

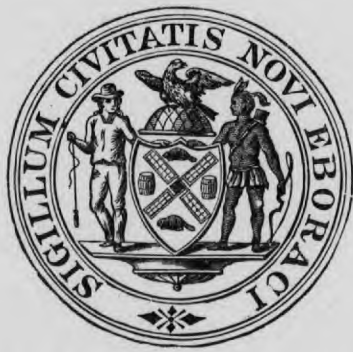
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COMMISSIONERS OF THE SINKING FUND.

Proceedings of the Commissioners of the Sinking Fund at the Meeting held September 17th, 1886.

Present—William R. Grace, Mayor; Frederick Smyth, Recorder; Edward V. Loew, Comptroller; and William M. Ivins, Chamberlain.

The minutes of the meeting held August 31st, 1886, were read and approved.

The Comptroller submitted the following report in relation to stocks and bonds of the City and County of New York, due November 1st, 1886:

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE,
September 8th, 1886.

To the Commissioners of the Sinking Fund:

GENTLEMEN—Stocks and bonds of the City and County of New York, amounting to \$3,265,000, become due and payable on November 1st, 1886, originally payable by law from taxation, a part of which, amounting to \$347,000, is held by the Commissioners of the Sinking Fund. On December 28th, 1885, a resolution was adopted by the Commissioners of the Sinking Fund, under the provisions of sections 176 and 191 of the New York City Consolidation Act of 1882, certifying to the Board of Estimate and Apportionment that the revenues and accumulations of the Redemption Fund for the present year would be sufficient to pay said stocks and bonds without in any way impairing the preferred claims thereon, and they may now be paid from said fund, pursuant to section 175 of said act of 1882.

I submit resolutions to authorize the payment of a part of said stocks and bonds, amounting to \$2,918,000, and the cancellation of those held by the Commissioners of the Sinking Fund payable by law from the same fund, amounting to \$347,000, as authorized by section 170 of the Consolidation Act.

Respectfully,
EDWARD V. LOEW, Comptroller.

Resolved, That the Commissioners of the Sinking Fund do hereby authorize and direct the Comptroller of the City of New York to pay the stocks and bonds, originally payable by law from taxation, which fall due on November 1st, 1886, from the Sinking Fund for the Redemption of the City Debt, amounting to two million nine hundred and eighteen thousand dollars (\$2,918,000), as follows:

7 per cent. City Accumulated Debt Bonds.....	\$1,300,000 00
7 per cent. County Accumulated Debt Bonds.....	1,200,000 00
7 per cent. New York County Court-house Stock, No. 3.....	120,000 00
6 per cent. New York County Court-house Stock, No. 1.....	52,000 00
6 per cent. Soldiers' Bounty Fund Bonds.....	246,000 00
Total.....	\$2,918,000 00

And Whereas, The Commissioners of the Sinking Fund are authorized by section 170 of the New York City Consolidation Act of 1882, to cancel any City stocks and bonds held by them, payable by law from the Sinking Fund; and

Whereas, Stocks and bonds of the City of New York amounting to three hundred and forty-seven thousand dollars (\$347,000), which become due, and are payable from the Sinking Fund for the Redemption of the City Debt, on November 1st, 1886, are held by the Commissioners of the Sinking Fund; therefore

Resolved, That the Commissioners of the Sinking Fund do hereby authorize and direct the Comptroller to cancel said stocks and bonds, as follows:

6 per cent. New York County Court-house Stock, No. 1.....	\$48,000 00
6 per cent. New York County Repairs to Buildings Stock.....	20,000 00
6 per cent. Sewer Repair Stock.....	25,000 00
6 per cent. Soldiers' Bounty Fund Bonds.....	254,000 00
Total.....	\$347,000 00

The report was accepted, and, on motion, the resolutions submitted with the report were respectively adopted, all the Commissioners present voting in the affirmative.

The Comptroller called up for consideration the following resolution, submitted with his report, June 25th, 1886, and laid over for consideration, viz.:

“Resolved, That the Commissioner of Public Works be and he is hereby directed to prepare the lands which have been acquired and which belong to the Corporation of the City of New York, declared and set apart and dedicated for market purposes and for use as a public market, situated on the two blocks bounded on the north by Bloomfield street, on the south by Gansevoort street, on the east by West street, and on the west by the Thirteenth avenue, in the Ninth Ward of said City, as provided by section 345 of the New York City Consolidation Act of 1882, and chapter 525 of the Laws of 1884, to forthwith purchase and erect the necessary appurtenances and structures therefor, according to the plans heretofore approved by the Commissioners of the Sinking Fund, to wit, on December 5th, 1884, under such restrictions as have been or shall be established by law for the control of the expenditures of the Department of the City Government; and that for such purpose and other necessary expenses the Comptroller is hereby authorized to issue bonds of the City of New York, for an amount not exceeding the sum of _____ from time to time as they may be required, and at such rates of interest as he may determine, as provided by law, and subject to the approval of the Board of Estimate and Apportionment.”

In place of the foregoing resolution, the Comptroller submitted the following resolution, which, on motion, was unanimously adopted, all the Commissioners present voting in the affirmative:

Resolved, That under and pursuant to the provisions of section 345 of the New York City Consolidation Act of 1882, as amended by chapter 525 of the Laws of 1884, the Commissioner of Public Works be and he is hereby directed to prepare for occupancy the lands in the Ninth Ward which have been acquired, dedicated and declared and set apart as provided in section 129 of said Consolidation Act of 1882, as amended by chapter 525 of the Laws of 1884, which are bounded and described as follows, to wit: On the north by Bloomfield street, on the south by Gansevoort street, on the east by West street and Tenth avenue, and on the west by Thirteenth avenue, and that he forthwith purchase and erect the structure and appurtenances necessary therefor, according to the plans heretofore approved by the Commissioners of the Sinking Fund, to wit, on December 5th, 1884, and under such restrictions as have been or shall be established by law for the control of expenditures of the Department of the City Government, and that for such purpose the Comptroller is hereby authorized to issue bonds of the City of New York from time to time as they may be required, and at such rates of interest as he may determine, as provided by law, and for such amounts as may be approved by the Commissioners of the Sinking Fund, not exceeding five hundred thousand dollars in the aggregate.

The Comptroller submitted a communication from the “Armory Board,” transmitting bill of Ammerman & Ford for “survey on Fourth and Madison avenues, Ninety-fourth and Ninety-fifth streets, for Eighth Regiment Armory, \$45”;—requesting the Commissioners of the Sinking Fund to concur in the payment of said bill.

Whereupon the following resolution, submitted by the Comptroller, was unanimously adopted, all the Commissioners present voting in the affirmative:

Resolved, That the Commissioners of the Sinking Fund do hereby concur in the payment of the bill of Messrs. Ammerman & Ford for surveying the site of the Eighth Regiment Armory, amounting to forty-five dollars (\$45), as requested by the Armory Board under a resolution adopted September 2d, 1886.

The Comptroller submitted the following communication from Simon Stevens, Esq., in relation to the manner New York acquired its water-front, two hundred years ago; and under what laws, rules and regulations, wharves, streets, bulkheads and piers were built and other improvements made, etc., which, on motion of the Recorder, was received and ordered printed in the minutes:

SOME ACCOUNT OF HOW NEW YORK ACQUIRED HER WATER-FRONT, TWO HUNDRED YEARS AGO, AND UNDER WHAT LAWS, RULES AND REGULATIONS, WHARVES, STREETS, BULKHEADS AND PIERS WERE BUILT, AND OTHER IMPROVEMENTS HAVE BEEN MADE, AND HOW TRADE AND COMMERCE ARE NOW CRIPPLED IN DIVERS WAYS FOR WANT OF ADDITIONAL IMPROVEMENTS AND FACILITIES WHICH THE DEPARTMENT OF DOCKS IS AUTHORIZED AND DESIRES TO MAKE, AND FOR WHICH IT HAS ASKED FOR THE ISSUE OF BONDS AS PROVIDED FOR BY LAW, AND IS SO MUCH NEEDED.

OFFICES OF SIMON STEVENS,
No. 61 BROADWAY, NEW YORK,
August 30th, 1886.

To the Commissioners of the Sinking Fund:

GENTLEMEN—In the year 1686, the Crown of England, by the Dongan Charter, granted to the City of New York, then a municipal corporation, vast political, legislative, executive and judicial powers.

The legislative power was conferred upon the Common Council, which was authorized “to frame, constitute, ordain and establish, from time to time, all such laws, statutes, ordinances and constitutions, which to them or a greater part of them shall seem to be good, useful or necessary for the good government of the body corporate.”

The Dongan Charter, among other things, granted to the City of New York all the land between high and low water mark around the Island of Manhattan, with jurisdiction over the same, with power to take in, fill and make up and lay out all and singular the land and grounds in and about the said city and Island Manhattan, and the same to build upon or make use of in any other manner or way as to them shall seem fit, as far into the rivers thereof, and that encompass the same, as low-water mark aforesaid.

By the Montgomerie Charter, in 1730, the Crown further granted a strip of land, four hundred feet in width, lying immediately outside of low-water mark, extending from Corlear's Hook (now Jackson street), on the East river, around the southern extremity of the island, to Bestayer's rivulet (excepting, however, the space in front of the Battery), with full power and authority at any time thereafter to fill, make up, wharf and lay out all and every part thereof, and to take the wharfage and cramage and dockage arising or accruing therefrom; but it was provided in said charter that nothing therein contained should empower or entitle the City to wharf out before any persons who had prior wharf grants beyond low-water mark, without the actual agreement or consent of such persons, and that of the wharves to be built or run out by the City, there should be left, towards the East and North rivers, a street forty feet broad, for the convenience of trade and the planting of batteries in case of necessity.

The grants made by the Mayor, Aldermen and Commonalty of the City of New York to private persons, of the land between high and low water mark, which it had acquired by the Dongan Charter, were generally uniform in their character and are fairly represented by the grant to William Boyle, dated November 19th, 1686.

Grants of land under water to be filled up and made dry land, acquired by the Montgomerie charter, and given by the Mayor, Aldermen and Commonalty of the City of New York to private parties who had pre-emptory rights to upland and land between high and low water marks are fairly represented by the grants to Anthony Rutgers, May 12th, 1732, and October 11th, 1734.

These grants generally embraced in their length the whole width of the four hundred feet strip of “land under water” acquired by the City.

Upon, or at, the outer end of the four hundred feet “strip of land under water” thus granted on the east and west side of the city a street forty feet wide was to be built by the grantees, and to be known on the east side as “South street,” and on the west side as “West street.”

It was construed that this forty-foot street was to be built on land under water, out beyond the four hundred feet specified in the Montgomerie Charter, and was subsequently so recognized by an ordinance of the Common Council passed February 10th, 1796.

Under the Dongan and Montgomerie Charters the Corporation of the City of New York acquired all the title to the land granted which the Crown of England could convey, and it also acquired all the rights to fill up such lands and build wharves thereon, and receive the wharfage and other advantages therefrom which the sovereign authority could give it, and at an early day made many grants to divers private persons, of these same lands under water, with the right to said private parties to make wharves and take the wharfage, dockage, cramage, emoluments, etc., accruing therefrom; such grants extended out into the East and North rivers to unequal distances within the ownership of the City by reason of the sinuosity of the shore lines.

At the close of the “War of the Revolution” the State of New York succeeded to the ownership of the unceded Crown lands under water in navigable streams within its boundary and assumed to legislate in relation to them.

The City's grantees took their grants in good faith, and did fill up said land under water and make it dry land, and did build the streets or wharves, and for so doing they or their successors in title have received, and are now receiving, the wharfage and other emoluments therefrom, and have done so for the last seventy-five to one hundred years.

In 1793 the Common Council passed a resolution that the outer street along the East and North rivers should be seventy feet in width instead of forty feet, and in April, 1795, passed an ordinance establishing South and West streets as the outer, extreme and permanent streets on the rivers.

In the same year it was held that the Common Council could not compel the proprietors to build South street seventy feet wide, because the additional thirty feet beyond the forty feet named in their respective grants would be upon land under water belonging to the State of New York, to which the City then had no title.

On the 10th, of February, 1796, an ordinance was passed by the Common Council, somewhat, but not materially, altering the permanent line of South and West streets and extending the respective lots then theretofore granted, out to the new street of seventy feet in width.

On the 12th, of February, 1798, the Common Council presented a petition to the Legislature of

the State of New York, asking that power be conferred upon the Common Council to cause South street to be made seventy feet wide, for the reason stated in the petition, and to give it the right to extend piers, at right angles to the permanent streets, into the river, at proper distances from each other, with suitable bridges, etc., etc.

In response to this petition, the Legislature, on the 3d, day of April, 1798, passed "An act concerning certain streets, wharves, piers, etc., in the City of New York." See Session Laws, 1798.

That act reciting in its several whereases, substantially, the body of the petition of the Common Council, provided that the City might lawfully lay out, according to such plans as it shall or may agree upon or determine, such streets or wharves as in the petition mentioned, in front of those parts of the city which adjoin to the said rivers, and of such extent along these rivers, respectively, as it may think proper, and authorized the City to lengthen and extend the streets and wharves, according to said plan, by and at the expense of the proprietors of land adjoining or nearest and opposite to the said street or wharves in proportion to the breadth of their several lots, and provided penalties for those who omitted or refused to fill up and level, at their own expense, according to such plan and within the time prescribed.

The same act provided that the City could direct piers to be sunk and completed at such distances and in such manner as it might, in its discretion, think proper, in front of the said streets or wharves, at the expense of the proprietors of the lots lying opposite to the places where such piers shall be directed to be sunk.

And provided, further, that every clause, covenant and condition in the several grants of the City to the said proprietors, respectively, or to those under whom they claim to be kept, observed or performed by the grantees, respectively, and their heirs, etc., notwithstanding this act, were to and did retain their full force and validity and were in no manner to be affected by the said act, or anything to be done or performed in consequence thereof; and as to the City's rights, powers and privileges and as grantees they were not to be broken or to infringe any of the covenants or conditions on their part.

It was enacted, that no building of any kind or description whatsoever (other than the said piers and bridges) shall, at any time hereafter, be erected upon the said streets or wharves, or between them respectively, and the rivers which they respectively front and adjoin.

See Session Laws, 1798.

"AN ACT concerning certain Streets, Wharves and Piers and the Almshouses and Bridewell, in the City of New York.

Passed April 3d, 1798.

"Whereas, It would conduce to the improvement and health of the said city, as well as to the safety of such ships or vessels as may be employed in the trade and commerce thereof, that regular streets or wharves, of the width of seventy feet, should be laid out and completed in front of those parts of the said city, which adjoin to the East river or Sound, and to the North or Hudson's river, and that piers should be extended from the said streets into the said rivers respectively, at convenient distances from each other, with suitable bridges, for the accommodation of sea vessels, and upon such a construction as to admit of current of the said rivers at both ebb and flood, to wash away all dirt and impurities.

"And Whereas, the said Mayor, Aldermen and Commonalty, by petition to the Legislature, under their common seal, have represented that they are disposed to make the said improvements, but that from the curving and irregularities of the shores of the said rivers in their original state, from the grants made by their predecessors, being deemed to extend to unequal distances, into the said rivers, and from other causes difficulties have arisen as to the execution of a proper plan, and doubts have been entertained whether they could compel the proprietors of lots fronting on the said rivers, to make those streets within a reasonable period or to sink and build those piers, and whether the said petitioners could without a breach of the conditions and covenants contained in their grants to individuals, upon the refusal or neglect of such proprietors, sink, build, and make those piers, streets and wharves at their own expense, and receive wharfage as a compensation for the same, which doubts and difficulties can only be removed by the aid of the Legislature.

"And Whereas, defects have been discovered in the provisions for assessing and raising money in the said city under an act entitled 'An act for regulating the buildings, streets, wharves and slips in the City of New York'; therefore,

"Sec. 1. Be it enacted by the People of the State of New York, represented in Senate and Assembly, That it shall and may be lawful for the Mayor, Aldermen and Commonalty of the City of New York to lay out, according to such plans as they shall or may agree upon or determine, such streets or wharves as hereinbefore are mentioned, in front of those parts of the said city which adjoin to the said rivers, and of such extent along those rivers, respectively, as they may think proper, and that as the buildings of the said city shall be further extended along the said rivers, it shall and may be lawful for the said Mayor, Aldermen and Commonalty, from time to time, to lengthen and extend the said streets and wharves.

"Sec. 2. And be it further enacted, That the said streets or wharves shall be made and completed, according to the said plan, by and at the expense of the proprietors of land adjoining, or nearest and opposite to the said streets or wharves, in proportion to the breadth of their several lots, by certain days, to be for that purpose appointed by the said Mayor, Aldermen and Commonalty, and that the respective proprietors of such of the said lots as may not be adjoining to the said streets or wharves shall also fill up and level, at their own expense, according to such plan, and by the said days respectively, the spaces lying between their said several lots and the said streets and wharves, and shall upon so filling up and leveling the same, be respectively entitled to and become the owner of the said intermediate spaces of ground in fee simple.

"Sec. 3. And be it further enacted, That if any of the said proprietors shall neglect or refuse to fill up and level such intermediate spaces of ground by the said days to be so as aforesaid appointed, it shall and may be lawful for the said Mayor, Aldermen and Commonalty to cause the same to be done for and on behalf of the said proprietors, and to charge them with the expense, and if the said proprietors, respectively, shall not repay the said expense, with lawful interest from the times of the expenditure, within one year and six months after demand for that purpose made by the said Mayor, Aldermen and Commonalty, or any person on their behalf, it shall and may be lawful for the said Mayor, Aldermen and Commonalty to levy the same, together with the interest thereof, and all reasonable costs and expenses attending such proceedings, by distress and sale of the goods and chattels of such proprietors, or the occupants of the said lots, respectively, or to recover the same from the said proprietors, respectively, by action of debt in the Supreme Court of this State, wherein it shall be sufficient to allege generally that the defendants respectively are indebted to the Mayor, Aldermen and Commonalty in a certain sum for money expended on their account, by virtue of this act, and in such action any less sum than the one declared for may be recovered, and full costs shall be taxed for the plaintiffs, if judgment shall be given in their favor.

"Sec. 4. And be it further enacted, That the said sums to be expended as aforesaid on behalf of the said proprietors respectively, and all and every sum and sums of money which may have been, or shall at any time or times hereafter be assessed among the owners or occupants of any houses and lots by virtue of the said act, entitled 'An act for regulating the buildings, streets, wharves and slips in the City of New York,' shall be a real encumbrance and charge upon the houses and lots in respect to which such assessments shall have been made, and shall bear lawful interest until paid, and shall be entitled to a preference above all other incumbrances upon the same; and that the same sums and interest money may be sued for and recovered, with costs, in like manner as if the said houses and lots were mortgaged to the said Mayor, Aldermen and Commonalty for the payment thereof; provided always, that nothing herein contained shall extend to charge any such houses or lots which may have been bona fide sold and disposed of after the making of such assessment thereon, and before the passing of this act.

"Sec. 5. And be it further enacted, That it shall and may be lawful for the said Mayor, Aldermen and Commonalty to direct piers to be sunk and completed, at such distances, and in such manner, as they in their discretion shall think proper, in front of the said streets or wharves to be so made as aforesaid, and to be connected with the same by bridges, at the expense of the proprietors of the lots lying opposite to the places which such piers shall be directed to be sunk, and by such days and times as the said Mayor, Aldermen and Commonalty may for that purpose limit and appoint; and if the said proprietors shall neglect or refuse to sink or make the said piers and bridges, according to the directions of the said Mayor, Aldermen and Commonalty, it shall and may be lawful for the said Mayor, Aldermen and Commonalty to sink and make the same piers and bridges at their own expense, and to receive to their own use, wharfage for all vessels that may at any time or times lie at, or be fastened to the said piers or bridges, which they shall so make as aforesaid.

"Sec. 6. And be it further enacted, That every clause, covenant and condition in the several grants of the Mayor, Aldermen and Commonalty of the said city, to the said proprietors respectively, or those under whom they claim to be kept, observed or performed by the grantees respectively, and their respective heirs, executors, administrators and assigns, shall, notwithstanding this act, retain their full force and validity and shall be in no manner affected by the same, or by anything to be done or performed in consequence thereof, and the said Mayor, Aldermen and Commonalty shall have, possess and be entitled unto the like payments, rights and remedies, by virtue of the said grants, as they might or could have had, or would have been entitled to, if this act had never been passed, and shall not, by the performance of anything herein contained, be deemed to have broken, or infringed any of the covenants or conditions on their parts, contained in the said grants.

"Sec. 7. And be it further enacted, That no building of any kind or description whatsoever (other than the said piers and bridges) shall at any time hereafter be erected upon the said streets or wharves or between them respectively, and the rivers to which they respectively shall front and adjoin."

NOTE.—Sections 8, 9 and 10 following, which comprise the rest of this act, relate exclusively to the Almshouse and Bridewell.

By the act of the Legislature passed April 3d, 1798, as well as under acts passed prior thereto, general authority was conferred upon the City to lay out and construct wharves, and the general system seems to have been for the City to convey the lands under water to individuals, requiring them to fill up the land and construct streets or wharves, with the right to receive the wharfage and other emoluments and advantages arising therefrom, which system has repeatedly been recognized by the Legislature.

South and West streets were finally laid out under the ordinances passed by the Common Council in pursuance of the law of 1798. South street extended northward on the East river to Corlear's Hook.

On the 2d, day of June, 1800, James Remsen and others petitioned the Common Council for one or more piers to be run out into the rivers between Whitehall Slip and Broad street.

This petition was referred to the Street Commissioner and Mr. Alderman Coles as a committee, who on January 12th, 1801, reported that, after reflection they were of the opinion that the erection of piers between Whitehall Slip and Fly Market (now Maiden Lane) was of the highest importance, more especially since the Corporation has caused the permanent line within that space to be completed and thus deprived shipping of the use of old piers, and they recommended the passing of an ordinance directing the proprietors of lots on South street within the boundary above mentioned to commence the building of fifteen piers according to the plan to be thereafter mentioned, and in case of their neglect or refusal to do so the delinquents were to be deprived of the benefits of their grants.

On the 23d, of February, 1801, the whole subject was again under consideration by the Common Council, and was referred to a special committee, consisting of the Aldermen of the Second, Third, Fourth and Fifth Wards.

By an act of the Legislature, passed April 3d, 1801, authority was given to the Common Council to grant to the owners of lots fronting on South and West streets, upon certain terms and conditions, "a community of interests in the piers to be sunk in front of such streets, within such limits as the Corporation should deem just."

On May 18th, 1801, the question of erection of piers being again under consideration by the Common Council, the question was referred to the Recorder to examine the law in regard to grants of "land under water, acquired by the Montgomerie Charter, etc., etc."

The Recorder subsequently reported to the Common Council that neither the act of 1798 nor any other act vested in the Corporation any title to land under water, outside of the four hundred feet granted by the Montgomerie Charter, nor had the City any right to impose any quit rent on such land.

On February 28th, 1803, the Comptroller submitted to the Common Council a statement in relation to the water-grants theretofore made, also some recommendations which were adopted.

In 1803, sundry citizens, owners of water lots on East river, petitioned for authority to build piers under the act of 1798, and the ordinances of the Common Council. Their petition was granted, and piers were built accordingly, and the wharfage and other emoluments thereof are enjoyed by their successors in title to this day without dispute.

By chapter 126 of the Laws of 1806, the Legislature authorized the City to construct additional slips and basins and to take to itself the wharfage therefrom.

The first section of that act contains the following proviso: "Provided always, that nothing herein contained shall be construed to deprive any person who may have made piers by the direction of the said Mayor, Aldermen and Commonalty, in pursuance of an act entitled, 'An act for regulating the building of streets, wharves and slips in the City of New York,' of any legal right which they may have thereby acquired, or to interfere with any private property or right or privilege held under grants of the said Mayor, Aldermen and Commonalty, or otherwise"; and in the third section it was provided "in case any of the persons who, according to the said above-mentioned act, shall have been directed to sink or complete piers and bridges in the said city, have neglected or shall neglect to comply with such directions, it shall be lawful for the said Mayor, Aldermen and Commonalty to grant the right of making such piers and bridges, and the right of receiving the profits thereof to any person or persons in fee or otherwise, upon such terms as they shall think proper."

On the 3d, of April, 1807, an act was passed by the Legislature relating to the map or plan of the city, wherein the XV section provided for duly regulating and constructing slips and basins, and for running out wharves and piers, and declaring that it was essential that the right to the land under water, below low-water mark, should be vested in the Corporation of the City of New York; but it was "provided always" therein also "that the proprietors of the lands adjacent shall have pre-emptive right in all grants made by the Corporation of the said City of any lands under water granted to the said Corporation under this act."

In December, 1807, the Commissioners of the Land Office, by letters patent duly issued by them, granted to the City of New York all the right and title of the people of the State to the lands covered by water along the East and North rivers, as designated and described in and authorized by the act last referred to.

Under the two charters and the course of the legislation referred to, the City acquired the title to the land granted which the Crown of England or the State could convey, and it also acquired all the rights to fill up such lands, and build wharves thereon and receive the wharfage and other advantages therefrom, which the sovereign authority could give it.

Taking the language of the charters and grants, the course of legislation, and all the statutes in pari materia, the situation of the lands granted, and the use to which many portions of them had, with the knowledge and consent of the Legislature, been from time to time devoted, it is clear that the lands under water around the city were conveyed to it in fee to enable it to fill them up as the interest of the City might require, and to regulate and control the wharf and wharfage.

Whatever title and property rights the City thus obtained it could transfer and convey to individuals. Having the power to extend the ripa around the city, and thus make dry land, it could authorize any individual to do it. Whatever wharves and docks it could build it could authorize individuals to build, and whatever wharfage it could take it could authorize individuals to take. Its dominion over the lands under water, for the purpose indicated in the preamble contained in section 15, above cited, was complete.

It has always been admitted that the grants made by the City to private individuals vested in them severally the absolute fee of the land granted; and that they could fill up the land under water, and thus become the owners of the dry land; and it has also been admitted that said grantees or their successors in title did fill up the said land under water so as to make it dry land and built the streets, wharves and piers, as provided or covenanted for in said grants or prescribed by city ordinances, and have, at their own proper cost as required, "forever thereafter upheld, maintained, sustained and kept them in good and sufficient manner and condition"; and that South and West streets have always been for the free and common use of the inhabitants of the City of New York. The grantees or their successors in title, having observed, performed, fulfilled and kept according to the true meaning and purport, the covenants reserved in said grants, the said several acts of the Legislature and the ordinances of the Common Council in relation thereto from time to time, became entitled to and did take and do now hold, to their own proper use, all and all manner of wharfage, dockage, crannage, average profits, benefits and advantages arising therefrom, forever."

The administration of the City's affairs, so far as relates to the water-front, about the year seventeen hundred and ninety-eight, assumed an even tenor, and the same was substantially followed up to the time when the Legislature passed the act known as chapter 574 of the Laws of 1871, to which you are referred for specific details.

In summarizing that act, however, I may say that the Department of Docks was organized in 1870, and by subdivision 2 of section 6 of chapter 574 of the Laws of 1871, to it was given exclusive charge and control, subject, in certain particulars, to the approval of the "Commissioners of the Sinking Fund," of all wharf property belonging to the Corporation of the City of New York, including all the wharves, piers, bulkheads and structures thereon, and waters adjacent thereto, and all the slips, basins, docks, water-front and land under water and structures thereon, and the appurtenances, easements, uses, reversions and rights belonging thereto, to which said Corporation is or may become entitled, or which said Corporation may acquire under the provisions of this law or otherwise, and said Department was placed in exclusive charge and control of the repairing, building, rebuilding, maintaining, altering, strengthening, leasing and protecting said property, and every part thereof, and of all the cleaning, dredging and deepening necessary in and about the same, and the said Department was also invested with the exclusive government and regulation of all wharves, piers, bulkheads and structures thereon, and waters adjacent thereon, and all the basins, slips and docks with the land under water in said city, not owned by said Corporation.

By subdivision 4 of said section 6 of chapter 574 of Laws of 1871, the Department of Docks was authorized to acquire, in the name and for the benefit of the Corporation of the City of New York, any and all wharf property in said city to which the Corporation then had no right or title, and any rights, terms, easements and privileges pertaining to any wharf property in said city and not owned by said Corporation. It is authorized to acquire the same either by purchase or by process of law. Said Board may agree with the owners of any such property, rights, terms, easements and privileges, upon a price for the same, and certify such agreement to the Commissioners of the Sinking Fund, and if said Commissioners approve of such agreement said Board shall take from such owners, at such price, the necessary conveyances and covenants for vesting such property, rights, terms, easements or privileges in, and assuring the same to the Mayor, Aldermen and Commonalty of the City of New York forever, and said owners shall be paid from the City Treasury as hereinafter provided. If the said Board shall deem it proper that the said Corporation should acquire possession of any such wharf property, rights, terms, easements and privileges, for which no price can be agreed upon between the owners thereof and the said Board, the said Board may direct the Counsel to the Corporation of said city to take legal proceedings to acquire the same for the Mayor, Aldermen and Commonalty of said city, and the said Counsel to the Corporation shall take the same proceedings to acquire the same as are by law provided for the taking of private property in said city for public streets or places, and the provisions of law relating to the taking of private property for public streets or places in said city are hereby made applicable, as far as may be necessary, to the acquiring of the said property, rights, terms, easements and privileges, and

said Board is also empowered to acquire in like manner the title to lands under water and uplands as shall seem to said Board necessary to be taken for the improvement of the water-front.

Subdivision 5 of section 6 of the same law provides that when the plans mentioned in subdivision 3 of the same section shall have been adopted by the Commissioners of the Sinking Fund, the Board of the Department of Docks shall proceed, according to said plans, to lay out, establish and construct wharves, piers, bulkheads, docks or slips, in the territory or district embraced in such plan or plans, and in and upon or about the property owned by the Mayor, Aldermen and Commonalty of the City of New York, "without interfering with the property or rights of any other person, except so far as may be necessary to insure the safety and stability of the wharves, piers, bulkheads, basins or slips so to be constructed, and said Board may commence such construction in sections of said territory or district, from time to time, so as not to seriously incommode the commerce of the City."

Subdivision 10 of section 6 of the same law authorizes the Commissioners of the Land Office to convey by proper instruments in writing necessary for the purpose, all the property, right, title and interest of the people of the State of New York in and to the land under water "used and taken" by the said Board for the construction of wharves, docks, piers, bulkheads, basins and slips, under this act, whenever it may be required by said Board to make such conveyance to the Mayor, Aldermen and Commonalty of the City of New York.

By the same act the Department of Docks was authorized to expend a sum not exceeding \$3,000,000 per annum, in accomplishing the purposes contemplated by the Legislature.

Pursuant to these provisions of law, elaborate surveys were made and plans prepared after much study and at a great expense, and were approved by the Commissioners of the Sinking Fund. The works of improvement were commenced, but have progressed slowly for the reason that private rights and property were neither acknowledged nor respected. The plans adopted by the Department of Docks contemplated, in brief, the widening of West and South streets on the outer side, by piling or filling out into the rivers, so that their total width should be two hundred and fifty feet on West street, and two hundred feet on South street, and the building of substantial bulkheads of granite masonry as recommended by Committee No. 5 of the Chamber of Commerce, and adopted unanimously by the Chamber on the 28th day of September, 1870, and the building of new piers generally of greater width and length than those now existing. It will, of course, be seen that to carry out this plan practically involves the demolition of all the old existing piers and bulkheads within the limits, whether public or private.

The piers and bulkheads along the water-front of the City of New York, although they are, with few exceptions, like the streets of the city, public structures in their nature and in their uses, yet they have one characteristic of private property, which constitutes their whole value as such—that is, that the "wharfage" arising from them belongs to their respective owners.

These private rights all arose under one system and in substantially the same manner.

I have shown that shortly before the beginning of the present century, about the year 1798, a system of piers and bulkheads came into existence, resulting from the concurrent action of the City Government and the Legislature, and, that, that system prevailed up to the time of the adoption of the plans of 1871. It contemplated the establishment of seventy-foot exterior streets (the present West and South streets), and the extension of piers therefrom. The title to the water lots extending to these streets was generally in the City, and sometimes also the land beyond them on which the piers were built. The act of the Legislature gave permission for the establishment of the street where it should rest on public ungranted land under water belonging to the State, and provided for the building of the piers by private owners of water lots extending from the exterior streets, with the permission of the City Government, and for the retention of wharfage by the grantees as a recompense for doing so. The City, by its grants of these water lots, required that the grantees should build the exterior streets, and should have the wharfage and cramage forever that should arise from them, or from the bulkheads built along their outer edge, and enforced or permitted the building of said bulkheads and piers by resolution of the Common Council.

Under this system nearly all the water-front, including the exterior streets, bulkheads and piers, was built up. In some cases, however, the City authorities did not make private grants of the right, but built the structures themselves with public money, and so retained the whole wharfage, or else joined with private owners, and retained a part, so that many of the piers and bulkheads, in whole or in part, became and still are City property.

But all the private wharfage rights along the water-front were the result of "water grants," to aid the building of the exterior streets or wharves and piers by private owners, by the authority of the Legislature, and of the City Government, under the provisions of their acts. It cannot be doubted, that these rights were the "property" which the law makers had in view, and for the acquisition of which, by purchase or condemnation, they made provision by the act of 1871.

Within a short time after the adoption of the new plans, under the laws of 1871, the Department of Docks commenced to put them into execution on West street, between Canal and Eleventh streets, by destroying the old wharves and piers, widening the street one hundred and eighty feet, and building and filling up the old slips. In this work no recognition was made in any instance of the rights of private owners whose wharves and piers were demolished or made useless. On the contrary, the position was taken by the Department, under advice of the then Counsel to the Corporation, that its powers, under the law, were so extended that all private rights thus interfered with were not "perpetual" in their nature, but were subject to be terminated at the City's will and pleasure. It was insisted that the grantees' private rights were not meant to be permanent when they were created; that neither the City nor the State had power to grant permanent rights, and that, therefore, these grants contained necessarily an implied reservation of power by the City to terminate the rights under them at any time, by filling up in front of them whenever it should be the judgment (whom or caprice, whatever it may be called) of the authorities, that it was necessary or advisable to do so, notwithstanding the provision in subdivision 5 of section 6 of the act of 1871 that "private rights or property should not be interfered with."

In support of this contention, it was urged that the "grants" did not contain the word "forever" or any equivalent expression, but generally were for the wharfage arising from the structure to be erected, and that thereby it was the intention of the grantor to leave the rights of the private owners to the mercy of the City authorities whenever it chose to demolish these structures.

It may readily be supposed that when the City authorities began to put these ideas into practical execution on West street, between Canal and West Eleventh streets, the property-owners did not delay in taking measures for the protection of their rights. Some few permitted this invasion of their rights and brought suits or made claims against the City for the resulting damage. In the majority of cases, however, a preventive remedy was availed of, so that after a time, it became the regular course for the Department of Docks to commence to fill the slip or drive piles in front of it, and for the wharf owner to obtain a preliminary injunction from the Court against its action. After a while, the Department, seeing that its operations were constantly restrained, ceased to prosecute the work of improvement in that manner. Of the various suits that have been brought several have come before the courts. One, involving the rights in the water-front on the North river, between Twenty-sixth and Twenty-seventh streets, has been argued in the United States Circuit Court and decided adversely to the City. The same result has been reached in the same court in a suit involving a slightly different state of facts on the East river, between Forty-ninth and Fifty-first streets. The only one of all the suits brought that has ever reached the court of last resort in this State, is that of Langdon against The Mayor, etc., decided early in October, 1883. This litigation involved the rights of the successors to the title of John Jacob Astor, under grant to him in 1810, of a water lot at the northeast corner of West and King streets. This suit, after a decision favorable to the City by the single judge who first heard it, and a reversal of that decision on appeal to the General Term, was carried to the Court of Appeals by the City, and the judgment of the General Term was affirmed by a unanimous Court and the position of the private owners was fully sustained.

Several points were settled by the opinion of the Court in this case, written by Mr. Justice Earl.

1. That grants of wharfage to accrue from wharves built by private parties, made under the water-front system in question, whether made by the Legislature or by the City, are perpetual in their duration and not revocable by the action of the public authorities.

2. The private rights created by these acts are in their nature "property," and are protected by the Constitution.

3. Not only, therefore, was it not the intention of the Legislature that these rights should be overridden by the powers conferred by the acts of 1870 and 1871, but they are constitutionally protected from such a result; and, moreover, it was the design of the Legislature that compensation should be made for them when they were interfered with.

In the case in question the only thing involved was a "bulkhead grant" along West street. The decision is, of course, an authority so far as the facts go. There was no pier right in question, so that if there were any substantial differences between the character of the grants under which piers were built, the question as to the piers would not have been decided.

But all these grants, both of piers and bulkheads, are essentially similar, and the only difference being that the grants of bulkheads are evidenced by a sealed instrument, and those of piers by act of the Legislature and a resolution of the Common Council. And the application of the decision is equally forcible whether the land under water in front of the bulkheads belongs to the State or the City. The Court expressly says in the Langdon case that grants of this character, if made by the State, are as permanent and as binding as if made by the City. And all the piers that were authorized or that the City had granted were authorized or directed to be built under its direction as the agent of the State. Hence, the error of supposing an intention on the part of the authorities to give the character of permanency and a status of "property" to the private rights in some of the wharf structures, and denying it to others erected under the same system, is manifest at once. It is property which the grantee could lease and sell to individuals, and the custom has always been to lease or sell, and their rights to do so is provided for or recognized in various acts of the Legislature.

Mr. Justice Earl says, in his opinion, that "a wharf is a structure on the margin of navigable waters, alongside of which vessels can be brought for the sake of being conveniently loaded or unloaded, and wharfage is the fee paid for tying vessels to a wharf, or for loading goods on a wharf or shipping them therefrom. Hence, water of sufficient depth to float vessels is an essential

"part of every wharf, a necessary incident thereof or appurtenance thereto, without which there can be no wharf and no wharfage. Indeed, a wharf cannot be defined or conceived except in connection with adjacent navigable water. Hence, it is claimed that by the legal effect of the grants, the land under water, outside of the wharf, South and West streets, became subservient to the right of wharfage granted; that the land under water was, by force of the grant, devoted to the purpose of floating vessels which might resort to the wharf, and could not lawfully put the land under water in front of the wharf to any use which would prevent access to the wharf, or destroy the right of wharfage, without making compensation for the injury thus inflicted."

"The legal proposition that the grant of the right of wharfage at a wharf, adjoining land under water belonging to the grantor, carries with it as a necessary incident and appurtenance, and in legal effect as part of the grant a right of way or access to the wharf for vessels over the grantor's adjacent land under water, has the support of legal principles, which, it is believed, have never been disputed. In 3 Kent's Comm., 421, it is laid down as a general rule 'that when the use of a thing is granted, everything is granted by which the grantee may have and enjoy such use.' In the Charles River Bridge case, Judge Story, at page 592, said that 'It is a principle of common sense, as well as of law, that where a thing is granted, whatever is necessary to its enjoyment is granted also.' In Co. Litt., 56a, it is said: 'He who grants a thing, grants impliedly all that is necessary to the enjoyment of that thing, and this principle extends to grants made by the law.' In 2 Wash. on Real Prop. (3d ed.), 278, it is said: 'An easement may be created or reserved by an implied grant when its existence is necessary to the enjoyment of that which is expressly granted or reserved, upon the principle that when one grants anything to another, he thereby grants him the means of enjoying it, whether expressed or not.'

"An easement for access to the wharf over the adjacent land of the City under water, passed by necessary implication. Without the easement the wharf would be of no use, there could be no wharfage, and the grant as to the wharf and wharfage would be futile. The grant was made for an adequate valuable consideration. It was not made solely or primarily for the benefit of the grantee, but primarily for the benefit of the City in pursuance of a policy for improving its harbor and furnishing its treasury. Under such circumstances there is no rule of construction which can confine the grant to the metes and bounds mentioned in the deed. If the City had owned this wharf and granted it, the right to wharfage and an easement for access to the wharf over the adjacent land of the City under water would have passed by necessary implication as incidents and appurtenances of the thing granted."

Acting under the decision in the Langdon case the Department of Docks has only purchased from private owners about four hundred and fifty feet of bulkhead or wharf rights on North river below Canal street and one hundred feet above Canal street. The private owners who have obtained injunctions are well satisfied with the condition of affairs and do not care to take any affirmative steps. It would take years to bring any other existing litigation involving these questions to a final hearing either in the Court of Appeals or the Supreme Court of the United States, except by an agreed case, which seems improbable.

The Department of Docks has, since its organization in 1870 to May 1st, 1886, sixteen years, had a total gross revenue of \$12,780,584.63 from leases and wharfages, and has in that time made a total expenditure of \$12,170,361.16, including payments of \$203,530 purchase money for the Inman Pier, now renting for \$30,000 per annum; purchasing bulkheads between Harrison and Hubert streets, \$260,562.50; bulkheads above Canal street, \$52,387.50, and bulkheads near Murray street of \$14,250; and now has on hand a floating plant valued at \$176,900.

The revenue collected by the Department of Docks does not include the ferry rentals received by the Comptroller for several years past. But the Dock Department should be credited with the revenue derived from ferries as being derived from that part of the water-front which it has improved and cared for.

In the year ending May 1st, 1886, the Department of Docks collected, from leases and wharfages.....	\$1,228,151 50
During the same period the Comptroller collected for ferry rentals, for wharves and franchises.....	328,000 00
Total revenue collected from wharf property.....	\$1,556,151 50
The Dock Department has expended in the same time only.....	376,789 72
Net revenue over expenditures for the year ending May 1, 1886, of..	\$1,179,361 78

The engineering plans and the system of work of the Department were thoroughly examined and approved by a board of distinguished engineers in 1876, and again in 1881. The Board consisted of General John Newton, late Chief of Engineers, U. S. A., now Commissioner of Public Works of the City of New York; General Q. A. Gilmore, U. S. Engineers, President of the Mississippi River Commission, and Mr. William E. Worthen, C. E., of New York.

It goes without saying that the permanent improvements of the New York water-front that have been made by the Department of Docks, have not been made with that economy that would have resulted had the private owners been first settled with by the City, amicably or by condemnation proceedings, as provided for by chapter 574 of the Laws of 1871.

And yet it is claimed substantially by the Counsel to the Corporation that the City, by the Department of Docks, has the right to build bulkheads, on land under water in East river, directly in front of bulkheads that have been built by private owners, under grants from the City of New York, with right to collect wharfage "forever," and to cut off the private owners from their rights and privileges of wharfage, without compensation, notwithstanding the grantees and their successors in title have built and maintained the bulkheads and piers, and collected wharfage from them for over seventy-five years. The Counsel to the Corporation has admitted, however, that as long as the bulkheads and piers belonging to private owners remain as they do to-day, the private owners' right to enjoy the wharfage and other emoluments cannot be interfered with.

After an extensive research with considerable care, I made an approximate estimate from reliable data of the probable cost of improving the water-front, between the Battery and West Eleventh street, and from Whitehall street to the Brooklyn Bridge, including the purchase of private property, and the private property which has been seized and improved by the City of New York, but not paid for:

NORTH RIVER.	
From the Battery, Pier 1, to West Eleventh street, length of the bulkhead-line is..	10,800 feet.
Of which approximately there is—	
City property, say.....	4,600 feet.
Private property, say.....	6,200 "
	10,800 "
The ascertained average cost of widening West street, 180 feet so as to make it 250 feet wide when finished, building bulkheads with granite masonry, filling in behind and paving 10,800 feet, is less than \$350 per lineal foot, but say.....	\$3,780,000 00
To reimburse private owners for 6,200 feet of bulkhead, valued at \$650 per lineal foot front, say.....	4,030,000 00
For 4,600 feet of City's property, between the Battery and West Eleventh street, at same value, \$650 per lineal foot front, say.....	3,390,000 00
To pay private owners for twenty-five piers at \$150,000 each, exclusive of bulkheads, say.....	3,750,000 00
To build forty-seven piers, at an average cost of \$55,000 each, say.....	2,585,000 00
Total estimated value of property and cost of widening and improving West street, from the Battery to West Eleventh street.....	\$17,535,000 00

IMPROVEMENTS ALREADY MADE.

The Dock Department has already completed the proposed improvements between Canal and West Eleventh streets, according to the approved plans, a distance of 3,318 feet, with granite masonry bulkheads and filling in behind and paving 180 feet of the street, at an average of something less than \$350 per lineal foot front, or say for.....	\$1,161,300 00
Value of 2,100 feet of private bulkhead property between streets or piers, at the rate of \$650 per lineal foot, which the City seized by the advice of the then Corporation Counsel, without compensation to the owners, say.....	1,365,000 00
Value of City's 1,218 feet of bulkhead property interlying with private property, at the same valuation of \$650 per foot, say.....	791,700 00
The City has built fifteen extensive long and wide piers, at an average cost of say \$55,000 each, or a total, say, of.....	825,000 00

Total present value or cost of 3,318 feet of wharf property, including improvements between Canal and West Eleventh streets..... \$4,143,000 00

This improved district brings to the City a revenue of about \$400,000 per annum, equal to 10 per cent. on the above valuation of the entire district between Canal and West Eleventh streets, for which the City has or will have to issue, say, 4 per cent. bonds, thus making a clear 6 per cent. on it improvements. The City has only paid for 100 feet of the 2,100 feet of the bulkhead which it unlawfully seized and appropriated to its own use, but it draws the revenue from it punctually.

RECAPITULATION.

Total estimated value of property and cost of improvements between the Battery and West Eleventh street, North river, say	\$17,535,000 00
Deduct improvements already made and cost of property between Canal street and West Eleventh street, 3,318 feet, as estimated, say.....	4,143,000 00
Amount required to complete improvements, covering the value of the City property and purchasing private property between the Battery and Canal street, as shown.....	\$13,392,000 00
If, then, additional improvements are made, it is reasonable to be supposed that the investment will readily return the same revenue of 10 per cent. per annum, or say a net income of.....	\$1,339,200 00
For which the City will issue 3½ or 4 per cent. bonds, or say at 4 per cent., the interest on which would be	535,680 00
A net profit in revenue for this district of.....	\$856,000 00
To which add the district between Canal and West Eleventh streets already completed.....	400,000 00
You will have a total net revenue per annum on value of property and cost of improvements of over.....	\$1,250,000 00

EAST RIVER.

From Whitehall street to Brooklyn Bridge.....	6,411 feet.
Approximately City property.....	3,753 feet.
Approximately private property.....	2,658 "
	6,411 "
Cost of widening South street 130 feet to make the street 200 feet wide, building bulkheads of granite masonry, filling-in and paving same, say 6,411 feet, at \$300 per lineal foot is.....	\$1,923,300 00
Building twenty-four piers, averaging \$50,000 per pier each.....	1,200,000 00
To reimburse private owners for 2,658 lineal feet of bulkheads, including piers at, say, \$1,000 per foot.....	2,658,000 00
Total for improvement on East river, between Brooklyn Bridge and Whitehall street.....	\$5,781,300 00

With the bulkheads these piers will readily rent for \$25,000 each, besides the ferries; adding these together will bring an income to the City of over 10½ per cent. on the cost or value of the property and improvements.

These high rentals are exorbitant and with other causes have tended to drive commerce from New York—\$30,000,000 in value has already gone to Hoboken, Jersey City, Communipaw, Gowanus Bay and to Brooklyn. Now Staten Island and Greenville are looming up as competitors, and want as much more.

It is a serious question whether or not we should use 1,000,000 cart-loads of ashes per annum to fill the widenings of West and South streets, or dump it into the bay or off the mouth of the harbor.

The Law Department insists that the Dock Department shall refuse permission for the improvement of private property which the City wants to purchase. What must the private property-holder do, if he cannot improve his holdings? What must shippers do for want of dock facilities?

The trade and commerce of the whole country, as well as that of the City of New York, has been made to suffer from this peculiar policy.

The policy heretofore pursued has prevented the acquisition of all but about six hundred feet of private property in the fourteen years since the organization of the Department of Docks.

Private individuals are, and have been, willing to improve property or to sell their holdings on the water-front at reasonable prices. I have shown that ten years have been spent in litigations and the City has only acquired about six hundred feet of private bulkheads between the Battery and West Eleventh street, out of ownerships of over six thousand two hundred feet, and has accomplished nothing on the East river, notwithstanding several attempts have been made to come to an amicable understanding and agreement. As I have said, the private owners are willing to "sell all the bulkheads, wharves and pier rights, not already owned by the Corporation of the City of New York," for a specific sum or price of which the Dock Department is to be the judge of its adequacy, subject to the approval of the Commissioners of the Sinking Fund.

The Dock Department has been completely paralyzed for want of funds to go on with the permanent improvement of the water-front.

Permit me to suggest that after the purchase of private bulkheads or pier property on North or East river, in contemplation of the permanent improvements, the first money expended should be in building fifteen or twenty piers on the new plan, with cheap temporary approaches, and later to build the permanent bulkhead of granite masonry—as has already been done in several instances. This course would incommode the pier lessees in the least possible manner and keep most of the water-front in use while the work was going on. Then, at the same time, the existing marginal structures between the piers can be widened by temporary platforms, to remain until the permanent wall is built, and the area behind is filled in with coal ashes—the debris of old buildings, and cellar dirt, now dumped into the bay or off the mouth of the harbor of New York. Over 10,000,000 cubic yards of such valuable material has already been taken seaward since the Dock Department commenced its improvement of the water-front. Had the private property specified been purchased instead of some of it seized, this amount would have been sufficient to have filled in behind the bulkheads of the widened streets from the Brooklyn Bridge clear around to West Eleventh street. These marginal platforms of very efficient construction, it is estimated, will not cost more than fifty cents per square foot, or, say \$90 per running foot front, and the bulkheads, when thus temporarily built, will readily lease for \$20 per running foot, or at over twenty per cent. per annum, for four or five years, on their cost, while the granite bulkhead is gradually being built. I may say here too, that contractors who have the debris of old buildings and cellar dirt to remove would gladly pay the Dock Department twenty-five cents per cart-load for permission to dump their materials in as filling, instead of sending it seaward by scows at a much greater cost and loss to the City.

It is estimated that 500,000 cart-loads per annum are wasted and the City loses even this income of \$125,000, but the harbor is also damaged by having it taken seaward.

I find upon inquiry that several old piers belonging to the City are leased at an annual rental of \$15,000 under stipulations, that when the City chooses to rebuild them, say at a cost of \$50,000 to \$55,000 each, the lessees will have to shed the same at their own cost, and will have to pay \$30,000 per annum rent, or in other words, will have to pay the City \$15,000 additional rent per annum on an expenditure of say \$55,000, a profit of over twenty-six per cent. on the investment for rebuilding the piers, and the same parties will also pay \$20 per running foot for a lease of the bulkhead between the piers, or say twenty per cent. per annum on the cost of the temporary bulkheads.

As a financial investment for the City, where could there be a safer one? How could commerce be so improved or New York so benefited as by thus improving and making the water-front the most commodious and the harbor the most inviting in this hemisphere?

I have the honor to be, gentlemen,

Your obedient servant,
SIMON STEVENS.

The Comptroller submitted the following report in relation to issuing Dock Bonds for the uses and purposes of the Department of Docks, viz.:

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE,
September 17th, 1886.

To the Commissioners of the Sinking Fund:

GENTLEMEN—On the 27th of July, last, a preamble and resolution, adopted by the Commissioners of Docks on July 15th, relative to the issue of Dock Bonds for two million dollars, authorized by a resolution of the Commissioners of the Sinking Fund, adopted on the 9th day of July, 1885, was referred to the Comptroller, together with a communication from the Commissioners of Docks, containing estimates of the amount required for the purchase of bulkheads and piers from private owners, and the cost of the improvement of the water-front within certain limits, according to the plans of 1871, amounting to \$5,219,000.

The issue of the Dock Bonds authorized by the Commissioners of the Sinking Fund on July 9th, 1885, was prevented by an injunction order granted by the Court of Common Pleas at the suit of the Bank for Savings in the City of New York against The Mayor, etc., restraining the Comptroller and Mayor of said city from issuing said bonds. This action was carried to the Court of Appeals, and the injunction order was reversed by a decision made April 30th, 1886.

Under the decision of the Court of Appeals, Dock Bonds may now be issued without violation of the provision of the State Constitution as amended in 1884, which restricted the issue of stocks and bonds of the city.

I submit a resolution ratifying the resolution of the Commissioners of the Sinking Fund, adopted July 9th, 1885, authorizing the issue of said bonds for the sum of two million dollars, and directing the issue thereof to be made according to the resolution of the Commissioners of Docks.

Respectfully,
EDWARD V. LOEW, Comptroller.

Whereas, The Commissioners of the Sinking Fund on July 9th, 1885, adopted a resolution to authorize the issue of Dock Bonds to the amount of two million dollars (\$2,000,000), as follows:

"Resolved, That pursuant to the provisions of subdivision 11 of section 6 of chapter 574 of the "Laws of 1871, re-enacted by section 143 of the New York City Consolidation Act of 1882, the "Comptroller be and is hereby authorized and directed to prepare and issue from time to time, to "meet the requirements of the Department of Docks, 'Dock Bonds of the City of New York,' bearing interest not exceeding three and one-half per cent. per annum, to the amount of two million "dollars (\$2,000,000), to raise the moneys required for the uses and purposes of that Department, "under a resolution adopted by the Commissioners of the Department of Docks at a meeting held "by them June 25th, 1885."

And Whereas, The Comptroller was restrained and enjoined from issuing said bonds by an injunction order of the Court of Common Pleas; and

Whereas, Said injunction order has been reversed by the Court of Appeals, and the Commissioners of Docks have applied by a resolution adopted by them on July 15th for the issue of said bonds for the improvement of the water-front of the city; and

Whereas, The Commissioners of Docks adopted a resolution on July 15th, 1886, requesting the execution of said resolution of the Commissioners of the Sinking Fund, adopted July 9th, 1885, authorizing the issue of Dock Bonds as above recited; therefore

Resolved, That said resolution adopted on July 9th, 1885, authorizing the issue of Dock Bonds to the amount of two million dollars (\$2,000,000), be and is hereby confirmed and ratified, and the Comptroller is hereby authorized and directed to issue said bonds as therein provided.

The report was accepted, and it was moved that the resolution be adopted.

Mr. Henry N. Beers, representing "the Council of Municipal Reform," requested to be heard, and proceeded at some length to address the Commissioners on the subject under consideration.

On motion of the Chamberlain, seconded by the Recorder, the previous question was ordered; and, on motion, the resolution submitted with the report was unanimously adopted, all the Commissioners present voting in the affirmative.

The following communication from the President of the Fire Department was received and referred to the Comptroller, viz.:

FIRE DEPARTMENT—CITY OF NEW YORK,
NEW YORK, September 16th, 1886.

Hon. Commissioners of the Sinking Fund:

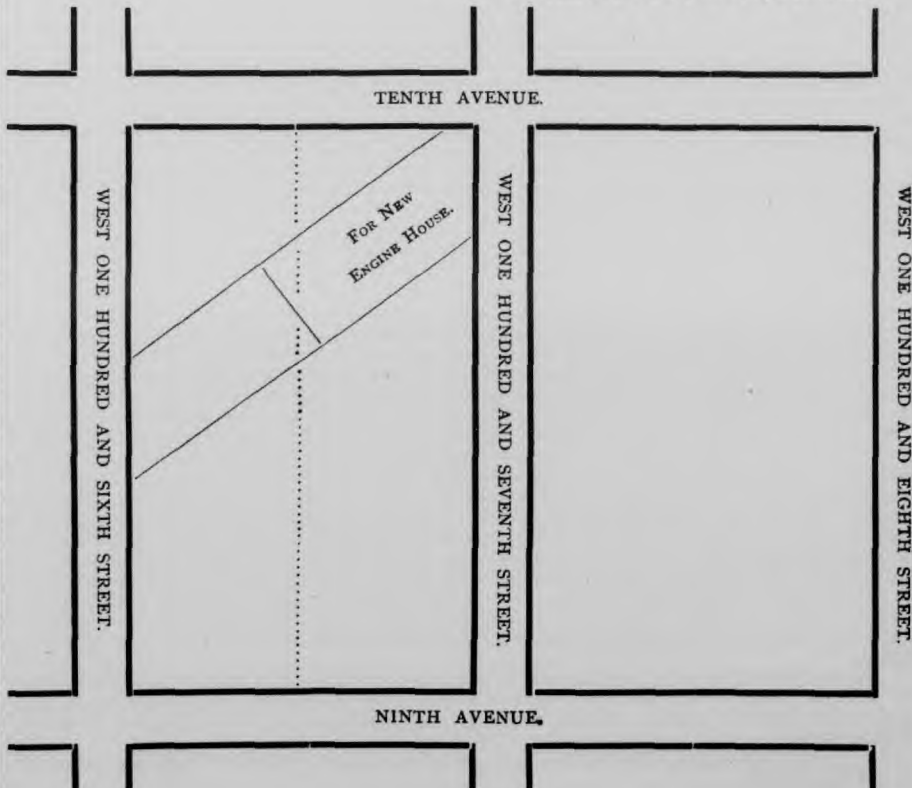
GENTLEMEN—I have the honor to inform you that at a meeting of the Board of Fire Commissioners held yesterday a communication was received from the Chief of Department, recommending that a site for fire-engine and hook and ladder house be procured in the vicinity of One Hundred and Tenth street and Tenth avenue, and recommending particularly that part of the line or the old Croton Aqueduct situated at the intersection of One Hundred and Seventh street and Tenth avenue.

The Board approved the recommendation and hereby makes application to have the northerly half of the old aqueduct property, lying between One Hundred and Sixth and One Hundred and Seventh streets and Ninth and Tenth avenues, set aside for the uses and purposes of this Department.

The section of the city referred to is rapidly growing and will soon require additional protection against fire, as there is at present no fire apparatus house between Ninety-seventh and One Hundred and Twenty-seventh streets, west of Fourth avenue.

The enclosed diagram shows the location desired.

Very respectfully,
HENRY D. PURROY, President.



The following application of George L. Lussen and Henry F. Ingersoll for lease of vacant lot on Twelfth avenue, between One Hundred and Thirty-first and One Hundred and Thirty-second streets, was received and referred to the Comptroller:

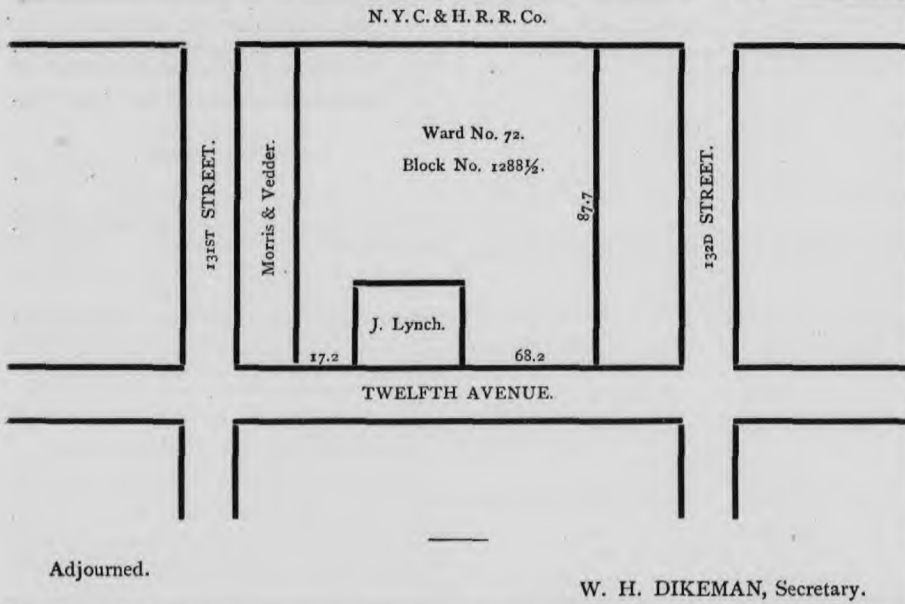
NEW YORK, September 13th, 1886.

To the Honorable Commissioners of Sinking Fund:

GENTLEMEN—We respectfully make application of lease of vacant lots owned by Corporation of City of New York, as shown in diagram below. We propose, with your approval, to lease for a term of ten years or more, that parcel of land as shown and described in diagram as Ward No. 72, Block No. 1288½, fronting 68.2 feet on Twelfth avenue, and running 87.7 feet in depth to line of New York Central and Hudson River Railroad Company, to be used for erecting one story building to be used as a storehouse for hay and grain. We propose to pay an annual rental of five hundred dollars (\$500), payable in quarterly payments, with security for lease. Trusting this will meet with approval of your Honorable Board, and hoping you will give it your early consideration, we are,

Yours respectfully,
GEO. L. LUSSEN.
HENRY F. INGERSOLL.

Post-office address, GEO. L. LUSSEN, Astoria, L. I., or care of Horace Ingersoll, No. 634 West Thirty-fourth street, New York City.



Adjourned.

W. H. DIKEMAN, Secretary.

LEGISLATIVE DEPARTMENT.

OFFICE OF THE BOARD OF ALDERMEN,
No. 8 CITY HALL,
NEW YORK, May 29, 1886.

PUBLIC NOTICE.

A resolution, of which the following is a copy, was adopted by the Common Council, May 26, 1886, and was approved by the Mayor, May 28, 1886, viz.:

"Resolved, That in consideration of the fact that little, if any, business is transacted in the public offices of the Corporation after 12 o'clock, M., on Saturdays during the summer season, the various offices of the City, except those specially required by law to be kept open, be closed at noon every Saturday during the months of June, July, August and September, and the heads of the several departments of the City government be and are hereby requested to give their employees a half-holiday on Saturdays during the months above named."

FRANCIS J. TWOMEY, Clerk Common Council.

DEPARTMENT OF DOCKS.

At a meeting of the Board of Docks, held September 15, 1886.

Present—Commissioners Stark, Matthews and Koch.

The minutes of the meeting held September 10, 1886, were read and approved.

The following communications were received, read and,

On motion, laid on the table to await action, as stated, to wit:

From Robert Gordon—Requesting permission to repair the bulkhead foot of Forty-sixth street, North river. Referred to the Engineer-in-Chief to examine and report.

From Ridgewood Ice Company—In reference to the unsafe condition of the bulkhead foot of Fifty-third street, East river. Referred to the Engineer-in-Chief to examine and report.

From the Tenth Avenue and One Hundred and Twenty-fifth Street Cable Railroad—Requesting permission to excavate and construct a vault near the foot of One Hundred and Thirtieth street, North river. Referred to the Engineer-in-Chief to examine and report.

From Hoboken Land and Improvement Company—Requesting permission to drive additional piles and connect the same at the ends of ferry-racks at the foot of West Fourteenth street, North river. Referred to the Engineer-in-Chief to examine and report.

From Engineer-in-Chief:

1st. Report on Secretary's Order No. 5725, in reference to the condition of Pier foot of Thirty-seventh street, East river, and stating that no temporary repairs are required at the premises.

2d. Report on Secretary's Order No. 5748, in reference to the application of the Baltimore and Ohio Railroad Company for a lease of Pier, old 34, North river, and the bulkhead north thereof.

Mr. George Briggs, President of the Sectional Dry Dock Company, appeared before the Board in relation to a notice requiring them to rebuild the bulkhead between Piers 42 and 43, East river, and stated that it did not require such extensive repairs as reported.

On motion, the subject-matter was referred to the Engineer-in-Chief to examine and report.

The following communications were received, read and

On motion, ordered to be placed on file, action being taken where necessary, as stated, to wit:

From Comptroller, City of New York—Referring to the action of some of the city employees in selling or assigning their monthly salaries to money-brokers, and requesting the Board to exert its authority to prohibit the same among its employees.

From Relief Committee of the late employees of the Third Avenue Railroad Company—Requesting employment.

From J. W. Binney—Inclosing \$10, and requesting the Department to make a test of one barrel of cement to be furnished by him. The action of the President in directing the Engineer-in-Chief to make the test and report the result, was approved.

From Daniel F. Tieman & Co.—In reference to the action of the lessee of the pier at foot of One Hundred and Twenty-ninth street, North river, in exacting storage rates for merchandise landed on the premises. The action of the Secretary in forwarding a copy of the rules and regulations was approved.

From the Keeper of the Public Bath at Gouverneur street, East river—In reference to the obstructions existing on the pier thereat. Referred to the Engineer-in-Chief to examine and report.

From the Lehigh Valley Railroad Company—Agreeing to the terms and conditions of the resolution adopted by the Board August 25, 1886.

From the New York Steam Company—In reference to and accepting the amending of their plans by the Engineer-in-Chief for the construction of a bulkhead on the Harlem river, between One Hundred and Fifteenth and One Hundred and Sixteenth streets, and requesting their approval by the Board.

On motion, the plans as amended by the Engineer-in-Chief were approved.

From the Baltimore and Ohio Railroad Company—Submitting evidence relating to the use of Pier 27, East river, as requested by the Board previous to taking action on their application for permission to shed over the premises.

From the New York Mutual Gas-light Company—Requesting permission to repair their ash-dump at the foot of Thirteenth street, East river. The action of the President in granting the permit, the work to be done within existing lines and under the direction and supervision of the Engineer-in-Chief of this Department, was approved.

From the New York, New Haven and Hartford Railroad Company—Requesting permission to drive piles at and repair sheathing, where necessary, on the decks of Piers 49 and 50, East river.

The action of the President in granting permission, the work to be done within existing lines and under the direction and supervision of the Engineer-in-Chief of this Department, was approved.

From Engineer-in-Chief:

1st. Report of work done during the week ending September 11, 1886.

2d. Reporting that a wagon belonging to A. Liebler & Co., One Hundred and Twenty-eighth street and Tenth avenue, had damaged a rolling-shutter on the north side of Pier A, North river. The President authorized to notify A. Liebler & Co. to repair the same at once, under the direction and supervision of the Engineer-in-Chief, or the Department would do the work at their expense.

3d. Reporting repairs required to the Pier foot of Nineteenth street, North river. Engineer-in-Chief directed to prepare plans and specifications for repairing the premises in accordance with his report.

4th. Reporting repairs required to the bulkhead between Seventy-eighth and Seventy-ninth streets, East river. Engineer-in-Chief directed to do the work in accordance with his report, at a cost of about \$900.

5th. Report on Secretary's Order No. 5733, in reference to the repairs required to backing-log at bulkhead between Piers, new 44 and 45, North river. The President authorized to notify the

Oceanic Steam Navigation Company, lessees of the premises, to repair the same at once, the work to be done under direction and supervision of the Engineer-in-Chief of this Department.

6th. Report on Secretary's Order No. 5706, in reference to the application of the Consolidated Gas Company for permission to make extensive repairs, partially rebuild, extend and straighten the bulkhead between Twenty-first and Twenty-second streets, East river. The President authorized to notify the Consolidated Gas Company that to extend the bulkhead, as requested by them, would be a direct violation of law, and their application is denied.

7th. Report on Secretary's Order No. 5548 that he had made the repairs required to bulkhead at Seventeenth Street Yard, East river.

8th. Returning Secretary's Order No. 5581, rescinded by action of the Board, September 1, 1886

9th. Report on Secretary's Order No. 5675, that he had made the repairs required to bulkhead platform, between Seventy-eighth and Seventy-ninth streets, North river.

10th. Report on Secretary's Order No. 5693, that he had removed the dredging machine anchored in front of bulkhead, One Hundred and Twenty-eighth street and Second avenue, Harlem river

11th. Report on Secretary's Order No. 5703, that he had repaired the backing-log at bulkhead between Piers, new 40 and 41, North river.

12th. Report on Secretary's Order No. 5713, that he had repaired the backing-logs at bulkheads between Piers, new 37 and 38, and 38 and 39, North river.

13th. Report on Secretary's Order No. 5714, that he had repaired the deck of bulkhead platform south of Pier, old 54, North river.

14th. Report on Secretary's Order No. 5715, that he had placed a cleat on Pier at Workhouse, Blackwell's Island, East river.

15th. Report on Secretary's Order No. 5723, that he had repaired the surface of bulkhead platform, between Sixty-first and Sixty-second streets, East river.

16th. Report on Secretary's Order No. 5726, that he had repaired the deck of Pier 46, East river.

17th. Report on Secretary's Order No. 5728, that he had repaired the deck at Eighteenth street, North river.

18th. Report on Secretary's Order No. 5729, that he had repaired the deck of Pier at Thirty-fourth street, North river.

19th. Report on Secretary's Order No. 5730, that he had repaired the deck of Pier at Fortieth street, North river.

20th. Report on Secretary's Order No. 5731, that he had repaired the deck of Pier at Forty-seventh street, North river.

21st. Report on Secretary's Order No. 5732, that he had repaired the deck of Pier at Fifty-first street, North river.

22d. Report on Secretary's Order No. 5739, that he had made temporary repairs to Pier, old 54, North river.

23d. Report on Secretary's Order No. 5740, that he had directed and superintended the driving of piles alongside Pier 39, East river.

24th. Report on Secretary's Order No. 5743, that he had repaired the pavement at approach to Pier foot of Nineteenth street, North river.

25th. Report on Secretary's Order No. 5727, that he had repaired the deck of Pier 7, East river.

26th. Returning Secretary's Order No. 5121, superseded by Secretary's Order No. 5170.

27th. Reporting that C. H. Southard, of No. 59 Ninth avenue, who purchased shed belonging to this Department on the bulkhead, between Piers, new 27 and new 28, North river, has removed all of it as called for in the terms of the auction sale with the exception of the felt and tin roofing, which he refuses to remove. The President authorized to notify C. H. Southard to remove the same at once or the Department will remove it at his cost and expense.

From Patrick J. Brady, Dock Master:

1st. Reporting that on September 7th instant, the schooner Hannah E. Brown, owned by George S. Schultz, office corner Eleventh avenue and Thirtieth street, broke and carried away two spring-piles in front of bulkhead wall north of Pier, new 60, North river. The President authorized to notify Geo. S. Schultz to replace the damage done to the premises at once, under the direction and supervision of the Engineer-in-Chief, or the work would be done by this Department at his cost and expense.

2d. Reporting a hole in the deck of Pier, foot of Eighteenth street, North river. Engineer-in-Chief directed to repair.

From Anthony Hartman, Dock Master—Reporting a hole in the deck of Pier foot of Eighty-sixth street, East river. Engineer-in-Chief directed to repair.

From Eugene McCarthy, Dock Master—Reporting that Pier 49, East river, is in bad condition. Engineer-in-Chief directed to examine and report the repairs needed.

From John Callan, Dock Master—Reporting repairs required to the sheathing on the decks of Piers at foot of One Hundred and Ninth and One Hundred and Seventeenth streets, Harlem river. Engineer-in-Chief directed to repair.

From John M. Smith, Dock Master—Reporting repairs required at Piers, new 43, at foot of Bethune street, Little West Twelfth street and north of Bloomfield street, North river. Engineer-in-Chief directed to repair.

From Charles P. Blake, Dock Master—Reporting repairs required to Pier foot of Twenty-eighth street, East river. Engineer-in-Chief directed to examine and report.

From John J. Simpson, Dock Master—Reporting a dangerous hole on the north side of deck of Pier, old 34, North river. Engineer-in-Chief directed to repair.

From Edward Abeel, Dock Master—Reporting a hole in the pavement on bulkhead at Pier 19, East river; also, that repairs are required to the pier. Engineer-in-Chief directed to examine, and report the repairs required.

The penalty for violation of Department rules was imposed upon the following persons:

Five dollars upon Richard Fitzpatrick, of No. 407 West Thirteenth street, for violation Rule 7, in using a horse on Pier at Eighteenth street, North river, without a platform, on September 10.

Ten dollars upon Thomas Cunningham, No. 447 West Seventeenth street, for violation Rule 7, in using two horses on Pier at Seventeenth street, North river, without a platform, on September 13.

Five dollars upon P. Graney, No. 90 Tenth avenue, for violation Rule 7, in using a horse on the Pier foot of Fifteenth street, North river, without a platform, on September 13. Reported by Dock Master P. J. Brady.

Five dollars each upon the Delaware and Hudson Coal Company, of Cortlandt and Church streets; Richard Fitzpatrick, of No. 407 West Thirteenth street, and Jacob Eltz, of Forty-seventh street and Tenth avenue, for violation Rule 7, in using horses on Pier foot of Forty-sixth street, North river, without platforms, on September 13. Reported by J. B. Erwin, Dock Master.

Five dollars upon Peter Graney, of No. 90 Tenth avenue, for violation of Rule 7, in using a horse on Pier foot of Sixty-second street, East river, without a platform, on September 11. Reported by Anthony Hartman, Dock Master.

Ten dollars upon James Hilliard, of the foot of Stanton street, East river, for violation of Rule 7, in using a horse on Pier 62, East river, without a platform, on September 9 and 10. Reported by Eugene McCarthy, Dock Master.

Five dollars upon John Cunningham, No. 35 Jackson street, for violation Rule 7, in using a horse on Pier 37, East river, without a platform, on September 8. Reported by E. Abeel, Dock Master.

The President was authorized to notify them to call and pay the said amounts to the Treasurer of this Department within ten days, or the claims will be sent to the Counsel to the Corporation for collection.

A communication was received from Mr. Thomas N. King, Second Vice-President of the Baltimore and Ohio Railroad Company, submitting affidavits of Mr. F. Buckingham and Mr. Stephen A. Frost, to the effect that Pier 27, East river, had not been used by sailing vessels regularly engaged in foreign commerce, and,

On motion, the application of the Baltimore and Ohio Railroad Company for permission to shed Pier 27, East river, and to erect platforms in front of the bulkheads on the east and westerly side of said pier and to shed them, and with the plans and specifications for such sheds and platforms were taken from the table, together with the report of the Engineer-in-Chief upon the same, under Secretary's Order No. 5712, were ordered to be placed on file, and the following resolution offered by Commissioner Stark was adopted:

Resolved, That permission be and hereby is granted to the Baltimore and Ohio Railroad Company, lessee of Pier 27, East river, and of the bulkhead for fifty feet on the easterly side of said pier, and also of the bulkhead for about seventy-two feet on the westerly side of said pier, to erect and construct a temporary shed on said Pier 27, East river, and also to build a platform on piles on land under water, in front of the bulkhead on the easterly side of Pier 27, East river, for a length of about fifty feet along the bulkhead, and for a distance of about thirty-two feet out from the existing bulkhead, and also to erect a platform on piles on land under water for about seventy-two feet in length on the bulkhead westerly from said Pier 27, East river, and about thirty-two feet out from the existing bulkhead, and to erect sheds on both of said platforms.

All of the said work to be done in accordance with the plans and specifications submitted to and hereby approved by this Board, and all the work to be done under the supervision and direction of the Engineer-in-Chief of this Department; Provided, that the said Baltimore and Ohio Railroad Company agree to pay as compensation for the use of the land under water occupied by said platforms the sum of twenty-five cents per square foot per annum, during the existence of the said platforms, to be paid quarterly to the Treasurer of this Department.

And it is also specially provided and understood, that this permit is for temporary sheds and platforms only, and that it is revocable at any time by the Board governing the Department of Docks.

And further provided, that this permit shall not take effect until the petitioners have filed a

written agreement satisfactory as to form, with the Board governing the Department of Docks, to the effect that they will at any time within twenty days from receiving written notice from the Board of Docks so to do, remove any and all structures of every kind that may be built and erected under this permit, and to restore the premises to the same condition that they are in at date hereof.

The Treasurer, Commissioner Matthews, presented his report for the week ending September 14, 1886, which was received, read and ordered to be spread in full on the minutes, as follows:

DATE.	FROM WHOM.	FOR WHAT.	AMOUNT.	TOTAL.	DATE DEPOSITED.
1886.					1886.
Sept. 10	J. A. Bouker	260 dump tickets at 15c.	\$39 00		
" 10	Abram Duryee	Wharfage District No. 10.	11 80		
" 14	Neidlinger, Schmidt & Co.	6 mos. rent bld. pfm., bet. E. 63d and 64th sts.	340 00		
" 14	" " "	6 mos. use l.u.w. at E. 63d st.	125 00		
" 14	J. W. Binney	Test of Cement.	10 00		
" 14	Chas. H. Thompson	Wharfage District No. 1.	91 35		
" 14	John J. Simpson	" " 2.	303 62		
" 14	Edward Abeel	" " 3.	460 60		
" 14	John M. Smith	" " 4.	1,133 43		
" 14	Eugene McCarthy	" " 5.	336 64		
" 14	Patrick J. Brady	" " 6.	272 27		
" 14	Charles P. Blake	" " 7.	89 06		
" 14	Joseph B. Erwin	" " 8.	382 50		
" 14	Anthony Hartmann	" " 9.	78 78		
" 14	Joseph F. Sharkey	" " 10.	103 46		
" 14	John Callan	" " 11.	63 39		
				\$3,840 90	Sept. 14
				\$3,840 90	

Respectfully submitted,
JAMES MATTHEWS, Treasurer.

On motion, the Board adjourned.

B. W. ELLISON, Secretary.

EXECUTIVE DEPARTMENT.

MAYOR'S OFFICE,
NEW YORK, January 7, 1886.

Pursuant to section 9 of chapter 339, Laws of 1883, I hereby designate "New York Times" and the "Daily News," two of the daily newspapers printed in the City of New York, in which notice of each sale of unredempted pawns or pledges by public auction in said city, by pawnbrokers, shall be published for at least six days previous thereto, until otherwise ordered.

W. R. GRACE, Mayor.

MAYOR'S OFFICE,
NEW YORK, December 31, 1885.

In pursuance of the ordinance, approved April 30, 1877, and amended June 1, 1877, entitled, "An ordinance to prevent the danger of hydrophobia to any of the inhabitants of the City of New York," notice is hereby given that all Dogs found at large in the City of New York on and after January 1, contrary to such ordinance, will be seized and disposed of as provided therein.

The Dog Pound at the foot of Sixteenth street, East river, is hereby designated as the place where dogs so captured must be delivered to the Keeper thereof. The Pound will be open from eight o'clock A. M. until five o'clock P. M. daily, Sundays excepted, on and after the first day of January, 1886.

WM. R. GRACE,
Mayor.

OFFICIAL DIRECTORY.

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

EXECUTIVE DEPARTMENT.

Mayor's Office.

No. 6 City Hall, 10 A. M. to 3 P. M.
WILLIAM R. GRACE, Mayor; WILLIAM L. TURNER, Secretary and Chief Clerk.

Mayor's Marshal's Office.

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

COMMISSIONERS OF ACCOUNTS.

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

AQUEDUCT COMMISSIONERS.

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

BOARD OF ARMORY COMMISSIONERS.

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

LEGISLATIVE DEPARTMENT.

Office of Clerk of Common Council.

No. 8 City Hall, 10 A. M. to 4 P. M.
ROBERT B. NOONEY, President Board of Aldermen.
FRANCIS J. TWOMEY, Clerk Common Council.

City Library.

No. 12 City Hall, 10 A. M. to 4 P. M.
BERNARD JACOBS, City Librarian.

DEPARTMENT OF PUBLIC WORKS.

Commissioner's Office.

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

Bureau of Chief Engineer.

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

Bureau of Water Register.

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

Bureau of Street Improvements.

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

Engineer-in-Charge of Sewers.

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

Bureau of Repairs and Supplies.

No. 31 Chambers street, 9 A. M. to 4 P. M.
THOMAS H. McAVOY, Superintendent.

Bureau of Water Purveyor.

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

Bureau of Lamps and Gas.

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

Bureau of Streets.

No. 31 Chambers street, 9 A. M. to 4 P. M.
GEO. E. BABCOCK, Superintendent.

Bureau of Incumbrances.

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

Keeper of Buildings in City Hall Park.

MARTIN J. KESE, City Hall.

FINANCE DEPARTMENT.

Comptroller's Office.

No. 15 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
EDWARD V. LOEW, Comptroller; RICHARD A. STORRS, Deputy Comptroller.

Auditing Bureau.

Nos. 19, 21, 23 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
WM. J. LYON, Auditor of Accounts; DAVID E. AUSTEN, Deputy Auditor.

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

Nos. 31, 33, 35, 37, 39 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
ARTEMAS S. CADY, Collector of Assessments and Clerk of Arrears.

Bureau for the Collection of City Revenue and of Markets.

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

Bureau for the Collection of Taxes.

First floor, Brown-stone Building, City Hall Park.
GEORGE W. McLEAN, Receiver of Taxes; ALFRED VREDENBURG, Deputy Receiver of Taxes.

Bureau of the City Chamberlain.

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

Office of the City Paymaster.

No. 33 Reade street, Stewart Building.
City Paymaster

LAW DEPARTMENT.

Office of the Counsel to the Corporation.

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

Office of the Public Administrator.

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

Office of the Corporation Attorney.

No. 49 Beekman street, 9 A. M. to 4 P. M.
WILLIAM A. BOYD, Corporation Attorney.

POLICE DEPARTMENT.

Central Office.

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

DEPARTMENT OF CHARITIES AND CORRECTION.

Central Office.

No. 66 Third avenue, corner Eleventh street, 8.30 A. M. to 5.30 P. M.
HENRY H. PORTER, President; GEORGE F. BRITTON, Secretary.

FIRE DEPARTMENT.

Office hours for all except where otherwise noted from 9 A. M. to 4 P. M. Saturdays, to 3 P. M.

Headquarters.

Nos. 155 and 157 Mercer street.
HENRY D. PURROY, President; CARL JUSSEN, Secretary.

Bureau of Chief of Department.

CHARLES O. SHAY, Chief of Department.

Bureau of Inspector of Combustibles.

PETER SEERY, Inspector of Combustibles.

Bureau of Fire Marshal.

GEORGE H. SHELDON, Fire Marshal.

Bureau of Inspection of Buildings.

ALBERT F. D'ONCH, Superintendent of Buildings.

Attorney to Department.

WM. L. FINDLEY, Nos. 155 and 157 Mercer street.

Fire Alarm Telegraph.

J. ELLIOT SMITH, Superintendent of Telegraph, Nos. 155 and 157 Mercer street.

Central Office Fire Alarm Telegraph open at all hours.

Repair Shops.

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

Hospital Stables.

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

HEALTH DEPARTMENT.

No. 301 Mott street, 9 A. M. to 4 P. M.
ALEXANDER SHALER, President; EMMONS CLARK, Secretary.

DEPARTMENT OF PUBLIC PARKS.

Emigrant Industrial Savings Bank Building, Nos. 27 and 29 Reade street, 9 A. M. to 4 P. M.
HENRY R. BECKMAN, President; CHARLES DE F. BURNS, Secretary.

Civil and Topographical Office.

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

Office of Superintendent of 23d and 24th Wards.

One Hundred and Forty-sixth street and Third avenue, 9 A. M. to 5 P. M.

DEPARTMENT OF DOCKS.

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

DEPARTMENT OF TAXES AND ASSESSMENTS.

Staats Zeitung Building, Tryon Row, 9 A. M. to 4 P. M. Saturdays, 3 P. M.
MICHAEL COLEMAN, President; FLOYD T. SMITH, Secretary.

Office Bureau Collection of Arrears of Personal Taxes.

Brown-stone Building, City Hall Park, 9 A. M. to 4 P. M.
CHARLES S. BEARDSLEY, Attorney; WILLIAM COMBERFORD, Clerk.

DEPARTMENT OF STREET CLEANING.

Nos. 31 and 32 Park Row, "World" Building, Rooms 8 and 9, 9 A. M. to 4 P. M.
JAMES S. COLEMAN, Commissioner; JACOB SEABOLD, Deputy Commissioner; R. W. HORNER, Chief Clerk.

CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS.

Room No. 11, City Hall.
EVERETT P. WHEELER, Chairman of the Supervisory Board; LEE PHILLIPS, Secretary and Executive Officer.

BOARD OF ESTIMATE AND APPORTIONMENT.

Office of Clerk, Staats Zeitung Building, Room 5.
THE MAYOR, Chairman; CHARLES V. ADEE, Clerk.

BOARD OF ASSESSORS.

Office, City Hall, Room No. 11½, 9 A. M. to 4 P. M.
EDWARD GILON, Chairman; WM. H. JASPER, Secretary.

BOARD OF EXCISE.

No. 54 Bon street, 9 A. M. to 4 P. M.
CHARLES H. WOODMAN, President; DAVID S. WHITE, Secretary and Chief Clerk.

SHERIFF'S OFFICE.

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

REGISTER'S OFFICE.

East side City Hall Park, 9 A. M. to 4 P. M.
JOHN REILLY, Register; JAMES A. HANLEY, Deputy Register.

COMMISSIONER OF JURORS.

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

COUNTY CLERK'S OFFICE.

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

DISTRICT ATTORNEY'S OFFICE.

Second floor, Brown-stone Building, City Hall Park, 9 A. M. to 4 P. M.
RANDOLPH B. MARTINE, District Attorney.

THE CITY RECORD OFFICE.

And Bureau of Printing, Stationery, and Blank Books.
No. 2 City Hall, 8 A. M. to 5 P. M., except Saturdays, on which days 8 A. M. to 3 P. M.
THOMAS COSTIGAN, Supervisor; R. P. H. ABELL, Book-keeper.

CORONERS' OFFICE.

Nos. 13 and 15 Chatham street, 8 A. M. to 5 P. M. Sundays and holidays, 8 A. M. to 12.30 P. M.
MICHAEL J. B. MESSEMER, FERDINAND LEVY, FERDINAND EIDMAN, JOHN R. NUGENT, Coroners; JOHN T. TOAL, Clerk of the Board of Coroners.

SUPREME COURT.

Second floor, New County Court-house, opens at 10.30 A. M.
NOAH DAVIS, Presiding Justice; JAMES A. FLACK, Clerk; THOMAS F. GILROY, Deputy County Clerk.
General Term, Room No. 9, WILLIAM LAMB, Jr., Clerk.
Special Term, Part I., Room No. 10, HUGH DONNELLY, Clerk.
Special Term, Part II., Room No. 18, JOSEPH P. McDONOUGH, Clerk.
Chambers, Room No. 11, WALTER BRADY, Clerk.
Circuit, Part I., Room No. 12, SAMUEL BARRY, Clerk.
Circuit, Part II., Room No. 14, RICHARD J. SULLIVAN, Clerk.
Circuit, Part III., Room No. 13, GEORGE F. LYON, Clerk.
Circuit, Part IV., Room No. 15, J. LEWIS LYON, Clerk.
Judges' Private Chambers, Rooms Nos. 19 and 20, EDWARD J. KNIGHT, Librarian.

BOARD OF EDUCATION.

SEALED PROPOSALS WILL BE RECEIVED BY the Committee on Normal College, etc., at the Hall of the Board of Education, corner of Grand and Elm streets, until Monday, the 4th day of October, 1886, and until four o'clock P. M. on said day, for the materials and work for Altering Iron Railing, Granite Coping, etc., and for covering with Artificial Stone Pavement the sidewalk on Lexington avenue, from the curb-line on Sixty-eighth street to the curb-line on Sixty-ninth street. Plans and specifications may be seen at the office of the Superintendent of Schools Buildings, No. 146 Grand street, third floor.

Proposals will be received for the entire work on one contract.

The names of two responsible sureties to accompany each proposal; proposals will not be considered unless sureties are named, and are entirely satisfactory to the Committee.

The Committee reserves the right to reject any or all the proposals offered.

WILLIAM WOOD,
ISAAC BELL,
MILES M. O'BRIEN,
GUSTAV SCHWAB,
DE WITT J. SELIGMAN,
Committee on Normal College, etc.

Dated New York, September 21, 1886.

SEALED PROPOSALS WILL BE RECEIVED BY the School Trustees of the Ninth Ward, at the Hall of the Board of Education, No. 146 Grand street, until Monday, October 4, 1886, and until 4 o'clock P. M. on said day, for a new Steam Boiler, Repairs, etc., to Heating Apparatus for Grammar School Building No. 3, corner of Hudson and Grove streets.

Plans and specifications may be seen, and blanks for proposals and all necessary information may be obtained at the office of the Engineer, No. 146 Grand, corner of Elm street, third floor.

The party submitting a proposal, and the parties proposing to become sureties, must each write his name, place of residence, and place of business 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 or antecedent dealings with the Board of Education render their responsibility doubtful.

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

CHARLES S. WRIGHT,
GEORGE E. HORNE,
JAMES A. SEAMAN,
E. M. L. EHLERS,
E. J. TINSDALE,
Board of School Trustees, Ninth Ward.

Dated New York, September 21, 1886.

AQUEDUCT COMMISSION.

AQUEDUCT COMMISSIONERS' OFFICE,
STEWART BUILDING, No. 280 BROADWAY,
NEW YORK, September 20, 1886.

PUBLIC HEARING.

TO WHOM IT MAY CONCERN.

WHEREAS, IN THE PROGRESS OF THE work upon the New Croton Aqueduct, it has become apparent to the Aqueduct Commissioners that the best interests of the city requires that for the proper construction, future protection, and maintenance of the said Aqueduct the city should acquire the FEE SIMPLE in lieu of the easements heretofore acquired through the lands upon the line of the New Croton Aqueduct, between One Hundred and Forty-fifth street and Convent avenue, and between One Hundred and Fifty-second street and Tenth avenue; and that the fee simple of the adjacent parcel, composing the city lot through which said portion of the Aqueduct passes should also be acquired; now therefore, in accordance with the requirements of chapter 490 of the Laws of 1883, of the State of New York, public notice is hereby given to all persons interested that a full opportunity will be afforded them to be heard in relation to the plans now under consideration by the Aqueduct Commissioners for the acquisition of the fee simple in lieu of the easement heretofore acquired in the lands upon the line of the New Croton Aqueduct, between One Hundred and Forty-fifth street and Convent avenue, and between One Hundred and Fifty-second street and Tenth avenue; and also for acquiring the title to the parcel composing the city lot through which said portion of the Aqueduct passes; the said public hearing to be at the above-named office of the Aqueduct Commissioners on Friday, the 1st day of October, 1886, at 10 o'clock A. M.; and upon such other days thereafter to which said hearing may be adjourned. By order of the Aqueduct Commissioners.

JOHN C. SHEEHAN,
Secretary.

POLICE DEPARTMENT.

POLICE DEPARTMENT—CITY OF NEW YORK,
OFFICE OF THE PROPERTY CLERK (Room No. 9),
No. 300 MULBERRY STREET,
NEW YORK, 1885.

OWNERS WANTED BY THE PROPERTY Clerk of the Police Department of the City of New York, No. 300 Mulberry street, Room No. 9, for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc., also small amount money taken from prisoners and found by patrolmen of this Department.

200 pounds prime quality Indian Red, in oil, 20 5
20 25, 60 15.
1 barrel best Kalsomining Glue

IRON AND TIN.

20 bundles best quality Common Sheet Iron, No. 22.
10 bundles best quality R. G. Iron, No. 24, 24 x 84.
5 bundles best quality R. G. Iron, No. 24, 26 x 84.
10 boxes best quality Charcoal Tin, IX., 14 x 20.
5 boxes best quality Charcoal Tin, IX., 12 x 12.
500 pounds best quality Block Tin.
5 bundles best quality Hoop Iron, 3/4".

HARDWARE, WOODENWARE, ETC.

24 dozen papers each, Carpet Tacks, 2 1/2 and 4 ounce.
12 dozen Shoe Brushes.
1 gross Razors.
2 dozen Coal Shovels.
1 dozen Long-handle Dust Brushes.

LEATHER AND FINDINGS.

100 sides Good Damaged Sole Leather, to average about 22 to 25 pounds.
100 sides prime quality Waxed Kip Leather, to average about 11 feet.
100 sides prime quality Waxed Upper Leather, to average about 17 feet.
1,000 pounds Offal Leather.
50 gross Shoe Binding.

LIME.

15 barrels Common Lime.
25 barrels Whitewash Lime.
15 barrels Chloride of Lime, containing not less than thirty-two per cent. of Chloride.

LUMBER.

140 square feet clear Pine Ceiling Boards, 1 x 4 inch dressed, one side tongued, grooved and beaded.
100 bundles first quality clear Pine Shingles, 18 inch.
300 feet first quality clear White Pine, 1 x 1 1/2 inch, dressed both sides.
300 feet first quality clear White Pine, 1 x 1 1/4 inch, dressed both sides.
300 feet first quality clear White Pine, 1 x 1 1/2 inch, dressed both sides.

—will be received at the Department of Public Charities and Correction, in the City of New York, until 9.30 o'clock A. M. of Friday, September 24, 1886. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Groceries, Dry Goods, Hardware, Iron, Tin, Paints, Lime and Lumber," with his or their name or names, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the President of said Department and read.

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

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

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

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

Any bidder for this contract must be known to be engaged in and well prepared for the business, and must have satisfactory testimonials to that effect; and the person or persons to whom the contract may be awarded will be required to give security for the performance of the contract by his or their bond, with two sufficient sureties, 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; also that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud; and that no member of the Common Council, Head of a Department, Chief of a Bureau, Deputy thereof, or Clerk therein, or other officer of the Corporation, is directly or indirectly interested therein or in the supplies or work to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate, that the several matters stated therein are in all respects true. Where more than one person is interested, it is requisite that the verification be made and subscribed by all the parties interested.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for its faithful performance; and that if he shall omit or refuse to execute the same, they 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 consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of this contract, over and above all his debts of every nature, and over and above his liabilities, as bail, surety, or otherwise; and that he has offered himself as surety in good faith and with the intention to execute the bond required by section 12 of chapter 7 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.

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

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

The quality of the articles, supplies, goods, wares, and merchandise must conform in every respect to the samples of the same, respectively, at the office of the said Department. 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 tied.

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, in accordance with the terms of the contract, 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.

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 form of the agreement, including specifications, and showing the manner of payment, can be obtained at the office of the Department.

Dated NEW YORK, September 13, 1886.

HENRY H. PORTER, President,
THOMAS S. BRENNAN, Commissioner,
CHARLES E. SIMMONS, Commissioner,
Public Charities and Correction.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
NO. 66 THIRD AVENUE,
NEW YORK, September 13, 1886.

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 727 Tenth avenue—unknown man; aged about 30 years; 5 feet 3 inches high; brown hair; gray eyes; sandy moustache and beard, about one week's growth. Had on black diagonal coat and pants, blue flannel shirt, buckled brogan shoes, brogan socks.

Unknown man, from 356 Bowery; aged about 55 years; 5 feet 8 inches high; gray hair. Had on black diagonal coat, pants and vest, white shirt, white knit undershirt, white muslin drawers, white cotton socks, brogan shoes.

Unknown man, from Pier 47, East river; aged about 50 years; 5 feet 2 inches high; dark hair and moustache; dark eyes; pocked marked. Had on blue coat, pants and vest, blue flannel shirt, gray flannel drawers, brown woolen socks; figure of male and female tattooed on left arm, and name J. L. Miller, on right arm.

Unknown man, from One Hundred and Seventeenth street, North river; aged about 35 years; 5 feet 5 inches high; dark brown hair. Had on black coat, dark ribbed pants and vest, white shirt, white knit undershirt and drawers, white cotton socks, gaiters, gold ring with initials W. P. to F. C. November, 1876.

At Workhouse, Blackwell's Island—Otto Lang; aged 45 years. Committed July 27, 1886.

Luke Bulsom; aged 34 years. Committed August 29, 1886.

At Lunatic Asylum, Blackwell's Island—Charlotte Walters; aged 56 years; 5 feet 2 inches high; gray hair; blue eyes.

At Homeopathic Hospital, Ward's Island—Mary Donnelly; aged 60 years; 5 feet 3 inches high; blue eyes; gray hair. Had on when admitted black alpaca skirt and sacque, black shawl, cloth gaiters, black silk bonnet.

James Cannon; aged 18 years; 5 feet 5 1/2 inches high; brown hair and eyes. Had on when admitted black diagonal coat, pants and vest, laced shoes, white straw hat.

Nothing known of their friends or relatives.
By order
G. F. BRITTON,
Secretary.

FIRE DEPARTMENT.

HEADQUARTERS FIRE DEPARTMENT,
CITY OF NEW YORK,
155 AND 157 MERCER STREET,
NEW YORK, September 9, 1886.

TO CONTRACTORS.

SEALED PROPOSALS FOR FURNISHING THE materials and labor, and doing the work required in repairing the floating engine "Wm. F. Havemeyer" (Engine Co. No. 43), of this Department, will be received by the Board of Commissioners at the head of the Fire Department, at the office of said Department, Nos. 155 and 157 Mercer street, in the City of New York, until 11 o'clock A. M., Wednesday, September 22, 1886, at which time and place they will be publicly opened by the head of said Department and read.

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

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

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

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

The work is to be completed and delivered within thirty (30) days after the execution of the contract.

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

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

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

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

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

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders of the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as sureties for its faithful performance, in the sum of three thousand and five hundred (\$3,500) dollars; and that if he shall omit or refuse to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled on its completion and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the work by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of this contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety, or otherwise, and that he has offered himself as a surety in good faith

and with the intention to execute the bond required by law. The adequacy and sufficiency of the security offered is to be approved by the Comptroller of the City of New York before the award is made and prior to the signing of the contract.

No estimate will be considered unless accompanied by either a certified check upon one of the national banks of the City of New York, drawn to the order of the Comptroller, or money, to the amount of one hundred and seventy-five (\$175) dollars. Such check or money must not be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the Estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York, as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of his deposit will be returned to him.

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

HENRY D. PURROY,
RICHARD CROKER,
EDWARD SMITH,
Commissioners.

HEADQUARTERS
FIRE DEPARTMENT, CITY OF NEW YORK,
155 & 157 MERCER STREET,
NEW YORK, May 12, 1885.

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
HENRY D. PURROY, President.
RICHARD CROKER,
EDWARD SMITH,
Commissioners.
CARL JUSSEN,
Secretary.

FINANCE DEPARTMENT.

INTEREST ON CITY STOCKS.

THE INTEREST ON THE BONDS AND STOCKS of the City of New York, due November 1, 1886, will be paid on that day by the Comptroller, at his office in the Stewart Building, corner of Broadway and Chambers street.

The Transfer Books will be closed from September 24, to November 1, 1886.

EDWARD V. LOEW,
Comptroller.

FINANCE DEPARTMENT—COMPTROLLER'S OFFICE,
NEW YORK, September 17, 1886.

CITY OF NEW YORK,
FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE,
August 18, 1886.

NOTICE TO PROPERTY-OWNERS.

IN PURSUANCE OF SECTION 916 OF THE "New York City Consolidation Act of 1882," the Comptroller of the City of New York hereby gives public notice to all persons, owners of property affected by the following assessment lists, viz:

Ninth avenue regulating and grading, from One Hundred and Fifty-first to One Hundred and Fifty-fifth street.

Seventy-fourth street regulating, grading, setting curbstones and flagging, from Eighth avenue to Riverside Drive.

One Hundred and Thirty-seventh street regulating, grading, setting curbstones and flagging, from Fifth to Seventh avenue.

Alexander avenue regulating, grading, setting curbstones, flagging, laying crosswalks and paving roadway with trap blocks, from the Southern Boulevard to North Third avenue.

Eighty-second street paving, from Eighth to Ninth avenue, with granite-block pavement.

Eighty-eighth street paving, from Second to Third avenue, with granite-block pavement.

One Hundred and Fifteenth street paving, from Fifth to Sixth avenue, with granite-block pavement.

One Hundred and Thirty-fourth street paving, from Madison to Fifth avenue, with granite-block pavement.

Eighty-sixth street sewers, between Tenth and Riverside avenues.

—which were confirmed by the Board of Revision and Correction of Assessments August 12, 1886, and entered on the same date, in the Record of Titles of Assessments, kept in the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," that unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon as provided in section 917 of said "New York City Consolidation Act of 1882."

Section 917 of the said act provides that, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon, at the rate of seven per centum per annum, to be calculated from the date of such entry to the date of payment."

The above assessments are payable to the Collector of Assessments and Clerk of Arrears at the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," between the hours of 9 A. M. and 2 P. M., and all payments made thereon, on or before November 1, 1886, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per cent. per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

EDWARD V. LOEW,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
BUREAU FOR THE COLLECTION OF ASSESSMENTS AND ARREARS OF TAXES AND ASSESSMENTS AND OF WATER RENTS,
OFFICE OF THE COLLECTOR OF ASSESSMENTS AND CLERK OF ARREARS,
STEWART BUILDING, ROOM 35, August 16, 1886.

NOTICE OF THE SALE OF LANDS AND TENEMENTS for unpaid taxes of 1880, 1881 and 1882, and Croton water rents of 1879, 1880 and 1881, under the direction of Edward V. Loew, Comptroller of the City of New York.

The undersigned hereby gives public notice, pursuant to the provisions of section 926 of the New York City Consolidation Act of 1882,—

That the respective owners of all lands and tenements situated in the Wards Nos. 1 to 24, inclusive, in the City of New York, on which taxes have been laid and confirmed for the years 1880, 1881 and 1882, and are now remaining due and unpaid; and also the respective owners of all lands and tenements in the City of New York, situated in the Wards aforesaid, on which the regular Croton water rents have been laid for the years 1879, 1880 and 1881, and are now remaining due and unpaid, are required to

pay the said taxes and Croton water rents so remaining due and unpaid, with the interest thereon at the rate of seven per cent. per annum, from the time when the same became due to the time of payment, together with the charges of this notice and advertisement, to the Collector of Assessments and Clerk of Arrears at his office in the Finance Department, in the Stewart Building, corner of Broadway and Chambers street, in said city.

And that if default shall be made in such payment, such lands and tenements will be sold at public auction, at the Court-house in the City Hall Park, in the City of New York, on Monday, December 6, 1886, at 12 o'clock, noon, for the lowest term of years at which any person shall offer to take the same in consideration of advancing the amount of tax or Croton water rent, as the case may be, so due and unpaid, and the interest thereon, as aforesaid, to the time of sale, together with the charges of this notice and advertisement, and all other costs and charges accrued thereon, and that such sale will be continued from time to time until all the lands and tenements so advertised for sale shall be sold.

Notice is hereby further given that a detailed statement of the taxes and the Croton water rents, the ownership of the property on which taxes and Croton water rents remain unpaid, is published in a pamphlet, and that copies of the said pamphlet are deposited in the office of the Collector of Assessments and Clerk of Arrears, and will be delivered to any person applying for the same.

A. S. CADY,
Collector of Assessments and Clerk of Arrears.

CITY OF NEW YORK,
FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE,
July 26, 1886.

NOTICE TO PROPERTY-OWNERS.

IN PURSUANCE OF SECTION 916 OF THE "New York City Consolidation Act of 1882," the Comptroller of the City of New York hereby gives public notice to all persons, owners of property affected by the following assessment lists, viz:

Beekman place sewers, between Forty-ninth and Fifty-first streets.

Madison avenue sewers, alteration and improvement to, between Fifty-seventh and Fifty-ninth streets, and in Fifty-seventh street, east and west of Madison avenue.

Fifth avenue sewer, east side, between Fifty-fifth and Fifty-ninth streets.

West End avenue (formerly Eleventh avenue) sewer, between Sixty-fifth and Sixty-sixth streets, and in Fifty-fifth street, between West End and Tenth avenues.

West End avenue (formerly Eleventh avenue) sewer, between Ninety-sixth and One Hundred and Fifth streets.

Boulevard sewer, between One Hundred and Fifty-fifth and One Hundred and Fifty-seventh streets, and in One Hundred and Fifty-fifth street, between the Boulevard and Tenth avenue.

Forty-seventh street sewer, extension at the East river Ninety-seventh street sewer, between Third and Fourth avenues, from end of present sewer east of Lexington avenue.

One Hundred and Thirty-first street sewer, between Sixth and Seventh avenues.

One Hundred and Thirty-fifth street sewer and appurtenances, between College and Third avenues.

One Hundred and Forty-fifth street sewer, between Brook and St. Ann's avenues.

One Hundred and Forty-eighth street sewer, between Brook avenue and Mill brook, and between Mill brook and Courland avenue, with branches in North Third avenue, between One Hundred and Forty-seventh and One Hundred and Forty-ninth streets, and in Willis avenue between One Hundred and Forty-eighth and One Hundred and Forty-ninth streets.

One Hundred and Forty-ninth street sewer, between Brook avenue and Mill brook, and between Mill brook and Courland avenue, with branch in Bergen avenue, between One Hundred and Forty-eighth and One Hundred and Forty-ninth streets.

Eighty-first street paving, from First avenue to Avenue A, with granite-block pavement.

Eighty-first street paving, from the Boulevard to Riverside Drive, with trap-block pavement.

One Hundred and Eighth street paving, from Second to Third avenue, with granite-block pavement.

Ninth avenue regulating, grading, setting curb and flagging, from Eighty-first to One Hundred and Tenth street.

Fifty-third street regulating, grading, setting curb and gutter-stones and flagging, from Tenth to Eleventh avenue.

Ninety-fifth street regulating, grading, setting curbstones and flagging, from Ninth to Tenth avenue.

One Hundred and Thirtieth street regulating, setting curbstones and flagging, from Fourth to Fifth avenue.

One Hundred and Thirty-eighth street regulating, grading, setting curb stones and flagging, from Sixth to Eighth avenue.

One Hundred and Thirty-ninth street regulating, grading, setting curb and gutter stones and flagging, from North Third to Willis avenue.

Sixty-ninth street, laying crosswalks at Ninth avenue, the Boulevard and Eleventh avenue.

Railroad avenue, laying crosswalks opposite Tremont Depot of the New York and Harlem Railroad, and at the southerly intersection of East One Hundred and Seventy-sixth street.

—which were confirmed by the Board of Revision and Correction of Assessments, July 15, 1886, and entered on the same date in the Record of Titles of Assessments, kept in the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," that unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon as provided in section 917 of said "New York City Consolidation Act of 1882."

Section 917 of the said act provides that, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect, and receive interest thereon at the rate of seven per centum per annum, to be calculated from the date of such entry to the date of payment."

The above assessments are payable to the Collector of Assessments and Clerk of Arrears, at the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," between the hours of 9 A. M. and 2 P. M., and all payments made thereon, on or before October 4, 1886, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per cent. per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

EDWARD V. LOEW,
Comptroller.

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