

# THE CITY RECORD.

## OFFICIAL JOURNAL.

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NEW YORK, MONDAY, APRIL 20, 1896.

NUMBER 6,980.

### APPROVED PAPERS.

*Approved Papers for the week ending April 18, 1896.*

Resolved, That the sidewalks on Twenty-eighth street, from First avenue to the East river, be flagged four feet wide, where not already done, and that all the flagging and the curb now on the sidewalks be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321, chapter 410, Laws 1882, as amended by chapter 569, Laws 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Adopted by the Board of Aldermen, March 26, 1896. Approved by the Mayor, March 31, 1896.

Resolved, That the carriageway of Webster avenue, from the northerly crosswalk of the Kingsbridge road to the southerly crosswalk of the Southern Boulevard, be regulated and paved with vitrified brick pavement on concrete foundation, and crosswalks laid at each intersecting and terminating street or avenue, where not already laid, under the direction of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards; and that the accompanying ordinance therefor be adopted.

Adopted by the Board of Aldermen, March 31, 1896. Approved by the Mayor, April 11, 1896.

Resolved, That the carriageway of One Hundred and Seventh street, from Columbus avenue to Amsterdam avenue, be paved with granite-block pavement, on concrete foundation, and that crosswalks be laid at each terminating or intersecting street or avenue, where not already laid, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Adopted by the Board of Aldermen, March 31, 1896. Approved by the Mayor, April 11, 1896.

Resolved, That water-mains be laid in Undercliff avenue, from Sedgwick avenue to One Hundred and Seventy-sixth street, as provided by section 356 of the New York City Consolidation Act of 1882.

Adopted by the Board of Aldermen, March 31, 1896. Approved by the Mayor, April 11, 1896.

Resolved, That water-mains be laid in Wales avenue, between One Hundred and Forty-fourth and One Hundred and Forty-ninth streets, as provided by section 356 of the New York City Consolidation Act.

Adopted by the Board of Aldermen, March 31, 1896. Approved by the Mayor, April 11, 1896.

Resolved, That permission be and the same is hereby given to Jacob Stahl, Jr., & Co. to erect, place and keep an iron hitching-post on the sidewalk, near the curb, in front of his premises, No. 3489 Third avenue, the work to be done and material supplied at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

Adopted by the Board of Aldermen, March 31, 1896. Approved by the Mayor, April 11, 1896.

Resolved, That permission be and the same is hereby given to the Post Office Department of the United States to place and keep on the sidewalks, near the curb, pedestal posts, to which United States street letter-boxes can be attached, said posts and boxes to be located on street corners and other places in the City of New York to be designated by the Postmaster of said city, where necessary in his judgment for the postal service of said city, the work to be done and the material furnished at the expense of the United States Post Office Department, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

Adopted by the Board of Aldermen, March 31, 1896. Approved by the Mayor, April 13, 1896.

The Committee on Railroads, to whom is referred the annexed reports and resolutions in favor of granting permission to the Bleecker Street and Fulton Ferry Railroad Company and the Broadway and Seventh Avenue Railroad Company to extend tracks on Broome street, between Crosby street and Broadway, respectfully

### REPORT :

That, after the reading of the accompanying letter and the careful consideration of the annexed resolution, and in consideration of the many benefits that the City will receive, also the traveling public by way of keeping the condition of the streets in excellent repair along the line of this railroad, and the three per cent. and five per cent. that will be paid to the City from which the railroads are now exempt.

And your Committee further report that on January 7, 1896, the report mentioned was adopted by the Board of Aldermen and forwarded to his Honor for approval, and subsequently on January 21, 1896, the above report was recalled from his Honor the Mayor, the vote by which it was adopted was reconsidered, and the report was referred to the reconsideration of the Committee on Railroads with the accompanying letter of H. H. Vreeland explains why the companies mentioned could not make the transfers as required in the report.

The Committee recommends the report to be amended in each case by striking out the following :

"This consent is granted upon the further condition and express stipulation on the part of the petitioner herein, lessor or lessors, that the Common Council has and shall have the right by resolution or ordinance to compel the petitioners, their lessor or lessors, to transfer passengers without additional charge at all points of intersection of the roads of the petitioner with each other, or with any other road owned or operated by their lessor or lessors."

And that said report and said resolutions as amended be adopted.

CHARLES A. PARKER, FREDERICK L. MARSHALL, ANDREW ROBINSON, JOHN J. MURPHY, Committee on Railroads.

The Committee on Railroads, to which was referred the petition of the Bleecker Street and Fulton Ferry Railroad Company, and the Broadway and Seventh Avenue Railroad Company, for the consent of the Common Council of the City of New York to the construction, maintenance and operation of the extensions or branches of the existing roads of the said companies in Broome street, between Crosby street and Broadway, in the City of New York, and the connection and union thereof at a point not over one-half mile from their present respective lines or routes, whereby a new route for public travel in or upon the surface of Broome street, as particularly described in the petition of said companies, and the proposed resolution submitted herewith, do respectfully

### REPORT

as follows :

That before acting on the petition and application aforesaid, public notice thereof was given and of the time and place when and where it would be first considered, which notice was published daily for at least fourteen (14) days in two of the daily newspapers published in the City of New York, and which were designated by the Mayor of said City for such purpose, to wit: In the New York "Tribune" and in the New York "Mail and Express."

That pursuant to such notice, a public hearing was had thereof, whereat all persons desiring an opportunity to be heard were heard, and no one having appeared in opposition to the application, such application has been duly considered by the Railroad Committee of the Common Council.

Your Committee, after such hearing of the facts and circumstances, are of the opinion that the construction and operation of the railroad connection and union of the roads and routes of the companies would be of great advantage to the public, as it will furnish a new route for public travel across the City of New York, and one which can be operated without inconvenience to the merchants along Broome street, and furnish a better and more satisfactory route from the Grand Street Ferry to the Desbrosses Street Ferry than is now traveled by the route of the Metropolitan Street Railway Company, which is the lessee of the applicants above named. The said Metropolitan Street Railway Company owns and controls the existing railroad on Broadway, West Broadway, Ninth avenue, Tenth avenue and West street, and will, by means of the route and connection which is hereby applied for, enable passengers to secure a new route to the Grand Street and Desbrosses Street Ferry, and one which can be operated more speedily than the existing route of the Metropolitan Street Railway Company. The lessee company will also be able to furnish transportation north and south on Broadway by means of the Columbus and Lexington avenue cable lines and the Broadway cable line, whereby passengers will be transferred from such new route to the cable lines for a single fare of five cents.

Your Committee is of opinion that the application of the petitioners should be granted, and submit the following resolutions:

Whereas, The Bleecker Street and Fulton Ferry Railroad Company and the Broadway and Seventh Avenue Railroad Company have heretofore and by petition bearing date September 14, 1895, made application in writing, to the Common Council of the City of New York, for its consent and permission to be granted to the construction, maintenance and operation of the branches or extensions of the applicants' railroads and routes, so that a new line may be established in Broome street, between Broadway and Crosby street; and

Whereas, The Common Council of the City of New York caused public notice of such application of the said railroad companies, and of the time and place when the same would be first considered, to be given by publication for at least fourteen (14) days prior to the hearing, in two of the daily newspapers published in the City of New York, to wit: in the New York "Tribune" and in the New York "Mail and Express," which papers were lawfully designated for such purpose by his Honor the Mayor of said City; and

Whereas, After such public notice given as aforesaid, and at a meeting held at the Chambers of the Board of Aldermen in the City of New York, whereat all persons so desiring were given an opportunity to be heard, such application has been first duly considered; and

Whereas, It is apparent from the proofs and evidence submitted by the said two companies that they desire to connect their said two street surface railroad routes at a point which is not over one-half mile from the respective lines or routes of said two companies, and intend to establish by the construction of such union and connection a new route for public travel, and the said petitioners have consented to operate such connection as part of a continuous route for one fare of five cents, and it further appearing that such connection cannot be operated as an independent railroad without inconvenience to the public, and that it is to the public advantage that the same should be operated as a continuous line of railroad with the existing railroads of your petitioners, it is

Resolved, That the consent of the Common Council of the City of New York be and it hereby is given—

First—To the Bleecker Street and Fulton Ferry Railroad Company to extend its road and to construct, maintain and operate a branch thereof, connecting with the company's existing double track in Crosby street at or near Broome street, and running thence westerly, with double tracks in or upon Broome street, one hundred and twenty-five feet or thereabouts, to a point of connection with the branch or extension of the Broadway and Seventh Avenue Railroad Company.

Second—To the Broadway and Seventh Avenue Railroad Company to extend its road and to construct, maintain and operate a branch thereof, connecting with the company's existing double track in or upon Broome street, at or near the westerly side of Broadway, and running thence easterly, with double tracks, across Broadway and in or upon Broome street, one hundred and eighty feet or thereabouts, to a point of connection with the branch or extension of the Bleecker Street and Fulton Ferry Railroad Company.

Third—To the maintenance and operation of the connection to be formed by the construction of said extensions or branches of the said two companies, and to the operation of the same as a new continuous route for public travel.

Fourth—That the said companies and each of them be and they are hereby authorized to construct, maintain and operate such necessary connections, switches, sidings, turn-outs, crossovers and suitable stands as shall be necessary for the convenient working of the said connection, and for the accommodation of the cars to be run over the same.

Resolved, also, That the conditions upon which, and not otherwise, the consent is given shall be and are as follows:

First—That this consent is also given upon the condition that the corporations owning or using the petitioners' railroads shall operate such connection as a part of a continuous route for one fare.

Second—That this consent is also given upon the condition that such extensions or branches shall be operated by cable power or by an underground current of electricity, or by any other power which is now or may at any time hereafter lawfully be used on either of the roads connected thereby, excluding always, however, the operation by locomotive steam power or by the overhead trolley system of electric traction.

Third—That this consent is also given upon the condition that the said corporations hereinbefore named shall pay into the Treasury of the City of New York, to the credit of the Sinking Fund thereof, annually on November 1st of each year, the percentages provided for extensions or branches in section 95 of the Railroad Law, for the purposes, at the times, in the manner and upon the conditions set forth in such section.

Resolved further, That the consent of the said Common Council to said petition is hereby given upon the further stipulation that the said applicants condition as follows:

1st. That the material to be used in the construction of said branches to be of the best possible character, and the plans of street construction, turntables and turnouts to be subject to the approval of the Commissioner of Public Works of this City.

2d. That the cars shall be run on such extensions at least as frequently as required by the ordinances of the City of New York, and the corporations petitioners which shall have entered into the contract provided for in section 104 of the Railroad Law, shall carry or permit any other party thereto to carry, between any two points on the railroads or portions thereof, and embraced in said contract, any passenger desiring to make one continuous trip between such points for one single fare, not higher than the fare lawfully chargeable by either of said corporations for an adult passenger. Every such corporation shall, upon demand, and without extra charge, give to each passenger paying one single fare, a transfer entitling such passenger to one continuous trip to any point or portion of any railroad embraced in such contract to the end that the public convenience may be promoted by the operation of the petitioners' railroads embraced in such contract substantially as a single railroad and for a single fare of five cents.

3d. The applicants shall at all times during the operation of cars, keep the street between the tracks of the extension in Broome street, between Crosby street and West Broadway, and two feet beyond the rail on each side, clean and free and clear from dirt and snow, the said dirt and snow to be removed by the said companies within such reasonable period of time as shall be required by the Commissioner of Street Cleaning, and if not so removed and carried to the dumps, as required, the Commissioner of Street Cleaning may have it done at the expense of the said railroad companies, the amount to be collected by the Comptroller under due process of law.

4th. The said companies shall pave the streets in which the right to construct is hereby given, between the rails of the tracks and two feet in width outside of the tracks, to conform in all respects to the character of the pavement laid down on said street, and shall keep the same in proper condition and repair, and shall also keep in repair as well the pavement between the tracks and two feet in width outside of the same on the route described in the third section, and if not so done the Commissioner of Public Works may have it done at the expense of the said railroad companies, the amount to be collected by the Comptroller under due process of law.

5th. That the said railroad companies shall apply to each car a proper fender and wheel-guard, conformable to such laws and ordinances as may hereafter be enacted or adopted by the State or City authorities.

6th. That all cars of said railroad companies shall be properly and sufficiently heated and lighted.

7th. That all laws now in force and all ordinances now in force and not inconsistent with any existing law, and any ordinance which may be hereafter adopted affecting the surface railroads existing in this city, shall be binding and strictly complied with by said companies, and also Article IV. of the Railroad Law. A failure to comply with any condition of this consent for a period of twenty days after notice from the Common Council requiring said companies to comply therewith shall render this consent forfeitable and the same may be declared forfeited in an action instituted for such purpose by the Corporation Counsel at request of the Common Council.

CHARLES A. PARKER, FREDERICK L. MARSHALL, ANDREW ROBINSON, JOHN J. MURPHY, ELIAS GOODMAN, Committee on Railroads.

Adopted by the Board of Aldermen, March 20, 1896. Received from his Honor the Mayor, March 31, 1896, with his objections thereto.

In Board of Aldermen, April 14, 1896, taken up, reconsidered, as provided in section 75, chapter 410, Laws of 1882, and adopted, notwithstanding the objections of his Honor the Mayor, three-fourths of all the members elected voting in favor thereof.

The Committee on Railroads, to whom is referred the annexed reports and resolutions in favor of granting permission to the Broadway and Seventh Avenue Railroad Company and the Metropolitan Street Railroad Company to extend their tracks on University place, Wooster, West Third and West Fourth streets, respectively

REPORT :

That, after the reading of the accompanying letter and the careful consideration of the annexed resolution, and in consideration of the many benefits that the City will receive, also the traveling public by way of keeping the condition of the streets in excellent repair along the line of this railroad, and the three per cent. and five per cent. that will be paid to the City from which the railroads are now exempt.

And your Committee further report that on January 7, 1896, the report mentioned was adopted by the Board of Aldermen and forwarded to his Honor for approval, and subsequently on January 21, 1896, the above report was recalled from his Honor the Mayor, the vote by which it was adopted was reconsidered, and the report was referred to the reconsideration of the Committee on Railroads with the accompanying letter of H. H. Vreeland explains why the companies mentioned could not make the transfers as required in the report.

The Committee recommends the report to be amended in each case by striking out the following:

"This consent is granted upon the further condition and express stipulation on the part of the petitioner herein, lessor or lessors, that the Common Council has and shall have the right by resolution or ordinance to compel the petitioners, their lessor or lessors, to transfer passengers without additional charge at all points of intersection of the roads of the petitioner with each other, or with any other road owned or operated by their lessor or lessors."

And as amended that the same be adopted.

CHARLES A. PARKER, FREDERICK L. MARSHALL, ANDREW ROBINSON, JOHN J. MURPHY, Committee on Railroads.

The Committee on Railroads, to which was referred the joint application of the Broadway and Seventh Avenue Railroad Company and the Metropolitan Street Railway Company for the consent of the Common Council of the City of New York to the construction, maintenance and operation of the extensions of the existing roads and routes of said companies, and the connection and union thereof at a point not over one-half mile from their respective lines or routes, and the establishment thereby of a new road for public travel in or upon the surface of University place, Wooster street or Washington Square, East, West Fourth street and West Third street, as particularly described in the petition of the said companies, and in the proposed resolution submitted herewith, do hereby respectfully

REPORT :

That before acting upon the petition and application aforesaid public notice thereof was given of the time and place when and where it would be first considered, which notice was published daily for at least fourteen days in two of the daily newspapers published in the City of New York, and which were designated by the Mayor of the said city for such purpose, to wit: The "Press" and the "Sun."

That pursuant to such notice a public hearing was had thereon whereat all persons desiring an opportunity to be heard were heard.

Subsequently, on Tuesday, October 22, 1895, a report of this Committee was prepared and submitted to the Board for its consideration, and the same is to be found set forth in full on the Journal under the proceedings of that date.

It subsequently appeared that the representatives of the railroad companies had objections to the form of report submitted, and stated that the companies were unwilling to accept the report submitted on the ground that it imposed on the companies onerous conditions, and such as were not warranted in view of the limited character of the franchise applied for.

Several consultations were had with the representatives of the companies whereby concessions were made in the matter of giving transfer tickets so that passengers riding over the extension in question might be furnished a through ride over the cable lines on Broadway and Columbus and Lexington avenues. The concessions, which the companies have made in the form of a resolution, seem, to the undersigned, to be sufficient for all purposes and a sufficiently burdensome condition to be made in consideration of the grant now applied for.

The Committee are of the opinion that the construction and operation of the railroad connection and union contemplated in the attached resolution would be of great advantage to the public, and, in view of the immediate and pressing demand for additional north and south lines of travel, the proposed connection, when operated with the existing roads, would be of great advantage to the traveling public.

The applicant, the Metropolitan Street Railway Company, which is also the lessee of the road of the other petitioner, controls and operates the existing railroads on University place, South Fifth avenue and West Broadway, and by means of connections applied for will be enabled to operate a line of cars in said streets and highways over a new route for public travel south of Fourteenth street, ending at the Cortlandt Street Ferry.

With the expansion of the city trade, the district lying about Washington Square is rapidly becoming the centre of many important lines of retail and wholesale business, and many fine buildings have already been constructed and adapted to the commercial requirements of the locality, and the increase in railroad facilities will tend, no doubt, to enlarge and improve this neighborhood for commercial uses. The improvement of the railroad West Broadway (formerly South Fifth avenue), which have been already constructed, is certain to come about, and will, in the Committee's opinion, benefit the property along the thoroughfare by bringing it within the lines of through transportation and in easy access for the uses of the general up-town business community.

Your Committee, therefore, recommend that the petitioners' application be granted, and respectfully submit the following resolution for consideration of your Honorable Body:

Whereas, The Broadway and Seventh Avenue Railroad Company and the Metropolitan Street Railway Company have heretofore, and by petition bearing date May 20, 1895, made application in writing to the Common Council of the City of New York for its consent and permission to be granted as follows:

1. That its consent be granted to the Broadway and Seventh Avenue Railroad Company to extend its road and to construct, maintain and operate a branch thereof, connecting with the company's existing route and road in or upon University place, at or near Clinton place or Eighth street, by suitable curves, switches and appliances; running thence southerly with a single track through, upon and along University place and Wooster street, or Washington Square, East, to West Fourth street, there to unite with an extension or branch of the Metropolitan Street Railway Company, and also commencing at the intersection of West Third street and Wooster street and connecting there by suitable curves, switches and appliances with said company's tracks in Wooster street; running thence westerly with a single track in or upon West Third street one hundred and thirty feet, being one-half of the block between Wooster street and South Fifth avenue, there to unite with an extension or branch of the Metropolitan Street Railway Company.

2. To the Metropolitan Street Railway Company to extend its road and to construct, maintain and operate a branch thereof, commencing at the intersection of South Fifth avenue and West Fourth street, and connecting there by suitable curves, switches and appliances with the company's existing tracks in said South Fifth avenue (now West Broadway); running thence easterly with a single track two hundred and sixty feet (one block) in or upon West Fourth street to the intersection of Wooster street with West Fourth street, there to unite with an extension or branch of the Broadway and Seventh Avenue Railroad Company, and also commencing at the intersection of South Fifth avenue and West Third street, and connecting there by suitable curves, switches and appliances with the said company's existing tracks in said South Fifth avenue (now West Broadway); running thence easterly, with a single track, in or upon West Third street, one hundred and thirty feet (being one-half the block between South Fifth avenue and Wooster street), there to unite with an extension or branch of the said Broadway and Seventh Avenue Railroad Company.

3. To the maintenance and operation of the connection to be formed by the construction of the said extensions or branches of the said two companies, and to the operation of the same as a new continuous or connected route for public travel; and

Whereas, The Common Council of the City of New York caused public notice of such application by said two railroad companies, and of the time and place when the same would be first considered, to be given by publication, for at least fourteen days prior to the hearing, in two daily newspapers published in the City of New York, to wit, in the "Sun" and in the New York "Press," which papers were lawfully designated for that purpose by his Honor the Mayor of the said City; and

Whereas, After public notice given as aforesaid, and at a public hearing held pursuant thereto at the Chamber of the Board of Aldermen in the City Hall in the City of New York, whereat all persons so desiring were given an opportunity to be heard, such application has been first duly considered; and

Whereas, It is apparent from the proofs and evidence submitted by the said two companies that they desire to connect their said two surface railroad routes at a point which is not over one-half mile from the respective routes of the said two companies, and intend to establish by the construction of said union and connection a new route for public travel, and the said petitioners have consented to operate such connection as part of a continuous or connected route for one fare, and it further appearing that such connection cannot be operated as an independent railroad without inconvenience to the public, but that it is to the public advantage that the same should be operated as a continuous or connected line or route with the existing railroads; it is therefore

Resolved, That the consent of the Common Council of the City of New York be and it hereby is given:

1. To the Broadway and Seventh Avenue Railroad Company to extend its road and to construct, maintain and operate a branch thereof, connecting with the company's existing route and road in or upon University place, at or near Clinton place or Eighth street, by suitable curves, switches and appliances; running thence southerly, with a single track, through, upon and along University place and Wooster street or Washington Square, East, to West Fourth street, there to unite with an extension or branch of the Metropolitan Street Railway Company, and also commencing at the intersection of West Third street and Wooster street, and connecting there by suitable curves, switches and appliances with said company's track in Wooster street; running thence westerly, with a single track, in or upon West Third street one hundred and thirty feet, being one-half the block between Wooster street and South Fifth avenue (now West Broadway), there to unite with an extension or branch of the Metropolitan Street Railway Company.

2. To the Metropolitan Street Railway Company to extend its road and to construct, maintain and operate a branch thereof, commencing at the intersection of South Fifth avenue (now West Broadway) and West Fourth street, and connecting there by suitable curves, switches and appliances with the company's existing tracks in said South Fifth avenue (now West Broadway); running thence easterly, with a single track, two hundred and sixty feet (one block) in or upon West Fourth street; to the intersection of Wooster street with West Fourth street, there to unite with an extension or branch of the Broadway and Seventh Avenue Railroad Company, and also commencing at the intersection of South Fifth avenue (now West Broadway) and West Third street, and connecting there by suitable curves, switches and appliances with the said company's existing tracks in said South Fifth avenue (now West Broadway); running thence easterly, with a single track, in or upon West Third street, one hundred and thirty

feet (being one-half the block between South Fifth avenue and Wooster street), there to unite with an extension or branch of the said Broadway and Seventh Avenue Railroad Company.

3. To the maintenance and operation of the connection to be formed by the construction of the said extensions or branches of the said two companies, and to the operation of the same as a new continuous or connected route for public travel.

4. That the said companies and each of them be and they hereby are authorized to construct, maintain and operate such necessary connections, switches, sidings, turnouts, cross-overs and suitable stands as shall be necessary for the convenient working of the said connection and for the accommodation of the cars to be run over the same.

Resolved, also, That the conditions upon which, and not otherwise, this consent is given shall be and are as follows:

First—That this consent is also given upon the condition that the corporations owning or using the petitioners' railroads shall operate such connection as part of a continuous or connected route for one fare.

Second—That this consent is also given upon the condition that such extensions or branches shall be operated by cable power or by an underground current of electricity, or by any other power which is now or may at any time hereafter lawfully be used on either of the roads connected thereby, excluding always, however, the operation by locomotive steam power or by the overhead trolley system of electric traction.

Third—That this consent is also given upon the condition that the said corporations hereinbefore named shall pay into the Treasury of the City of New York, to the credit of the Sinking Fund thereof, annually on November first of each year, the percentages provided for extensions or branches in section 95 of the Railroad Law, for the purposes, at the times, in the manner and upon the conditions set forth in such section.

Resolved, further, That the consent of the said Common Council to said petition is hereby given upon the further stipulation that the said applicants condition as follows:

1. The material to be used in the construction of said branches to be of the best possible character, and the plans of street construction, turn-tables and turnouts to be subject to the approval of the Commissioner of Public Works of this city.

2. That cars shall be run on such extensions as often as public convenience shall require, and at least as frequently as shall be reasonably required by the ordinances of the City of New York, and the corporation petitioner which shall be operating cars over such extensions shall give transfer tickets at the intersection of Fourteenth street and Broadway, so that passengers coming south over the cable lines on Columbus avenue, Lexington avenue and Broadway shall, without any extra charge, and for a single fare of five cents, receive a ticket entitling such passenger to one continuous or connected trip from any point on such cable roads, to any point reached by cars running over the extensions herein granted.

3. The applicants shall at all times during the operation of cars, keep the street between the tracks of the extension in University place, Third and Fourth streets, West Broadway and Dey street and two feet beyond the rail on each side, clean and free and clear from dirt and snow, the said dirt and snow to be removed by the said companies, within such reasonable period of time as shall be required by the Commissioner of Street Cleaning, and if not so removed and carried to the dumps, as required, the Commissioner of Street Cleaning may have it done at the expense of the said railroad companies the amount to be collected by the Comptroller under due process of law.

4. The said company shall pave University place, West Third and Fourth streets, West Broadway and Dey street, between the rails of the tracks and two feet in width outside of the tracks, to conform in all respects to the character of the pavement laid down on said street, and shall keep the same in proper condition and repair, and shall also keep in repair as well the pavement between the tracks and two feet in width outside of the same on the route described in the third section, and if not so done the Comissioner of Public Works may have it done at the expense of the said railroad companies, the amount to be collected by the Comptroller under due process of law.

5. That the said railroad companies shall apply to each car a proper fender and wheel-guard, conformable to such laws and ordinances as may hereafter be enacted or adopted by the State or City authorities.

6. That all cars of said railroad companies shall be properly and sufficiently heated and lighted.

7. That all laws now in force and all ordinances now in force and not inconsistent with any existing law, and any ordinance which may be hereafter adopted affecting the surface railroads operated in this city, shall be binding and strictly complied with by said companies, and also Article IV. of the Railroad Law. A failure to comply with any condition of this consent for a period of twenty days after notice from the Common Council requiring said companies to comply therewith, shall render this consent forfeitable, and the same may be declared forfeited in an action instituted for such purpose by the Corporation Counsel at request of the Common Council.

CHARLES A. PARKER, FREDERICK L. MARSHALL, JOHN J. MURPHY, ANDREW ROBINSON, ELIAS GOODMAN, Committee on Railroads.

Adopted by the Board of Aldermen, March 20, 1896. Received from his Honor the Mayor, March 31, 1896, with his objections thereto.

In Board of Aldermen, April 14, 1896, taken up, reconsidered, as provided in section 75, chapter 410, Laws of 1882, and adopted, notwithstanding the objections of his Honor the Mayor, three-fourths of all the members elected voting in favor thereof.

The Committee on Railroads, to whom is referred the annexed reports and resolutions in favor of granting permission to the Central Park, North and East River Railroad Company and the Metropolitan Street Railroad Company to extend their tracks on Dey street, Greenwich street and West Broadway, respectfully

REPORT:

That, after the reading of the accompanying letter and the careful consideration of the annexed resolution, and in consideration of the many benefits that the City will receive, also the traveling public by way of keeping the condition of the streets in excellent repair along the line of this railroad, and the three per cent. and five per cent. that will be paid to the City from which the railroads are now exempt.

And your Committee further report that on January 7, 1896, the report mentioned was adopted by the Board of Aldermen and forwarded to his Honor for approval, and subsequently, on January 21, 1896, the above report was recalled from his Honor the Mayor, the vote by which it was adopted was reconsidered and the report was referred to the reconsideration of the Committee on Railroads, with the accompanying letter of H. H. Vreeland, explains why the companies mentioned could not make the transfers as required in the report.

The Committee recommends the report to be amended in each case by striking out the following:

"This consent is granted upon the further condition and express stipulation on the part of the petitioner herein, lessor or lessors, that the Common Council has and shall have the right, by resolution or ordinance, to compel the petitioners, their lessor or lessors, to transfer passengers without additional charge at all points of intersection of the roads of the petitioner with each other, or with any other road owned or operated by their lessor or lessors."

And that said report and resolutions be adopted as amended.

CHARLES A. PARKER, FREDERICK L. MARSHALL, ANDREW ROBINSON, JOHN J. MURPHY, Committee on Railroads.

The Committee on Railroads, to which was referred the joint application of the Central Park, North and East River Railroad Company, and the Metropolitan Street Railway Company, for the consent of the Common Council of the City of New York to the construction, maintenance and operation of the extensions of the existing roads and routes of said companies, and the connection and union thereof at a point not over one-half mile from their respective lines or routes, and the establishment thereby of a new road for public travel in or upon the surface of Dey street, Greenwich street and West Broadway, as particularly described in the petition of the said companies, and in the proposed resolution submitted herewith, do hereby respectfully

REPORT:

That, before acting upon the petition and application aforesaid, public notice thereof was given and of the time and place when and where it would be first considered, which notice was published daily for at least fourteen days, in two of the daily newspapers published in the City of New York, and which were designated by the Mayor of the said city for such purpose, to wit: the "Tribune" and the "Times."

That, pursuant to such notice, a public hearing was had thereon, whereat all persons desiring an opportunity to be heard were heard.

Subsequently, on Tuesday, October 22, 1895, a report of this Committee was prepared and submitted to the Board for its consideration and the same is to be found set forth in full on the Journal under the proceedings of that date.

It subsequently appeared that the representatives of the railroad companies had objections to the form of report submitted, and stated that the companies were unwilling to accept the report submitted on the ground that it imposed onerous conditions in view of the limited character of the franchise applied for.

Several consultations were had with the representatives of the companies, whereby concessions were made in the matter of giving transfer tickets, so that passengers riding over the extension in question might be furnished with a through ride over the line of West street, so that passengers going down West Broadway could be carried to the Cortlandt Street and Liberty Street ferries, the Long Branch boats and the Iron Steamboat Company's piers.

The concessions which the companies have made, which are covered by the resolution here-with submitted, seem to the undersigned to be sufficient for all purposes and a sufficient burden to be imposed in consideration of the grant now applied for.

Your Committee, after such hearing of the facts and an investigation of the evidence presented to them, are of the opinion that the construction and operation of the railroad connection and union

of the roads and routes of said two companies would be a great advantage to the public, and in view of the demand for additional north and south lines of travel, the proposed connection is manifestly a public necessity.

The applicant, the Metropolitan Street Railway Company, which is also the lessee of the road of the other petitioner, controls and operates the existing railroads on University place, South Fifth avenue and West Broadway, and by means of connections applied for will be enabled to operate a line of cars in said streets and highways over a new route for public travel south of Fourteenth street, ending at the Cortlandt Street Ferry.

The company, by this system, will be enabled to transfer to a new through line a large number of the cars operated upon Broadway cable line, and thereby lighten the heavy traffic on that street during the day time, and by such change in operation will, at the same time, afford greater facility for the quicker removal of goods and merchandise along the main thoroughfare of the City of New York.

The construction of this connection will afford a convenient means of access to the Cortlandt Street Ferry, and a more direct route for travel to the upper and central portions of the city than is given at the present time by existing lines. In view of the growth of travel over this ferry, which has increased regularly from month to month, it is apparent that better facilities should be furnished to this important artery in the city's system of travel.

The widening of West Broadway (formerly College place) gives ample opportunity for the operation of cars on the surface of the street, and in view of the fact that the petitioner intends to operate on the existing railroad tracks which it controls in lieu of making additional track construction, there does not appear to be any reasonable ground for anticipating that the construction will interfere in any way with the convenience of truckmen and merchants having stores along the route.

Your Committee therefore recommend that the petitioners' application be granted, and respectfully submit the following resolution for consideration of your Honorable Body:

Whereas, The Central Park, North and East River Railroad Company and the Metropolitan Street Railway Company have heretofore, and by petition bearing date May 20, 1895, made application, in writing, to the Common Council of the City of New York for its consent and permission to be granted to the construction, maintenance and operation of the branches or extensions of the railroads and routes of the said Central Park, North and East River Railroad Company, and the Metropolitan Street Railway Company, as hereinafter particularly set forth.

I.—That its consent be granted to the Central Park, North and East River Railroad Company to extend its railroad and to construct, maintain and operate a branch thereof, commencing at the intersection of Dey street and West street, and connecting there by suitable curves, switches and appliances with the said company's existing tracks on West street; running thence easterly, with double tracks in or upon Dey street to Greenwich street, and thence northerly in or upon Greenwich street to West Broadway (formerly College place, as widened), with double tracks to Vesey street, there to connect with a double track extension or branch of the Metropolitan Street Railway Company.

II.—To the Metropolitan Street Railway Company to extend its railroad and to construct, maintain and operate a branch thereof, commencing at the intersection of West Broadway and Duane street, and connecting there by suitable curves, switches and appliances with the company's existing tracks in said Duane street, running thence southerly in or upon West Broadway, with a single track to Chambers street, and thence southerly, with double tracks, in or upon West Broadway (a portion of which was formerly College place), to Vesey street, there to connect with a double track extension on branch of the railroad and route of the Central Park, North and East River Railroad Company.

Said double tracks in West Broadway to be connected at Chambers street with the company's existing single track in Chambers street by suitable curves, switches and appliances.

III.—To the maintenance and operation of the connection to be formed by the construction of said extensions or branches of the said two companies, and to the operation of the same as a new continuous or connected route for public travel; and

Whereas, The Common Council of the City of New York caused public notice of such application by said two railroad companies, and of the time and place when the same would be first considered, to be given by publication for at least fourteen days prior to the hearing in two daily newspapers published in the City of New York, to wit, in the "Tribune" and in the "Times," which papers were lawfully designated for that purpose by his Honor the Mayor of the said city; and

Whereas, After public notice given as aforesaid, and at a public hearing held pursuant thereto, at the Chambers of the Board of Aldermen, in the City Hall, in the City of New York, whereat all persons so desiring were given an opportunity to be heard, such application has been first duly considered; and

Whereas, It is apparent from the proofs and evidence submitted by the said companies that they desire to connect their said two surface routes at a point which is not over one-half mile from the respective routes of the said two companies, and intend to establish, by the construction of said union and connection, a new route for public travel, and the said petitioners have consented to operate such connection as part of a continuous route for one fare; and it further appearing that such connection cannot be operated as an independent railroad without inconvenience to the public, but that it is to the public advantage that the same should be operated as a continuous line or route with the existing railroads; it is therefore

Resolved, That the consent of the Common Council of the City of New York be and it hereby is given—

I. That its consent be granted to the Central Park, North and East River Railroad Company to extend its railroad and to construct, maintain and operate a branch thereof, commencing at the intersection of Dey street and West street, and connecting there by suitable curves, switches and appliances, with the company's existing tracks on West street; running thence easterly with double tracks in or upon Dey street to Greenwich street, and thence northerly in or upon Greenwich street to West Broadway (formerly College place, as widened), with double tracks to Vesey street, there to connect with a double track extension or branch of the Metropolitan Street Railway Company.

II. To the Metropolitan Street Railway Company to extend its railroad and to construct, maintain and operate a branch thereof, commencing at the intersection of West Broadway and Duane street, and connecting there by suitable curves, switches and appliances with the company's existing tracks in said Duane street, running thence southerly in or upon West Broadway, with a single track to Chambers street, and thence southerly, with double tracks, in or upon West Broadway (a portion of which was formerly College place), to Vesey street, there to connect with a double track extension on branch of the railroad and route of the Central Park, North and East River Railroad Company.

Said double tracks in West Broadway to be connected at Chambers street with the company's existing single track in Chambers street by suitable curves, switches and appliances.

III. To the maintenance and operation of the connection to be formed by the construction of the said extensions or branches of the said two companies and to the operation of the same as a new continuous or connected route for public travel; and

4. That the said companies, and each of them, be and they hereby are authorized to construct, maintain and operate such necessary connections, switches, sidings, turnouts, crossovers and suitable stands as shall be necessary for the convenient working of the said connection and for the accommodation of the cars to be run over the same.

Resolved also, That the conditions upon which, and not otherwise, this consent is given shall be and are as follows:

First—That this consent is also given upon the condition that the corporations owning or using the railroads of the petitioners shall operate such connection as a part of a continuous or connected route for one fare.

Second—That this consent is also given upon the condition that such extensions or branches shall be operated by cable power or by an underground current of electricity, or by any other power which is now or may at any time hereafter lawfully be used on either of the roads connected thereby, excluding always, however, the operation by locomotive steam power or by the overhead trolley system of electric traction.

Third—That this consent is also given upon the conditions that the said corporations hereinbefore named shall pay into the Treasury of the City of New York, to the credit of the Sinking Fund thereof, annually, on November first of each year, the percentages provided for extensions or branches in Section 95 of the Railroad Law, for the purposes, at the times, in the manner and upon the conditions set forth in such section.

Resolved, further, That the consent of the said Common Council to said petition is hereby given upon the further stipulation that the said applicants' condition as follows:

I. The material to be used in the construction of said branches to be of the best possible character, and the plans of street construction, turntables and turnouts to be subject to the approval of the Commissioner of Public Works of this city.

2. That cars shall be run on such extensions as often as public convenience shall require, and at least as frequently as shall be reasonably required by the ordinances of the City of New York, and the corporation petitioner which shall be operating the cars over the extensions herein granted shall, at the intersection of Chambers street and West Broadway, and at Dey and West streets, give to each passenger paying one single fare of five cents a transfer ticket entitling such passenger to one continuous or connected trip to any point on the railroad on West street below Chambers street, from any portion of the extensions herein granted.

3. The applicants shall at all times during the operation of cars keep the street between the tracks of the extension in University place, Third and Fourth streets, West Broadway and Dey street, and two feet beyond the rail on each side, clean and free and clear from dirt and snow, the said dirt and snow to be removed by the said companies within such reasonable period of time as shall be required by the Commissioner of Street Cleaning, and if not so removed and carried to the

dumps as required the Commissioner of Street Cleaning may have it done at the expense of the said railroad companies, the amount to be collected by the Comptroller under due process of law.

4. The said companies shall pave University place, West Third and Fourth streets, West Broadway and Dey street, between the rails of the tracks and two feet in width outside of the tracks, to conform in all respects to the character of the pavement laid down on said streets, and shall keep the same in proper condition and repair, and shall also keep in repair as well the pavement between the tracks and two feet in width outside of the same, on the route described in the third section, and if not so done the Commissioner of Public Works may have it done at the expense of the said railroad companies, the amount to be collected by the Comptroller under due process of law.

5. That the said railroad companies shall apply to each car a proper fender and wheel-guard conformable to such laws and ordinances as may hereafter be enacted or adopted by the State or City authorities.

6. That all cars of said railroad companies shall be properly and sufficiently heated and lighted.

7. That all laws now in force and all ordinances now in force and not inconsistent with any existing law, and any ordinance which may be hereafter adopted affecting the surface railroads operated in this city, shall be binding and strictly complied with by said companies, and also Article IV. of the Railroad Law. A failure to comply with any condition of this consent for a period of twenty days after notice from the Common Council requiring said companies to comply therewith shall render this consent forfeitable, and the same may be declared forfeited in an action instituted for such purpose by the Corporation Counsel at request of the Common Council.

CHARLES A. PARKER, FREDERICK L. MARSHALL, JOHN J. MURPHY, ANDREW ROBINSON, ELIAS GOODMAN, Committee on Railroads.

Adopted by the Board of Aldermen, March 20, 1896. Received from his Honor the Mayor, March 31, 1896, with his objections thereto.

In Board of Aldermen, April 14, 1896, taken up, reconsidered, as provided in section 75, chapter 410, Laws of 1882, and adopted, notwithstanding the objections of his Honor the Mayor, three-fourths of all the members elected voting in favor thereof.

WM. H. TEN EYCK, Clerk of the Common Council.

METEOROLOGICAL OBSERVATORY  
OF THE  
DEPARTMENT OF PUBLIC PARKS,  
CENTRAL PARK, NEW YORK.

Latitude 40° 45' 58" N. Longitude 73° 57' 58" W. Height of Instruments above the ground, 53 feet; above the Sea, 97 feet.

ABSTRACT OF REGISTERS FROM SELF-RECORDING INSTRUMENTS  
For the Week Ending April 11, 1896.

Barometer.

DATE. APRIL	7 A.M.	2 P.M.	9 P.M.	MEAN FOR THE DAY	MAXIMUM.		MINIMUM.	
	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.		Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.
Sunday, 5	30.066	30.072	30.107	30.099	9 P.M.	29.999	9 A.M.	29.986
Monday, 6	30.104	30.096	30.037	30.096	9 A.M.	29.986	2 P.M.	29.986
Tuesday, 7	30.010	30.034	30.216	30.067	30.250	12 P.M.	29.998	4 A.M.
Wednesday, 8	30.340	30.394	30.444	30.383	30.440	12 P.M.	30.250	9 A.M.
Thursday, 9	30.436	30.349	30.265	30.345	30.444	9 A.M.	30.230	12 P.M.
Friday, 10	30.218	30.238	30.276	30.242	30.294	12 P.M.	30.168	4 A.M.
Saturday, 11	30.282	30.160	30.154	30.199	30.294	9 A.M.	30.110	4 P.M.

Mean for the week..... 30.200 inches.

Maximum " at 9 A.M., Apr. 9th..... 30.444 "

Minimum " at 3 P.M., Apr. 6th..... 29.986 "

Range " ..... 4.50 "

Thermometers.

DATE. APRIL	7 A.M.	2 P.M.	9 P.M.	MEAN.	MAXIMUM.		MINIMUM.		MAXIMUM.	
	Dry Bulb.	Wet Bulb.								
Sunday, 5	52	48	44	56	49	35	38.6	33.0	47	4 P.M.
Monday, 6	57	53	43	40	57	39.0	37.0	43	2 P.M.	35
Tuesday, 7	53	33	31	30	34	33.3	33.3	30.6	4 A.M.	36
Wednesday, 8	53	30	41	33	39	37.0	32.3	34.4	5 P.M.	37
Thursday, 9	53	33	47	49	49	35	41.3	35.3	51	4 P.M.
Friday, 10	58	35	50	45	48	44	45.3	41.3	50	2 P.M.
Saturday, 11	40	37	50	45	48	45	46.0	42.3	51	4 P.M.

Dry Bulb..... 40.2 degrees.

Wet Bulb..... 35.9 degrees.

Maximum for the week, at 4 P.M., 11th..... 51 "

at 4 P.M., 11th..... 47 "

Minimum " at 5 A.M., 5th..... 30 "

at 5 A.M., 5th..... 28 "

Range " ..... 21 "

19 "

Wind.

DATE. APRIL
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## POLICE DEPARTMENT.

The Board of Police met on the 10th day of April, 1896. Present—Commissioners Roosevelt, Andrews, Grant and Parker.

Sundry reports and communications were ordered on file, copies to be forwarded, etc.

## Applications Denied.

Ex-Patrolman Cornelius V. Nichols—For reappointment. Agnes Stewart, guardian of children of Thomas Stewart—For pension.

Communication from Louis J. Grant, relative to case of Patrolman Henry F. Woodiwiss, was referred to Commissioner Grant for report.

## Communications Referred to the Treasurer.

Comptroller—Weekly financial statement. Chief of Police—Inclosing \$225 mask-ball fees; to pay into Pension Fund. Captain Josiah A. Westervelt, Twenty-eighth Precinct—bond; approved and accepted.

Application of Catharine M. Burbank and Amelia Harris, for pension, were referred to the Committee on Pensions.

Communication from the Counsel to the Corporation, asking information in cases of Patrick Smith, Jr., and Stephen G. Burke, was referred to the Chief Clerk to answer.

Sundry communications and complaints were referred to the Chief of Police for report, etc.

Chief of Police reported the following transfers, etc.:

Patrolman Thomas Mulhern, from Thirtieth Precinct to Thirty-fifth Precinct; Patrolman Max Sparenberg, from Twenty-ninth Precinct to Third Precinct; Patrolman Timothy Ring, from Eighteenth Precinct to Fourth Precinct; Patrolman Michael Rein, from Fifth Precinct to Sixteenth Precinct; Patrolman Martin Fay, from Nineteenth Precinct to Third Precinct; Patrolman Albert Robbins, from Thirty-second Precinct to Third Precinct; Patrolman Robert Clifford, from Twenty-eighth Precinct to First Precinct; Patrolman Robert P. Beck, from Twenty-fourth Precinct to Thirty-fourth Precinct; Patrolman Joseph A. Meyer, from Twenty-fourth Precinct to Twentieth Precinct; Patrolman Daniel Griffin, from Twenty-fourth Precinct to Twentieth Precinct; Patrolman William J. Kelly, from Fifteenth Precinct to Twenty-fourth Precinct; Patrolman Frank Jackson, from Fifteenth Precinct to Twenty-sixth Precinct; Patrolman Michael J. Cox, from Eleventh Precinct to Ninth Precinct; Patrolman Peter Nugent, from Fourteenth Precinct to Central Office, Fourth Inspection District; Patrolman Josiah Jones, from Twenty-fifth Precinct to Thirty-fourth Precinct; Patrolman John McGinley, Second Precinct, detail, Bureau Clothing and Equipment, temporarily; Patrolman Thomas G. Gleason, Thirteenth Precinct, detail, office of Chief, temporarily; Patrolman Charles H. Eckstadt, Thirtieth Precinct, detail, office of Fifth Inspection District, temporarily; Roundsman Cornelius G. Hayes, Sixth Precinct, detail, Acting Sergeant, temporarily.

Resolved, That the Treasurer be and is hereby directed to pay over to the Police Pension Fund the sum of seventy-five thousand dollars from the unexpended balance of account of "Salaries of Uniformed Force, for 1895."

Resolved, That the bill of T. W. Osborne, ten dollars, for transcript of testimony in case of Thomas Riley, he and is hereby ordered to be paid by the Treasurer.

Resolved, That the horses, Sam, No. 3, Dick, No. 6, and Mary, No. 24, of the Thirty-eighth Precinct, reported as unserviceable, be advertised for sale at public auction, and the Committee on Repairs and Supplies authorized to purchase three horses to replace them.

Resolved, That Senate Bill No. 1216, relative to pension, be returned to the Chairman of the Senate Committee, with statement, that in the opinion of the Board of Police the measure should not be passed.

Resolved, That the question of providing suitable accommodations for the force, in Westchester, be referred to the Committee on Repairs and Supplies.

Resolved, That the Board of Surgeons be directed to examine the following officers and report as to their physical condition, with a view to retirement:

Sergeant Charles A. L. Schier, Twentieth Precinct; Patrolman William Lawler, Twenty-seventh Precinct.

## Appointed Patrolmen.

Philip W. Auer, Fifth Precinct; John J. Bowers, Twenty-fifth Precinct; Frank N. Babcock, Twenty-ninth Precinct; Benjamin V. Brace, Twentieth Precinct; Andrew L. Cahill, First Precinct; Patrick Curtin, Eighth Precinct; Florence J. Driscoll, Fourth Precinct; Gardiner C. Dunham, First Precinct; John E. Gilligan, Fifteenth Precinct; Francis M. Gallagher, Twenty-fifth Precinct; Bernard L. Hughes, Twenty-fourth Precinct; William B. Hill, Twenty-fourth Precinct; John H. Lent, Twenty-fourth Precinct; John Mariman, Seventh Precinct; Patrick McCarthy, Fourteenth Precinct; James H. Post, Twenty-seventh Precinct; John Ritter, Twenty-third Precinct; Edward D. Sugden, Thirtieth Precinct; Anthony Sappe, Twenty-third Precinct; William Urstadt, Twenty-eighth Precinct; Charles W. Bernet, Sixth Precinct; Peter W. Beery, Tenth Precinct; William Baxter, Sixth Precinct; William J. Breen, Thirty-third Precinct; Edward Coghlan, Twentieth Precinct; Hubert A. Conneally, Twenty-sixth Precinct; John R. Douney, Fourteenth Precinct; Joseph P. Frey, Jr., Twelfth Precinct; Emile Geisler, Twenty-first Precinct; Henry Gannon, Eighteenth Precinct; James M. Harris, Nineteenth Precinct; Edmund Leigh, Eleventh Precinct; Ernest Muller, Fifth Precinct; Francis C. Murphy, Twenty-ninth Precinct; James J. O'Rourke, Sixteenth Precinct; Francis J. Putz, First Precinct; William F. Short, Twenty-sixth Precinct; John J. Tierney, Twenty-second Precinct; Peter Roland, Twenty-second Precinct; Sylvester S. Ullet, Twenty-fourth Precinct; John A. Williams, Ninth Precinct; William R. Winfield, Twenty-seventh Precinct.

Adjourned.

WM. H. KIPP, Chief Clerk.

## COMMISSIONER OF STREET IMPROVEMENTS, 23D AND 24TH WARDS.

April 11, 1896. To the Supervisor of the City Record:

SIR—In compliance with section 51 of chapter 410 of the Laws of 1882, the office of Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards makes the following report of its transactions for the week ending April 9, 1896:

Permits Issued—For sewer connections, 24; for sewer repairs, 2; for Croton connections, 29; for Croton repairs, 7; for placing building material, 15; for crossing sidewalk with team, 12; for miscellaneous purposes, 8; total, 97.

Public Moneys Received—For sewer connections, \$240; for restoring pavements, \$66.18; total \$306.18.

Plans and Specifications Approved—Regulating and grading Union avenue, between One Hundred and Fifty-sixth street and Boston road.

Laboring Force Employed during the Week—Foremen, 9; Assistant Foremen, 10; Engineers of Steam Roller, 3; Skilled Laborers, 2; Sewer Laborers, 24; Laborers, 375; Toolmen, 3; Carts, 8; Teams, 42; Inspector Sewer Connections, 1; Carpenters, 3; Sounders, 4; Pavers, 4; Pruner, 1; Machinist, 1; Cleaners, 4; total, 494.

Total amount of requisitions drawn upon the Comptroller during the week, \$11,253.24.

Respectfully, LOUIS F. HAFFEN, Commissioner.

## EXECUTIVE DEPARTMENT.

MAYOR'S MARSHAL'S OFFICE, NEW YORK, April 18, 1896.—Number of licenses issued and amounts received therefor, in the week ending Friday, April 17, 1896.

DATE.	NUMBER OF LICENSES.	AMOUNTS.
Saturday, April 11, 1896	50	\$86 75
Monday, " 13, "	90	200 75
Tuesday, " 14, "	72	147 50
Wednesday, " 15, "	66	132 50
Thursday, " 16, "	88	219 00
Friday, " 17, "	77	136 25
Totals.....	443	\$922 75

EDWARD H. HEALY, Mayor's Marshal.

Pursuant to statutory requirement, notice is hereby given that an act has been passed by both branches of the Legislature, entitled and worded as follows:

AN ACT to amend section 1 of chapter 638 of the Laws of 1894, entitled "An act to authorize the construction of a new bridge connecting Pelham Bay Park with City Island in the County of Westchester."

Further notice is hereby given that a public hearing upon such bill will be held at the office of the Mayor, in the City Hall, in the City of New York, on Tuesday, April 21, 1896, at 2 P.M.

Dated CITY HALL, NEW YORK, April 14, 1896.

Pursuant to statutory requirement, notice is hereby given that an act has been passed by both branches of the Legislature, entitled and worded as follows:

AN ACT to provide for the extension of Broadway or Kingsbridge road, from its present terminus in the Twelfth Ward of the City of New York, across the Harlem river, at its junction with Spuyten Duyvil creek, to the present terminus of Broadway, in the Twenty-fourth Ward of the City of New York.

Further notice is hereby given that a public hearing upon such bill will be held at the office of the Mayor, in the City Hall, in the City of New York.

New York, on Tuesday, April 21, 1896, at 2.30 P.M.  
Dated CITY HALL, NEW YORK, April 14, 1896.

Pursuant to statutory requirement, notice is hereby given that an act has been passed by both branches of the Legislature, entitled and worded as follows:

AN ACT to authorize the Board of Estimate and Apportionment of the City of New York to examine and audit the claim of John Mullaly for services rendered during the movement to acquire and secure for the City of New York the system of new parks and parkways beyond the Harlem river, and for payment of a just and reasonable compensation therefor.

Further notice is hereby given that a public hearing upon such bill will be held at the office of the Mayor, in the City Hall, in the City of New York, on Tuesday, April 21, 1896, at 1.30 P.M.

Dated CITY HALL, NEW YORK, April 14, 1896.

## ALDERMANIC COMMITTEES.

## Railroads.

RAILROADS—The Committee on Railroads will hold a meeting on Monday, April 20, 1896, at 2.30 o'clock P.M., in Room 13, City Hall.

WM. H. TEN EYCK, Clerk, Common Council.

## OFFICIAL DIRECTORY.

Mayor's Office—No. 6 City Hall, 9 A.M. to 5 P.M. Saturdays, 9 A.M. to 12 M.

Mayor's Marshal's Office—No. 1 City Hall, 9 A.M. to 4 P.M.

Commissioners of Accounts—Stewart Building, 9 A.M. to 4 P.M.

Agreed Commissioners—Stewart Building, 5th floor, 9 A.M. to 4 P.M.

Board of Armory Commissioners—Stewart Building, 9 A.M. to 4 P.M.

Clerk of Common Council—No. 8 City Hall, 9 A.M. to 4 P.M.

Department of Public Works—No. 31 Chambers street, 9 A.M. to 4 P.M.

Department of Street Improvements, Twenty-third and Twenty-fourth Wards—No. 2622 Third avenue, 9 A.M. to 4 P.M.; Saturdays, 12 M.

Department of Buildings—No. 220 Fourth avenue, 9 A.M. to 4 P.M.

Comptroller's Office—No. 15 Stewart Building, 9 A.M. to 4 P.M.

Auditing Bureau—Nos. 19, 21 and 23 Stewart Building, 9 A.M. to 4 P.M.

Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents—Nos. 31, 33, 35, 37 and 39 Stewart Building, 9 A.M. to 4 P.M.

No money received after 2 P.M.

Bureau for the Collection of City Revenue and of Markets—Nos. 1 and 3 Stewart Building, 9 A.M. to 4 P.M.

Bureau for the Collection of Taxes—Stewart Building, 9 A.M. to 4 P.M.

No money received after 2 P.M.

City Chamberlain—Nos. 25 and 27 Stewart Building, 9 A.M. to 4 P.M.

City Paymaster—Stewart Building, 9 A.M. to 4 P.M.

Council to the Corporation—Staats-Zeitung Building, 9 A.M. to 5 P.M.; Saturdays, 9 A.M. to 12 M.

Public Administrator—No. 119 Nassau street, 9 A.M. to 4 P.M.

Corporation Attorney—No. 119 Nassau street, 9 A.M. to 4 P.M.

Attorney for Collection of Arrears of Personal Taxes—Stewart Building, 9 A.M. to 4 P.M.

Bureau of Street Openings—Emigrant Industrial Savings Bank Building, Nos. 49 and 51 Chambers street.

Police Department—Central Office, No. 300 Mulberry street, 9 A.M. to 4 P.M.

Board of Education—No. 146 Grand street.

Department of Charities—Central Office, No. 66 Third avenue, 9 A.M. to 4 P.M.

Department of Corrections—Central Office, No. 66 Third avenue, 9 A.M. to 4 P.M.

Fire Department—Headquarters, Nos. 157 to 159 East Sixty-seventh street, 9 A.M. to 4 P.M.; Saturdays, 12 M.

Central Office open at all hours.

Health Department—New Criminal Court Building, Centre street, 9 A.M. to 4 P.M.

Department of Public Parks—Arsenal, Central Park, Sixty-fourth street and Fifth avenue, 10 A.M. to 4 P.M.; Saturdays, 12 M.

Department of Docks—Battery, Pier A, North river, 9 A.M. to 4 P.M.

Department of Taxes and Assessments—Stewart Building, 9 A.M. to 4 P.M.; Saturdays, 12 M.

Board of Electrical Control—No. 1262 Broadway.

Department of Street Cleaning—No. 32 Chambers street, 9 A.M. to 4 P.M.

Civil Service Board—Criminal Court Building, 9 A.M. to 4 P.M.

Board of Estimate and Apportionment—Stewart Building.

Board of Assessors—Office, 27 Chambers street, 9 A.M. to 4 P.M.

Board of Excise—Criminal Court Building, 9 A.M. to 4 P.M.

Sheriff's Office—Nos. 6 and 7 New County Court-house, 9 A.M. to 4 P.M.

Register's Office—East side City Hall Park, 9 A.M. to 4 P.M.

Commissioner of Juries—Room 127, Stewart Building, 9 A.M. to 4 P.M.

County Clerk's Office—Nos. 7 and 8 New County Court-house, 9 A.M. to 4 P.M.

District Attorney's Office—New Criminal Court Building, 9 A.M. to 4 P.M.

The City Record Office—No. 2 City Hall, 9 A.M. to 5 P.M., except Saturdays, 9 A.M. to 12 M.

Governor's Room—City Hall, open from 10 A.M. to 4 P.M.; Saturdays, 10 to 12 M.A.

Coroner's Office—New Criminal Court Building, open constantly. Edward F. Reynolds, Clerk.

Surrogate's Court—New County Court-house, 10.30 A.M. to 4 P.M.

Appellate Division, Supreme Court—Court-house, No. 111 Fifth avenue, corner Eighteenth street. Court opens at 1 P.M.

Supreme Court—County Court-house, 10.30 A.M. to 4 P.M.

Criminal Division, Supreme Court—New Criminal Court Building, Centre street, opens at 10.30 A.M.

Court of General Sessions—New Criminal Court Building, Centre street. Court opens at 11 o'clock A.M.; adjourns at 4 P.M. Clerk's Office, 10 A.M. till 4 P.M.

## PETER F. MEYER, AUCTIONEER.

**CORPORATION SALE OF REAL ESTATE.**  
PUBLIC NOTICE IS HEREBY GIVEN THAT the Commissioners of the Sinking Fund of the City of New York, by virtue of the powers vested in them by law, will offer for sale, at public auction, on Tuesday, the 26th day of May, 1896, at noon, at the Comptroller's Office, No. 280 Broadway, New York City, all the right, title and interest of the City of New York in and to the premises known as No. 60 Grove street, in the City of New York, upon the following

## TERMS AND CONDITIONS OF SALE:

The highest bidder will be required to pay twenty per cent. of the purchase-money and the auctioneer's fee at the time of the sale, and the balance upon the delivery of the deed within thirty days from the date of sale.

The Comptroller may, at his option, resell the property struck off to the highest bidder who shall fail to comply with the terms of the sale, and the party who fails to comply therewith will be held liable for any deficiency resulting from such resell.

The right to reject any bid is reserved.

The map of the property to be sold may be seen upon application at the Comptroller's Office, Stewart Building, No. 280 Broadway.

By order of the Commissioners of the Sinking Fund, under a resolution adopted April 16, 1896.

ASHBEL P. FITCH, Comptroller.

CITY OF NEW YORK, FINANCE DEPARTMENT, COMPTROLLER'S OFFICE, April 17, 1896.

## INTEREST ON CITY BONDS AND STOCKS.

THE INTEREST DUE MAY 1, 1896, ON THE Registered Bonds and Stocks of the City and County of New York will be paid on that day by the Comptroller at the office of the City Chamberlain, Room 27, Stewart Building, corner of Broadway and Chambers street.

The Transfer Books will be closed from March 31 to May 1, 1896.

The interest due May 1, 1896, on the Coupon Bonds and Stocks of the City of New York, will be paid on that day by the State Trust Company, No. 36 Wall street.

ASHBEL P. FITCH, Comptroller.  
CITY OF NEW YORK—FINANCE DEPARTMENT, COMPTROLLER'S OFFICE, March 13, 1896.

## DEPT. OF PUBLIC CHARITIES.

DEPARTMENT OF PUBLIC CHARITIES, NO. 66 THIRD AVENUE.

## PROPOSALS FOR ICE.

SEALED BIDS OR ESTIMATES FOR FURNISHING ICE.

1,500 tons (more or less) prime quality Ice not less than ten inches thick, to be delivered at Blackwell's and Randall's Islands, in quantities as required, during the year 1896. The weight to be in all cases as received by the Department. Bidders to name price per ton of 2,000 pounds, all of which shall be delivered at the points named free of expense to the Department of Public Charities.

—will be received at the office of the Department of Public Charities, in the City of New York, until 10 A.M. of Wednesday, April 22, 1896. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Ice," 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 RESERVES THE RIGHT TO REJECT ALL BIDS OR ESTIMATES IF DEEMED TO BE FOR THE PUBLIC INTEREST, AS PROVIDED BY 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, each in the penal amount of fifty (50) per cent. of the bid for each article.

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, he or she 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 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 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 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 State or National banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such check or money must not be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box; and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall re-

fuse 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 the bids will be tested.

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

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

Payment will be made by a requisition on the Comptroller, in accordance with the terms of the contract, or from time to time, as the Commissioners may determine.

The form of the contract, including specifications, showing the manner of payment, will be furnished at the office of the Department, and bidders are cautioned to examine each and all of its provisions carefully, as the Board of Public Charities will insist upon its absolute enforcement in every particular.

Dated NEW YORK, April 9, 1896.

SILAS C. CROFT, President; JOHN P. FAURE and JAMES R. O'BIRNE, Commissioners, Department of Public Charities.

## STREET CLEANING DEPT.

DEPARTMENT OF STREET CLEANING, NEW YORK, April 15, 1896.

**SEALED PROPOSALS WILL BE RECEIVED** at the office of the Department of Street Cleaning, No. 32 Chambers street, for the final disposition of all ashes, street sweepings, garbage and other refuse and rubbish delivered at the various dumps or dumping-places of the Department by carts of the Department, and all other carts duly authorized to collect the same, until 12 o'clock m., of Monday, April 27, 1896, pursuant to the provisions of section 709 of chapter 410 of the Laws of 1882.

Three forms of contract will be offered for proposals, to wit:

No. 1. For the final disposition of all ashes, street sweepings, garbage and other refuse and rubbish.

No. 2. For the final disposition of garbage, containing not more than ten per centum by weight of ashes or other refuse.

No. 3. For the final disposition of ashes, street sweepings and other refuse and rubbish, exclusive of garbage containing not more than ten per cent, by weight of ashes or other refuse.

Separate proposals will be received for each of the foregoing forms of contract.

Forms of proposals, specifications and contracts may be seen and obtained at the office of the Department. The term of the said contracts shall be the period of five years commencing on the 1st day of August, 1896.

At the hour, place and date first above-mentioned, the readmission of Street Cleaning will publicly open and read the said proposals.

Each proposal shall be accompanied with a thorough and complete description of the method or methods to be pursued by the bidder in the transportation and disposition of the refuse or other material provided for in said contract; said description shall be accompanied by complete maps, plans and specifications. Such maps, plans and specifications must be sufficiently to set forth the process to be used, the manner of obtaining results, the results to be secured, and, approximately, the locality or localities where the same is to be carried on.

Refuse to be disposed of in such manner only as will render it unobjectionable in any and every respect, but no part thereof, except purified liquid effluent, or purified residuum, approved by the Board of Health of the City of New York, shall be dumped in the waters of New York Harbor, or in the waters adjacent thereto, or in the Atlantic Ocean.

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

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

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, each in the penal amount of fifty (50) per cent. of the bid for each article.

The Commissioner of Street Cleaning reserves the right to reject any or 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.

Bidders are hereby notified that in awarding a contract the Commissioner of Street Cleaning will, in addition to other matters which may be properly considered, take into consideration the following:

The character, economy and efficiency of the plant and method to be used, the location of the plant and generally all that concerns the interest of the City of New York with a view to the length of time of the continuance of the contract, such as the chances of injunction upon application of the neighboring population; chances of financial failure, and the adequacy of the method and plan proposed to be part of the work all of the time, except when obstacles to transportation may prevent the delivery of the normal amount of refuse, and then its adequacy to dispose promptly of the additional quantity accumulated.

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, he or she 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 persons interested.

Each bid or estimate shall be accompanied by the consent, in writing, of two or more 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 or persons making the estimate, they will, upon 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 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 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 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 State or National banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such check or money must not be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box; and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall re-

turn 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.

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

No estimate will be considered unless accompanied by either a certified check upon one of the banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of 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 re-

turn 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.

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

Blank forms of bid or estimate, the proper envelopes in which to inclose the same, the specifications and agreements, and any further information desired, can be obtained at Room No. 15, No. 31 Chambers street.

CHARLES H. T. COLLIS, Commissioner of Public Works.

## NOTICE TO PROPERTY-OWNERS, BUILDERS, FLAGGERS AND OTHERS.

**NOTICE IS HEREBY GIVEN THAT THE** practice of placing concrete or other friable curbs on the streets of this city is in contravention of chapter 6, Article 7, section 105, Revised Ordinances of 1880, which reads: "All curio-stones \* \* \* shall be of the best hard blue or gray granite." And this Department will find it necessary to prosecute to the full penalty imposed by law persons setting or making such curbs, whether they have broken up or removed the curio-stones provided by the City or not.

Further notice is given that this Department will in no case entertain claims for damages to concrete or other artificial sidewalks that are caused by repair or setting of hydrants, or by other work which the City does for the general good.

CHARLES H. T. COLLIS, Commissioner of Public Works.

## NORMAL COLLEGE OF THE CITY.

**SEALED PROPOSALS WILL BE RECEIVED** by the Executive Committee for the care, etc., of the Normal College of the City of New York, until 4 o'clock P.M., on Monday, April 20, 1896, at the Hall of the Board of Education, No. 146 Grand street, for supplying the College buildings, East Sixty-eighth and Sixty-ninth streets, Lexington and Park avenues, with 500 tons, more or less, of egg coal; 15 tons, more or less, of nut coal, mixed; and 5 tons, more or less, of nut coal, all to be of the best quality, clean and in good order, 2,240 pounds to the ton, and to be delivered in the bins of the College buildings at such times and in such quantities as required.

The proposal must state the mines from which it is proposed to supply the coal, to be furnished from the mines named if accepted, and must state the price per ton of 2,240 pounds.

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

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

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

Proposals must be addressed to "The Executive Committee for the care, etc., of the Normal College."

CHAS. BULKLEY HUBBELL, Chairman.

ARTHUR McMILLIN, Secretary.

Dated NEW YORK, April 7, 1896.

## DEPARTMENT OF DOCKS.

**TO CONTRACTORS.** (No. 532). PROPOSALS FOR ESTIMATES FOR DREDGING AT AND IN SHERMAN'S CREEK, ON THE HARLEM RIVER.

**ESTIMATES FOR DREDGING AT AND IN** Sherman's Creek, on the Harlem river, will be received by the Board of Commissioners at the head of the Department of Docks, at the office of said Department, on Pier "A," foot of Battery place, North river, in the City of New York, until 12 o'clock M.

TUESDAY, APRIL 21, 1896, at which time and place the estimates will be publicly opened by the head of said Department. The award of the contract, if awarded, will be made as soon as practicable after the opening of the bids.

Any person making an estimate for the work shall furnish 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

so interested, the estimate shall distinctly state the act; also, that the estimate is made without any consultation, connection or agreement with, and the amount thereof has not been disclosed to any other person or persons making an estimate for the same purpose, and is not higher than the lowest regular market price for the same kind of labor or material, and is in all respects fair and without collusion or fraud; that no combination or pool exists of which the bidder is a member, or in which he is directly or indirectly interested, or of which he has knowledge, either personal or otherwise, to bid a certain price or less than a certain price for said labor or material, or to keep others from bidding thereon; and also, that no member of the Common Council, Head of a Department, Chief of a Bureau, Deputy thereof, or Clerk therein, or any other officer or employee of the Corporation of the City of New York or any of its departments, is directly or indirectly interested in this estimate, or in the supplies or work to which it relates, or in any portion of the profits thereof; and has not been given, offered or promised, either directly or indirectly, any pecuniary or other consideration by the bidder or anyone in his behalf with a view to influencing his action or judgment in this or any other transaction heretofore had with this department; which estimate must be verified by the oath, in writing, of the party 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 to by all the parties interested.*

Each 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 in the sum of Two Thousand Five Hundred (2,500) 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 to be done, by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of this contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety or otherwise; and that he has offered himself as a surety in good faith and with the intention to execute the bond required by law. The adequacy and sufficiency of the security offered is to be approved by the Comptroller of the City of New York before the award is made and prior to the signing of the contract.

*No estimate will be considered unless accompanied by either a certified check upon one of the banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of One Hundred and Twenty-five (125) 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 him or their bid or proposal, or if he or they accept, but do not execute the contract and give the proper security, he or they shall be considered as having abandoned it and as in default to the Corporation, and the contract will be readvertised and relet as provided by law.

O. H. LA GRANGE, JAMES R. SHEFFIELD, AUSTIN E. FORD, Commissioners.

#### BOARD OF EDUCATION.

SEALED PROPOSALS WILL BE RECEIVED BY THE Board of School Trustees for the Tenth Ward, at the Hall of the Board of Education, No. 146 Grand street, until 10 o'clock A.M., on Thursday, April 30, 1896, for Making Sanitary Improvements at Primary School No. 1.

LOUIS HAUPT, Chairman, PATRICK CARROLL, Secretary, Board of School Trustees, Tenth Ward.

Dated NEW YORK, April 17, 1896.

Sealed proposals will also be received at the same place by the School Trustees or the Twelfth Ward, until 10 o'clock A.M., on Wednesday, April 29, 1896, for Making Alterations, Repairs, etc., and Improving the Sanitary Condition of Primary School No. 28.

A. G. VANDERPOEL, Chairman, WM. HOFFMANN, Secretary, Board of School Trustees, Eighth Ward.

Dated NEW YORK, April 16, 1896.

Sealed proposals will also be received at the same place by the School Trustees of the Nineteenth Ward, until 4 o'clock P.M., on Wednesday, April 29, 1896, for Making Alteration in and Additions to the present Heating and Ventilating Apparatus in Grammar School No. 38.

RICHARD KELLY, Chairman, L. M. HORNTHAL, Secretary, Board of School Trustees, Nineteenth Ward.

Dated NEW YORK, April 16, 1896.

Sealed proposals will also be received at the same place by the School Trustees of the Eighth Ward, until 4 o'clock P.M., on Tuesday, April 28, 1896, for Making Repairs, Alterations, etc., at Grammar School No. 38.

CHRISTOPHER F. SULING, Chairman, JOHN ALLAN, Secretary, Board of School Trustees, Eighth Ward.

Dated NEW YORK, April 15, 1896.

Sealed proposals will also be received at the same place by the School Trustees of the Fourth Ward, until 4 o'clock A.M., on Tuesday, April 28, 1896, for Making Alterations, Repairs, etc., at Primary School No. 14.

HERMANN BOLTE, Chairman; JOHN B. SHEA, Secretary, Board of School Trustees, Fourth Ward.

Dated NEW YORK, April 15, 1896.

Sealed proposals will also be received at the same place by the School Trustees of the Nineteenth Ward, until 4 o'clock P.M., on Monday, April 27, 1896, for Improving the Sanitary Condition of Grammar Schools Nos. 53, 74 and 77.

RICHARD KELLY, Chairman, L. M. HORNTHAL, Secretary, Board of School Trustees, Nineteenth Ward.

Dated NEW YORK, April 13, 1896.

Sealed proposals will also be received at the same place by the School Trustees of the Nineteenth Ward, until 4 o'clock P.M., on Monday, April 20, 1896, for supplying Gymnastic Apparatus for Grammar School No. 6.

RICHARD KELLY, Chairman, L. M. HORNTHAL, Secretary, Board of School Trustees, Nineteenth Ward.

Dated NEW YORK, April 6, 1896.

Sealed proposals will also be received at the same place by the School Trustees of the First Ward, until 10 o'clock A.M., on Wednesday, April 22, 1896, for Improving the Sanitary Condition of Primary School No. 15; also for making Repairs, Alterations, etc., at Grammar School No. 29 and Primary School No. 15.

F. JOSEPH BADÉR, Chairman, EDWARD T. BRADY, Secretary, Board of School Trustees, First Ward.

Dated NEW YORK, April 9, 1896.

Sealed proposals will also be received at the same place by the School Trustees of the Seventh Ward, until 4 o'clock P.M., on Wednesday, April 22, 1896, for making Repairs, Alterations, etc., at Grammar Schools Nos. 12 and 31; also at Primary School No. 36.

JAMES B. MULRY, Chairman, BERNARD GORDON, Secretary, Board of School Trustees, Seventh Ward.

Dated NEW YORK, April 9, 1896.

Piano and specifications may be seen, and blank

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 his sureties for its faithful performance in the sum of Two Thousand Five Hundred (2,500) 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 banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of One Hundred and Twenty-five (125) 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 him or their bid or proposal, or if he or they accept, but do not execute the contract and give the proper security, he or they shall be considered as having abandoned it and as in default to the Corporation, and the contract will be readvertised and relet as provided by law.

O. H. LA GRANGE, JAMES R. SHEFFIELD, AUSTIN E. FORD, Commissioners.

proposals obtained, at the office of the Superintendent of School Buildings, No. 146 Grand street, third floor.

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

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

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

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

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

It is required as a condition precedent to the receipt or consideration of any proposals, that a certified check upon, or a certificate of deposit of, one of the State or National banks or Trust Companies of the City of New York, drawn to the order of the President of this Board, shall accompany the proposal to an amount of not less than three per cent. of such proposal, when said proposal is for or exceeds ten thousand dollars, and to an amount not less than five per cent. of such proposal when said proposal is for an amount under ten thousand dollars; that on demand, within one day after the awarding of the contract by the proper Board of Trustees, the President of the Board will return all the deposits of checks and certificates of deposit made, to the persons making the same, except that made by the person or persons whose bid has been so accepted; and that if the person or persons whose bid has been so accepted shall refuse or neglect, within five days after due notice has been given that the contract is ready for execution, to execute the same, the amount of the deposit or of the check or certificate of deposit made by him or them shall be forfeited to and retained by this Board, not as a penalty, but as liquidated damages for such neglect or refusal, and shall be paid into the City Treasury to the credit of the Sinking Fund of the City of New York; but if the said person or persons whose bid has been so accepted shall execute the contract within the time aforesaid, the amount of his or their deposit of check or certificate of deposit shall be returned to him or them.

#### CORPORATION NOTICE.

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

List 4555, No. 1. Outlet sewer and appurtenances in Bungay street, from Wetmore avenue, to and through One Hundred and Forty-ninth street, Prospect avenue, Kelly street and Wales avenue, to Westchester avenue with branch sewers in One Hundred and Forty-ninth street, between Southern Boulevard and Robbins avenue; Westchester avenue, north side, between Trinity and Forest avenues; Westchester avenue, south side, between Robbins and Wales avenues; Forest avenue, between Westchester avenue and One Hundred and Sixty-third street; Clifton street, between Cauldwell and Robbins and Forest avenues, and in Westchester avenue, between Wales avenue and One Hundred and Fifty-sixth street.

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

No. 1. Both sides of Bungay street, from Amsterdam avenue to the Boulevard.

No. 5. Block bounded by Greenwich and Hudson streets, Bethune and Bank streets.

No. 6. South side of One Hundred and Fifty-eighth street, extending about 477 feet west of Boulevard Lafayette, and west side of Boulevard Lafayette, from One Hundred and Fifty-fifth to One Hundred and Fifty-eighth street.

No. 7. Both sides of Fourth avenue, from Eleventh to Tenth streets.

No. 8. Both sides of One Hundred and Twenty-third street, from Boulevard to Amsterdam avenue.

No. 9. East side of Eleventh avenue, from One Hundred and Eighty-third to One Hundred and Eighty-fifth street.

No. 10. Both sides of Fifth avenue, from Ninth to Tenth street.

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

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation on the 9th day of May, 1896.

THOMAS J. RUSH, Chairman; WILLIAM H. BELLAMY, JOHN W. JACOBUS, EDWARD McCUE, Board of Assessors.

NEW YORK, April 8, 1896.

corner of One Hundred and Twentieth street and Amsterdam avenue.

List 5190, No. 5. Receiving-basin on the southeast corner of Bethune and Greenwich streets.

List 5191, No. 6. Receiving-basin on the south side of One Hundred and Fifty-eighth street, about 477 feet west of Boulevard Lafayette.

List 5193, No. 7. Sewer in Fourth avenue, between Ninth and Eleventh streets.

List 5195, No. 8. Sewer in One Hundred and Twenty-third street, between Boulevard and Amsterdam avenue.

List 5196, No. 9. Sewer in Eleventh avenue, east side, between One Hundred and Eighty-third and One Hundred and Eighty-fifth streets.

List 5197, No. 10. Sewer in Fifth avenue, between Ninth and Tenth streets.

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

No. 1. Both sides of Burling Slip and John street, from Pearl to South street and to the extent of half the block at the intersecting streets.

No. 2. South street, between Clinton and Rutgers streets, on Ward Nos. 2265 to 2273 inclusive; also Ward Nos. 2280 to 2290 inclusive.

No. 3. Both sides of One Hundred and Forty-sixth street, from Boulevard to New York Central and Hudson River Railroad wall, and west side of Boulevard, from One Hundred and Forty-sixth to One Hundred and Forty-seventh street.

No. 4. South side of One Hundred and Twenty-sixth street, from Amsterdam avenue to the Boulevard.

No. 5. Block bounded by Greenwich and Hudson streets, Bethune and Bank streets.

No. 6. South side of One Hundred and Fifty-eighth street, extending about 477 feet west of Boulevard Lafayette, and west side of Boulevard Lafayette, from One Hundred and Fifty-fifth to One Hundred and Fifty-eighth street.

No. 7. Both sides of Fourth avenue, from Eleventh to Tenth streets.

No. 8. Both sides of One Hundred and Twenty-third street, from Boulevard to Amsterdam avenue.

No. 9. East side of Eleventh avenue, from One Hundred and Eighty-third to One Hundred and Eighty-fifth street.

No. 10. Both sides of Fifth avenue, from Ninth to Tenth street.

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

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation on the 9th day of May, 1896.

THOMAS J. RUSH, Chairman; WILLIAM H. BELLAMY, JOHN W. JACOBUS, EDWARD McCUE, Board of Assessors.

NEW YORK, April 8, 1896.

#### POLICE DEPARTMENT.

POLICE DEPARTMENT, NEW YORK, April 10, 1896.

PUBLIC NOTICE IS HEREBY GIVEN THAT three Horses, the property of this Department, will be sold at public auction on Friday, April 24, 1896, at 10 o'clock A.M., by Van Tassell & Kearney, Auctioneers, at their stables, Nos. 130 and 132 East Thirteenth street.

By order of the Board of Police.

WM. H. KIPP, Chief Clerk.

POLICE DEPARTMENT—CITY OF NEW YORK, 1896.

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,

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

First—That we have completed our first partial and separate estimate of damage, embracing all that portion of the Grand Boulevard and Concourse and transverse roads designated as Section 1 and shown as Parcels A, B, C, D, E, F and G, on our damage map, deposited as hereinafter mentioned, and extending from East One Hundred and Sixty-first street to Walnut street, with transverse roads at East One Hundred and Sixty-fifth street, East One Hundred and Sixty-seventh street and East One Hundred and Seventy-first street; and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their objections, in writing, duly verified, to us, at our office, Nos. 90 and 92 West Broadway, ninth floor, in said city, on or before the 20th day of May, 1896; and that we, the said Commissioners, will hear parties so objecting within the ten weeks next after the said 20th day of May, 1896, and for that purpose will be in attendance at our said office on each of said ten days at 10 o'clock A.M.

Second—That the abstract of our said estimate, together with our damage maps, and also all the affidavits, estimates and other documents used by us in making our said estimate, have been deposited in the Bureau of Street Openings in the Law Department of the City of New York, Nos. 90 and 92 West Broadway, ninth floor, in the said city, there to remain until the 21st day of May, 1896.

Third—That pursuant to the provisions of chapter 130 of the Laws of 1895, as amended by chapter 89 of the Laws of 1896, we propose to assess for benefit, which assessment will appear in our last partial and separate abstract of estimate and assessment, all those lots, pieces or parcels of land situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: Northerly by the line separating the City of New York from the City of Yonkers; easterly by the Bronx river and the East river; southerly by the Harlem river, the Bronx Kill and the East river, and westerly by the Hudson river; and the Harlem river, all of which land taken together is known as the Twenty-third Ward and part of the Twenty-fourth Ward, as such territory was annexed to the City of New York by an act of the Legislature designated as chapter 613 of the Laws of 1873, and acts amendatory thereof.

Fourth—That our first partial and separate report herein will be presented to a Special Term of the Supreme Court, Part III., to be held in and for the City and County of New York, at the County Court-house, in the City of New York, on the 5th day of June, 1896, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

DATED NEW YORK, April 18, 1896.  
JAMES A. BLANCHARD, JOHN H. KNOEPPEL, Commissioners.  
WM. R. KEES, Clerk.  
HENRY DE FOREST BALDWIN, Assistant to the Counsel to the Corporation.

In the matter of the application of the Board of Education, by the Counsel to the Corporation of the City of New York, relative to acquiring title by The Mayor, Aldermen and Commonalty of the City of New York, to certain lands on HENRY, OLIVER AND CATHARINE STREETS, in the Fourth Ward of said City, duly selected and approved by said Board as a site for school purposes, under and in pursuance of the provisions of chapter 191 of the Laws of 1888, as amended by chapter 35 of the Laws of 1890.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate in the above-entitled matter, appointed pursuant to the provisions of chapter 191 of the Laws of 1888, as amended by chapter 35 of the Laws of 1890, hereby give notice to the owner or owners, lessee or lessees, parties and persons respectively entitled to or interested in the lands, tenements, hereditaments and premises, title to whom is sought to be acquired in this proceeding, and to all others whom it may concern, to wit:

First—That we have completed our estimate of the loss and damage to the respective owners, lessees, parties and persons interested in the lands or premises affected by this proceeding, or having any interest therein, and have filed a true report or transcript of such estimate in the office of the Board of Education for the inspection of whomsoever it may concern.

Second—That all parties or persons whose rights may be affected by the said estimate, and who may object to the same, or any part thereof, may, within ten days after the first publication of this notice, April 17, 1896, file their objections to such estimate, in writing, with us, at our office, Room No. 2, on the fourth floor of the Staats-Zeitung Building, No. 2 Tryon Row, in said city, on December 18, 1895.

DATED NEW YORK, April 16, 1896.  
FRANCIS M. SCOTT, Counsel to the Corporation, No. 2 Tryon Row, New York City.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements, and hereditaments required for the purpose of opening and extending TELLER AVENUE (although not yet named by proper authority), from Railroad avenue, West, to East One Hundred and Sixty-fourth street, as the same has been heretofore laid out and designated as a first-class street or road in the Twenty-third Ward of the City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate in the above-entitled matter, will be presented to a Special Term of the Supreme Court, to be held in and for the City and County of New York, on the 30th day of April, 1896, at 10:30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon, and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the City and County of New York, there to remain for and during the space of ten days, as required by law.

DATED NEW YORK, April 8, 1896.  
CHARLES D. BURRILL, FRANKLIN BIEN, A. M. DRYFOOS, Commissioners.  
HENRY DE FOREST BALDWIN, Clerk.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to EAST ONE HUNDRED AND SIXTY-THIRD STREET (although not yet named by proper authority), from Brook avenue to Courtlandt avenue, in the Twenty-third Ward of the City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate in the above-entitled matter, will be presented to a Special Term of the Supreme Court, to be held in and for the City and County of New York, on the 30th day of April, 1896, at 10:30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon, and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the City and County of New York, there to remain for and during the space of ten days, as required by law.

DATED NEW YORK, April 8, 1896.  
CHARLES D. BURRILL, FRANKLIN BIEN, A. M. DRYFOOS, Commissioners.  
HENRY DE FOREST BALDWIN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to EAST ONE HUNDRED AND SIXTY-THIRD STREET (although not yet named by proper authority), from Brook avenue to Courtlandt avenue, in the Twenty-third Ward of the City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate in the above-entitled matter, will be presented to a Special Term of the Supreme Court, to be held in and for the City and County of New York, on the 30th day of April, 1896, at 10:30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon, and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the City and County of New York, there to remain for and during the space of ten days, as required by law.

DATED NEW YORK, April 8, 1896.  
FRANCIS M. SCOTT, Counsel to the Corporation, No. 2 Tryon Row, New York City.

Supreme Court, at a Special Term thereof, Part I., to be held in and for the City and County of New York, at the County Court-house, in the City of New York, on the 30th day of April, 1896, at 10:30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon, and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the City and County of New York, there to remain for and during the space of ten days, as required by law.

DATED NEW YORK, April 15, 1896.  
GEORGE E. MOTT, Chairman, JAMES R. TORRANCE, THEODORE WESTON, Commissioners.  
JOHN P. DUNN, Clerk.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening and extending EAST ONE HUNDRED AND SIXTY-THIRD STREET (although not yet named by proper authority), from Morris avenue to Railroad avenue, West, as the same has been heretofore laid out and designated as a first-class street or road in the Twenty-third Ward of the City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate in the above-entitled matter, will be presented to a Special Term of the Supreme Court, to be held in and for the City and County of New York, on the 30th day of April, 1896, at 10:30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon, and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the City and County of New York, there to remain for and during the space of ten days, as required by law.

DATED NEW YORK, April 19, 1896.  
LAWRENCE GODKIN, ROBERT GRIER MONROE, BENJAMIN PERKINS, Commissioners.  
HENRY DE FOREST BALDWIN, Clerk.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to KEPLER AVENUE (although not yet named by proper authority), from Eastchester avenue to Mount Vernon avenue, in the Twenty-fourth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate in the above-entitled matter, will be presented to a Special Term of the Supreme Court, to be held in and for the City and County of New York, on the 30th day of April, 1896, at 10:30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title by The Mayor, Aldermen and Commonalty of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as Kepler avenue, from Eastchester avenue to Mount Vernon avenue, in the Twenty-fourth Ward of the City of New York, being the following described lots, pieces or parcels of land, viz.:

Beginning at a point distant 5,942.93 feet easterly of the eastern line of Tenth avenue, measured at right angles to the same from a point 30,504.99 feet northerly of the southern line of West One Hundred and Fifty-fifth street.

1st. Thence northerly on a line forming an angle of 29 degrees 12 minutes 10 seconds westerly and to the left of the line drawn northerly from the point of beginning and parallel to Tenth avenue for 5,047 feet.

2d. Thence easterly deflecting 68 degrees 11 minutes 55 seconds to the right for 53.85 feet.

3d. Thence southerly deflecting 111 degrees 48 minutes 5 seconds to the right for 1,330.72 feet.

4th. Thence westerly, on the arc of a circle whose radius is 530 feet, for 50.47 feet to the point of beginning.

5th. Thence northerly on a line forming an angle of 37 degrees 6 minutes 17 seconds westerly and to the left of the line drawn northerly through the point of beginning and parallel to Tenth avenue for 1,301 feet.

6th. Thence easterly deflecting 68 degrees 11 minutes 55 seconds to the right for 53.85 feet.

7th. Thence southerly deflecting 111 degrees 48 minutes 5 seconds to the right for 1,330.72 feet.

8th. Thence westerly, on the arc of a circle whose radius is 530 feet, for 50.47 feet to the point of beginning.

9th. Thence northerly on a line forming an angle of 37 degrees 6 minutes 17 seconds westerly and to the left of the line drawn northerly through the point of beginning and parallel to Tenth avenue for 1,301 feet.

10th. Thence easterly deflecting 68 degrees 11 minutes 55 seconds to the right for 53.85 feet.

11th. Thence southerly deflecting 111 degrees 48 minutes 5 seconds to the right for 1,330.72 feet.

12th. Thence westerly, on the arc of a circle whose radius is 530 feet, for 50.47 feet to the point of beginning.

13th. Thence northerly on a line forming an angle of 37 degrees 6 minutes 17 seconds westerly and to the left of the line drawn northerly through the point of beginning and parallel to Tenth avenue for 1,301 feet.

14th. Thence easterly deflecting 68 degrees 11 minutes 55 seconds to the right for 53.85 feet.

15th. Thence southerly deflecting 111 degrees 48 minutes 5 seconds to the right for 1,330.72 feet.

16th. Thence westerly, on the arc of a circle whose radius is 530 feet, for 50.47 feet to the point of beginning.

17th. Thence northerly on a line forming an angle of 37 degrees 6 minutes 17 seconds westerly and to the left of the line drawn northerly through the point of beginning and parallel to Tenth avenue for 1,301 feet.

18th. Thence easterly deflecting 68 degrees 11 minutes 55 seconds to the right for 53.85 feet.

19th. Thence southerly deflecting 111 degrees 48 minutes 5 seconds to the right for 1,330.72 feet.

20th. Thence westerly, on the arc of a circle whose radius is 530 feet, for 50.47 feet to the point of beginning.

21st. Thence northerly on a line forming an angle of 37 degrees 6 minutes 17 seconds westerly and to the left of the line drawn northerly through the point of beginning and parallel to Tenth avenue for 1,301 feet.

22nd. Thence easterly deflecting 68 degrees 11 minutes 55 seconds to the right for 53.85 feet.

23rd. Thence southerly deflecting 111 degrees 48 minutes 5 seconds to the right for 1,330.72 feet.

24th. Thence westerly, on the arc of a circle whose radius is 530 feet, for 50.47 feet to the point of beginning.

25th. Thence northerly on a line forming an angle of 37 degrees 6 minutes 17 seconds westerly and to the left of the line drawn northerly through the point of beginning and parallel to Tenth avenue for 1,301 feet.

26th. Thence easterly deflecting 68 degrees 11 minutes 55 seconds to the right for 53.85 feet.

27th. Thence southerly deflecting 111 degrees 48 minutes 5 seconds to the right for 1,330.72 feet.

28th. Thence westerly, on the arc of a circle whose radius is 530 feet, for 50.47 feet to the point of beginning.

29th. Thence northerly on a line forming an angle of 37 degrees 6 minutes 17 seconds westerly and to the left of the line drawn northerly through the point of beginning and parallel to Tenth avenue for 1,301 feet.

30th. Thence easterly deflecting 68 degrees 11 minutes 55 seconds to the right for 53.85 feet.

31st. Thence southerly deflecting 111 degrees 48 minutes 5 seconds to the right for 1,330.72 feet.

32nd. Thence westerly, on the arc of a circle whose radius is 530 feet, for 50.47 feet to the point of beginning.

33rd. Thence northerly on a line forming an angle of 37 degrees 6 minutes 17 seconds westerly and to the left of the line drawn northerly through the point of beginning and parallel to Tenth avenue for 1,301 feet.

34th. Thence easterly deflecting 68 degrees 11 minutes 55 seconds to the right for 53.85 feet.

35th. Thence southerly deflecting 111 degrees 48 minutes 5 seconds to the right for 1,330.72 feet.

36th. Thence westerly, on the arc of a circle whose radius is 530 feet, for 50.47 feet to the point of beginning.

37th. Thence northerly on a line forming an angle of 37 degrees 6 minutes 17 seconds westerly and to the left of the line drawn northerly through the point of beginning and parallel to Tenth avenue for 1,301 feet.

38th. Thence easterly deflecting 68 degrees 11 minutes 55 seconds to the right for 53.85 feet.

39th. Thence southerly deflecting 111 degrees 48 minutes 5 seconds to the right for 1,330.72 feet.

40th. Thence westerly, on the arc of a circle whose radius is 530 feet, for 50.47 feet to the point of beginning.

41st. Thence northerly on a line forming an angle of 37 degrees 6 minutes 17 seconds westerly and to the left of the line drawn northerly through the point of beginning and parallel to Tenth avenue for 1,301 feet.

42nd. Thence easterly deflecting 68 degrees 11 minutes 55 seconds to the right for 53.85 feet.

43rd. Thence southerly deflecting 111 degrees 48 minutes 5 seconds to the right for 1,330.72 feet.

44th. Thence westerly, on the arc of a circle whose radius is 530 feet, for 50.47 feet to the point of beginning.

45th. Thence northerly on a line forming an angle of 37 degrees 6 minutes 17 seconds westerly and to the left of the line drawn northerly through the point of beginning and parallel to Tenth avenue for 1,301 feet.

46th. Thence easterly deflecting 68 degrees 11 minutes 55 seconds to the right for 53.85 feet.

47th. Thence southerly deflecting 111 degrees 48 minutes 5 seconds to the right for 1,330.72 feet.

48th. Thence westerly, on the arc of a circle whose radius is 530 feet, for 50.47 feet to the point of beginning.

49th. Thence northerly on a line forming an angle of 37 degrees 6 minutes 17 seconds westerly and to the left of the line drawn northerly through the point of beginning and parallel to Tenth avenue for 1,301 feet.

50th. Thence easterly deflecting 68 degrees 11 minutes 55 seconds to the right for

