report to this Board, at his earliest convenience, by what right any portion of said property can be used for any other than market purposes, and if in his opinion such proposed use will not vitiate the title of the city to the property.

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

Which was decided in the affirmative.

By Alderman Keenan—

Resolved, That permission be and the same is hereby given to Robert J. Draddy to place and keep an undertaker's sign, to be not more than 23 inches square at the base and 9 feet high, tapering to a point, as shown on the annexed diagram, in front of No. 711 Third avenue; 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.

MESSAGES FROM HIS HONOR THE MAYOR RESUMED.

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

MAYOR'S OFFICE, NEW YORK, June 24, 1879.

To the Honorable the Board of Aldermen:

In obedience to the requirements of section 1, chapter 606 of the Laws of 1875, on the second day of April last I appointed five Commissioners under that statute commonly known as the "Rapid Transit Act." These Commissioners have made their report, a copy of which I transmit herewith. The petition upon which these proceedings are founded shows upon its face that the object to be obtained was the establishment of a route or routes in the annexed district to facilitate rapid communication for that district. Departing from the intention of the original petition, the Commissioners, in addition to routes in that district, have located routes in that part of the city not referred to in the petition.

The route from Forty-second street to the City Hall, if adopted, would constitute a most valuable franchise, which would be given away without any compensation to the city, and without provision for payment for damages to private property. The fact that grants have been heretofore given without such provisions is no reason why that mistake should be repeated. The route through Fifty-ninth street would be a new invasion of the parks of the city and private rights for the benefit of the present rapid transit railway corporations.

The routes laid out in the annexed district are within the purview of the petition upon which the proceedings are based. I have not had sufficient opportunity to enable me to determine whether the routes actually laid out in that district are such as will best accommodate the public needs. It may be doubted whether the determination of the routes by the Commissioners is not wanting in that definiteness and finality of location which is prescribed in the statute. I transmit herewith a copy of an opinion of the Counsel to the Corporation in respect to powers of the local authorities referred to in the statute.

EDWARD COOPER, Mayor.

LAW DEPARTMENT,
OFFICE OF THE COUNSEL TO THE CORPORATION,
NEW YORK, June 23, 1879.

Hon. EDWARD COOPER, Mayor:

SIR—I have the honor to acknowledge the receipt of your communication of June 20, inclosing a copy of a report which you state you have received from the Commissioners appointed pursuant to chapter 606 of the Laws of 1875, commonly known as the Rapid Transit Commissioners, and stating that the law provides that in order to make any designation of routes by such Commissioners effective, there shall be "the consent of the local authorities having the control of that portion of the street or highway upon which it is proposed to construct or operate such railway or railways." You state that you desire to be advised what action of what local authorities is required to make the designation of routes made by the aforesaid Commissioners effective.

First—As to some portions of the routes designated, the consent of the Park Department is required. By chapter 290 of the Laws of 1871, it is provided that the Department of Parks "shall have the full and exclusive power to govern, manage, and direct the said several public parks, squares, and places; to pass ordinances for the regulation and government thereof, and generally, in regard to said public parks, squares, and places, they shall possess all the power and authority heretofore possessed by the Mayor, Aldermen, and Commonalty of said city, in respect to the public parks, squares, and places in said city."

And by chapter 850 of the Laws of 1873, it is provided that "the determination of the lines of curb, and other surface constructions in all the streets and avenues within the distance of 350 feet from the outer boundaries of any public park or place, which are now, or hereafter may be, under the control and management of the Board of Commissioners of the Department of Public Parks, is hereby vested in said Board of Commissioners; and the said parts of said public streets and avenues shall at all times, after the same are opened, be subject to such rules and regulations, in respect to the uses thereof, and erections and projections thereon, as the said Board of Commissioners may make therefor."

It will appear from these quotations that the consent of the Commissioners of the Department of Parks is necessary to render effective any designation of a route for a railroad by the Rapid Transit Commissioners, that crosses or runs along a public place, or any street or avenue adjoining a public park or place. Without being able to identify, myself, from the description sent, what portions, if any, of the routes laid out in the Twenty-third and Twenty-fourth Wards are of this character, it is apparent that the route laid out from Sixth avenue to Ninth avenue, on Fifty-ninth street, requires the consent of the Park Commissioners, and the route from Forty-second street to the City Hall requires it, certainly as to that portion laid out along the City Hall Park, and that portion laid out along the easterly side of Union square, and perhaps in other points which I have not as yet had full opportunity to investigate.

Union square is a public place, and Fourth avenue, from Fourteenth street to Seventeenth street would, as a street adjoining a public place, come under the jurisdiction of the Park Department. In addition to this fact, a reference to the act laying out Union square shows that the street on the easterly side of Union square is not properly Fourth avenue, but is a part of the public place known as Union square. See chapter 80 of the Laws of 1832, in accordance with which Union square was laid out. So that the consent of the Park Department would, on this ground, also be required to render effective the designation of a route along Union square—the route at that point runs across a public place.

Second—As to the streets in general throughout the city, the control over them is divided. The executive control is in the Commissioner of Public Works. The legislative control is in the Mayor and the Board of Aldermen. In this law the latter power is doubtless referred to. The control of the streets in general is in the Mayor and the Board of Aldermen, by virtue of the provisions of the charter, conferring upon the Common Council power to regulate the use of the streets, coupled with the proviso that they must act by resolution or ordinance, and that "every ordinance or resolution shall, before it shall take effect, be presented, duly certified, to the Mayor for his approval," and with the further proviso that if approved, to become a law; if disapproved, not to become a law, unless passed by a two-thirds vote of all the members elected to the Board.

With reference to the streets in general, then, designated for the route or routes of rapid transit railroads, the Common Council must first act by resolution or ordinance. If approved by them, the resolution should then be transmitted to the Mayor for his action, and in the case of his veto of the resolution, a two-thirds vote of all the members elected to the Board of Aldermen is necessary for its passage.

I am, sir, yours respectfully,
WM. C. WHITNEY, Counsel to the Corporation.

BOARD OF COMMISSIONERS OF RAPID TRANSIT,
No. 54 EXCHANGE PLACE,
NEW YORK, June 14, 1879.

To his Honor EDWARD COOPER, Mayor:

SIR—The undersigned, constituting the Board of Commissioners appointed by you, under the provisions of chapter 606, Laws of 1875, on the 2d day of April, 1879, have fixed and determined routes, in addition to any heretofore authorized or now existing, for steam railways in this city, copies of which, together with maps showing the same, are hereto annexed, and respectfully ask that you communicate to the Common Council the result of our action, and request the consent of that body, in the manner provided by law, to the location, construction, and operation of such steam railways, over, upon, along, across, or under the streets, avenues, and places fixed and determined by us as routes for such steam railways.

In the discharge of the duties devolving upon us we have carefully examined the entire system of railways within the limits of the city, with the view, if possible, of so utilizing the roads now organized or in operation, that, in connection with the routes fixed and determined by us, all parts of the city should share in the great benefits to be derived from a complete system of rapid transit roads.

The success of the roads now in operation has demonstrated the fact that rapid transit is practicable, and the public at large demand increased facilities and additional routes.

Acting in harmony with this public sentiment, and recognizing it to be our special duty to fix and determine such routes as might appear to us to be desirable and necessary, we have carefully examined all applications made to us, and for that purpose have been in almost daily consultation, and have had the professional advice and assistance of competent and experienced civil engineers. It affords us great pleasure to add that the result of our action is a unanimous report in favor of the routes as designated.

We now submit this important branch of our work, through you to the local authorities, whose consent, as also the consent of the requisite number of property owners, as provided by law, to the proposed routes is necessary.

We will next devote our attention to the plans of construction submitted for our examination, and as soon as we shall have decided which are most suitable to the routes selected, we will again report to your Honor. Until which time,

We remain, with great respect, your obedient servants,

HENRY G. STEBBINS,
HENRY F. SPAULDING,
BENJAMIN G. ARNOLD,
LEWIS G. MORRIS,
SAMUEL R. FILLEY,

Commissioners
of
Rapid Transit.

Resolutions passed by the Commissioners of Rapid Transit, in session, June 10, 1879.

Resolved, That in pursuance of the powers conferred upon us by chapter 606, Laws of 1875, we, the Commissioners appointed by the Mayor of the City of New York on the 2d day of April, 1879, do hereby fix and determine the route or routes of a steam railway or railways in the City of New York, as follows:

(1.) A route to be designated as the Harlem River, Kingsbridge, and Riverdale Route, as follows:

Beginning at a point in the Eighth avenue at or near River street, and at a point of connection with the Metropolitan Elevated Railway, and running thence over and across the Harlem river to the north bulkhead line thereof, on such a line and at such an elevation as shall conform to the requirements of chapter 345 of the Laws of the State of New York, passed May 20th, 1879; thence curving to the left and passing over and across the Spuyten Duyvil and Port Morris Railroad and Commerce avenue, to a point about midway between Commerce and Sedgwick avenues, about 270 feet south of Devoe street; thence crossing under Devoe street and running between said Commerce and Sedgwick avenues northwardly for about 2,080 feet, to a point about 280 feet south of Wolf street; thence curving to the left and passing to and over the line of Commerce avenue, and by a reverse curve to the right continuing over Commerce avenue to a point on the westerly line of said avenue about thirty-five feet north of the High Bridge of the Croton Aqueduct; thence curving to the right and continuing along on the westerly side of Commerce avenue and parallel therewith about 450 feet, and passing to and upon the lands of the New York City and Northern Railroad; thence running northwardly on a line coincident with the route of said New York City and Northern Railroad as now constructed, for about 12,610 feet, to a point in the road leading easterly from the Farmers' Bridge over the Harlem river; thence diverging westwardly from the said New York City and Northern Railroad, and passing between said railroad and the Spuyten Duyvil and Port Morris Railroad about 1,860 feet, to a point about 202 feet east of Broadway, and about 45 feet north of a street not yet designated by name; thence curving to the left and crossing Broadway about 825 feet to a point about 397 feet north of the Spuyten Duyvil and Port Morris Railroad; thence on a straight line crossing Kingsbridge avenue and Ackerman street about 765 feet, to a point about 68 feet west of Ackerman avenue; thence curving to the right and crossing Tibbett's brook and the old road at base of hill west of Tibbett's brook for about 795 feet to a point about 35 feet east of Riverdale avenue, which point is designated (19); thence northwardly on a straight line for about 500 feet to a point about 43 feet west of Waldo street; thence curving to the right for about 310 feet to a point in or under Waldo street; thence curving to the left for about 255 feet to a point about 50 feet west of the Tibbett's brook parkway; thence on a straight line for about 385 feet to a point about 50 feet west of said parkway; thence curving to the left for about 175 feet to a point about 45 feet west of said parkway; thence on a straight line for about 1,070 feet to a point in the old road from Spuyten Duyvil to Moshulu, and also in or under Barney street; thence curving to the right for about 200 feet to a point about 35 feet west of Meyers street; thence on a straight line for about 645 feet to a point in the old road aforesaid, about 160 feet west of Broadway, then curving to the left for about 350 feet to a point about 68 feet west of Broadway at or in Moshulu; thence on a straight line for about 645 feet to a point about 33 feet west of Broadway; thence curving to the left for about 375 feet to a point about 50 feet west of Broadway; thence on a straight line for about 1,920 feet, crossing over and above two certain streets not yet designated by names, to a point about 95 feet west of Broadway; thence curving to the right for about 320 feet to a point about 95 feet west of Broadway; thence on a straight line for about 400 feet to a point about 83 feet west of Broadway; thence curving to the right for about 390 feet, to a point on or near the westerly side of Broadway in the old Post road; thence on a straight line over and across Broadway and Moshulu avenue about 1,520 feet to a point about 625 feet easterly from Broadway, the said line crossing the central line of Moshulu avenue about 440 feet, easterly from the intersection of Moshulu avenue and Broadway; thence curving to the left for about 425 feet to a point about 800 feet easterly of Broadway, and on the line of the Yonkers Rapid Transit Railway Company, as located and shown on the map of said company, filed in the Register's office of the city and county of New York; thence northerly on a tangent coincident with the located line of said company about 1,465 feet to a point in the boundary line between the city of New York and the city of Yonkers about 1,135 feet east of the easterly line of Broadway as measured on said boundary line.

Also a branch beginning at the point (19) above named, and running thence on a tangent for about 255 feet; then curving to the left on a radius of 900 feet for about 570 feet to a point on or near the easterly line of the street lying on the easterly side of the Tibbetts Brook Parkway; thence on a straight line for about 1,400 feet, crossing over and above the Spuyten Duyvil and Port Morris Railroad and certain streets not yet designated by names, and the Spuyten Duyvil Creek at or near Kingsbridge to a point (26) in the old Kingsbridge road, on Manhattan Island, and there connecting with the railroads authorized to be constructed by the Rapid Transit Commissioners of 1875. The routes as above described being shown by red lines on the map hereto annexed, which said map is to be taken and considered as a part of this description.

In case a street or avenue should be laid out and opened from a point on Eighth avenue north of One Hundred and Fifty-fifth street, leading to the Harlem river, before the construction of the railway across the Harlem river, then the route above described may, if desirable, be changed so as to fix the point of junction or connection with the line of the Metropolitan Railway at the junction of such new street with Eighth avenue, and to bring said route through said new street to the Harlem river, and across such river opposite the opening of such new street to the northerly shore of said river; thence by a curve to the left across the line of the Spuyten Duyvil and Port Morris Railway northerly to a point of intersection with the line above described.

It shall be at the option of the company organized and acquiring the right to construct a steam railway or railways upon the route above described, either to construct the same wholly thereon or to vary the route as follows: Beginning at the common point where the route above described ceases to be coincident with the line of the New York City and Northern Railroad Company, to wit: At a point on the road leading easterly from the Farmers' Bridge, over the Harlem river; thence diverging westerly from the said New York City and Northern Railroad, and passing between the said railroad and the Spuyten Duyvil and Port Morris Railroad, about 1,275 feet, to a point about 280 feet east of Broadway; thence curving to the left, and crossing Broadway about 1,215 feet to a point about 55 feet east of Kingsbridge avenue, and about 25 feet north of the Spuyten Duyvil and Port Morris Railroad; thence curving to the right, crossing Kingsbridge avenue, Ackerman street, Tibbett's Brook and the old road at the base of the hill, west of Tibbett's Brook, about 1,500 feet to a point about 35 feet east of Riverdale avenue, which point is designated (19), and coincides with the said designated point (19) in the afore-mentioned first described route, and thence as before mentioned and described; and the route between the common points afore-named, last above described, is hereby in like manner fixed and determined as the route for a steam railway or railways; and either of the routes between said common points being built upon, then the right to build upon the other shall cease.

All the above-described routes include crossings and all intervening streets, highways, lands and places, and a width of land of 50 feet for railroad bed and ditches, with such additional widths on any part or parts of said route as shall be needed for proper slopes of cuttings and fillings, and for the construction, operation and maintenance of said railroad.

Resolved, That in pursuance of the powers conferred upon us by chapter 606, Laws of 1875, we the Commissioners appointed by the Mayor of the City of New York on the 2d day of April, 1879, do hereby fix and determine the route or routes of a steam railway or railways in the City of New York, as follows:

(2.) A route to be designated the "Central Route," as follows:

THE CENTRAL ROUTE.

Beginning at the intersection of Second avenue and One Hundred and Twenty-ninth street, in the City of New York, and connecting there with the routes fixed and determined by the Rapid Transit Commissioners of 1875, and running thence over and across the Harlem river on such a line and at such an elevation as shall conform to the requirements of chapter 345 of the Laws of the State of New York, passed May 20, 1879, to a point about 90 feet south of the Southern Boulevard; thence curving to the left for about 275 feet to a point about 70 feet north of the Southern Boulevard, and 200 feet west of Alexander avenue; thence running northwardly parallel to Alexander avenue and 200 feet distant therefrom for about 1,165 feet to the southerly side of One Hundred and Thirty-eighth street, then curving to the left for about 420 feet to a point on One Hundred and Thirty-ninth street, thence over and along One Hundred and Thirty-ninth street, over and across Third avenue and Morris avenue for about 240 feet to a point on or near the westerly side of said Morris avenue; thence curving to the right for about 420 feet to a point in the centre of Rider avenue, thence over and along Rider avenue to the northerly side of One Hundred and Forty-fourth street; thence on a line at right angles to One Hundred and Forty-fourth street, to, over, and across the New York and Harlem Railroad at or near One Hundred and Fifty-third street and to a point midway between Grant and Sherman avenues, near One Hundred and Fifty-sixth street; thence on a line midway between Grand and Sherman avenues to One Hundred and Sixty-fourth street; thence curving to the left and passing across and under Morris avenue and One Hundred and Sixty-fifth street, then curving to the right and running parallel to and 25 feet distant from Morris avenue, to a point near Overlook avenue; thence across and under Overlook avenue, then deflecting to the left and running between Sherman and Morris avenues to a point at or near Elliott street; thence deflecting to the left and running still between Sherman and Morris avenues to a point at or near Mott avenue, about midway between Belmont street and Martindale place; then deflecting to the left, and running between Belmont street and Eden avenue to One Hundred and Seventy-fourth street, then deflecting to the right and running to a point in One Hundred and Seventy-sixth street about 160 feet west of Fleetwood avenue, then curving to the right across Fleetwood avenue and One Hundred and Seventy-seventh street at or near their intersection, then curving to the left across Tremont avenue; then running parallel to Fleetwood avenue, and about 110 feet distant therefrom to Burnside avenue; then curving to the right and crossing Morris avenue at a point about midway between One Hundred and Eightieth and One Hundred and Eighty-first streets; then curving to the left and running between Morris and Creston avenues to One Hundred and Eighty-third street; then curving to the right across Creston avenue; then curving to the left and running between Creston and Rye avenues to a point near Welch street; then curving to the right and then to the left and crossing the Highbridge road near Anthony avenue; then running between Anthony and Creston avenues, and crossing Travers and Jerome avenues and through Jerome Park, about 150 feet west of Jerome avenue to a point about 125 feet north of Potter place, and there connecting with the east side route, as fixed and determined by this Commission; then curving to the left, crossing Van Courtland avenue, about 250 feet west of Jerome avenue; then curving to the right and running northwardly for about 900 feet, and then curving to the left for about 1,100 feet, crossing the Croton Aqueduct; then curving to the right and passing west of the Croton Aqueduct for about 4,700 feet; then curving to the left, crossing over the valley of Tibbett's Brook and crossing the New York City and Northern Railroad about 1,300 feet south of Moshulu avenue, and crossing Moshulu avenue at or near a curve in the same; then curving to the right and running north of Moshulu avenue for about 2,000 feet, to a point 850 feet east of Broadway; then northerly to the north line of the City of New York, at a point about 1,185 feet east of Broadway. The streets, roads, and avenues lying east of Jerome avenue and named in this description, being the same which are shown on a certain map of "the Central District of the Twenty-third and Twenty-fourth Wards," filed by the commissioners of the Department of Public Parks in the Register's office of the City and County of New York, on the 28th day of February, 1879; and the route as above described being shown by a red line on the map hereto annexed, which said map is to be taken and considered as a part of this description.

All the above described routes include crossings and all intervening streets, highways, lands, and places, and a width of land of 50 feet for railroad bed and ditches, with such additional widths on any part or parts of said route as shall be needed for proper slopes of cuttings and fillings, and for the construction, operation, and maintenance of said railroad.

Provided that the company authorized to build, or which may acquire the right to build the railways upon said above described route may build the same wholly upon said described route, or may vary the same as follows: Beginning at the intersection of Second avenue and One Hundred and Twenty-ninth street, thence westwardly along One Hundred and Twenty-ninth street to a point to be selected by said company, not more than three hundred feet west of the westerly line of Second avenue, measured on said One Hundred and Twenty-ninth street; thence curving to the right to the bulkhead line, and to and across the Harlem river upon such line as shall be in accordance with the provisions of law above named, to a point on the northerly shore thereof; thence curving to the right to a junction with the East side route, above described.

Resolved, That in pursuance of the powers conferred upon us by chapter 606, Laws of 1875, we, the Commissioners appointed by the Mayor of the City of New York on the 2d day of April, 1879, do hereby fix and determine the route or routes of a steam railway or railways in the City of New York, as follows:

(3.) A route to be designated the East Side Route, as follows:

Beginning at the intersection of Second avenue and One Hundred and Twenty-ninth street, in the City of New York, and connecting there with the routes fixed and determined by the Rapid Transit Commissioners of 1875, and running thence over and across the Harlem river, on such a line and at such an elevation as shall conform to the requirements of chapter 345 of the Laws of the State of New York, passed May 20, 1879, to the northerly shore thereof; then curving to the right to a point on One Hundred and Thirty-second street, at or near the west side of Alexander avenue; then along One Hundred and Thirty-second street, to a point about 170 feet west of Willis avenue; then curving to the right and then to the left to a point about 50 feet north of One Hundred and Thirty-first street and about 300 feet east of Willis avenue; thence easterly on a line parallel to One Hundred and Thirty-first street, to a point at or near the westerly side of Brook avenue; then curving to the left to the north side of the Southern Boulevard about 125 feet west of St. Ann's avenue; then northerly parallel to St. Ann's avenue to a point at or near the north side of One Hundred and Thirty-eighth street; then curving to the right and crossing St. Ann's avenue, and then curving to the left to a point at or near Division street, and about 225 feet east of the east side of St. Ann's avenue; thence northeasterly to One Hundred and Forty-ninth street, at or about 40 feet east of the east side of Eagle avenue; thence curving to the right between Westchester avenue and Terrace place to a point about 75 feet southerly of the south side of Westchester avenue at or about the intersection of the west side of Trinity avenue and Westchester avenue; thence easterly on a line parallel with the course of Stebbins avenue, at or about 125 feet south of the south side of the same to Leggett avenue; thence curving to the left on a line parallel to said Stebbins avenue at or about 175 feet to the southeast side thereof; thence curving to the left to Westchester avenue; thence northerly parallel to said Stebbins avenue at or about 120 feet to the east thereof to One Hundred and Sixty-fifth street; thence curving to the right to and past One Hundred and Sixty-seventh street, and to a line between and about midway of Stebbins avenue and Intervale avenue to Freeman street; thence northeasterly to a point about 40 feet west of the intersection of Intervale avenue and Wilkins place; thence curving to the right to a point at or about 300 feet to the west of the Southern Boulevard; thence northeasterly to the intersection of the Southern Boulevard and the Boston road; thence curving to the left to Woodruff avenue at or about 100 feet to the southeast of Southern Boulevard; thence northeasterly to Locust avenue, at or about 200 feet to the east of the Southern Boulevard; thence northeasterly to the Kingsbridge road, at or about 420 feet to the east of the Southern Boulevard; thence northeasterly

through lands of the Philip Lydig estate to Fordham and Pelham avenue at or about 300 feet to the southeast of the Southern Boulevard; thence northerly and easterly through the lands of St. John's R. C. College and the Lorillard estate to Grove street, at or about 280 feet to the east of the Southern Boulevard; thence curving westerly through lands of the Lorillard estate to a street or line passing across the New York and Harlem Railroad at or about 1,075 feet to the northeast of the intersection of the Southern Boulevard with said railroad; thence over and across said railroad and Webster avenue and running south of Bussing street to or near the Williamsbridge road or Bainbridge avenue; thence curving to the left and running across Middle Brook avenue and parallel to Potter place, and about 125 feet distant therefrom to and across Jerome avenue; and thence connecting with the central route as laid out by this Commission.

The streets, roads, and avenues named in this description lying between St. Ann's avenue and the intersection of the Southern Boulevard and the Boston road are the same which are shown on a certain map of "the Hunt's Point District of the Twenty-third Ward," filed by the Commissioners of the Department of Public Parks in the Register's office of the City and County of New York, on the 8th day of August, 1878; and the streets, roads, and avenues lying west of the New York & Harlem Railroad are the same which are shown on a certain map of the Central District of the Twenty-third and Twenty-fourth Wards, filed by the said Commissioners in the Register's office on the 28th day of February, 1879.

The routes hereinbefore described are shown by a red line on the map hereto annexed, which said map is to be taken and considered as a part of this description.

All the above-described routes include crossings and all intervening streets, highways, lands, and places, and a width of land of fifty feet for railroad bed and ditches, with such additional widths on any part or parts of said route as shall be needed for proper slopes of cuttings and fillings, and for the construction, operation, and maintenance of said railroad.

Provided that the company authorized to build, or which may acquire the right to build the railways upon said above-described route, may build the same wholly upon said described route, or may vary the same as follows: Beginning at the intersection of Second avenue and One Hundred and Twenty-ninth street, thence westwardly along One Hundred and Twenty-ninth street to a point to be selected by said company not more than three hundred feet west of the westerly line of Second avenue, measured on said One Hundred and Twenty-ninth street; thence curving to the right to the bulkhead line and to and across the Harlem river upon such line as shall be in accordance with the provisions of law above named to a point on the northerly shore thereof; thence curving to the right to a junction with the east side route above described.

Resolved, That in pursuance of the powers conferred upon us by chapter 606, Laws of 1875, we, the Commissioners appointed by the Mayor of the City of New York on the 2d day of April, 1879, do hereby fix and determine the route or routes of a steam railway or railways in the City of New York, as follows:

(4.) A route to be designated the Jerome Avenue Branch, as follows:

Beginning at a point on Eighth avenue, at or near River street, and running thence over and across the Harlem river in the manner specified for Harlem river, Kingsbridge, and Riverdale route; then curving to the right and passing under and across Sedgwick, Aqueduct, and Ogden avenues to Bremer avenue, at or near Jerome avenue; then curving to the left and crossing over Bremer and Jerome avenues to a point about 125 feet southwardly from Marchwood place; then parallel to Marchwood place for about 300 feet; then curving to the left crossing over Marchwood place, and then running midway between Cromwell and River avenues to, under, and across Jerome avenue; thence between Jerome avenue and the next adjacent avenue on the westward for about 3,800 feet; then curving to the right and crossing over Jerome avenue, and then curving to the left and connecting with the "central route" fixed and determined by this Commission, at or about One Hundred and Seventy-sixth street.

The above described route being shown by a red line on the map hereto annexed, which said map is to be taken and considered as a part of this description.

All the above described routes include crossings and all intervening streets, highways, lands, and places, and a width of land of fifty feet for railroad bed and ditches, with such additional widths on any part or parts of said route as shall be needed for proper slopes of cuttings and fillings, and for the construction, operation, and maintenance of said railroad.

Resolved, That in pursuance of the powers conferred upon us by chapter 606, Laws of 1875, we, the Commissioners appointed by the Mayor of the City of New York, on the 2d day of April, 1879, do hereby fix and determine the route or routes of a steam railway or railways, in the City of New York, as follows:

(5.) A route, to be designated the Fordham Avenue Branch, as follows:

Beginning at a point on the east side route, fixed and determined by this Commission, about 300 feet north of One Hundred and Forty-ninth street, and running thence about midway between Eagle and Caldwell avenues to One Hundred and Sixty-third street; then deflecting to the left and crossing the Boston road at or near One Hundred and Sixty-fourth street; then deflecting to the right, and running between Third or Fordham avenue, and Fulton avenue to Wendover avenue, and thence northwardly in the same general direction as Fordham avenue to the Quarry road; thence running to the eastward of the Home for Incurables, and crossing the Kingsbridge road to a point midway between Arthur and Hoffman streets; then on a line midway between said streets for about 3,000 feet, to, over, and through the lands of St. John's College; thence curving to the right, crossing the Southern Boulevard at or about an angle in the same, about 1,500 feet east of the Harlem railroad, and then connecting with the east side route fixed and determined by this Commission.

The route above described being shown by a red line on the map hereto annexed, which map is to be taken and considered as a part of this description.

All the above described routes include crossings and all intervening streets, highways, lands and places, and a width of land of 50 feet for railroad bed and ditches, with such additional widths on any part or parts of said route as shall be needed for proper slopes of cuttings and fillings, and for the construction, operation, and maintenance of said railroad.

Resolved, That in pursuance of the powers conferred upon us by chapter 606, Laws of 1875, we, the Commissioners appointed by the Mayor of the City of New York, on the 2d day of April, 1879, do hereby fix and determine the route or routes of a steam railway or railways in the City of New York, as follows:

(6.) A route to be designated as the "Hunt's Point Route," as follows:

Beginning at or near the present terminus at the Harlem river, of the Harlem River and Port Chester Railroad, and there connecting with the east side route fixed and determined by this Commission, and running thence on a line coincident with the line of said railroad to the easterly line of New York City, at or in the Bronx river; with a branch thereto beginning at a point on the east side route at or about 175 feet west of the west line of Willis avenue; thence curving southeasterly and easterly to a point at or about 150 feet to the east of Willis avenue, on or about the north side of One Hundred and Thirty-first street; thence along, on or about the north side of One Hundred and Thirty-first street to Brook avenue; thence curving northerly to the intersection of the west side of Gouverneur place and One Hundred and Thirty-second street; thence easterly to the west side of Cypress avenue at or about 250 feet to the south of the Southern Boulevard; thence nearly parallel to the Southern Boulevard at or about 200 feet to the south thereof to a junction with the Harlem River and Port Chester Branch of the New York, New Haven and Hartford Railroad at or about the crossing of the Spuyten Duyvil and Port Morris Railroad.

All the above described routes include crossings and all intervening streets, highways, land, and places, and a width of land of 50 feet for railroad bed and ditches, with such additional widths on any part or parts of said route as shall be needed for proper slopes of cuttings and fillings, and for the construction, operation, and maintenance of said railroad.

Resolved, That in pursuance of the powers conferred upon us by chapter 606, Laws of 1875, we, the Commissioners appointed by the Mayor of the City of New York on the 2d day of April, 1879, do hereby fix and determine the route or routes of a steam railway or railways in the City of New York, as follows:

(7.) A route to be designated as the Westchester Branch, as follows:

Beginning at a point on the East Side route at or about 300 feet northeasterly of Samuel street; thence curving easterly to Kingsbridge road, at or about 275 feet to the west of Catharine street; thence northerly and easterly through lands of the Philip Lydig estate to the city limits in the Bronx river, at or about 1,600 feet north of the bridge over the Bronx river at Samuel street.

All the above described routes include crossings and all intervening streets, highways, lands and places, and a width of land of 50 feet for railroad bed and ditches, with such additional widths on any part or parts of said route as shall be needed for the proper slopes of cuttings and fillings, and for the construction, operation and maintenance of said railroad.

Resolved, That in pursuance of the powers conferred upon us by chapter 606, Laws of 1875, we, the Commissioners appointed by the Mayor of the City of New York on the 2d day of April, 1879, do hereby fix and determine the route or routes of a steam railway or railways in the City of New York, as follows:

(8.) A route for a crossing of the Harlem river, as follows:

Beginning at a point between Brook avenue and Willis avenue on the north side of One Hundred and Thirty-first street and there connecting with the other routes, fixed and determined by this Commission, and then running on a curve to the Harlem river, about 250 feet east of Alexander avenue, thence running under and across the Harlem river to the First avenue, and under, through, and along First avenue to the surface of the same, and then over and along said avenue to One Hundred and Twenty-first street, and then over and along said One Hundred and Twenty-first street to Second avenue, and there connecting with the Metropolitan Elevated Railroad route.

The route above described being shown by a red line on the map hereto annexed, which said map is to be taken and considered as a part of this description.

All the above described routes include crossings and all intervening streets, highways, lands, and places, and a width of land of 50 feet for railroad bed and ditches, with such additional widths on any part or parts of said route as shall be needed for proper slopes of cuttings and fillings and for the construction, operation and maintenance of said railroad.

NEW YORK, June 7, 1879.

The Honorable HENRY G. STEBBINS, HENRY F. SPAULDING, BENJAMIN G. ARNOLD, LEWIS G. MORRIS, SAMUEL R. FILLEY, Commissioners, etc.:

The undersigned, citizens of New York, call the attention of your Honorable Body to the fact that there is great need of a rapid transit route between the two lines now established, which shall run from the upper part of the city to the City Hall and intermediate places.

Believing that a Commission composed of honorable and public spirited men will act in the interests of the public, we earnestly request that you will designate a rapid transit route in accordance with the plan hereto annexed, and which has been carefully examined and approved by a competent and eminent engineer.

All of which we have the honor most respectfully to submit,

EDWARDS PIERREPONT,
AUGUSTUS SCHELL,
H. J. JEWETT.

Passed June 11, 1879.

Resolved, That in pursuance of the powers conferred upon us by chapter 606, Laws of 1875, we, the Commissioners appointed by the Mayor of the City of New York, on the 2d day of April, 1879, do hereby fix and determine the route or routes of a steam railway or railways under, over, along, through, or across the streets, avenues, places or lands, in the City of New York, as follows:

Beginning at the intersection of the New York and Harlem Railroad at the line of the City of New York at Bronx river; thence along the line of the New York and Harlem Railroad, and coincident with said railroad to the north shore of the Harlem river, and thence across Harlem river, coincident with said New York and Harlem Railroad to the south side of Harlem river.

And also commencing at a point on the northerly side of Forty-second street, below the grade of said street; thence under, through, and across Forty-second street; and thence southerly under through, and along the easterly side of Fourth avenue or Park avenue, and below the surface of said avenue to the south side of Thirty-fourth street, ascending to the surface of Fourth avenue; then by an elevated road over, through, and along Fourth avenue, southerly to a point between Eighth street and Ninth street; thence through the block on the west side of Fourth avenue to, over, and across Eighth street and Astor place, to, over, and along, and through Lafayette place; to, over, and across Great Jones street, through the block to Bond street, over and across Bond street, to, over, and across Bleeker street to Crosby street, and over, through, and along Crosby street, to Grand street; thence over and across Grand street, and through the block diagonally to a point in Elm street, near Howard street; thence over and across Howard street; thence over, through, and along Elm to Pearl street; thence over and across Pearl street, and diagonally across the block to Duane street; thence across, over, through, and along Duane street to Centre street; thence over, through, and along Centre street and Park row to a line drawn easterly and westerly across the city at the south line of the City Hall.

And also with a branch beginning at the intersection of the line of the New York Central and Hudson River Railroad with the northerly line of the City of New York near the Hudson or North river, and thence southerly along the line of said New York Central and Hudson River Railroad, and coincident therewith, to the connection of said New York Central and Hudson River Railroad with the Spuyten Duyvil and Port Morris Railroad; thence along the line of said Spuyten Duyvil and Port Morris Railroad, and coincident therewith, to the New York and Harlem Railroad.

NEW YORK, June 7, 1879.

To the Honorable the Board of Commissioners for the Location of Steam Railways, etc.:

GENTLEMEN—The Manhattan Railway Company, being a corporation organized under chapter 606, Laws of 1875, and the lessee of all the lines of the Metropolitan Elevated Railway Company and the New York Elevated Railway Company, petition your Honorable Board to fix and determine the following described routes of connection for the New York Elevated Railroad Company, a railroad company in actual operation at the passage of the act aforesaid, to wit: from a point on the line of said railroad company at the junction of the Ninth avenue and Fifty-ninth street, eastwardly through Fifty-ninth street to a point of connection to the railway of the Metropolitan Elevated Railway Company and the depot thereof at Fifty-eighth street and Sixth avenue; also another connection from the terminus of the present railroad of the New York Elevated Railroad Company, at Third avenue, westwardly to Exterior, sometimes called River street, and thence westwardly to the Eighth avenue and across the Harlem river, at or near the terminus of the Eighth avenue, to the north shore thereof; and thence northerly to a point of junction or intersection with the railways and depots of the New York City and Northern Railroad Company and the Spuyten Duyvil and Port Morris Railroad at or near High Bridge; also a connection from Third avenue and One Hundred and Twenty-ninth street across the Harlem river to a connection with the Harlem River and Portchester Railroad Company.

In case the first above described connection shall be fixed and determined by your Honorable Board this company will, as soon as a line can be built thereon, withdraw and remove the present line of the Metropolitan Elevated Railway connecting Sixth and Ninth avenues through Fifty-third street. Such a change would render unnecessary the track crossings which now exist at Fifty-third street and Sixth and Ninth avenues, and would not only materially increase the convenience of traffic and reduce the time of trains, but would remove whatever risk to human life is involved in maintaining these crossings.

This company would, if authorized by you, and that subsequent consent of public authorities and property-owners which the law requires, build a line upon Fifty-ninth street, as far removed as possible from the house-line, and would, by covering in the railroad tracks so as to exclude the view of passing trains, and by the ornamentation of the structure at the entrance to Central Park at Eighth avenue, endeavor to obviate all objections, and to win universal approval of this change, as a great public improvement.

Very respectfully, your obedient servant,
WILLIAM R. GARRISON,
President Manhattan Railway Company.

Resolution passed June 11, 1879.

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

Beginning at a point on the railway of said New York Elevated Railroad Company, at the intersection of Fifty-ninth street and Ninth avenue, and thence easterly through and along Fifty-ninth street, and through, over, and across all intervening lands and places to the junction of said Fifty-ninth street and Sixth avenue, and to a connection in Sixth avenue, near said point of junction with the railway of said Metropolitan Elevated Railway Company, and with the depot thereof at Fifty-eighth street; said route to be as nearly as possible over the middle of said Fifty-ninth street, or over or partly over the northerly sidewalk on said street, except at the curves, where it may be drawn towards and upon the sidewalk, as may be requisite to make a safe and practical curve.

Also, as and for a route by which the said New York Elevated Railroad may connect with the certain other steam railways, or the depots thereof, commonly known as the Spuyten Duyvil and Port Morris Railroad, and the New York City and Northern Railroad, as follows:

Beginning at a point on the railway of said New York Elevated Railroad, at the intersection of Third avenue and One Hundred and Twenty-ninth street; thence westwardly along East One Hundred and Twenty-ninth street to Lexington avenue; thence over, through, and along Lexington avenue to River street and the Harlem river; thence coincident with the established line of the Metropolitan Elevated Railway, over, through, and along River street, or Exterior street, and the southerly shore of the Harlem river, to the junction of River street and Eighth avenue, and to a point of connection with the Metropolitan Elevated Railway, and running thence over and across the Harlem river to the north shore thereof, on such a line and such an elevation as shall conform to the requirements of chapter 345 of the Laws of the State of New York, passed May 20, 1879, for about 510 feet; thence curving to the left and passing over and across the Spuyten Duyvil and Port Morris Railroad and Commerce avenue, to a point about midway between Commerce and Sedgwick avenues, about 270 feet south of Devoe street; thence crossing under Devoe street and running between said Commerce and Sedgwick avenues northwardly for about 2,080 feet, to a point about 280 feet south of Wolf street; thence curving to the right, crossing to the north side of Wolf street about 330 feet; and thence on a straight line about 25 feet easterly from and parallel with Commerce avenue, about 520 feet, to a point at or about the north side of Depot place; thence curving to the left and crossing Commerce avenue, under the High Bridge, and reversing by a curve to the right, about 400 feet on both of said curves, to a point on the west of Commerce avenue, between said avenue and the Spuyten Duyvil and Port Morris Railroad, and about 170 feet north of High Bridge; thence by a straight line between Commerce avenue and the Spuyten Duyvil and Port Morris Railroad, about 315 feet, and passing thence to and upon the lands of the New York City and Northern Railroad, and connecting with the steam railways of the said New York City and Northern Railroad Company, and of the Spuyten Duyvil and Port Morris Railroad at or near the same point.

Also, as and for a route by which the said New York Elevated Railway may connect with the certain other steam railways or the depots thereof, known as the Harlem River and Portchester Railroad, as follows:

Beginning at a point on the railway of the said New York Elevated Railroad, at the intersection of Third avenue and One Hundred and Twenty-ninth street, and connecting therewith; thence curving to the right to One Hundred and Twenty-ninth street; thence along One Hundred and Twenty-ninth street to the intersection of Second avenue and One Hundred and Twenty-ninth street, and running thence over and across the Harlem river on such a line and at such an elevation as shall con-

form to the requirements of chapter 345 of the Laws of the State of New York, passed May 20, 1879, to the northerly shore thereof; thence to a junction with the steam railway of the Harlem River and Portchester Railway, at or near the present terminus thereof at the Harlem river. Provided that the said line of connection may be constructed wholly upon the route above described, or may diverge from the line above described, at a point to be selected by said New York Elevated Railroad Company on One Hundred and Twenty-ninth street, not more than 300 feet west of the westerly line of Second avenue, measured on said One Hundred and Twenty-ninth street; thence to and across the Harlem river as aforesaid, to a point on the northerly shore thereof; thence curving to the right to a point of junction with the above described route of connection; and thence, as above described, to the junction with the steam railways of the Harlem River and Rochester Railroad aforesaid.

All of which is respectfully submitted.

(Signed)

HENRY G. STEBBINS,
HENRY F. SPAULDING,
BENJAMIN G. ARNOLD,
L. G. MORRIS,
SAMUEL R. FILLEY,

Commissioners
of
Rapid Transit.

In connection with the above, the President offered the following:

OFFICE OF THE COMMISSIONERS OF RAPID TRANSIT,
54 EXCHANGE PLACE,
NEW YORK CITY, June 1879.

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

GENTLEMEN—The undersigned, constituting the Board of Commissioners appointed by his Honor the Mayor on the second day of April, 1879, pursuant to the provisions of chapter 606, Laws of 1875, having fixed and determined routes for steam railways in this city, as shown in the report to his Honor the Mayor which will be duly communicated to you, beg leave to state that

We have, during the sixty days allowed by law, carefully examined the various routes suggested to us, and in order to establish a complete system of rapid transit roads throughout the city, we have located a route below Forty-second street, between the two now in operation and under one management. By means of this connection, existing railroads above the Harlem river can at once be made available as rapid transit routes. We have also located routes above the Harlem river, in connection with which the existing rapid transit roads may extend their lines into the upper parts of the city.

It will be perceived by your Honorable Board that in the report we now have the honor to submit, the conditions which we have the right, and which we are expected to demand of the contracting parties who may subscribe to and are to enjoy the advantages of the roads laid out, are necessarily not included. Your Honorable Board is, however, apprised that the most careful attention will be given to this part of the subject. The rates of fare will be fixed at as low a sum as will be regarded a just and remunerative one for the work performed—as late experience has demonstrated to be wise—and so with all the other points, such as the rapidity and frequency of trains and the necessary accommodations for our laboring classes will all receive the most thoughtful care and be incorporated in any agreement that will be made before a final contract shall be determined upon.

It may not be improper to add, in relation to the route down Park avenue, that it is proposed to tunnel that avenue in such manner that there shall be no openings to the surface from it. And in relation to the Fifty-ninth street route, that the condition of granting that route through Fifty-ninth street, between Sixth and Ninth avenues, was based upon the abandonment and removal of the Fifty-third street route, between Sixth and Ninth avenues.

Very respectfully, your obedient servants,

H. G. STEBBINS,
HENRY F. SPAULDING,
BENJAMIN G. ARNOLD,
L. G. MORRIS,
SAMUEL R. FILLEY,

Commissioners
of
Rapid Transit.

Resolved, That consent is hereby given to the location of the various routes for steam railways, fixed and determined by the Board of Commissioners appointed by the Mayor on the 2d day of April, 1879, as appears by the report of the said Commissioners to the Mayor, dated June 14, 1879, and to the construction and operation of steam railways, or connections thereof, through, upon, over, and across any and all streets, avenues, lands and places included in said routes.

Alderman Roberts offered the following remonstrances:

To the Honorable the Board of Aldermen:

GENTLEMEN—The property owners along the line of the route recently designated for the line of an elevated railroad between Forty-second street and the City Hall, desire to be heard before your Board against this scheme, involving the vast sacrifice of their property.

They will come before you now, or at any future time as you may designate—

John M. Knox,
E. G. Tinker,
James Thomson,
German Savings Bank, by Willy Wallach, Vice-President,
Henry Bergh,
Ebner Bartlett, on behalf of the interests of J. J. Astor, W. Astor, Laura A. Delano,
Willard Parker,
Willard Parker, Jr.,
H. C. Stetson,
Lambert Suydam,
J. M. Redmond, for Mrs. A. B. Redmond,
R. R. McBurney, Sec'y Young Men's Christian Ass'n,
Sarah D. Thompson, per G. Thompson,
A. & J. Dam, Union Square Hotel, by Astor Library, O. B. Potter, by request of Alex. Hamilton,
Oswald Ottendorfer,
Sam'l Willets,
O. B. Potter,
W. Blackstone,
Edward R. Washburn, Rector of Calvary Church
D. Huntington, President National Academy of Design,
Wm. Scott,
J. N. Skidmore,
Wm. L. Skidmore, Jr.

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

The undersigned, owners or lessees of property upon the line of the proposed elevated railroad from the Grand Central depot at Forty-second street through and over Fourth avenue, Lafayette place, and Crosby and Centre streets to Tryon row, protest most earnestly against said railroad, and pray that you will not consent to the same for the following among other reasons:

This road, if built, will destroy and annihilate many millions of value in the land and buildings along the route without any compensation or return to the owners. Upon a large part of this route the actual damage to the property will not be less than \$1,000 to the running foot, excluding the cross streets. We believe no fair minded man, acquainted with the value of the property, would estimate the actual destruction of value at less than this sum per foot upon Park avenue, Lafayette place, or Crosby street, nor at much less upon any part of the line. At this rate the destruction would amount to fully \$10,000,000. This would not be a temporary loss, which might be hereafter made up, but a permanent and remediless destruction of property and value, which would in many cases impoverish the owners and annihilate forever this immense amount upon which the city levies and collects annual taxes. Language is inadequate to state the enormity of the wrong which would be done to the owners of this property which they have purchased or inherited, and upon most of which they or their predecessors have paid taxes for generations in the city, if now stripped of their property without compensation. No compensation whatever is provided for or contemplated in this scheme. No city ought to prosper and none can long prosper, which assents to or permits injustice to its citizens. This city cannot thus destroy the property of a part of its citizens without compensation, for the convenience or benefit of the city at large, short of setting a public example of injustice and wrong, and justly forfeiting the respect and confidence of its citizens. If the good to be secured by this road to the city at large were ten times the amount of the damage done to individuals this good could not be secured without compensation to such individuals except by sacrificing the honor, honesty, and good name of the city. If the public convenience and good requires this improvement let it not be at the sacrifice of the constitution, which requires that just compensation be made when private property is taken for public use. In this way only the city can honestly and honorably take or enjoy the benefit that may result from such improvement.

"NO PUBLIC NECESSITY."

No public necessity now exists for such acts, and the public necessity was never a sufficient and adequate excuse for private injustice and wrong. Heretofore rapid transit railroads have been experiments. Franchises were of doubtful value, and they sought capital. Now capital seeks them. The franchises are acknowledged to be of immense value, and no excuse can now exist for not compelling justice to be done to private property and rights as a condition to all future grants.

The Rapid Transit act under which this scheme is attempted contemplates that the stock of railroads organized under it be open to subscription by all who may desire to subscribe, upon equal terms. This railroad and its branches are so laid out as to defeat and reverse this intent of the act, inasmuch as they are so laid out and connected with the New York Central and Harlem railroads that they necessarily become part and parcel of these roads, which are substantially owned by one corporation and cannot be used by any other party.

The route designated is laid out from the Harlem river northerly, and from Forty-second street, south, to the City Hall, with a break from Forty-second street to the Harlem river. Consequently it can be operated only by using the tracks of the Harlem Railroad between Forty-second street and the Harlem river. The roads, therefore, now proposed cannot be connected or become valuable to any other party than the owners of the New York Central and Harlem railroads. This grant, therefore, is not to the general public, who might wish to subscribe for the stock, as the Rapid Transit act requires, but is made in fact, if not in terms, to one corporation, and substantially to one person. If this scheme is carried out many millions of property is to be stripped from its present owners, and destroyed without compensation to them, to increase the vast wealth of one combined

corporation, and one man, who certainly has no greater claim as a taxpayer than scores and hundreds of citizens thus to be impoverished.

DESTRUCTION WITHOUT COMPENSATION.

Destruction to private property, without compensation, in this city, at the behest of corporations and their projectors, who have no higher motive than their own gain, has already sufficiently resulted in colossal fortunes to those who did not earn them, from the property of those who did, while honestly bearing the public burdens, by their industry. The public weal, welfare, and prosperity of our city demand that progress in this direction cease, and cease forever, and that hereafter public improvements shall be made with a sole view to the public good and never without the just compensation to private property, taken in whole or in part for public use, which our constitution requires. We appeal with the more confidence against this projected wrong, in view of the outcry recently excited when the present rapid transit railroads were supposed to have in contemplation the acquisition of further rights in the lower portion of the city. The press, with entire unanimity, protested against the further sacrifice of private property to them. The Mayor and Aldermen placed upon the public records of the city their formal declaration of wrong to private citizens already perpetrated, and their protest against any further legislative grants without providing for compensation to private property, and the Legislature of the State was appealed to, not in vain, for the protection of private property against the then contemplated wrong. We appeal to the same sense of justice which we believe adequate for the protection of even the weakest citizen against even the strongest.

I desire to call attention in this connection to the resolutions which were passed by the Common Council, and the principle of which was fully sanctioned by your Honor, and which resolutions I will read:

"Whereas, While all are willing to admit that the advantages and benefits of rapid transit are many and great, yet they are secured to the many by sacrificing the rights and property of the few without the slightest compensation being made for the damage inflicted; in other words, private property has been taken and damaged without compensating the injured property-owners or the city, in clear violation of the constitutional rights of both. And as this system is fraught with outrage and wrong, care should be taken in any future extension of the privileges now enjoyed by both rapid transit companies to see that private rights and rights of property should be protected, and where injury or damage is inflicted, that ample compensation be provided."

I need not read the whole of the resolution. Your Honor, in transmitting the resolution, to which you did not give your approval, said:

"I do not think that the elevated railroads should be permitted to extend their tracks in the streets in the lower portion of the city, if at all, without the payment of just compensation to property-owners who will be injured thereby, and I concur in the belief that no bill of the kind described in the resolution should become a law."

"A resolution remonstrating against any legislation which would result in injury to private property without just compensation, or in granting valuable franchises without remuneration to the city, would meet with my hearty approval."

Alderman Morris moved to refer the whole subject to the Committee on Railroads.

Alderman Slevin, as an amendment, moved to refer the whole subject to the Committee on Street.

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

Which was decided in the affirmative by the following vote, viz.:

Affirmative—The President, Aldermen Burns, Carroll, G. Hall, Haughton, Hyatt, Keenan, Kenney, Kiernan, Roberts, Sauer, Sheils, Slevin, and Strack—14.

Negative—Aldermen Finck, R. Hall, Jacobus, Morris, Perley, and Stewart—6.

Alderman Roberts moved that the Committee on Streets be instructed to give all persons interested in the proposed elevated railroads one week's notice of the time and place of the meetings of the Committee.

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

Which was decided in the affirmative.

MOTIONS AND RESOLUTIONS AGAIN RESUMED.

By Alderman Morris—

Whereas, It is alleged that the manuscript copy of the revision of the ordinances reported by the Committee on Law Department at the meeting of the Board, held June 10, 1879, has been taken from the office of the printer of the CITY RECORD, and unauthorized alterations made therein, or in the proof-sheets thereof, in clear violation of the rights of this Board, which is now in possession of the manuscript copy of such ordinances, and any alterations therein, without the authority of the Common Council, is clearly illegal, and a falsification of a public record, and any person responsible for such unwarranted alterations is clearly guilty of fraud; be it therefore

Resolved, That a Special Committee, to consist of Aldermen Roberts, Morris, and Robert Hall, be and is hereby appointed to inquire into the truth or falsity of the above allegations; to report to this Board the facts in the case, with such recommendations as the circumstances may seem to warrant, and that such Committee be and is hereby authorized and empowered to send for persons and papers, and to employ a stenographer.

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

Which was decided in the affirmative.

Alderman Burns moved to reconsider the above vote.

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

Which was decided in the affirmative.

Alderman Burns then moved the President appoint a Special Committee of five to investigate the allegations contained in the preamble to the resolution offered by Alderman Morris.

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

Which was decided in the affirmative.

And the President subsequently appointed as such Committee Aldermen Roberts, Morris, R. Hall, Jacobus, and Kenney.

By Alderman Sauer—

Resolved, That permission be and the same is hereby given to Robert Hoffmann to erect and keep a barber's pole in front of his premises No. 345 West Thirty-eighth street, the work to be done at his own expense; 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.

REPORTS.

The Committee on Salaries and Offices, to whom were referred at different times resolutions in favor of appointing sundry persons as Commissioners of Deeds, respectfully

REPORT

For your adoption the accompanying resolution.

Resolved, That the following-named persons be and they are hereby appointed as Commissioners of Deeds in and for the City and County of New York, in place, respectively, of the persons whose names appear opposite, whose terms of office have expired:

Sigmund Feuchtwanger	In place of Horace Howland.
C. M. Beekman	" C. M. Beekman.
William J. Nicholson	" Joseph Lambrecht.
Henry Steinert	" Henry Steinert.
J. Jamison Raphael	" W. M. Thomas.
William H. McKeon	" J. T. Webster.
Moses Herrmann	" John Wood.

JOSEPH P. STRACK, }
MICHAEL W. BURNS, } Committee on Salaries and Offices.

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

Which was decided in the affirmative by the following vote, viz.:

Affirmative—The President, Aldermen Burns, Carroll, Finck, R. Hall, Haughton, Hyatt, Jacobus, Keenan, Kenney, Kiernan, Morris, Perley, Roberts, Sauer, Stewart, and Strack—17.

MOTIONS AND RESOLUTIONS AGAIN RESUMED.

By Alderman Strack—

Resolved, That the Committee on Salaries and Offices be discharged from the further consideration of the following communication from his Honor the Mayor, in relation to the nomination of John Murray as Inspector of Weights and Measures. And be it resolved that he be and hereby is confirmed.

JOSEPH P. STRACK, }
MICHAEL W. BURNS, } Committee on Salaries and Offices.

MAYOR'S OFFICE, NEW YORK, May 13, 1879.

To the Honorable the Board of Aldermen:

In pursuance of the statute in such case made and provided, I hereby nominate John Murray, of One Hundred and Thirtieth street and Tenth avenue, for appointment, by and with your consent, as Inspector of Weights and Measures for the First District for the Sealing and Inspection of Weights and Measures, in the City of New York.

EDWARD COOPER, Mayor.

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

Which was decided in the affirmative by the following vote, viz.:

Affirmative—The President, Aldermen Burns, Carroll, Finck, R. Hall, Haughton, Hyatt, Jacobus, Keenan, Kenney, Kiernan, Morris, Perley, Roberts, Slevin, Stewart, and Strack—17.

Negative—Aldermen G. Hall, Sauer, and Sheils—3.

By Alderman Morris—

Remonstrance of Fourth Avenue Presbyterian Church against permitting the construction of an elevated railroad on Fourth avenue :

The Board of Trustees of the Fourth Avenue Presbyterian Church, in the City of New York, respectfully present this their remonstrance to the Honorable the Board of Aldermen and the Board of Commissioners of the Department of Public Parks.

That they are the owners of the property, with the church building and chapel thereon erected, situate on the northwesterly corner of Fourth avenue and Twenty-second street, in the City of New York, of the value of about three hundred thousand dollars, and ask that the permission required by law to be given before an elevated railroad can be definitely located and fixed upon Fourth avenue in this city, be withheld ; and that your remonstrants, together with other citizens, and the representatives of the many churches and organizations which will be injuriously affected by such road may have an opportunity to be heard.

Your remonstrants respectfully present the following, among other reasons, against the location of such a railroad upon the Fourth avenue route :

1st. That Fourth avenue differs from other streets which might be chosen for such a purpose, in that it is not a street devoted so much to business as to private residences, churches, and buildings devoted to public use, having upon it many churches and public buildings which would be injured without the possibility of remedy, even in the way of pecuniary damage, if a new railway should occupy the street ; and, moreover, the use of the railway upon Sundays would compel the entire abandonment of the churches for public worship.

2d. That while the elevated railroads already built have been deemed of public benefit to through travel, yet to particular localities they are of great injury, except to private business in stores ; and the public benefit, together with such influence upon business as is beneficial, may be best obtained by choosing a different route which leads into less frequented streets where there are fewer public buildings.

3d. That while there is no great and pressing need for increased accommodation to the public in rapid transit at present (so much of the city has already been occupied by the construction of elevated railroads), that time and deliberation are requisite to guard the public interests, if possible, against devoting more of the city to those enterprises which at the moment are rather of private than public concern.

4th. That injury to Fourth avenue, it being a great thoroughfare of the city, especially for local travel, is an injury to the whole city. Business will not come in to take the sites of churches and public buildings whose value is destroyed, but the result will be not only a great depreciation of property, but a permanent and important loss to the City of New York.

5th. That new questions of importance arise from the fact that it is understood that a great corporation, already possessing extraordinary privileges in the use of public property in this city, now seeks this additional privilege of taking other property in the streets to its use, and this not strictly in the way provided by the Law of 1875 (chapter 606), viz. : by books open to subscription to all citizens, and therefore special care should be taken to guard against this cession of public rights to a quasi private use. And your remonstrants will ever pray, etc.

Dated New York, June 24, 1879.

M. S. THOMPSON, } Committee of Board of
W. P. PRENTICE, } Trustees of
GEORGE G. MOORE, } Fourth Avenue Presbyterian Church.

Which was referred to the Committee on Streets.

REPORTS RESUMED.

The Committee on Public Works, to whom was referred the annexed petition in favor of repaving Fifty-eighth street, between Eighth and Ninth avenues, respectfully

REPORT :

That, having examined the subject, they find this street included in list of streets to be repaved contained in G. O. 99, which was adopted June 17. They therefore request to be discharged from further consideration of said petition, and recommend that the same be placed on file.

HENRY C. PERLEY, } Committee
FREDERICK FINCK, } on
JOSEPH P. STRACK, } Public Works.
TERENCE KIERNAN,
THOMAS CARROLL,

The President put the question whether the Board would agree to accept said report.
Which was decided in the affirmative.

(G. O. 222.)

The Committee on Public Works, to whom was referred the annexed petition in favor of flagging sidewalk on south side of Seventieth street, between Madison and Fifth avenues, full width, where not already done, respectfully

REPORT :

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

Resolved, That sidewalk on south side of Seventieth street, between Madison and Fifth avenues, be flagged full width, where not already done, under the direction of the Commissioner of Public Works ; and that the accompanying ordinance therefor be adopted.

HENRY C. PERLEY, } Committee
TERENCE KIERNAN, } on
JOSEPH P. STRACK, } Public Works.
FREDERICK FINCK,
THOMAS CARROLL,

Which was laid over.

The Committee on Public Works, to whom was referred the annexed resolution in favor of laying Croton-mains in Sixty-fourth street, from Ninth to Tenth avenue, etc., respectfully

REPORT :

That, having examined the subject, they find that there are no houses as yet on the block. They therefore recommend that the said resolution be deferred for the present and placed on file.

HENRY C. PERLEY, } Committee
FREDERICK FINCK, } on
JOSEPH P. STRACK, } Public Works.
TERENCE KIERNAN,
THOMAS CARROLL,

The President put the question whether the Board would agree to accept said report.
Which was decided in the affirmative.

(G. O. 223.)

The Committee on Public Works, to whom was referred the annexed resolution in favor of laying Croton-mains in One Hundred and Forty-fourth street, from Third to Willis avenue, etc., respectfully

REPORT :

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

Resolved, That Croton water-pipes be laid in One Hundred and Forty-fourth street, from Third to Willis avenue, as provided in chapter 381, Laws of 1879.

HENRY C. PERLEY, } Committee
TERENCE KIERNAN, } on
JOSEPH P. STRACK, } Public Works.
FREDERICK FINCK,
THOMAS CARROLL,

Which was laid over.

The Committee on Public Works, to whom was referred the annexed resolution in favor of laying Croton-mains in Aqueduct avenue, etc., respectfully

REPORT :

That, having examined the subject, they find said avenue is not opened and no grade established as yet. They therefore recommend that your Committee be discharged from further consideration of said resolution, and recommend that the same be placed on file.

HENRY C. PERLEY, } Committee
TERENCE KIERNAN, } on
JOSEPH P. STRACK, } Public Works.
FREDERICK FINCK,
THOMAS CARROLL,

The President put the question whether the Board would agree to accept said report.
Which was decided in the affirmative.

(G. O. 224.)

The Committee on Public Works, to whom was referred the annexed petition in favor of regulating and grading, etc., One Hundred and Fifty-eighth street, from Third to Railroad avenue, respectfully

REPORT :

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

Resolved, That One Hundred and Fifty-eighth street, from Third to Railroad avenue, be regulated and graded, curb and gutter stones set, and the sidewalk flagged four feet wide, under the direction of the Commissioner of Public Works ; and that the accompanying ordinance therefor be adopted.

HENRY C. PERLEY, } Committee
JOSEPH P. STRACK, } on
FREDERICK FINCK, } Public Works.
THOMAS CARROLL,
TERENCE KIERNAN,

Which was laid over.

UNFINISHED BUSINESS.

Alderman Stewart, as provided in section 13 of chapter 335, Laws of 1873, called up veto message of his Honor the Mayor of resolutions—

Granting permission for a stand on the sidewalk to the person named in each resolution respectively, viz. : To Honora Cronin, Michael Herbert, M. F. Colby, Honora Hern, Hamilton Jones, and William Gloster to place and keep a stand on the line of the curb-stone ; to Antonio Surratto, Hannah Brennan, Ellen Kiely, Hannah O'Keefe, Timothy Connelly, and Joseph Cafferata to place and keep a stand, whether within or without the stoop-line not specified ; to Stephen Solari, Thomas Shea, Louis Corsiglia, Joseph Oliva, Timothy Murphy, and Patrick Griffen to retain a stand on the curb-line ; to Patrick Casey, Bridget Brown, Antonio Guinano, Bridget Falvey, Eliza Dunn, Patrick Conlon, Patrick Welsh, and P. Donnellin to retain a stand, whether within or without the stoop-line not specified, and to John Fricken to erect a stand within the stoop-line.

The Board then proceeded to reconsider the same in the manner prescribed by law, and upon a vote being taken thereon, was finally lost by the following vote, viz. :

Affirmative—Aldermen Burns, Carroll, G. Hall, Haughton, Hyatt, Keenan, Kenney, Kiernan, Roberts, Sauer, Sheils, Slevin, and Stewart—13.

Negative—The President, Aldermen Finck, R. Hall, Jacobus, Morris, Perley, and Strack—7.

Alderman Perley, by unanimous consent, called up G. O. 220, being resolutions, as follows :

Resolved, That Croton water-mains and gas-pipes be laid in One Hundred and Fifty-first street, from Courtland avenue to Railroad avenue, as provided by chapter 381, Laws of 1879.

Resolved, That Croton water-mains be laid in Eighty-seventh street, from the Boulevard to Riverside avenue, as provided in section 1, chapter 381, Laws of 1879.

Resolved, That the Commissioner of Public Works be and he is hereby authorized to lay Croton-mains in One Hundred and Thirtieth street, from Tenth avenue to Morningside avenue, west, in pursuance of chapter 381 of the Laws of 1879.

Resolved, That the Commissioner of Public Works be and he is hereby authorized and directed to lay Croton water-mains in One Hundred and Thirty-second (132d) street, between Seventh and Eighth avenues, as provided in chapter 381 of the Laws of 1879.

Resolved, That the Commissioner of Public Works be and he is hereby authorized to lay Croton-mains in Ninety-ninth street, between Tenth avenue and Boulevard, pursuant to chapter 381, Laws of 1879.

Resolved, That Croton-mains be laid on Madison avenue, from One Hundred and Seventy-seventh street to Talmadge street, as provided in chapter 381, Laws of 1879.

Resolved, That Croton water-mains be laid in Washington avenue, from One Hundred and Seventieth street to Talmadge street, as provided in chapter 381, Laws of 1879.

Resolved, That Croton water-pipes be laid in Sixty-ninth, Seventieth, Seventy-first, Seventy-second, and Seventy-third streets, from Ninth to Tenth avenue, as provided in chapter 381, Laws of 1879.

Resolved, That Croton-mains be laid in Boulevard, from One Hundred and Tenth street to One Hundred and Thirtieth street, and in One Hundred and Thirtieth street, from Boulevard to Morningside avenue, under the direction of the Commissioner of Public Works, as provided in chapter 381, Laws of 1879.

Resolved, That Croton water-mains be laid in One Hundred and Fifty-seventh street, from Courtland to Elton avenue, as provided in chapter 381, Laws of 1879.

Resolved, That Croton water-mains be laid in Avenue A, from Seventy-first to Seventy-fourth street, as provided in chapter 381, Laws of 1879.

Resolved, That Croton-mains be laid in Fourth and Madison avenues, between One Hundred and Twenty-first and One Hundred and Twenty-third streets, and in One Hundred and Twenty-first and One Hundred and Twenty-second streets, between Fourth and Madison avenues, as provided in chapter 381, Laws of 1879.

Resolved, That Croton water-mains be laid in Fifty-eighth and Fifty-ninth streets, from Avenue A to the East river, as provided in chapter 381, Laws of 1879.

Resolved, That Croton water-mains be laid in Sixty-fourth street, between Tenth and Eleventh avenues, as provided in chapter 381, Laws of 1879.

Resolved, That Croton-mains be laid in Forty-second street, from First avenue to the East river, as provided in chapter 381, Laws of 1879.

Resolved, That Croton water-mains be laid in One Hundred and Fifty-eighth street, from Third avenue to Elton avenue, and along said Elton avenue to One Hundred and Fifty-seventh street, as provided in chapter 381 of the Laws of 1879.

Resolved, That Croton water-pipes be laid in Concord avenue, from Wall street to Westchester avenue ; also in Cliff street, from Concord avenue to Grove avenue, as provided in chapter 381, Laws of 1879.

Resolved, That the Commissioner of Public Works be and he is hereby authorized to lay Croton-mains in (169th) One Hundred and Sixty-ninth street, between Third avenue and Washington avenue, and thence through Washington avenue to One Hundred and Seventieth (170th) street, pursuant to chapter 381, Laws of 1879.

Resolved, That Croton-mains be laid in Mott avenue, from One Hundred and Fifty-first street to Eilers avenue, as provided by chapter 381 of the Laws of 1879.

Resolved, That Croton water-pipes be laid in the Eleventh avenue, from Sixty-seventh to Seventieth street, as provided in chapter 381, Laws of 1879.

Resolved, That Croton water-pipes be laid in Ninety-fourth street, from Lexington to Fourth avenue, as provided in chapter 381, Laws of 1879.

Resolved, That Croton water-mains be laid in Courtland avenue, from One Hundred and Fifty-fourth to One Hundred and Fifty-sixth street, as provided in chapter 381, Laws of 1879.

Resolved, That Croton water-mains be laid in Railroad avenue, from Morris to Fitch street, under the direction of the Commissioner of Public Works, as provided in chapter 381, Laws of 1879.

Resolved, That Croton water-mains be laid in Seventy-second street, from Lexington to Fourth avenue, as provided in chapter 381, Laws of 1879.

Resolved, That Croton water-mains be laid in Washington avenue, between Third avenue and One Hundred and Seventy-first street, under the direction of the Commissioner of Public Works, as provided in chapter 381, Laws of 1879.

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

Which was decided in the affirmative by the following vote, viz. :

Affirmative—The President, Aldermen Burns, Carroll, Finck, R. Hall, Haughton, Hyatt, Jacobus, Keenan, Kiernan, Morris, Perley, Roberts, Sauer, Slevin, Stewart, and Strack—17.

Alderman Morris (for the President) called up G. O. 213, being a resolution, as follows :

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

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

Which was decided in the affirmative by the following vote, viz. :

Affirmative—The President, Aldermen Burns, Carroll, Finck, R. Hall, Haughton, Hyatt, Jacobus, Keenan, Kiernan, Morris, Perley, Roberts, Sauer, Slevin, Stewart, and Strack—17.

Alderman Morris (for the President) called up G. O. 210, being a resolution, as follows :

Resolved, That two lamp-posts with boulevard lamps be erected in front of the First German M. E. Church of Morrisania, at the corner of One Hundred and Fifty-eighth street and Elton avenue.

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

Which was decided in the affirmative by the following vote, viz. :

Affirmative—The President, Aldermen Burns, Carroll, Finck, R. Hall, Haughton, Hyatt, Jacobus, Keenan, Kiernan, Morris, Perley, Roberts, Sauer, Slevin, Stewart, and Strack—17.

MESSAGES FROM HIS HONOR THE MAYOR AGAIN RESUMED.

Alderman Haughton was here called to the chair.

The President pro tem. laid before the Board the following message from his Honor the Mayor :
MAYOR'S OFFICE, NEW YORK, June 17, 1879.

To the Honorable the Board of Aldermen :

Herewith I return, without my approval, the resolution of the Board of Aldermen adopted June 3, 1879, giving permission to John Connolly to lay curb and gutter in front of his premises, No. 26 East One Hundred and Forty-sixth street, the work to be done at his own expense, under the direction of the Commissioner of Public Works, for the reason that as the premises are situated in the annexed district the work should properly be done under the direction of the Department of Public Parks.

EDWARD COOPER, Mayor.

Resolved, That permission be and the same is hereby given to John Connolly to lay curb and gutter in front of his premises, No. 26 East One Hundred and Forty-sixth street, the work to be done at his own expense, under the direction of the Commissioner of Public Works ; such permission to continue only during the pleasure of the Common Council.

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

The President pro tem. laid before the Board the following message from his Honor the Mayor:
MAYOR'S OFFICE, NEW YORK, June 17, 1879.

To the Honorable the Board of Aldermen:

Herewith I return, without my approval, the resolution of the Board of Aldermen adopted June 10, 1879, giving permission to John C. Johnson to place and keep a sign across the sidewalk in front of No. 13 Downing street, for the reason that such signs are unsightly, and, except in rare cases, constitute a special privilege detrimental to the neighbors and the public.

EDWARD COOPER, Mayor.

Resolved, That permission be and the same is hereby given to John C. Johnson to place and keep a sign across the sidewalk in front of No. 13 Downing street, the posts not to exceed 4 x 4 inches, the sign to be eight inches wide and ten feet long; such permission to continue only during the pleasure of the Common Council.

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

The President pro tem. laid before the Board the following message from his Honor the Mayor:
MAYOR'S OFFICE, NEW YORK, June 17, 1879.

To the Honorable the Board of Aldermen:

Herewith I return, without my approval, the resolution of the Board of Aldermen adopted June 3, 1879, designating Hudson street, from North Moore to Chambers street, as a stand for farmers' wagons for the sale of garden produce.

This locality is already crowded. A considerable number of the occupants and owners of property in the vicinity object to the granting of the privilege as a wrong and injury to them.

EDWARD COOPER, Mayor.

Resolved, That Hudson street, from North Moore to Chambers street, be and is hereby designated as a stand for farmers' wagons for the sale of garden produce, subject to the same ordinances, rules, and regulations as apply to other streets now used for like purposes, and the Comptroller is hereby authorized and directed to carry into effect the provisions of this resolution, provided that nothing herein contained shall be construed as granting permission to said wagons to occupy any of the streets crossing Hudson street, between Beach and Chambers streets.

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

The President pro tem. laid before the Board the following message from his Honor the Mayor:
MAYOR'S OFFICE, NEW YORK, June 17, 1879.

To the Honorable the Board of Aldermen:

I return, without my approval, the resolution of the Board of Aldermen adopted June 3, 1879, to permit the Dry Dock, East Broadway and Battery Railroad to erect a shed in Tweed plaza.

If the Common Council has the right to authorize the erection of a wooden shed in a public square, the resolution would operate as a permanent authority to keep such a structure during summer months, as the usual reservation that the privilege is to continue only during the pleasure of the Common Council is stricken out. I see no reason why the railroad company should not purchase or lease private property for shelter stables instead of occupying a public plaza for that purpose.

EDWARD COOPER, Mayor.

Resolved, That permission be and the same is hereby given to the Dry Dock, East Broadway and Battery Railroad Company, to erect a shed not exceeding 15 x 25 feet, on four posts, on the open space known as the Tweed plaza, formed by the junction of Canal street, East Broadway and Rutgers street, to be used as a resting place for the horses of the company, during the summer months only; the work to be done at their own expense.

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

The President pro tem. laid before the Board the following message from his Honor the Mayor:
MAYOR'S OFFICE, NEW YORK, June 17, 1879.

To the Honorable the Board of Aldermen:

Herewith I return, without my approval, the following resolutions of the Board of Aldermen adopted June 10, 1879, granting permission for a meat-rack on the sidewalk to the person named in each resolution respectively, viz.: to Patrick May, in front of his premises, No. 427 First avenue, and to P. J. Gilmartin, in front of premises No. 28 Spring street.

I doubt whether the Common Council can lawfully authorize the placing of such articles in the streets; and further, if it had the power to grant the privilege at all, it should, in the resolution itself, prescribe such conditions and restrictions as would effectually prevent an offense against the statutory prohibition of "any encroachment or obstruction upon any street or sidewalk."

EDWARD COOPER, Mayor.

Resolved, That permission be and the same is hereby given to Patrick May to place and keep meat-rack on sidewalk at curb-stone in front of his premises, No. 427 First avenue; such permission to continue only during the pleasure of the Common Council.

Resolved, That permission be and the same is hereby given to P. J. Gilmartin to erect and maintain a meat-rack twenty feet in length and of the usual height, in front of premises No. 28 Spring street, the work to be done at his own expense; such permission to continue only during the pleasure of the Common Council.

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

The President pro tem. laid before the Board the following message from his Honor the Mayor:
MAYOR'S OFFICE, NEW YORK, June 17, 1879.

To the Honorable the Board of Aldermen:

Herewith I return, without my approval, the resolution of the Board of Aldermen adopted June 10, 1879, giving permission to Augustus Schaffel to erect a post and sign in front of premises No. 239 Madison street, for the reason that the resolution does not describe the position or size of the post or sign to be erected with sufficient definiteness to enable it to be determined whether it will be an obstruction or not.

EDWARD COOPER, Mayor.

Resolved, That permission be and the same is hereby given to Augustus Schaffel to erect a post and sign in front of premises No. 239 Madison street, the work to be done at his own expense; such permission to continue only during the pleasure of the Common Council.

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

The President pro tem. laid before the Board the following message from his Honor the Mayor:
MAYOR'S OFFICE, NEW YORK, June 17, 1879.

To the Honorable the Board of Aldermen:

Herewith I return, without my approval, the following resolutions of the Board of Aldermen adopted June 10, 1879, granting permission for a stand on the sidewalk to the person named in each resolution respectively, viz.: to Julia Conway, Honora Hearn, David Davidson, Mrs. Strehlin, and Pietro Germano, to place and keep a stand on the line of the curb-stone; to John Ahearn to retain stand at the curb-stone; to James McNally to place and keep a stand near curb-stone, and to James Tierney to keep a stand, whether within or without the stoop-line not specified.

I think stands on the sidewalks, outside of the stoop-line, are generally objectionable as obstructions to the proper use of the sidewalk, and this objection is not removed by the consent of the occupant of the premises in front of which the stand is to be placed. Nothing appears to show that any of the above-named cases is an exception to the general rule. A permit for a stand within the stoop-line can be obtained in any proper case from the Permit Bureau.

EDWARD COOPER, Mayor.

Resolved, That permission be and the same is hereby given to Mrs. Julia Conway to place and retain fruit stand, five feet long and thirty inches wide, in front of premises No. 150 Pearl street, on the street at the curb-stone line; such permission to continue only during the pleasure of the Common Council.

Resolved, That permission be and the same is hereby given to Honora Hearn to place and retain fruit-stand on sidewalk at curb-stone line in front of premises No. 33 Wall street, said stand to be not more than five feet in length and two feet in width; such permission to continue only during the pleasure of the Common Council.

Resolved, That permission be and the same is hereby given to David Davidson to place and keep stand for sale of fruit on sidewalk at curb-stone in front of premises on southwest corner New street and Exchange place, said stand to be not more than five feet long and two feet wide; such permission to continue only during the pleasure of the Common Council.

Resolved, That permission be and the same is hereby given to Mrs. Strehlin to place and keep fruit stand on sidewalk at curb-stone in front of premises No. 34 Wall street, said stand to be not more than five feet long and two feet wide; such permission to continue only during the pleasure of the Common Council.

Resolved, That permission be and the same is hereby given to Pietro Germano to place and keep a fruit-stand, five feet long and two feet wide, on sidewalk, at curb-stone line, on southwest corner of Thirty-ninth street and Third avenue; such permission to continue only during the pleasure of the Common Council.

Resolved, That permission be and the same is hereby given to John Ahearn to retain stand for the sale of fruit at the curb-stone southwest corner of Liberty street and Broadway, said stand not to be more than five feet long and two feet wide, the consent of occupant of said premises being hereto annexed; such permission to continue only during the pleasure of the Common Council.

Resolved, That permission be and the same is hereby given to James McNally to place and keep a stand for the sale of newspapers, four and a half feet long and two and a half feet wide and of the usual height, on the sidewalk near curb-stone in front of No. 50 Broad street, permission being

granted by the occupants of the building, the work to be done at his own expense; such permission to continue only during the pleasure of the Common Council.

Resolved, That permission be and the same is hereby given to James Tierney to keep a stand for the sale of fruit in front of No. 88 South street, not to exceed four by two feet; such permission to continue only during the pleasure of the Common Council.

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

The President pro tem. laid before the Board the following message from his Honor the Mayor:
MAYOR'S OFFICE, NEW YORK, June 24, 1879.

To the Honorable the Board of Aldermen:

I return, without my approval, the preamble and resolution of the Board of Aldermen adopted June 10, 1879, protesting against the leasing of the present site of Fulton Market to any individual, corporation, or association on which to erect a building to be used for market purposes, and recommending, instead of such leasing, that the necessary steps be taken immediately by the city authorities to rebuild Fulton Market.

The resolution protests against the leasing of the market upon any terms. In my opinion, a lease upon proper terms and conditions would not be disadvantageous to the city.

The recommendation of the resolution "that the necessary steps be taken immediately by the city authorities to rebuild Fulton Market" could not be carried out as there is no provision of law authorizing an expenditure for that purpose during the present year.

EDWARD COOPER, Mayor.

Whereas, The right to set up and maintain public markets in this city is one of the vested chartered franchises of this Corporation; in fact, it is one of the most valuable of its few remaining privileges. The right is as old as the city itself, and has been held, used, and enjoyed from time immemorial. The revenue derived from the public markets forms one of the principal sources of the income of the Corporation, and the city has been in undisturbed possession of the franchise, absolutely and without question, for over two hundred years; and

Whereas, Of the many and valuable franchises bestowed upon, or purchased by the city, when it secured grants and charters from the Dutch government and the English crown—franchises, which if still retained and properly managed, would of themselves produce a revenue ample to pay for an economical administration of the municipal government, thereby avoiding direct taxation for local purposes—but this and one or two more of any value remain. The others have been seized and sequestered by the State Legislature, and distributed among favored corporations and individuals, not only without the consent, but against the most persistent remonstrance of the city authorities. In every such instance the people have been injured, and the city has suffered serious permanent loss; and

Whereas, The right to establish and control the public markets was given to this corporation more for the special accommodation and advantage of the people than as a grant of pecuniary value. A nominal rent only is charged for stalls and stands; toresalling is prohibited; in fact all the regulations governing the markets are made in the interest of the public who buy rather than of those who sell, and the prices paid for articles sold in the public markets determine and control to a very great extent the prices of similar articles sold by private dealers in all parts of the city. The volume of business transacted in the public markets, and the tens of thousands of our citizens who make purchases there, attest the value of the present market system. What our people need is a general extension of the advantages of this system to other parts of this city; certainly they do not ask, nor can they be benefited by a change or the total abolition of a system that has worked so advantageously to all concerned for so many years; and

Whereas, This Board is utterly opposed to a proposition recently mooted, to transfer the management and control of one of our principal markets from the city to private individuals. Apart from the sacrifice of principle involved in the voluntary surrender of a corporate right or franchise, and solely in the interest of the people, this Common Council protests against the measure and will not sanction or permit the consummation of this scheme if it is in its power to prevent it. Private markets (established and operated in violation of the rights of this city), are not new or untried experiments. The Manhattan, Central, Croton, and other private "markets" have been in operation in the interest of, and managed by private individuals, for many years; the advantages or benefits they have conferred upon the public have yet to be ascertained. In fact they have all been conspicuous failures, and for obvious reasons; the nominal rental paid to the city by lessees of stalls and stands in the public markets enables them to undersell the lessees of stands and stalls in the private markets, who are obliged to pay the greatest attainable rental to the private market owner. This, certainly, inures to the benefit of the public. Destroy the present market system by transferring Fulton Market to private owners (Washington Market will certainly, in time, be disposed of in like manner), and the competition now existing between the public and private markets will be abolished, and every purchaser in either, which means more than half the population of this city, will be directly and injuriously affected. The stockholder in a market corporation will be far more interested in obtaining large dividends for himself than in securing cheap food for the people; and

Whereas, Next to too much Legislation, this city is cursed with too much "Corporation." It is now struggling under a weight of the latter commodity that is absolutely crushing. To add to the burthen by "Market Corporations," may result in further serious loss to the municipality, and leave the people to the tender mercies of these proverbially soulless bodies; be it therefore

Resolved, That the Common Council, in the name of every householder in the city, protests against leasing the site of the present Fulton Market to any individual corporation or association, on which to erect a building to be used for market purposes, and recommend, instead of such leasing, that the necessary steps be taken immediately by the city authorities to rebuild Fulton Market.

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

The President pro tem. laid before the Board the following message from his Honor the Mayor:
MAYOR'S OFFICE, NEW YORK, June 24, 1879.

To the Honorable the Board of Aldermen:

The resolution in relation to the police detailed to protect the personal property of the English steamship companies, adopted by the Board of Aldermen June 10, 1879, I herewith return, without my approval, for the reason that it is expressly made the duty of the Police Department at all times to preserve the public and private property of every description impartially throughout the city.

I cannot approve a request to the Board of Police to withhold such protection in case of the failure of the attempt of a Committee of the Board of Aldermen to mediate between the steamship companies and the 'longshoremen.

EDWARD COOPER, Mayor.

Whereas, The differences that now exist between some of the 'longshoremen and a few of their recent employers does not appear to possess the ordinary characteristics of such disagreements and varies from them in many essential points. The French, German, American, and, in fact, the steamships owned by all nations, the English alone excepted, employ the regular experts in the art of loading and unloading vessels at the usual and regular rates of compensation, and experience no difficulty in the transaction of their business and in the regular arrival and departure of their steamships; and

Whereas, It is asserted, and the assertion remains uncontroverted, that the owners of the English lines of steamers, allow no opportunity to pass for showing their contempt for everything distinctly American; their stock is all owned in England; their vessels are manned, in every department, by Englishmen; the supplies used in both outward and inward bound voyages, wherever possible, are purchased and all repairs are made in English ports; and the attempt has been made by some of the companies to import English laborers into this port to perform the work of loading and unloading their vessels, from all which it must be apparent that these companies are actuated solely by a desire to enrich themselves at the expense of our people, and that they have no feelings or sympathy in common with the people of this city or country; even the lives of American passengers, endangered by imperfectly stowing the cargoes of these vessels, from their liability to "shift," held as of secondary importance to the saving of a few dollars in the cost of loading them; and

Whereas, In the existing troubles between the resident workmen and these companies, the city is directly interested pecuniarily, and is compelled by the arbitrary and tyrannical action of the companies towards their American employees to maintain, for the protection of these companies and their property, a police force, specially detailed, of nearly 250 men, at an average daily expense of nearly or quite \$800; the proverbial cunning of these English companies thus again asserting itself in forcing this city to defray the cost of protecting their interests from dangers, imaginary or otherwise, of their own creating; and

Whereas, It does not appear to be just or equitable that this city should pay the cost of affording protection to the pretended imperiled property of these companies; on the contrary, they should either pay to this city the cost of maintaining the police detailed for this purpose, or hire special policemen, as many of our own private citizens are compelled to do, for the protection of their personal property; be it therefore

Resolved, That should the Special Committee appointed by this Board to attempt a reconciliation between these companies and their workmen, resident in this city, fail to accomplish the purpose for which they were appointed, that the Commissioners of Police be and they are hereby requested not to detail any of the regular police force of this city for the special duty of protecting the property and caring for the interests of these English steamship companies, unless the expense of maintaining the men so detailed be paid by the said companies.

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

The President pro tem. laid before the Board the following message from his Honor the Mayor:
MAYOR'S OFFICE, NEW YORK, June 24, 1879.

To the Honorable the Board of Aldermen:

Herewith I return, without my approval, the resolution of the Board of Aldermen adopted June 10, 1879, directing the Commissioners of Police to report to the Attorney for the Corporation every

violation of the ordinances of the city relating to incumbering or obstructing the streets or bulkheads in the immediate vicinity of Piers Nos. 53, 52, 51, 47, 46, 45, 42, 21, 20, and 12, North river, and particularly Pier No. 18, East river, for the reason that there is no occasion for the resolution, as I am informed that the obstructions referred to have been removed.

EDWARD COOPER, Mayor.

Resolved, That the Commissioners of Police be and they are hereby directed to report to the Attorney for the Corporation every violation of the ordinances of the city relating to incumbering or obstructing the streets or bulkheads in the immediate vicinity of Piers Nos. 53, 52, 51, 47, 46, 45, 42, 21, 20, and 12, North river, and particularly Pier No. 18, East river, where the street is incumbered from the bulkhead line nearly to the railroad tracks in the middle of the street.

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

The President pro tem. laid before the Board the following message from his Honor the Mayor :
MAYOR'S OFFICE, NEW YORK, June 24, 1879.

To the Honorable the Board of Aldermen :

Herewith I return, without my approval, the resolution of the Board of Aldermen adopted June 17, 1879, authorizing and directing the Commissioner of Public Works to pave certain streets named therein, "the work to be done by the day and not by contract," for the reason, among others, that it appears from the opinion of the Counsel to the Corporation, given to the Board of Aldermen on April 3, 1879, that the Board has no power to pass a resolution prescribing that the work shall be done in a different manner from that specified by the Commissioner of Public Works.

EDWARD COOPER, Mayor.

Resolved, First—That pursuant to section 1, chapter 476, Laws of 1875, the Commissioner of Public Works be and he is hereby authorized and directed to pave with granite-block pavement—

New street, from Beaver to Wall street.
Exchange place, from Broadway to William street.
Church street, from Vesey to Chambers street.
Centre street, from Chambers to Canal street, except where now paved with Belgian pavement.
White street, from Broadway to West Broadway.
Mercer street, from Bleeker to Eighth street.
Seventh avenue, from Forty-seventh to Fifty-ninth street, except in rail-tracks.
University place, from Eighth to Fourteenth street, except where now paved with Belgian pavement.
Seventeenth street, from Broadway to Fifth avenue.
Front street, from Maiden lane to Fulton street.
Clarkson street, from Varick street to North river.
Great Jones street, from Bowery to Broadway.
Ninth street, from Second to Third avenue.
Fifteenth street, from Sixth to Seventh avenue.
Nineteenth street, from Third to Fourth avenue.
Nineteenth street, from Fifth to Sixth avenue.

Second—With Trap-block Pavement.

Water street, from Fulton to Market street.
Madison street, from Market to Clinton street.
Twenty first street, from Seventh to Eighth avenue.
Twenty-fourth street, from Lexington avenue to East river.
First avenue, from Thirtieth to Thirty-sixth street.
Twenty-sixth street, from Seventh to Eighth avenue.
Tenth avenue, from Thirty-first to Forty-second street.
Thirty-seventh street, from Sixth to Seventh avenue.
Forty-fifth street, from Lexington to Fourth avenue.
Forty-fifth street, from Madison to Fifth avenue.
Fifty-sixth street, from Fifth to Sixth avenue.
Fifty-sixth street, from Seventh to Ninth avenue.
Fifty-seventh street, from Sixth to Seventh avenue.
Fifty-eighth street, from Sixth to Ninth avenue.

Third—With Macadam Pavement.

Fifth avenue, from Seventy-second to Ninetieth street; the work to be done by the day and not by contract.

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

The President pro tem. laid before the Board the following message from his Honor the Mayor :
MAYOR'S OFFICE, NEW YORK, June 24, 1879.

To the Honorable the Board of Aldermen :

Herewith I return, without my approval, the resolution of the Board of Aldermen adopted June 10, 1879, excepting certain property known as "Sunnyside and Bassford farm," from the operation of the ordinance prohibiting the firing of firearms in the City of New York.

The resolution which it is proposed to amend having failed it cannot be amended, and another resolution for the same purpose has already been approved.

EDWARD COOPER, Mayor.

Resolved, That the resolution passed May 27, 1879, excepting certain property known as "Sunnyside and Bassford farm," from the operations of the ordinance prohibiting the firing of firearms in the City of New York, be and is hereby amended by striking out the numerals "XII." after the word "chapter" and inserting "XIII," and by striking out the figures "1866" and inserting "1859."

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

UNFINISHED BUSINESS RESUMED.

Alderman Stewart called up G. O. 221, being a resolution, as follows :

Resolved, That permission be and the same is hereby given to the officers and trustees of the Children's Aid Society to make excavation and open vaults beneath the sidewalk fronting upon Gouverneur street, at the corner of Gouverneur street and East Broadway, without payment of the customary fee.

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

MOTIONS AND RESOLUTIONS AGAIN RESUMED.

Alderman Morris moved that the Board do now adjourn

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

And the President pro tem. announced that the Board stood adjourned until Tuesday next, July 1, 1879, at 12 o'clock M.

JACOB M. PATTERSON, JR., Clerk.

OFFICIAL DIRECTORY.

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

EXECUTIVE DEPARTMENT.

Mayor's Office.

No. 6 City Hall, 9 A. M. to 3 P. M.
EDWARD COOPER, Mayor; JAMES E. MORRISON, Secretary

LEGISLATIVE DEPARTMENT.

Office of Clerk of Common Council.

No. 8 City Hall, 10 A. M. to 4 P. M.
JORDAN L. MOTT, President; Board of Aldermen.
JACOB M. PATTERSON, JR., Clerk Common Council.

DEPARTMENT OF PUBLIC WORKS.

Commissioner's Office.

No. 19 City Hall, 9 A. M. to 4 P. M.
ALLAN CAMPBELL, Commissioner; FREDERICK H. HAMILIN, Deputy Commissioner.

FINANCE DEPARTMENT.

Comptroller's Office.

Nos. 19 and 20 New County Court-house, 9 A. M. to 4 P. M.
JOHN KELLY, Comptroller; RICHARD A. STORRS, Deputy Comptroller.

Auditing Bureau.

No. 19 New County Court-house, 9 A. M. to 4 P. M.
DANIEL JACKSON, Auditor of Accounts.

LAW DEPARTMENT.

Office of the Counsel to the Corporation.

Staats Zeitung Building, third floor, 9 A. M. to 4 P. M.
WILLIAM C. WHITNEY, Counsel to the Corporation
ANDREW T. CAMPBELL, Chief Clerk.

POLICE DEPARTMENT.

Central Office.

No. 300 Mulberry street, 9 A. M. to 4 P. M.
WILLIAM F. SMITH, President; SETH C. HAWLEY, Chief Clerk.

DEPARTMENT OF CHARITIES AND CORRECTION.

Central Office.

Third avenue, corner Eleventh street, 9 A. M. to 4 P. M.
TOWNSEND COX, President; JOSHUA PHILLIPS, Secretary.

FIRE DEPARTMENT.

Headquarters.

Nos. 153, 155, and 157 Mercer street, 9 A. M. to 4 P. M.
VINCENT C. KING, President; CARL JUSSEN, Secretary.

HEALTH DEPARTMENT.

No. 301 Mott street, 9 A. M. to 4 P. M.

CHARLES F. CHANDLER, President; EMMONS CLARK, Secretary.

DEPARTMENT OF PUBLIC PARKS.

No. 36 Union square, 9 A. M. to 4 P. M.

JAMES F. WENMAN, President; EDWARD P. BARKER, Secretary.

DEPARTMENT OF DOCKS.

Nos. 117 and 119 Duane street, 9 A. M. to 4 P. M.
EUGENE T. LYNCH, Secretary.

DEPARTMENT OF TAXES AND ASSESSMENTS.

Brown-stone building, City Hall Park, 9 A. M. to 4 P. M.
JOHN WHEELER, President; ALBERT STORER, Secretary.

BOARD OF ASSESSORS.

Office, No. 114 White street, 9 A. M. to 4 P. M.
THOMAS B. ASTEN, President; WM. H. JASPER, Secretary.

DEPARTMENT OF BUILDINGS.

No. 2 Fourth avenue, 8:30 A. M. to 4 P. M.
HENRY J. DUDLEY, Superintendent.

BOARD OF EXCISE.

Corner Mulberry and Houston streets, 9 A. M. to 4 P. M.
RICHARD J. MORRISON, President; J. B. ADAMSON, Chief Clerk.

SEALERS OF WEIGHTS AND MEASURES.

No. 236 West Forty-third street.
ELIJAH W. ROE.

SHERIFF'S OFFICE.

Nos. 3 and 4 New County Court-house, 9 A. M. to 4 P. M.
BERNARD REILLY, Sheriff; JOHN T. CUMMING, Under Sheriff.

COMMISSION FOR THE COMPLETION OF THE NEW COUNTY COURT-HOUSE.

No. 28 New County Court-house, 9 A. M. to 5 P. M.
WYLLIS BLACKSTONE, President; ISAAC EVANS, Secretary.

REGISTER'S OFFICE.

East side City Hall Park, 9 A. M. to 4 P. M.
FREDERICK J. LOEW, Register; AUGUSTUS T. DOCHARTY, Deputy Register.

COMMISSIONERS OF ACCOUNTS.

No. 27 Chambers street, 9 A. M. to 4 P. M.
WM. PITT SHEARMAN, ROBERT F. HATFIELD.

COMMISSIONER OF JURORS.

No. 17 New County Court-house, 9 A. M. to 4 P. M.
THOMAS DUNLAP, Commissioner; ALFRED J. KEEGAN, Deputy Commissioner.

COUNTY CLERK'S OFFICE.

Nos. 7 and 8 New County Court-house, 9 A. M. to 4 P. M.
HUBERT O. THOMPSON, County Clerk; J. HENRY FORD, Deputy County Clerk.

DISTRICT ATTORNEY'S OFFICE.

Second floor, Brown-stone building, City Hall Park, 9 A. M. to 4 P. M.
BENJAMIN K. PHELPS, District Attorney; MOSES P. CLARK, Chief Clerk.

THE CITY RECORD OFFICE.

And Bureau of Printing, Stationery, and Blank Books.
No. 2 City Hall, 8 A. M. to 6 P. M.; Saturdays, 8 A. M. to 5 P. M.
THOMAS COSTIGAN, Supervisor; R. P. H. ABELL, Book-keeper.

CORONERS' OFFICE.

No. 40 East Houston street.
HENRY WOLTMAN, MORITZ ELLINGER, RICHARD CROKER, and RICHARD FLANAGAN, Coroners.

RAPID TRANSIT COMMISSIONERS.

HENRY F. SPAULDING, 15 Nassau street.
BENJAMIN G. ARNOLD, 125 Front street.
HENRY G. STEBBINS, 48 Exchange place.
LEWIS G. MORRIS, 25 Pine street.
SAMUEL K. FILLEY, Prospect avenue and 165th street.

POLICE DEPARTMENT.

POLICE DEPARTMENT OF THE CITY OF NEW YORK,
300 MULBERRY STREET,
NEW YORK, June 24, 1879.

PUBLIC NOTICE IS HEREBY GIVEN THAT thirteen horses, the property of this Department, will be sold at public auction, on Tuesday, July 8, 1879, at 10 o'clock, A. M., by Arch. Johnston, General Auctioneer, at Nos. 19, 21, 23 and 25 East Thirteenth street.
By Order of the Board,
S. C. HAWLEY,
Chief Clerk.

CORPORATION NOTICE.

NOTICE IS HEREBY GIVEN THAT THE following Assessment Lists have been received by the Board of Assessors from the Commissioner of Public Works:

No. 1.—Sewers (extension of) Forty-fourth and Forty-fifth streets, at Hudson river, with alterations to existing sewers in Sewerage District No. 2. \$11,007 22
No. 2.—Paving Eighty-first street, between Fourth and Fifth avenues. 3,612 78
No. 3.—Fencing Sixty-ninth and Seventieth streets, and Lexington and Fourth avenues. 143 84
Total. \$14,763 84

WM. H. JASPER,

Secretary.

OFFICE BOARD OF ASSESSORS,
No. 114 WHITE STREET (CORNER CENTRE),
NEW YORK, May 27, 1879.

NOTICE IS HEREBY GIVEN THAT THE following Assessment Lists have been received by the Board of Assessors from the Commissioner of Public Works:

No. 1.—Paving Seventy-fourth street, between Avenue A and East river. \$3,417 87
No. 2.—Flagging First avenue, west side, between Fifty-ninth and Sixtieth streets. 55 50
No. 3.—Flagging Madison avenue, east side, between Eightieth and Eighty-first streets. 161 40
No. 4.—Flagging Fifty-first street, north side, between Broadway and Eighth avenue. 31 39
No. 5.—Fencing Madison avenue, east side, between Eightieth and Eighty-first streets, and in Eightieth street, between Madison and Fourth avenues. 189 47
No. 6.—Fencing Sixth avenue, east side, between One Hundred and Twenty-fourth and One Hundred and Twenty-fifth streets. 113 09
No. 7.—Fencing Seventy-fourth street, southwest corner of and Fourth avenue. 85 31
No. 8.—Fencing Forty-fourth street, between Tenth and Eleventh avenues. 21 79
No. 9.—Flagging Sixtieth street, between Boulevard and Ninth avenue. 785 32
Total. \$4,861 14

WM. H. JASPER,

Secretary.

OFFICE BOARD OF ASSESSORS,
No. 114 WHITE STREET (CORNER CENTRE),
NEW YORK, June 9, 1879.

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.:

No. 1. Regulating, grading, setting curb and gutter stones and flagging in Ninth avenue, from Seventy-second to Eighty-first street.

No. 2. Paving Seventy-seventh street, between Third avenue and Avenue A, with Belgian pavement.

No. 3. Sewers in Greenwich avenue, between Thirtieth street and Eighth avenue, and in Bank street, between Waverley place and Greenwich avenue.

No. 4. Flagging north side of Fifty-ninth street, between Madison and Fifth avenues.

No. 5. Receiving-basin on the northwest corner of First street and Extra place.

No. 6. Sewer in One Hundred and Nineteenth street, between Fifth avenue and summit west of Fifth avenue.

No. 7. Receiving-basins on the southwest corner of Fifty-fourth street and Avenue A, and on the northwest corner of Fifty-fifth street and Avenue A.

No. 8. Paving Fifty-third street, between Broadway and Seventh avenue, with Belgian pavement.

No. 9. Receiving-basins on the northwest corner of Bloomfield street and Tenth avenue, and Little West Twelfth street and Tenth avenue.

No. 10. Sewer in Eleventh avenue, between Sixty-sixth and Seventy-sixth streets, with branches in Sixty-seventh, Sixty-eighth, Sixty-ninth Seventy-first, Seventy-second, and Seventy-third streets, with connection of present sewer in Seventieth street.

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

No. 1. Both sides of Ninth avenue, between Seventy-second and Eighty-first streets, and to the extent of one-half the block at the intersection of Seventy-third, Seventy-fourth, Seventy-fifth, Seventy-sixth, Seventy-seventh, Seventy-eighth, Seventy-ninth, Eightieth, and Eighty-first streets.

No. 2. Both sides of Seventy-seventh street, between Third avenue and Avenue A, and to the extent of one-half the block at the intersecting avenues.

No. 3. East side of Greenwich avenue, between Horatio street and Eighth avenue, and both sides of Bank street, extending two hundred feet west of Greenwich avenue.

No. 4. North side of Fifty-ninth street, between Madison and Fifth avenues.

No. 5. East side of Bowery and west side of Extra place, between First and Second streets, and north side of First street, between Extra place and the Bowery.

No. 6. Both sides of One Hundred and Nineteenth street, between Fifth and Sixth avenues.

No. 7. South side of Fifty-fourth street, between Avenue A and First avenue, and east side of First avenue, between Fifty-third and Fifty-fourth streets; also, block bounded by Fifty-fifth and Fifty-sixth streets, Avenue A and First avenue.

No. 8. Both sides of Fifty-third street, between Broadway and Seventh avenue, and to the extent of one-half the block at the intersection of Broadway and Seventh avenue.

No. 9. West side of Tenth avenue, between Bloomfield and Thirteenth streets, and north side of Bloomfield street, and both sides of Little West Twelfth street, between Tenth and Thirteenth avenues.

No. 10. Both sides of Eleventh avenue, between Sixty-sixth and Seventy-sixth streets, and both sides of Sixty-seventh, Sixty-eighth, Sixty-ninth, Seventy-first, Seventy-second and Seventy-third streets, between Tenth and Eleventh avenues.

All persons whose interests are affected by the above-named assessments, and who are opposed to the same, or either of them, are requested to present their objections in writing to the Board of Assessors, at their office, No. 114 White street, within thirty days from the date of this notice. The above described list will be transmitted as provided by law to the Board of Revision and Correction of Assessments for confirmation, on the 27th day of June ensuing.

THOMAS B. ASTEN,
JOHN MULLALLY,
EDWARD NORTH,
DANIEL STANBURY,
Board of Assessors.

OFFICE BOARD OF ASSESSORS,
No. 114 WHITE STREET (COR. OF CENTRE),
NEW YORK, May 27, 1879.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE.

PROPOSALS FOR GROCERIES, TIN, SHEET IRON, LUMBER, AND MISCELLANEOUS ARTICLES.

TO CONTRACTORS.

SEALED BIDS OR ESTIMATES FOR FURNISHING

GROCERIES.
27,500 Fresh Eggs (Candled).
5,000 pounds Dried Apples.
25,000 " Rice.
500 " Baking Powder.
100 barrels Crackers.
100 " New Family Mess Pork.
100 boxes Candles.
6 dozen Gelatine.
250 bags Fine Meal.
20 " White Meal.

TIN, SHEET IRON, ETC.

50 boxes 14 x 20 XX best Charcoal Tin.
20 bundles R. G. Iron, No. 22.
20 " Common Iron, No. 22.
20 " Galvanized Iron, Best Bloom, No. 22.
1 drum best quality Sheet Zinc.

LUMBER.

1,000 feet 1/2-inch Clear White Wood, 13 feet by 12 inches and upwards.
1,000 feet 4 x 1 1/4 inch Tongued and Grooved Clear White Pine.
500 pieces 2 x 4 Best Hemlock Wall Strips.
500 pieces 3 x 4 Best Hemlock Joist.

MISCELLANEOUS.

1 coil best quality soft laid Manila Rope
1 gross Scythe Rifles.
" Scythe Stones.
3-12 " Grass Sickles.
3-12 " Hay Rakes.
20 dozen Hair Brushes.
5 bbls. Pure Lard Oil.
25 boxes Clothes Pins.
500 Bath Brick.
500 lbs. Curled Hair.
12 dozen Washboards.
10 gross Women's Thimbles.
5 pieces Green Flannel.
500 Rubber blankets.
10 gross Safety Matches.
50 " Common Matches.
1 " Carpenter's Pencils.
1/2 " Feather Dusters.

—or any part thereof, will be received at the office of the Department of Public Charities and Correction, in the City of New York, until 9 o'clock A. M. of Monday, the 30th day of June, 1879. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate" for Groceries, Tin, Sheet Iron, Lumber, and Miscellaneous Articles, and with his or their name or names and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time

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

The Department of Public Charities and Correction reserves the right to decline any and all bids or estimates if deemed to be for the public interest, and to accept any bid or estimate as a whole or for any one or more articles included therein. No bid or estimate will be accepted from, or a contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

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

Delivery will be required to be made from time to time, at such times and in such quantities as may be directed by the said Department; but the entire quantity will be required to be delivered on or before thirty (30) days after the date of the contract.

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

Each bid or estimate shall contain and state the name and place of residence of each of the persons making the same; the names of all persons interested with him or them therein; and if no other person be so interested, it shall distinctly state that fact; 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 in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for its faithful performance; and that if he shall omit or refuse to execute the same, they shall 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, and otherwise; and that he has offered himself as a surety in good faith and with the intention to execute the bond required by section 27 of chapter 8 of the Revised Ordinances of the City of New York, if the contract shall be awarded to the person or persons for whom he consents to become surety. The adequacy and sufficiency of the security offered to be approved by the Comptroller of the City of New York.

Should the person or persons to whom the contract may be awarded neglect or refuse to accept to contract within forty-eight (48) hours after written notice that the same has been awarded to his or their bid or proposal, or if he or they accept but do not execute the contract and give the proper security, he or they shall be considered as having abandoned it and as in default to the Corporation, and the contract will be re-advertised and re-let as provided by law.

Bidders are cautioned to examine the specifications for particulars of the articles, etc., required, before making their estimates.

Bidders will state the price for each article, by which the bids will be tested.

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

Payment will be made by a requisition on the Comptroller issued on the completion of the contract, or from time to time as the Commissioners may determine.

Bidders are informed that no deviation from the specifications will be allowed, unless under the written instruction of the Commissioners of Public Charities and Correction.

The form of the agreement, including specifications, and showing the manner of payment for the supplies, will be furnished at the office of the Department.

Dated, June 19, 1879.

TOWNSEND COX,
THOMAS S. BRENNAN,
JACOB HESS,
Commissioners of the Department of
Public Charities and Correction.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE,
NEW YORK, June 20, 1879.

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

At Morgue, Bellevue Hospital, from foot of Twenty-fifth street, North river—Unknown man; aged about 25 years; 5 feet 6 inches high; brown hair. Had on blue check jumper, gray linen pants, white shirt, white socks, laced shoes; body about five days in water.

Unknown man, from off Governor's Island; aged about 60 years; 5 feet 8 inches high; gray hair and beard. Had on black coat and pants, dark vest, calico shirt, white drawers, red flannel shirt, white socks, boots.

At Charity Hospital, Blackwell's Island—Ellen Agnes Cleary; aged 40 years; 5 feet 1 inch high; dark hair; brown eyes. Had on when admitted, black cashmere hawl, brown wrapper, black skirt. Nothing known of her friends or relatives.

At Homeopathic Hospital, Ward's Island—Rose Stetson; aged 27 years; 5 feet 3 inches high; blue eyes; brown hair. Had on when admitted, gray waist, black skirt and sacque, gaiters.

At Hart's Island Hospital—Frederick Lutz; aged 31 years; 5 feet 6 inches high; light hair; gray eyes. Nothing known of his friends or relatives.

By Order,

JOSHUA PHILLIPS,
Secretary.

SUPREME COURT.

In the matter of the application of the Department of Public Parks, for and in behalf of the Mayor, Aldermen, and Commonalty of the City of New York, relative to the opening of Ninety-first street, from Eighth avenue to the new road or drive, and from Twelfth avenue to the Hudson river, in the City of New York.

NOTICE IS HEREBY GIVEN THAT WILLIAM M. Prichard, Esq., to whom was referred, by order of this Court, dated the 12th day of June, 1879, the bill of costs, charges, and expenses incurred by reason of this proceeding, for examination preliminary to taxation, will hear all parties interested herein at his office No. 49 Wall street, in the City of New York, on Tuesday, the 1st day of July, 1879, at 2 o'clock in the afternoon of that day.

Dated June 18, 1879.

WM. C. WHITNEY,
Counsel to the Corporation.

In the matter of the application of the Department of Public Parks, for and in behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to opening Ninety-first street, from Eighth avenue to the New Road or Drive, and from Twelfth avenue to the Hudson river, in the City of New York.

IN PURSUANCE OF THE STATUTES IN SUCH case made and provided, notice is hereby given that our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held in the New Court-house, in the City of New York, on the 30th day of June, 1879, at 11 o'clock A. M. of that day, or as soon thereafter as counsel can be heard; and that a motion will be there and then made that the said report be confirmed.

Dated New York, May 22, 1879.

CHARLES PRICE,
ANDREW D. PURTELL,
HENRY M. GARVIN,
Commissioners.

In the matter of the application of the Department of Public Parks, for and in behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to the opening of Eighty-eighth street, from Eighth avenue to the new road or drive, and from Twelfth avenue to the Hudson river, where not already opened or ceded, in the City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, the Department of Public Parks, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, hereby give notice that the Counsel to the Corporation will apply to the Supreme Court, in the First Judicial District of the State of New York, on Thursday the 26th day of June, 1879, at 11 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon, for the appointment of a Commissioner of Estimate and Assessment in the above-entitled proceeding, in the place and stead of James S. Hennessey, deceased.

New York, May 31, 1879.

WM. C. WHITNEY,
Counsel to the Corporation.

BOARD OF EDUCATION.

SEALED PROPOSALS WILL BE RECEIVED BY the Board of Trustees of Common Schools of the several Wards, at the Hall of the Board of Education, corner of Grand and Elm streets, for Repairing and Painting School Buildings; for furnishing New Furniture; for furnishing New Heating Apparatus; to be done and furnished mainly during the months of July and August, 1879, as follows:

By the Trustees of the Fifth Ward, until 9½ o'clock A. M., on Monday, July 7, 1879, for Sliding Doors, etc., and for Fire-proof Stairs for Grammar School House No. 44.

JOHN HAM,
Chairman.

ANDREW W. LEGGATT,
Secretary,
Board of School Trustees Fifth Ward.

By the Trustees of the Ninth Ward, until 10½ o'clock A. M., on Monday, July 7, 1879, for Outside Iron Stairway for Grammar School No. 3.

CHARLES S. WRIGHT,
Chairman.

ELLERY DENISON, M. D.,
Secretary,
Board of School Trustees Ninth Ward.

By the Trustees of the Tenth Ward, until 4 o'clock P. M., on Monday, July 7, 1879, for new Closets for Grammar School No. 20.

HENRY R. ROOME,
Chairman.

PETER DENNERLEIN,
Secretary,
Board of School Trustees Tenth Ward.

By the Trustees of the Fourteenth Ward, until 4½ o'clock P. M., on Monday, July 7, 1879, for new Sashes, etc., for Grammar School No. 20.

FRANKLIN SMITH, M. D.,
Chairman.

GEORGE THUM,
Secretary,
Board of School Trustees Fourteenth Ward.

By the Trustees of the Fifteenth Ward, until 9½ o'clock A. M., on Tuesday, July 8, 1879, for Sliding Doors, etc., for Grammar School No. 10.

JOSEPH BRITTON,
Chairman.

HENRY M. TABER,
Secretary,
Board of School Trustees Fifteenth Ward.

By the Trustees of the Twenty-first Ward, until 11 o'clock A. M., on Tuesday, July 8, 1879, for Painting and Repairing Grammar School Building No. 14.

Also for Steam Heating and Ventilating Apparatus for the new building on the rear of Grammar School No. 14. Also for the Furniture for the new building last named. Also for Painting and Repairing portions of Grammar School Building No. 49.

JOSEPH R. SKIDMORE,
Chairman.

E. ELLERY ANDERSON,
Secretary,
Board of School Trustees Twenty-first Ward.

By the Trustees of the Twenty-second Ward, until 2 o'clock P. M., on Tuesday, July 8, 1879, for Altering Grammar School Building No. 17.

Also for Steam Heating and Ventilating Apparatus for Grammar School No. 51. Also for Furniture for Grammar School No. 51.

JOEL W. MASON,
Chairman.

WALTER CARTER,
Secretary,
Board of School Trustees Twenty-second Ward.

By the Trustees of the Twenty-third Ward, until 3½ o'clock P. M., on Tuesday, July 8, 1879, for building new Closets for Grammar School No. 61.

NATHAN S. KING, M. D.,
Chairman.

GEO. J. A. NORMAN,
Secretary,
Board of School Trustees Twenty-third Ward.

Plans and specifications may be seen, and blanks for proposals obtained at the office of the Superintendent of School Buildings, No. 145 Grand street, third floor.

The party submitting a proposal and the parties proposing to become sureties must each write his name and place of residence on said proposal.

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

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

No substitution will be permitted without first obtaining in writing permission from the Committee on Buildings of the Board of Education.

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

Dated New York, June 23, 1879.

SEALED PROPOSALS WILL BE RECEIVED BY the School Trustees of the Twelfth Ward, at the Hall of the Board of Education, corner of Grand and Elm streets, until Monday the 30th day of June, 1879, and until 4 o'clock P. M., on said day, for the erection of a New School House on the west side of Lexington avenue, between One Hundred and Fifth and One Hundred and Sixth streets.

Plans and specifications may be seen at the office of the Superintendent of School Buildings, No. 145 Grand street, third floor.

Proposals must state the estimate for each branch of the work separately, and be indorsed "Proposal for Mason Work," "Proposal for Carpenter Work," "Proposal for Painting."

The party submitting a proposal and the parties proposing to become sureties must each write his name and place of residence on said proposal.

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

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

No substitution will be permitted without first obtaining, in writing, permission from the Committee on Buildings of the Board of Education.

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

DAVID H. KNAPP
CHARLES CRARY
ANDREW L. SOULARD
GERMAIN HAUSCHEL
ROSEWELL G. ROLSTON,
Board of School Trustees, Twelfth Ward

Dated New York, June 16, 1879.

FIRE DEPARTMENT.

HEADQUARTERS
FIRE DEPARTMENT, CITY OF NEW YORK,
155 AND 157 MERCER STREET,
NEW YORK, June 7, 1879.

NOTICE IS HEREBY GIVEN THAT THE ADVERTISEMENT dated May 26th, 1879, inviting proposals for furnishing materials and supplies for the Fire Alarm Telegraph, Supply Room, and Repair Shops of this Department, to be opened at 9 A. M., on the 11th day of June, 1879, being for items Nos. 1 to 67, inclusive, is withdrawn until further notice.

VINCENT C. KING,
President.

HEADQUARTERS
FIRE DEPARTMENT, CITY OF NEW YORK,
155 AND 157 MERCER STREET,
NEW YORK, November 7, 1878.

NOTICE IS HEREBY GIVEN THAT THE Board of Commissioners of this Department will meet daily at 10 o'clock A. M., for the transaction of business.

By order of the Board.
VINCENT C. KING, President,
JOHN J. GORMAN, Treasurer,
CORNELIUS VAN COTT,
Commissioners

CARL JUSSER,
Secretary

DEPARTMENT PUBLIC WORKS.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE, ROOM 19, CITY HALL,
NEW YORK, June 19, 1879.

TO CONTRACTORS.

PROPOSALS, INCLOSED IN A SEALED ENVELOPE, which must be indorsed with the name of the bidder, the title and number of the work, as in the advertisement, will be received at this office, until Wednesday, July 2, 1879, at 12 o'clock M., at which hour they will be publicly opened by the Head of the Department, and read, for each of the following works:

No. 1. SEWERS in West street, between Spring and West Eleventh streets, with connections to present sewers, and alterations and improvement to existing sewers in Sewerage District No. 20.

No. 2. SEWERS in Lexington avenue, between Seventy-second and Seventy-third streets.

No. 3. SEWER in Fifty-second street, between Third and Lexington avenues, from end of present sewer to near Lexington avenue.

No. 4. SEWER in Fifty-eighth street, between Avenue A and East river.

No. 5. SEWERS in Sixty-ninth and Seventieth streets, between Second and Third avenues.

No. 6. SEWERS in One Hundred and Thirteenth street, between Madison and Fifth avenues; in Madison avenue, between One Hundred and Thirtieth and One Hundred and Fiftieth streets, and in One Hundred and Fourteenth street, between Fourth and Fifth avenues.

No. 7. SEWER in One Hundred and Thirteenth street, between Tenth avenue and summit east of Tenth avenue.

No. 8. SEWER in One Hundred and Thirtieth street, between Sixth avenue and summit west of Sixth avenue.

Blank forms of proposals, the specifications and agreements, the proper envelopes in which to inclose the bids, and any further information desired can be obtained at the office of the Engineer in Charge of Sewers, Room 21, City Hall.

The Commissioner of Public Works reserves the right to reject any or all proposals, if in his judgment, the same may be for the best interests of the city.

ALLAN CAMPBELL,
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE, ROOM 19, CITY HALL,
NEW YORK, June 19, 1879.

TO CONTRACTORS.

PROPOSALS, INCLOSED IN A SEALED ENVELOPE, with the title of the work and the name of the bidder indorsed thereon, will be received at this office, until Wednesday, the 2d day of July, 1879, at 12 o'clock M., at which hour they will be publicly opened by the head of the Department, and read, for

CONSTRUCTING AN IRON BRIDGE AT FOURTH AVENUE AND ONE HUNDRED AND SIXTEENTH STREET, WITH THE NECESSARY ABUTMENTS, RETAINING WALLS, ETC.

Blank forms of proposals, the specifications and agreements, the proper envelopes in which to inclose the bids, and any further information desired, can be obtained at the office of the Chief Engineer, Room 11½, City Hall.

Bidders are particularly notified that the city only pays one-half the entire cost of the bridge, and that the New York and Harlem Railroad Company pays one-half on the additional certificate of their Engineer, as stated in the agreements.

The Commissioner of Public Works reserves the right to reject any or all proposals, if in his judgment, the same may be for the best interests of the city.

ALLAN CAMPBELL,
Commissioner of Public Works

THE CITY RECORD.

COPIES OF THE CITY RECORD CAN BE obtained at No. 2 City Hall (northwest corner basement). Price three cents each.

COLLEGE OF THE CITY OF NEW YORK.

A STATED SESSION OF THE BOARD OF Trustees of the College of the City of New York will be held at the Academy of Music (New York City), on Thursday, June 26, 1879, at 7.15 P. M.

LAWRENCE D. KIERNAN,
Secretary.

FINANCE DEPARTMENT.

WILLIAM KENNELLY & HUGH N. CAMP,
Auctioneers.

CORPORATION SALE OF REAL ESTATE.

PUBLIC NOTICE IS HEREBY GIVEN THAT BY virtue of the powers vested in the Commissioners of the Sinking Fund of the City of New York, they will offer for sale, at public auction, on Thursday, April 24, 1879, at noon, at the Exchange Salesroom, No. 111 Broadway, in the City of New York, the following real estate belonging to the Corporation of the City of New York, viz:

Lots Nos. 13, 14, 15, Harlem market property, south side 121st street, near Third avenue.

West side 3d avenue, between 67th and 68th streets, lots Nos. 1 to 7.

South side 68th street, between 3d and Lexington avenues, lots Nos. 10 to 16.

East side Lexington avenue, between 67th and 68th streets, lots Nos. 22 to 25.

North side 67th street, between Lexington and 3d avenues, lots Nos. 26 to 33.

Lithographic maps of the above real estate may be obtained at the Comptroller's office at the New County Court-house, on and after April 15, 1879.

Full warrant deeds will be given to all purchasers.

COMPTROLLER'S OFFICE,
NEW COUNTY COURT-HOUSE,
March 24, 1879.

JOHN KELLY,
Comptroller.

The sale of the above premises is adjourned to Thursday, July 10, 1879, at the same hour and place.

NEW YORK—COMPTROLLER'S OFFICE,
NEW COUNTY COURT-HOUSE,
June 12, 1879.

JOHN KELLY,
Comptroller.

DEPARTMENT OF FINANCE,
BUREAU FOR COLLECTION OF ASSESSMENTS,
No. 16 NEW COURT-HOUSE, CITY HALL PARK,
NEW YORK, June 10, 1879.

NOTICE TO PROPERTY-HOLDERS.

PROPERTY-HOLDERS ARE HEREBY NOTIFIED that the following assessment lists were received this day in this Bureau for collection

CONFIRMED AND ENTERED JUNE 5, 1879.

1st avenue, sewer, between 92d and 110th streets, and 2d avenue, sewer, between 95th and 109th streets, with branches in 93d, 96th, 97th, 98th, 101st, 102d, 103d, 104th, 105th, 107th, and 108th streets.

4th avenue, regulating and grading, between 116th and 124th streets.

All payments made on the above assessments on or before August 9, 1879, will be exempt (according to law) from interest. After that date interest will be charged at the rate of seven (7) per cent. from the date of entry.

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

EDWARD GILON,
Collector of Assessments.

DEPARTMENT OF FINANCE,
BUREAU FOR COLLECTION OF ASSESSMENTS,
FIRST FLOOR (NEW WING), NEW COURT-HOUSE,
CITY HALL PARK,
NEW YORK, June 6, 1879.

NOTICE TO PROPERTY HOLDERS.

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

CONFIRMED MAY 15, ENTERED MAY 20, 1879.

Inwood street opening, from the westerly line of Kingsbridge road to the Hudson river.

All payments made on the above assessment on or before August 5, 1879, will be exempt (according to law) from interest. After that date interest will be charged at the rate of seven (7) per cent. from the date of entry.

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

EDWARD GILON,
Collector of Assessments.

DEPARTMENT OF FINANCE,
BUREAU FOR COLLECTION OF ASSESSMENTS,
No. 16 NEW COURT-HOUSE, CITY HALL PARK,
NEW YORK, June 2, 1879.

NOTICE TO PROPERTY-HOLDERS.

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

CONFIRMED AND ENTERED MAY 29, 1879.

76th street, paving, from 8th avenue to Riverside Park. 10th avenue, sewer, between 77th and 81st streets, with branches in 77th, 78th, 79th, and 80th streets.

57th street, sewer extension at East river.

70th street, basin, northeast corner 5th avenue.

68th street, paving intersections of 4th avenue.

Fordham avenue, crosswalk near 11th street (24th ward).

All payments made on the above assessments on or before Aug. 1st, 1879, will be exempt (according to law) from interest. After that date interest will be charged at the rate of seven (7) per cent. from the date of entry.

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

EDWARD GILON,
Collector of Assessments.

REAL ESTATE RECORDS

THE ATTENTION OF LAWYERS, REAL Estate Owners, Monetary Institutions engaged in making loans upon real estate, and all who are interested in providing themselves with facilities for reducing the cost of examinations and searches, is invited to these Official Indices of Records, containing all recorded transfers of real estate in the City of New York from 1653 to 1857, prepared under the direction of the Commissioners of Records.

Grantors, grantees, suits in equity, insolvents' and Sheriffs' sales, in 61 volumes, full bound, price, \$100 00

The same, in 25 volumes, half bound, 50 00

Complete sets, folded