

THE CITY RECORD.

OFFICIAL JOURNAL.

VOL. XXIV.

NEW YORK, THURSDAY, JANUARY 9, 1896.

NUMBER 6,895.

BOARD OF ALDERMEN.

STATED MEETING.

TUESDAY, January 7, 1896, 11 o'clock A.M. The Board met in Room 16, City Hall.

PRESENT :

Hon. John Jeroloman, President.

John P. Windolph, Vice-President; Aldermen Nicholas T. Brown, William E. Burke, Thomas M. Campbell, William Clancy, Thomas Dwyer, Christian Goetz, Elias Goodman, Frank J. Goodwin, Joseph T. Hackett, Benjamin E. Hall, Jeremiah Kennefick, Francis J. Lantry, Frederick L. Marshall, Robert Muh, John J. Murphy, Andrew A. Noonan, John J. O'Brien, William M. K. Olcott, Charles A. Parker, Rufus R. Randall, Andrew Robinson, Joseph Schilling, Henry L. School, William Tait, Frederick A. Ware, Charles Wines, Collin H. Woodward, Jacob C. Wund.

The minutes of the last meeting were read and approved.

MESSAGES FROM HIS HONOR THE MAYOR.

The President laid before the Board the following message from his Honor the Mayor :
NEW YORK, January 7, 1896.

To the Honorable the Board of Aldermen :

In defining the duties of the Mayor, the first one mentioned by the terms of the Consolidation Act is to communicate to the Common Council at least once a year a general statement of the finances, government and improvements of the City. With this provision I now comply. Here-with you will find a general statement of the financial condition of the City prepared by the Comptroller.

CLASSIFICATION OF BONDED DEBT.	AMOUNTS OUTSTANDING DECEMBER 31, 1894.	ISSUED.	REDEEMED.	AMOUNTS OUTSTANDING DECEMBER 31, 1895.
FUNDED DEBT.				
1. Payable from the Sinking Fund, under ordinances of the Common Council.	\$4,267,200 00	.....	\$1,755,100 00	\$2,512,100 00
2. Payable from the Sinking Fund, under provisions of chapter 383, section 6, Laws of 1878, and section 176, New York City Consolidation Act of 1882.	9,700,000 00	.....	.....	9,700,000 00
3. Payable from the Sinking Fund, under provisions of chapter 383, section 8, Laws of 1878, and section 192, New York City Consolidation Act of 1882, as amended by chapter 178, Laws of 1890.	59,283,892 98	\$11,460,328 14	912,000 00	69,832,221 12
4. Payable from the Sinking Fund, under provisions of chapter 79, Laws of 1889.	9,808,100 00	2,000 00	.....	9,810,100 00
5. Payable from the Sinking Fund, under provisions of the Constitutional Amendment adopted November 4, 1894.	31,637,500 00	2,032,500 00	.....	33,670,000 00
6. Payable from Taxation.	445,000 00	.....	.....	445,000 00
7. Payable from Taxation, under the several statutes authorizing their issue.	49,745,346 05	.....	147,100 00	49,598,246 05
8. Bonds issued for Local Improvements, after June 9, 1890.	8,598,042 29	1,457,387 62	700,000 00	9,355,429 91
9. Debt of the Annexed Territory of Westchester County.	506,000 00	.....	15,500 00	490,500 00
10. Debt of the Annexed Territory, under the provisions of chap. 934, Laws of 1895.	.....	175,000 00	.....	175,000 00
Total Funded Debt.	\$173,991,051 32	\$15,127,215 76	\$3,529,700 00	\$185,588,597 08
TEMPORARY DEBT.				
Revenue Bonds.	591,433 81	1,406,910 78	591,433 81	1,406,910 78
1. Issued under Special Laws.	1,107,600 00	500,000 00	1,677,600 00	.....
2. Issued in anticipation of Taxes of 1894.	20,277,300 00	19,119,700 00	.....	1,157,600 00
3. Issued in anticipation of Taxes of 1895.	.....	.....	.....	.....
Total Bonded Debt.	\$175,690,115 13	\$37,311,426 54	\$24,848,433 81	\$188,153,107 86

SUMMARY.

	December 31, 1894.	December 31, 1895.
Total Funded Debt.	\$173,991,051 32	\$185,588,597 08
Less amount held by Commissioners of the Sinking Fund for the Redemption of Debt—		
Investments.	\$68,642,319 05	\$71,776,437 79
Cash.	1,269,941 45	3,926,649 84
Net Funded Debt.	\$104,078,820 81	\$109,885,599 45

Increase in Net Funded Debt in 1895, \$5,806,688.64.

The following statement shows the amount of Bonds and Stocks issued in 1895, and the purposes for which they were issued :

Dock Bonds, for building docks and slips and improvement of water front.

For Public Buildings, viz.:

School house Bonds.

Sanitary Improvement of School-houses Bonds.

New grounds and buildings for the College of the City of New York.

Armory Bonds.

Criminal Court-house Bonds.

For Seventh District Police Court and Prison and Eleventh Judicial District Court.

For New Municipal Building.

For Metropolitan Museum of Art.

For American Museum of Natural History.

For public building in Crotona Park, for Twenty-third and Twenty-fourth Wards.

For buildings for insane on Ward's Island and at Central Islip.

Fire Department Bonds, for purchasing sites and erecting buildings for Fire Department.

Police Department Bonds, for purchasing sites and erecting buildings for the Police Department.

For Castle Garden in Battery Park, furnishing and equipping for an Aquarium.

For Bridges, viz.:

New York and Brooklyn Bridge Bonds, for improvement of approaches in both cities.

For New East River Bridge.

For bridge over Harlem river, about 1,500 feet north of High Bridge (Washington Bridge).

For bridge over Harlem river at Third avenue.

For bridge over Harlem river at First avenue.

For bridge over Harlem river at One Hundred and Fifty-fifth street (Central or Macomb's Dam Bridge).

To which is to be added—

For Sedgwick and Ogden avenues approach to Macomb's Dam Bridge.

For Jerome avenue approach to Macomb's Dam Bridge.

For bridge over Harlem Ship Canal (Kingbridge).

For New Parks and Improvements to Parks, viz.:

For new parks, Twenty-third and Twenty-fourth Wards and in Westchester County.

For Mulberry Bend Park, acquiring title, etc.

For Washington Bridge Park.

For Riverside Park and Drive, etc.

For Central Park improvements.

For Corlears Hook Park improvements.

For East River Park improvements.

For Morningside Park.

For construction and improvement of parkways and roads in Pelham Park.

For improvement of Cathedral Parkway.

For military parade ground, Van Cortlandt Park.

For improvement of parks, parkways and drives, chapter 11, Laws of 1894.

For Repaving, etc.:

For repaving streets and avenues.

For repaving roads, streets and avenues, Twenty-third and Twenty-fourth Wards.

For repaving Third avenue, from One Hundred and Thirty-eighth street to northern boundary line, Twenty-third Ward.

For repaving Avenue A.

For Extension and Improvement of Water Supply:

Additional Water Stock—For New Aqueduct, etc.

Additional Water Stock—For Sanitary Improvement, etc.

Additional Crot Water Stock—For Increasing Water Supply.

Water-main Stock—For High Service.

Miscellaneous :

For public driveway.	\$902,000 00
For awards, etc., for depressing railroad tracks, Twenty-third and Twenty-fourth Wards.	20,950 00
City Improvement Stock—For Widening and Extending College Place, etc.	778,772 36
Fire-hydrant stock.	50,000 00
For new plant (including electrozone plant, Riker's Island), Department of Street Cleaning.	98,575 00

Assessment Bonds, viz.:

For Street Improvements, general (including \$700,000 reissued).	\$1,000,000 00
For improvement of Park avenue north of One Hundred and Sixth street.	450,000 00
For Fort Washington Ridge road.	5,887 62
For viaduct in One Hundred and Fifty-fifth street, from St. Nicholas place to Macomb's Dam Bridge.	1,500 00

Bonds of the newly annexed district of Westchester County.

Total.

Funded Debt redeemed in 1895.

Increase in Sinking Fund for Redemption of Debt.

Net increase in Funded Debt.

From the above it will be seen that the net funded debt has been increased \$5,806,688.64 during the year 1895.

I will not at this time discuss in detail the finances of the City, as the credit of the City stands as high as any city, state or government in the world, but will later on, in a special message to your Honorable Body, refer to its finances specifically.

The amount of money to be raised by taxation for the year of 1896 is so much larger than in former years, as fixed by the Board of Estimate and Apportionment, that every citizen of our city should know exactly the causes of the increase.

The following table will show it in detail:

Statement Showing the Appropriations Made for the Year 1895, and the Amounts Allowed in the Final Estimate for 1896.

OBJECTS AND PURPOSES.	AMOUNTS ALLOWED IN FINAL ESTIMATE FOR 1895.	AMOUNTS ALLOWED IN FINAL ESTIMATE FOR 1896.
The Mayoralty.	\$27,800 00	\$26,000 00
The Common Council.	88,000 00	88,800 00
The Finance Department.	316,400 00	316,400 00
Interest on City Debt.	5,087,141 63	5,566,597 83
Redemption and Installments of Principal of City Debt.	1,974,143 31	2,989,901 60
State Taxes and Common Schools for the State.	3,554,319 24	6,042,009 92
Rents.	134,707 00	168,073 77
Armories and Drill Rooms—Rents.	17,750 00	

during the past year, more radical than had occurred during a generation before, should have excited much public discussion and have contributed greatly to disturbing lines of demarcation between political parties in purely municipal affairs. However this may be, it is my settled opinion that the City can be best administered upon common-sense, frank, fair and open business principles, and without making public office the mere reward for party service. There is one conclusion, however, that is irresistibly forced upon me, and that is, that however wise may be the enactments of the Legislature in seeking to establish proper methods in administration, or to eliminate improper ones, however careful your own Honorable Body may act within the sphere of your authority along the same lines, it can never be finally established that a model City Government can be brought about, and representative government in so thickly settled a community as this accomplish its best results, without its citizens being actively and continuously interested in public affairs, unwilling to urge appointments or submit to Executive or Departmental authorities propositions that they would not themselves have made or offered had they been in a position of authority. The actual administration of municipal affairs in this city is in the hands of Commissioners, and not in the hands of the Mayor. The duties of these Commissioners and their authority is as clearly defined as is that of the Mayor, and after their appointment the real responsibility of the Mayor ceases. He is properly chargeable, however, and for myself I accept the result of my own exercise of that power, with appointing to these positions men of integrity, ability and a conscientious desire to make the city's interest the first object of their thought. It has been my constant effort to recognize these principles, and to remove what I believe has heretofore been an unwise practice and detrimental in its effect, that is: centralizing all municipal authority in the Mayor, and forcing his appointees to merely reflect and execute his personal desires and policies. This has been one of the most unfortunate results to the City of strict party administrations.

CITY ORDINANCES.

I note with interest that your Honorable Body has already taken up the work of a thorough and careful revision of the City Ordinances, with the assistance of competent counsel. While of no serious import to many of our citizens, the provisions of the ordinances as to the obstruction or nonobstruction of the highways, the licensing of push-carts, the licenses issued through the office of the Mayor's Marshal, and other similar provisions, all affecting thousands of citizens, should and will continue to have your careful consideration.

CIVIL SERVICE.

Among the first appointments made by me were the Civil Service Commissioners. Actuated by a desire to meet strictly the pledges of the platform upon which I was elected, and believing that efficiency of public service and proper departmental administration could only be effected by a change from previous methods, I selected as such Commissioners men who were fully identified with the principles involved and not associated in the active participation of so-called practical politics. The Municipal Board of Civil Service Commissioners is a branch of the State authority, and the rules thereof are first made by the Commissioners, approved by the Mayor, and thereafter sanctioned by the State Civil Service Commission.

In nearly every instance I have followed the recommendations of the Commissioners appointed, and can report to-day that the City of New York leads, in the exactness of its requirements, the grade of its examinations and the care in the selection of appointees, almost every city in the United States.

The City is certainly entitled to employ the best grade of talent for each position that can be obtained for the salary paid therefor, and the only proper means of making such selections, outside of certain exceptions in the nature of confidential service, is through the medium of competitive examinations.

The work of the Civil Service has been a source of much criticism from party journals and party leaders, but I am constrained to believe that the principle of Civil Service has received a marked advance during the past year, and that it has become a substantial and permanent force in municipal administration.

If party service shall be urged as a reason for political preferment, it can only be logically done upon the theory that such service brings about a greater familiarity with municipal government. If this be so, there can then be no objection to submitting to a competitive examination in which those who have not participated in party service must be upon an inequality, and those who have so served must either from such service be best qualified to pass the examinations, or else acknowledge the weakness of their argument for preferment on those grounds.

POLICE DEPARTMENT.

Persistent criticism of the police, charging corruption and failure to impartially enforce the laws, has been carried on in this city for a number of years, and culminated in the official investigation and disclosures of the Lexow Committee.

The evidence thereby adduced disclosed the giving and taking of bribes for preferment in the force itself, the enforcement or non-enforcement of the laws according to the social or political standing of those affected thereby, the oppression of the poor for inability to pay for privileges, and the withholding from others, who could mete out an equivalent in money or influence, rights without such consideration. By whatever course of events such abuses arose, the fact remains that on the 1st of January, 1895, the police were discredited in the eyes of our citizens and sister cities, a belief in their integrity wanting, and public confidence lacking in either their ability or willingness to impartially enforce the law.

The effort of the Police Commissioners during the past year has been to restore discipline in the force itself, and to assure to every member thereof that preferment could be predicated alone upon proper conduct, and then to enforce the laws as they are found upon the statute books. I believe that within the limits of another year the discipline of the force will have been raised to a grade higher than it has been for a quarter of a century, and that law-abiding citizens will respect the enforcement of the law as fully as breakers of the law will fear it.

One of the most difficult problems that faced the Commissioners of Police was the enforcement of the Excise laws, and that for the reasons that the people as a rule were unfamiliar with their exact provisions and had grown accustomed to a kind of enforcement which led them to believe that the laws were different from what their wording showed them to be, or that the abuses of such laws had grown into such a custom that the enforcement thereof was judged, not by what it should be, but by what it has been. However we may differ upon the propriety of the laws upon the statute books, however we may differ upon the nature of Excise legislation, however much our views may vary upon the privileges to be granted on one or another day of the week, the primal principle must be observed that the laws enacted must be enforced until they are repealed. In no other way can a police force be properly organized, disciplined and maintained, and in no other manner can law and order be established and maintained in a crowded community, or otherwise. The enforcement of the laws, therefore, is a necessity both for good order under a properly drawn law, or the establishment of a public sentiment that will repeal an unnecessarily oppressive one.

Personally I do not believe that the enforcement of our Excise laws will ever fail to breed more or less discontent until the question of the Sunday opening of the saloons is established by a vote of the people themselves, and I would gladly see the question submitted for decision at the polls at a time other than that of general elections as to whether or not the people desire the opening of the saloons on Sunday, and if they do so desire it, what period of that day shall be allowed for such purpose. And in the consideration of this subject I am frank to say that it is a question upon which people honestly and intelligently differ. Within the last half century the character of our population has rapidly and radically changed. There is a varied large element among us to whom the use of certain beverages means, not dissipation, but proper indulgence. And there are those again with whom such use would not amount to an abuse, and who certainly have a right to have their desires passed upon at a general election where a consensus of the opinion of our entire community may be taken, and where for once a question of Excise may be settled without being made the football of political parties or legislative manipulation. In any event, it is fully established to me that a proper enforcement of the Excise laws without undue harshness, and without a degree of disturbance, which would defeat the very purpose of their enforcement, cannot be had unless there is behind it a majority sentiment of our intelligent and thoughtful citizens.

I do not believe that the most healthful enforcement of the law can be had, however great may appear the necessity therefor, by the employment of a system of espionage that creates suspicion either as to its fairness or the manner in which it is exercised. So far as the Executive branch of the City Government is concerned, I shall uphold the Police Commissioners in their endeavor to enforce the laws upon the statute book, and will render my full assistance in the modifications of any whose utility, necessity or usefulness has been disproved. The passage of laws by legislative authority and the failure of the enforcement by Executive authority, while it may breed disorder in smaller communities, will certainly breed anarchy in densely populated ones.

Another source of public discussion has arisen from an enforcement of the ordinances of the Common Council, entailing unnecessary hardship, and the enforcement of which had been so lax in years preceding that the poorer and more ignorant people were entirely unconscious that such provisions existed at all. I regret the more the hardships and inconveniences thus placed upon the poor who are least able to bear them, and to many of them it meant the loss of a living; but the same rule applies to the enforcement of the ordinances as it does to that of the statutes, and this matter is, therefore, also commended to your most serious attention.

HEALTH DEPARTMENT.

During the past year no epidemic has appeared in this city, and the number of deaths from contagious and communicable diseases was less than in former years. From the most dreaded of contagious diseases, typhus fever and small-pox, this city has been practically free, no case of the former having appeared during the entire year, and no case of the latter since April 27 last.

Special attention has been given by the Board of Health during the past year to the care and prevention of pulmonary consumption. The disease being communicable, reports of cases have been required from hospitals and public institutions, and have been requested from practising physicians.

To the introduction of diphtheria anti-toxine, its production by the Board of Health, and its use in this city during the present year, may be attributed the decrease in the mortality from that disease. This remedy is furnished without charge to the hospitals, the public and charitable institutions, and to the poor of the city, and the extensive employment of bacteriological examinations by the Health Department, in diphtheria as well as tuberculosis, has contributed materially to the efficiency and success of the measures adopted by the Board of Health for the management and prevention of this disease.

The milk supply of the city is hardly second in importance to the water supply in promoting the health and comfort of the people, and the adulteration of this indispensable article of food for the young has been a common offense. A special appropriation was made in August for the employment of additional Milk Inspectors, and the Health Department was enjoined to spare no effort to detect violators of the law governing the sale of milk. The Police Magistrates, by imposing heavy fines, and in some cases imprisonment, upon persons convicted of selling adulterated milk greatly aided and encouraged the Board of Health in its efforts to improve the milk supply, and it is believed that a great reform has already been accomplished in this particular. No relaxation in the work of detecting, arresting and punishing this class of offenders will be tolerated.

The semi-annual inspection of tenement-houses required by law was completed by the Board of Health in 1895, an additional number of Sanitary Inspectors, provided for by the Tenement-House Act, enabling the Board to make this inspection more thorough and valuable than in former years. Over thirty-two thousand orders have been issued by the Board of Health in 1895 upon the owners of tenement-houses and of other premises where unsanitary conditions were discovered. The sanitary condition of the habitations of the poor deserve the most efficient care and attention from public authorities. Such has been had in the past and will be continued in the future.

Deeming it important for statistical and other purposes that the *actual population* of the city should be ascertained, a census was ordered in April last, and was taken by the police officers, and the results were carefully compiled under the direction of the President of the Board of Health. This census is approximately correct, and the total population of the city at that time was 1,851,060. The population of the city was increased June 1st about 16,000 by the annexation of towns of Westchester County. Adding the increase since April, based upon the average increase of population for several years, the Health Department estimates the population of this city January 1, 1896, at 1,907,795.

The number of deaths in the city from all causes in 1895 was 43,419, and the number of marriages recorded in the Bureau of Records of the Health Department was 20,612, and the number of births 53,731. The death rate for the year was 23.15 per 1,000, the average death rate for the last ten years being 25.26 per 1,000.

STREET CLEANING DEPARTMENT.

One of the most fruitful results of purely political methods and subserviency of public interest to other considerations was found in the care of the public streets. The condition of the City's thoroughfares, especially on the east and west sides in the more thickly populated districts, was a disgrace to the City, a menace to the public health, and a continual encroachment upon the rights of the people in those localities, which, coupled with the obstruction of the streets by making them a storehouse for trucks and the breeding place for crime and nuisance, made the lives of many of our citizens miserable indeed. A redeeming circumstance alone was found in the fact that a few of the main thoroughfares in the central part of the city were kept rigidly clean. Within the current year there has been a radical change, not only in the methods of administration, but in the actual results obtained. From the streets have been removed the trucks, to the number of about 60,000, and sufficient room has been discovered for their housing despite the charge maintained during a number of years that this result was impossible of accomplishment. The streets have been made and are kept clean, the public health has been improved, and the decrease in the mortality rate has been greater during the year 1895 than it was in the last ten years by about two per cent. per thousand, brought about largely, I believe, through the joint efforts of the Health and Street Cleaning Departments by virtue of the change. Under the authority allowed to preserve the public health, additional money was expended during the past year in the cleaning of the streets. A substantial addition to the appropriation for next year has been made for this Department, for the reason that the plant and stock need replenishing; that the final solution for the disposition of garbage and products of the streets remains yet to be worked out; and for the further fact of the difference of cost of money between claiming to clean the streets of New York and actually doing so; and that the first object to be established is that they shall be made clean and kept clean, and that thereafter in the accomplishment of these absolutely necessary requisites the expense shall be kept down as far as possible.

So much has been said about the enormous outlay made by the Department of Street Cleaning in 1895, as compared with previous years, that it may be worth while to give some statistics on the subject.

In 1894, Commissioner Andrews spent \$2,226,419.49. This was on the basis of \$600 per year for the pay of workmen. In 1895, Commissioner Waring spent, on the basis of the same rate of wages, \$2,369,926.99, being an excess for 1895 of \$143,507.50. Of this, \$29,227 was due to an increase in the rate of hiring Barney dumping-boats, from \$23 to \$30 per day each, making the actual increase in the cost of the work of cleaning the streets—assuming the same rate of wages to have been paid—\$114,280.50.

The above account does not include "Snow and Ice" and "New Stock," because these are accidental and not comparable. Commissioner Andrews spent in 1894, \$69,155.09 for "Snow and Ice" and \$74,987.63 for "New Stock." Commissioner Waring spent in 1895, \$217,836.78 for "Snow and Ice" and \$85,520.51 for "New Stock."

It is believed that the better condition of the streets secured in 1895 was due largely to the better discipline and increased efficiency which were made possible by the absolute removal of the Department from the reach of politics.

The amount authorized to be provided for the work of the Department by the Board of Health was \$483,831.96. Of that there has been spent \$367,275.

COURTS OF SPECIAL SESSIONS AND CITY MAGISTRATES.

At the last session of the Legislature the Police Courts and the Court of Special Sessions were abolished and the present Court of Special Sessions and City Magistrates' Courts formed. The workings of these courts are of immense importance to the poorer classes, and the authority of the Magistrates and Justices almost unlimited, and in many cases errors of judgment on their part are without remedy. Following the intent of the Legislature, and with full consciousness of the abuses that had heretofore existed, it was my especial care to appoint only those men to these positions who were of unquestioned integrity, of even-handed justice, and who were actuated by a desire to mete out impartial justice to all brought before them. The question of political preferment was not made a basis for selection, and the spirit of the law was distinctly followed out in appointing only those who were members of the bar, for the purpose prescribed in the statute. These courts went into effect on the 1st day of July last. On the 2d day of July the Court of Special Sessions proceeded to transact the business for which it was organized.

Under chapter 601 of the Laws of 1895 there was transferred to this court all the unfinished business of the former Court of Special Sessions, together with the records of the proceedings of that court. A speedy examination of the records of the old court disclosed that there were pending and untried 1,194 cases. Since July 1 up to and including December 17, there were received 6,543 cases, and of these 5,561 have been tried or otherwise disposed of, and 875 have been removed to General Sessions, leaving on the day last mentioned pending in the present Court of Special Sessions 1,301 cases, and many of the cases thus disposed of embraced those that were upon the calendar of the previous Court of Special Sessions.

It has been the practice of the Court to give preference to prison cases, so that persons in the Tombs have had a speedy trial, and there is no accumulation of untried cases of that nature. Since July, 1 up to and including November 30, there has been collected by this Court fines to the amount of \$54,348.50, which amount has been paid to the City Chamberlain. It is safe to estimate that from July 1, 1895, to January 1, 1896, there will have been collected in fines amounts to exceed \$60,000. The expenses for salaries for Justices and employees from July 1 to December 1 have been \$27,719.74. Including certain outstanding liabilities for contingent expenses, for which no appropriation has been made, and salaries up to the month of December, the total expenses of the Court for the first six months aggregate \$34,174.34. The work of this Court as thus disclosed, and with which every intelligent citizen is familiar, should be a source of satisfaction to our citizens generally, and a cause of justification of the recent legislative enactments.

The Court of City Magistrates was organized at the time prescribed by the Legislature, and has continuously since and with commendable intelligence and diligence pursued its duties. The statistical year established in 1873 ended October 31. The law which compelled previous reports being in full force, the Board of City Magistrates, having custody of all the records, decided to compile a report for another year, so as to continue the series of reports provided by the statute. The annual report of that court is therefore No. 22 in the series, covering the period from November 1, 1894, to October 31, 1895, the first eight months of which the courts were presided over by Police Justices and the remaining four by City Magistrates. The total number of cases brought before the courts for the year ending October 31 was 112,719, an increase of 11,099 over the preceding year. Of the total number arrested 71,134 were arraigned before Police Justices and 41,585 before the City Magistrates. Of those arrested 91,033 were males and 21,686 females. Of the numbers referred to 74,566 were held for trial, convicted or committed. Upon investigation it appears that in the Police Courts 38,153 were discharged. The increase in the number arrested over the previous year is not so large as was the increase of 1894 over 1893, which was 16,258, but there was a considerable increase in the number of persons arrested for violating the Corporation Ordinances. During the year 10,270 persons were arrested upon those charges as against 3,540 for the year 1894, being an increase of 6,722. This is accounted for by the enforcement of an act of the Legislature giving the Police Magistrates jurisdiction to dispose of cases summarily instead of holding them for trial for Special Sessions, which act went into effect April 4 last. The summary jurisdiction of the Magistrates covered the largest proportion of the arrests made. Out of the total number of arrests made 82,494 cases were disposed of summarily, leaving

30,215 cases which, if held, required trial either at General or Special Sessions. Of the cases summarily disposed of 3,077 were commitments to reformatory institutions, of which number 1,899 were males and 1,178 were females. Of the fines imposed \$46,766 were paid into the courts and \$19,067 were paid to the Wardens of the City Prison after commitment, making a total of \$65,833 and being an increase of \$20,632 over the preceding year. These results were again largely due to the summary powers of the Magistrates above referred to.

Much embarrassment was experienced in the courts for want of an authentic edition of the ordinances. Arrests were made for violation of City Ordinances which have been passed from time to time, and not contained in an authorized edition of the ordinances available to the Justices at the time the cases were heard, and it follows, therefore, that the discharge of prisoners is sometimes the cause of criticism upon the presiding Magistrate for not upholding the law and not aiding in its enforcement. I voice the opinion of the Magistrates in seeking a speedy and thorough revision and codification of the ordinances, and the insertion of a provision that there be furnished at once to these various courts, promptly upon their passage, a certified copy of every ordinance, a violation of which may be followed by a police arrest. The enforcement of some of these ordinances is not infrequently attended with needless hardship. Such, for instance, as arrests after the courts have closed for the day of a push-cart peddler, the driver of a wagon after sundown without the required light, or the rider of a bicycle for the same offense. Unless bail can be given the arrested person must be held in custody over night, or, if it can be furnished, until the bondsman is found. The Board of City Magistrates suggests that the Legislature be memorialized to enact an amendment to section 554 of the Code of Civil Procedure, authorizing a captain or sergeant of police, in such case, to accept a personal undertaking equal to or double the fine that can be imposed as security, by the deposit of an equal amount in money, or of property, or of both.

From this brief resume, it must be apparent how vitally essential it is that these courts should be administered wisely, prudently, and with a due appreciation of the rights of all citizens, poor or rich, and yet with a sufficient strictness to insure that the laws shall be obeyed and respected.

In the enforcement of strict justice in these courts one particularly important benefit has been conferred upon the people.

In the matter of Excise arrests, the efforts of the police have been supplemented by Judicial action, with the result that the laws are better enforced than ever before in the history of the city, and the time is past when those engaged in the liquor traffic are insured an immunity different from other citizens by virtue of their political affiliations or other personal influence.

FIRE DEPARTMENT.

The condition of the Department on the 1st of January last was as follows:

The entire personnel numbered 1,359. The active fire extinguishing force numbered 1,125, distributed among 56 land steam fire-engine companies, of which 9 were so-called double companies, equipped with two sets of apparatus and horses. There were, at the same time, three fire-boat engine companies and 22 hook and ladder companies, of which one was a double company, also equipped with two sets of apparatus and horses. Attached to the above companies were three water-towers. Since the 1st of January, 1895, one land steam fire-engine company has been organized and located in East One Hundred and Thirty-seventh street, near Willis avenue.

The number of fires which have occurred up to December 12 last were 3,608, and the estimated loss is about \$2,800,000, indicating that the number of fires and the loss will be somewhat less for the entire year than 1894.

Owing to the additions to the City's territory by the recent annexation acts, and the necessity for extending the present fire system to those localities, in some of which there has previously been volunteer associations, the Board of Estimate and Apportionment has allowed an increase of \$260,934 to this Department. With this amount it is hoped to increase not only the efficiency of the force in the territory originally covered, making certain necessary improvements therein, but also to meet for the present the requirements of the Annexed District.

In many parts of the new section the water pressure in the mains has been found to be so strong that it is believed, for the present at least, engines can be dispensed with, and hose-wagons, with perhaps two chemical engine attachments, used in lieu.

During the coming year a number of permanent improvements are in contemplation, among them being the building of new apparatus houses in sections of the city in which, by reason of their rapid growth, more protection is absolutely necessary. In the following cases the sites for this purpose have been acquired and are the property of the City, held for this Department. The locations referred to are as follows:

Forest avenue, near Clifton street.
Grand avenue, near Woodlawn Heights.
One Hundred and Fortieth street, near Amsterdam avenue.
One Hundred and Seventieth street and Audubon avenue, and
Forty-third street, between Fifth and Sixth avenues.

Recent conflagrations on the upper end of Manhattan Island have called attention to the inadequacy of the water-front protection along the Hudson, Harlem, East rivers and Westchester shores. The increase of navigation since the completion of the Ship Canal and the growth of manufactures, warehouses, railroad and food depots, lumber and other industries upon which thousands depend for a livelihood, bring with them a demand for a re-enforcement of our land service by an additional fire-boat.

The records of the Fire-alarm Telegraph Service show the following:

The entire number of street boxes is.....	880
In public schools.....	131
In City institutions.....	27
Making.....	1,138
Street boxes connected with underground system.....	497
Buildings connected with underground system.....	60
Public schools connected with underground system.....	30
Hospitals connected with underground system.....	5
	592

There are now in the subways 108 1/4 miles of cables, aggregating 964 miles of conductors; 26 1/4 miles of underground subsidiary ducts have been constructed by the Department. It is important that the work of putting electrical conductors underground should be continued, together with the finishing of the larger part of the uncompleted portion of the city south of One Hundred and Thirty-seventh street.

The new Bureau of Electrical Appliances, having the enforcement of the law regarding the insulation of electrical plants within the buildings of the city, has been put into operation and systematized, and the work of inspection is being carried out, from which it is expected much good will come in preventing fires caused by poor workmanship in the installation of electrical appliances, which has been a great menace to life and property.

Concessions of an important character have been made whereby citizens may have auxiliary fire-alarm boxes placed in buildings where direct connections are required. By chapter 247 of the Laws of 1894, without extortions to the owners, a small contribution to our Relief Fund is secured, and good results are confidently anticipated.

DEPARTMENT OF BUILDINGS.

To insure against loss of life from defective construction, to facilitate the work of architects and builders, and to establish careful and intelligent inspection, the work of the Department of Buildings is of immense concern in the city's growth and welfare. To guarantee these results, as far as possible, an increased appropriation of \$60,300 over that of last year has been granted by the Board of Estimate and Apportionment to the Department of Buildings. The operations of this Department from January 1st to December 1st, the present Superintendent having taken office on March 25th, are summarized as follows:

Plans filed for new buildings.....	2,029
Estimated cost.....	\$77,979,432 00
Plans filed for alterations to buildings.....	1,885
Estimated cost.....	\$8,781,694 00
Unsafe buildings reported.....	2,282
Unsafe building notices issued.....	4,349
Violations reported.....	5,178
Violation notices issued.....	6,375
Fire-escape cases reported.....	2,054
Fire-escape notices issued.....	2,961
Plans received.....	6,361
Iron beams, columns, lintels, girders, etc., examined.....	92,906
Cases forwarded to the Department Attorney for prosecution.....	4,473
New buildings and alterations in progress.....	2,908

AQUEDUCT COMMISSION.

The importance of a pure and wholesome water supply to the citizens of New York as a matter of health as well as comfort, is of such vital moment that I submit herewith facts in some detail that it may become a matter of general information. The work of the Aqueduct Commission and its general bearing upon the welfare of our citizens should be fully understood.

The labors of the Commission during the past year have been confined mainly to the extension of the storage system. Titicus Dam, near Purdy's Station, has been completed at a cost, exclusive of the land taken, of \$970,329.11, and four thousand million gallons have been stored in the adjacent reservoir, an addition of more than twenty per cent. of the whole storage available theretofore, of great service during the dry seasons of the last year. The two Carmel Dams have been finished, the main one at a cost of \$403,241.64, and the auxiliary dam at an approximate cost of \$155,000. The reservoir thus formed by these two dams will contain about ten thousand million gallons. In August last the contract for the construction of the Jerome Park Reservoir was awarded for

\$5,473,060. The excavation necessary for this extensive structure will require seven years for completion. The main work cannot be conducted on a large scale before spring of the present year. On the construction of the New Croton Dam, begun at the end of 1892, \$273,000 has been expended during the year 1895. The additional storage expected upon the completion of this dam is thirty-two thousand million gallons, which, when procured, will make the total storage now contemplated more than seventy thousand million gallons.

The total expenditure incurred by the Aqueduct Commissioners for the work of construction during the year amounted, on November 30, to \$530,000, and on January 1, approximately, to \$582,000.

Surveys have already been made for the Jerome Park Reservoir and of the extensive territory to be covered by the new Croton Reservoir, and the usual sanitary inspection continued over all of the lands controlled by the Aqueduct Commissioners.

With the completion of the upper dam referred to, the work remaining to be done by the Aqueduct Commissioners consists mainly of the new Croton Dam and Reservoir and the Jerome Park Reservoir.

The consumption of water in New York during the last five years has been beyond what was estimated, there having been an increase from one hundred and ten million gallons per day in 1890, before the New Aqueduct was put into service, to over two hundred million gallons per day in 1895. In view of the amount of waste and the increased demand from a growth of population, it may not be too early to consider the questions to be met in a more remote future. It is nearly twenty-five years since the question was first raised as to the insufficiency of the supply furnished by the Old Aqueduct. Before 1880, surveys and reports were made by the Commissioner of Public Works affecting the availability of a portion of the Housatonic river. In 1883, the present Aqueduct Act was passed, and the system of storage of the new supply is not yet completed.

The Aqueduct Commissioners believe that it would be advisable to make such surveys as they would find necessary to obtain and leave in the records of the City such information as would bear on the above questions.

I strongly recommend this course.

DEPARTMENT OF DOCKS.

Vitally connected with the commercial supremacy of New York is the management of her public docks, facilitating the handling of enormous quantities of merchandise landed here for general distribution throughout the country; for the shipment of our own products and the handling of the millions of passengers upon our ferries and steamship lines. This department, therefore, is one of the most important of the Municipality.

The total gross income received by the City from this Department for the calendar year 1895, the month of December estimated, was \$2,025,527.45. The total expenditures during the same year were \$993,262.42, of which amount \$246,307.09 went for acquired property, \$453,046.68 in the work of construction, \$217,836.19 for the maintenance and repair along the whole water-front belonging to the City, and \$78,073.46 was charged to the annual expense account for maintenance of office, salaries, etc.

Compared with the year 1894 the revenue of the Dock Department shows an increase of \$122,148.82, while the disbursements for the same period show a decrease of \$84,418.68.

For the year 1894 the disbursements amounted to \$76,303.47 in excess of the receipts, while for the year last past the receipts were \$1,030,264.03 in excess of disbursements.

The total revenue of the Department of Docks from leased wharves and wharfage since the organization of such Department May 1, 1870, to December 31, 1895, amounted to \$28,395,686.63, while for the same period the expenditures were \$27,683,685.31. It follows, therefore, that the revenues of the Department deposited to the credit of the Sinking Fund for the Redemption of the City Debt exceeds by \$1,342,686.63 the amount of dock bonds issued for the purchase of wharf property, construction of piers, bulkheads and other expenditures necessary to the proper administration of the Department, the amount of bonds issued in that period being \$27,053,000. The Department has, therefore, been more than self-sustaining.

During the year 1895 the Department of Docks constructed three new piers, and 245 feet of bulkhead or river-wall has been built under its supervision. The Counsel to the Corporation is rendering full assistance to the department in hastening the proceedings for the acquisition of wharf property along the North river, between West Eleventh and Gansevoort streets, to enable the Department to build six new modern piers for the accommodation of the largest ships engaged in transatlantic traffic. As soon as the Department is put in possession of the property the work will be pushed as speedily as possible to completion.

Careful attention is being given to the unimproved condition of the water-front on the East river. Three Consulting Engineers have been appointed to review the improvements generally of the water-front of the City, and to submit with their report such suggestions as may be for the betterment of such plans with a view to securing the greatest usefulness of the water-front of the City. The Dock Commissioners are also considering plans for the construction of a combined pier and fire-proof warehouse for the more speedy and economical unloading and loading of vessels, and transferring of freight to ships, storehouses, cars and other vehicles which, if adopted, it is believed will increase the efficiency, value and earning power of the City's water-front property, facilitate and cheapen the handling of freight, increase commerce and retain at this port trade which a lack of facility would otherwise cause to be diverted to other cities, to our loss and injury.

Feeling the interest taken therein by your Honorable Board, the Dock Commissioners are further considering the erection of piers with upper stories for the public use of the inhabitants of the city, by setting them apart for recreation purposes, as permitted and provided for in chapter 208 of the Laws of 1892. The Board has set aside the northerly side of Pier, new 82, foot of West Fifty-second street, and the southerly side of Pier, new 84, foot of West Fifty-fourth street, and the bulkhead between on the North river, and appropriated the same to the sole use of canal boats on and after the 15th of March, 1895, to facilitate the unloading of the cargoes brought in canal boats and to save the expense necessitated by towing the same around the Battery, with its consequent inconvenience and frequent danger to shipping.

BOARD OF EDUCATION.

The school system of New York is at once its pride and safety. More than upon statute, ordinance or police regulation must we rely upon the intelligence of our citizens to promote the public welfare. At this chief point of entry for immigration, with almost every nationality represented among our citizens, with more papers published in foreign languages than in any city in the United States, the first and most jealous care should be given to our school system.

There are under the jurisdiction of the Board of Education three hundred and thirty-one schools and departments—two hundred and fifty-four Grammar and Primary, twenty-seven Evening, four Evening High, one Nautical and forty-five Corporate. During the last year there were organized ten Grammar and Primary Schools and Departments, one Evening School, and by the annexation from Westchester County ten Grammar and Primary Schools and Departments come within the jurisdiction of our Board of Education.

Manual training has been introduced into two more schools, and kindergarten classes organized in three more than in the year preceding the last. I note with especial satisfaction that the number of these schools and classes will be increased during the present year, and that the beneficial effects of our educational system will start with the very youngest children, at a time when they are most receptive and amenable to wholesome influence.

The standard of the Evening High Schools has been raised. Notwithstanding an increased number of seats in some school buildings, permitting an increased attendance in Grammar and Primary Schools, there is an absolute necessity for more school accommodations. This is the natural result of the growth of the population and the enforcement of the new Compulsory Education Act. On November 30, 1894, the number of pupils registered was 184,381, with an average attendance of 174,101. There were ten thousand more on the school register at the end of November, 1895, than on the same day in the preceding year, a fact worthy of particular gratification.

I concur in the opinion of the Board of Education that the Nautical School should become a State institution rather than a part of the system of New York City. A very large proportion of the applicants for admission to such school come from outside of the city, and from the very nature of the instruction, with the possible effect it may have, makes it, while a proper branch of education, a portion of the State rather than of Municipal function.

On January 1, 1895, there were under construction fifteen new school buildings and annexes to increase the seating accommodations of the Public Schools of New York City. Since that date contracts for two new school buildings have been let, making a total of seventeen contracts for the year. Of this number fourteen have been completed, which, with the last building fitted up, gives a total increased seating accommodation in the Public Schools for the year 1895 of 17,041.

I have thus particularized regarding our schools because it is my intention to facilitate in every way possible the work of the Board of Education; and I am pleased to say that the members of the Board of Estimate and Apportionment realize the importance of this branch of our City administration and have, by the appropriation voted, evidenced an intention not only to keep in proper repair all the City school property, but to furnish additional facilities as speedily and thoroughly as practicable. Our schools are the corner-stone of good citizenship.

During the present year women have been appointed as Inspectors of Public Schools, and in each of the school districts two of the three Inspectors are now women. There has also been a woman chosen as a Trustee. The results of these innovations have been most flattering, and it is proper to remark that the fidelity and care with which the women so chosen have followed out their official duties are worthy of the highest emulation.

DEPARTMENT OF PUBLIC CHARITIES, AND DEPARTMENT OF CORRECTION.

On the first of this month the provisions of the statute passed at the last session of the Legislature went into effect, dividing the then existing Department of Charities and Correction into two separate departments, to be known as the Department of Public Charities, and the Department of Correction. Provision was made for three Commissioners of Public Charities and for one Commissioner of Correction. These appointments have already been made. I am quite sure that our citizens generally do not appreciate the magnitude of the present departments referred to, or the

work imposed upon the former Department of Charities and Correction. The management of the City Prisons, the care of the insane and paupers, and the care of the Penitentiary, together with the hospitals, covers already about 17,000 people, when originally not a quarter of that number was in contemplation. The condition of our City Prisons, to speak broadly, is execrable, and the accommodations in the Almshouse and Workhouse insufficient, inadequate and incomprehensible, while overcrowding is a startling characteristic of the Penitentiary. The division of the Charities and Correction and the increased appropriations for these Departments is proper and necessary, and will, I believe, obviate many of the criticisms heretofore properly passed thereon, and it is my purpose during the present year, and after sufficient experiment has been had, to address you specifically on these Departments, and at greater length than I can in this present communication.

PARK DEPARTMENT.

The system of public parks in the City of New York is worthy of careful consideration by every citizen, whether for those who use them as a luxury, for driving, and view them from a point of municipal pride, or by the poorer classes, to whom they are a necessity and for whom they furnish the only means of wholesome and healthful enjoyment. With the recently added parks the city now has a park area of 5,185 1/4 acres. It is the intention of the Park Commissioners to have a topographical survey made as soon as possible and a general scheme for the improvement of these parks prepared, and meanwhile not to commence any extensive system of repairs for fear that they might not harmonize with the general scheme when completed.

Particular attention will be given to the smaller parks, which are so largely used, and no pains will be spared to make them as attractive as the larger areas, and kept in the same careful condition, and it is believed that if such a policy is carried out, those who use the parks will respect the efforts of the Commissioners, and that depredations heretofore complained of will cease. So far the sum of \$200,000 has been spent in fixing up the Aquarium at the Battery. Many of the tanks were found to be of insufficient strength when filled with water, and new ones must be ordered.

It will cost about \$40,000 to complete the work, which the Commissioners expect to accomplish by July 1 next.

The most important unfinished work before the Board, awaiting consideration, is the dispute as to the defective work on the Harlem River Driveway and that just referred to at the Aquarium. Regarding the Driveway, three Expert Engineers have been appointed with directions to make a prompt examination of the defective work and report to the Board their conclusions on or about the 20th of January next. The new Corlears Hook Park in the Seventh Ward, comprising eight acres, has been improved, opening to the people of that section a spacious and healthful breathing place. A public overlook is now building, which will give an extended view of the East river. This park has a frontage of 600 feet on said river. The work is about to be put under contract for improving the new park in the Sixth Ward, known as Mulberry Bend Park. Important improvements have been made and are now being made in Central Park, with which those who use the Park are abundantly familiar. On Riverside Park retaining walls are being built from Ninety-sixth to One Hundred and Twenty-ninth street, and an improvement of the unfinished operations between Seventy-ninth and One Hundred and Twenty-ninth street has been planned, and is now being put under contract. Other parks and driveways, provided by recent legislation, are in satisfactory course of construction.

COMMISSIONERSHIP OF JURORS.

The impaneling of intelligent, capable jurors, and the willingness of citizens to serve, is of vital moment to a successful administration of justice. During the past few years the exemptions from jury duty have been increased in number by legislative enactment. The unwillingness of many to fulfill this duty when imposed upon them has seriously impaired the efficiency of our jurors and increased the relatively small number who are annually called upon to serve.

In 1884, 6,139 names were added to the list of eligible jurors; during 1895, up to December 15, 7,694 names were added. The number of enrollment notices served in 1894 was 48,549; the number of enrollment notices sent out in 1895, up to December 15, was 82,964.

Constant complaint has been made to the Commissioner of Jurors about the frequency with which our citizens are called upon to serve in this capacity. The matter has become one of discussion in the public prints and by eminent lawyers. The work of our courts must not be impeded for want of jurors, and those citizens who are willing to serve should not be unduly inconvenienced by the unwillingness of others to meet the plain requirements of public duty. As one source of relief, the effort is now being made to secure a sufficient number of good men to swell the list of jurors from forty to fifty thousand, to the end that jurors may be called upon once in two years instead of annually. The Bar Association has appointed a committee to devise ways and means to improve the jury system, which committee has been in frequent consultation with the Commissioner of Jurors, with the result that the following suggestions will be submitted for legislative enactment.

(1) The calling of jurors to serve once in two years, instead of annually; (2) notices for jurors to be served by the Commissioner of Jurors and not by the Sheriff; (3) requirements of personal service of the notices to appear; (4) the payment of all jurors through the office of the Commissioner of Jurors, and not by the Clerks of the several courts; (5) conforming of the jury year to the calendar year, and the centring of any work of selecting and impaneling jurors in the office of the Commissioner, which office was framed for that purpose, so far as it can be done without inconveniencing the Judges themselves.

A change has been made during the current year in the Civil District Courts, to conform directly to the provisions of the Consolidation Act, which requires that petit jurors in these courts shall be selected from a list of jurors prepared by the Commissioner of Jurors, and not by the Civil District Judges themselves.

Debtors and creditors have a right, under the laws, to have their differences of fact determined by the most intelligent jurors that can be obtained from among our citizens, and the confidence of our people will be shaken in the proper administration of justice if what has been so aptly called "The bulwark of our liberties" shall not receive careful attention from the Legislature, and the requirements of the law met as a public duty.

CIVIL DISTRICT COURTS.

These courts, the result of a natural growth, should tend to meet the wants and requirements of the poorer classes in the matter of cases of small jurisdiction, and are in many cases a source of oppression, owing to the present method of executing writs issued from those courts. The Mayor is empowered to appoint thirty-seven City Marshals, with terms co-extensive with those of Commissioners, and over whom he has absolutely no authority of removal, no matter with what dereliction they might be charged. Redress has only been possible heretofore in the Court of Common Pleas in proceedings for the removal of the Marshal, and can only be accomplished hereafter in the Supreme Court in similar proceedings.

The amounts involved in any failure of duty by these Marshals are necessarily small, and the litigants poor, and they are therefore practically without remedy. I suggest for your consideration, with a view to seeking relief from the Legislature therefor, that either the Mayor should be given power of removal over those particular appointees or else the Marshals, if it can be done, should be made a part of the Sheriff's Office, and by that officer of the County assigned to the various courts and made responsible to him, as he, by virtue of his heavy bond, is responsible to those with whom he has official dealings. In any event, I think that the Marshals should be placed upon a salary, that the fees now received by them should be turned into the City, and that in many cases the fees can properly be reduced and yet yield an income sufficient to pay the salaries of the Marshals and relieve the poor from some fees that are now exorbitant and unnecessary.

INSPECTORS AND SEALERS OF WEIGHTS AND MEASURES.

Article 40 of the Corporation Ordinances provides for the legal sealing and inspection of weights and measures. I am unable to find any amendments to that article. By it the City of New York is divided into two districts. The first district comprises all that part of the city lying southerly and westerly on a line running from the East river through the centre of Fulton street to Broadway; thence through the centre of Broadway to Union place to Fourteenth street; then through the centre of Fourteenth street to the Bowery; then along the easterly side of Union place northward to Fourth avenue, and then through the centre of Fourth avenue to the Harlem river, and all the remaining parts of the city not embraced within the limits of such district comprises the Second District. In each of the districts there is one Inspector and one Sealer of Weights and Measures. Formerly they were paid by fees, but are now working on a salary.

It is physical impossibility for an Inspector or Sealer in either of these districts to cover but a fraction of the territory within a year. The one district, therefore, embraces the vast centres of population upon the crowded east side, and the other district, originally applying to the remainder of the city below the Harlem river, would now be interpreted as meaning all the annexed territory.

In many cases investigation has brought to light the fact that inspections have not been made for upwards of fifteen years. I submit, therefore, that the offices of Inspectors and Sealers of Weights and Measures should either be reorganized into a bureau competent to fully perform, within a reasonable limited time, all the duties incident upon such offices, or that the present provision should be abolished. With commendable zeal the present Inspectors and Sealers of Weights and Measures have pursued their duties, and in many instances have detected fraud being imposed upon ignorant people by dishonest peddlers and tradesmen.

THE GREATER NEW YORK.

No person observant of the movement of the times can fail to have marked the tendency towards massing populations in cities.

The need of enlargement of the areas of cities for the accommodation of increased population and for improvement in their administration, in connection with the lesser communities that constitute suburban areas, is apparent in the old world as well as in the new. The subject of uniting various municipalities about this Port has already received the approval of a very large majority of the electors of the areas concerned.

At its last session the Legislature carried out a part of the scheme of the Commission which has long been at work on this subject by the union with this city of one town and portions of two

other towns of Westchester County; and it is not improbable that the question of annexation of other areas will come up for action in the present Legislature. It is understood that the bill to be presented is one simply declaring consolidation, leaving to future legislation any change of existing conditions.

I will in the near future address your Honorable Body on the Department of Public Works and on other Departments and matters not referred to herein. Very respectfully,

W. L. STRONG, Mayor.

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

MOTIONS AND RESOLUTIONS.

By Alderman Olcott—

Resolved, That one thousand copies of the message of his Honor the Mayor be printed in document form, and that the several subjects contained therein be referred by the President to the appropriate committees of the Board.

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

MESSAGES FROM HIS HONOR THE MAYOR RESUMED.

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

CITY OF NEW YORK—OFFICE OF THE MAYOR, January 7, 1896.

To the Honorable the Board of Aldermen:

GENTLEMEN—I return herewith, for amendment, resolution of your Honorable Body, adopted December 23, 1895, providing for the paving with granite blocks of the carriage-way of One Hundredth street, between Madison and Fourth avenues, on the ground of the report of the Commissioner of Public Works that the same street can be paved with asphalt at less expense, and therefore asphalt should be used.

Yours, respectfully,

W. L. STRONG, Mayor.

Resolved, That the carriage-way of One Hundredth street, between Madison and Fourth avenues, be paved with granite block on concrete foundation, and that crosswalks be laid at each intersecting or terminating street or avenue, where not already laid, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Alderman Parker moved that the resolution and ordinance be amended in accordance with the recommendation of his Honor the Mayor.

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

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

Affirmative—The President, the Vice-President, Aldermen Brown, Campbell, Clancy, Dwyer, Goetz, Goodman, Goodwin, Hackett, Hall, Kennett, Lantry, Marshall, Muh, Murphy, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, Woodward, and Wund—28.

Negative—Aldermen Burke and Noonan—2.

REPORTS.

The Committee on Public Receptions respectfully

REPORT:

That, in accordance with a report of this Committee presented to this Board on the tenth day of December, 1895, the Governor's Room and the Aldermanic Chamber were thrown open from 12 M. until 4 P. M., on January 1, 1896. The Mayor and a majority of this Board were present, and the visitors included the heads of nearly every Department under the City Government.

The Committee further desire to acknowledge the valuable assistance rendered by William H. Ten Eyck, Esq., and his assistants, and Mr. Martin Keese, and the conscientious and artistic performance of the orchestra, under the direction of Mr. Charles J. Crowley.

FREDERICK A. WARE, RUFUS R. RANDALL, FREDERICK L. MARSHALL, WILLIAM E. BURKE, Committee on Public Receptions.

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

Alderman Lantry moved that the thanks of the Board be extended to the Chairman and members of the Committee on Public Receptions.

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

(G. O. 637.)

The Committee on Law Department, to whom was referred the annexed applications and resolutions in favor of granting permits for stands for the sale of newspapers, periodicals, fruit and soda-water, respectfully

REPORT:

That, having examined the subject, they recommend that the said annexed resolutions be adopted.

OFFICE OF THE BOARD OF ALDERMEN, NO. 8 CITY HALL, NEW YORK, December 30, 1895.

To the Honorable the Board of Aldermen:

GENTLEMEN—Pursuant to one of the provisions of section 1, of an ordinance to regulate the use of the sidewalks of the streets of the City of New York within the stoop-lines, for stands for the sale of newspapers, periodicals, fruit and soda-water, approved October 3, 1888, I hereewith transmit all applications received by me to sell the articles named, as provided in said ordinance, during the month of December, 1895, which applications are as follows:

First Assembly District.

John Gardeila, northwest corner West Broadway, near Warren street.
Joseph Wolff, 72 Vesey street.

Second Assembly District.

Francesco Pittella, 180 Hester street.
James Mayers, 131 Roosevelt street.

Third Assembly District.

Fourth Assembly District.

Edward Margolies, 8 Market street.
Albert Levine, 100 Monroe street.
Samuel Cantor, 75 East Broadway.

Fifth Assembly District.

Francis J. Egan, 1 Mangin street.
Joseph Bodner, 45 Columbia street.
Michael Gensherowsky, 71 Ridge street.
Morris Weisberger, 70 Sheriff street.
Vincenzo Femella, 230 Delancey street.
Michele Martincello, 229 Delancey street.
George Apfel, 2 East street.

Sixth Assembly District.

Heyman Robinson, northeast corner of Seventh street, David Levy, 2 Avenue C.

Tenth Assembly District.

Timothy Larkin, 542 East Fourteenth street.
Antonio Paolucci, 175 Avenue A.

Sixteenth Assembly District.

Twenty-first Assembly District.

Twenty-second Assembly District.

Wm. Lichtenfels, 1373 Third avenue.

Twenty-third Assembly District.

Twenty-fourth Assembly District.

Max W. Ludecke, 100 West Ninety-sixth street.

Rosie Horowitz, 169 East Eighty-fourth street.

Twenty-fifth Assembly District.

Adolph Aaron, 1120 Park avenue.

Twenty-sixth Assembly District.

Twenty-eighth Assembly District.

Adolph Singer, 152 East One Hundred and Sixth street.

Twenty-ninth Assembly District.

Louis Orlinger, northwest corner One Hundred and Thirty-fifth street and Eighth avenue.

Thirty-first Assembly District.

Luigi Moylea, 2257 Eighth avenue.

Thirty-second Assembly District.

Charles Callen, 2444 Eighth avenue.

Twenty-third Ward.

Richard Bennett, 532 Willis avenue.

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

FREDERICK A. WARE, BENJAMIN E. HALL, RUFUS R. RANDALL, Committee on Law Department.

Alderman Ware moved that the report be accepted and the resolutions adopted, save as to those districts which the members desired to have excepted. The following enumerated districts were adopted—First, Third, Fifth, Sixth, Seventh, Eighth, Ninth, Eleventh, Twelfth, Fourteenth, Fifteenth, Seventeenth, Twenty-third, Twenty-fourth, Twenty-fifth, Twenty-sixth, Twenty-seventh, Twenty-eighth, and Twenty-fourth Ward; and so much of the Second District as relates to the application of James Mayers, of No. 131 Roosevelt street.

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

On motion, so much of the above report as remains undisposed of was laid over.

SPECIAL ORDERS.

Special Order No. 18, embodying the reports of the Committee on Railroads, on application of the Central Park, North and East River and the Metropolitan Street Railway Company, the Broadway and Seventh Avenue and Metropolitan Street Railway Company, the Ninth Avenue, the

Columbus and Ninth Avenue and the Metropolitan Street Railway Company, was called up at 12 o'clock M., the hour fixed for its consideration.

The first report in Special Order No. 18, which was taken up, was as follows :

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 hereinafter 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 petitioner's 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 or 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.

2. 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 (a portion of which was formerly College place), with double tracks, to Vesey street, there to connect with a double track extension or 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.

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

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 suit-

able 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 by 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.

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.

This consent is granted upon the understanding that nothing herein contained shall in any wise limit or impair the power of the Common Council to adopt any other resolution relating to the issuance of transfer tickets by the petitioners without additional fare at any intersecting point on their lines, and the paving of streets and removal of ice and snow as contemplated in the railroad law referring thereto.

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

Alderman Marshall moved that the report be received and the resolution adopted.

Alderman Hall moved that the report be amended by striking out the words "Public Works" in line 9 of subdivision 3, relating to the removal of dirt and snow, and inserting in lieu thereof the words "Street Cleaning."

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

Alderman Hall moved that subdivision 6 be amended by adding at the end thereof the words "as required by the ordinances of the City of New York."

But this amendment was subsequently withdrawn.

Alderman Hall moved that subdivision 7 be amended by striking from line 2 the words "and not inconsistent with any existing laws."

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

Affirmative—The President, the Vice-President, Aldermen Goodman, Hackett, Hall, Olcott, Randall, Robinson, School, Ware, Wines, and Woodward—12.

Negative—Aldermen Brown, Burke, Campbell, Clancy, Dwyer, Goetz, Goodwin, Kennefick, Lantry, Marshall, Muh, Murphy, Noonan, O'Brien, Parker, Schilling, Tait, and Wund—18.

Alderman Hall further moved to amend by striking out the entire second paragraph of subdivision 7 and inserting in lieu thereof the following:

This consent is granted upon the further condition and express stipulation upon the part of the petitioners herein and their 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 routes of the petitioners with each other or with any route owned, leased or operated by their lessor or lessors.

The President put the question whether the Board would agree with said amendment of Alderman Hall. Which was decided in the affirmative by the following vote:

Affirmative—The President, the Vice-President, Aldermen Brown, Burke, Campbell, Clancy, Dwyer, Goetz, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Murphy, Noonan, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, Woodward, and Wund—30.

Alderman Goodman moved that the report be further amended by adding at the end thereof the following:

8. That the Commissioner of Street Cleaning, for the purpose of removing snow, shall be permitted to use the tracks of the railroad companies along the entire line of their roads, with connections, between the hours of one o'clock A.M. and four o'clock A.M., using on said roads proper vehicles, running on said tracks to points along the line, or to the ends of the routes, if deemed necessary, such use of tracks not to interfere, however, with the operation of the cars of the said railroad companies, or the schedule of time for the running of cars, the said vehicles to be so constructed as to be readily removed from the tracks at any point, whenever it is necessary to do so, in order to avoid any and all detention of cars along the line of the companies' routes. It is also stipulated and agreed that the privilege of using the tracks, as conditioned in this section, shall only apply to the Commissioner of Street Cleaning, so that if at any time contract be made with private parties to remove the snow from the streets, the contractor or contractors shall not be permitted to use the tracks as aforesaid, except by special agreement with and consent by the railroad company.

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

Affirmative—The President, Aldermen Goodman, Hall, and Ware—4.

Negative—The Vice-President, Aldermen Brown, Burke, Campbell, Clancy, Dwyer, Goetz, Goodwin, Hackett, Kennefick, Lantry, Marshall, Muh, Murphy, Noonan, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, Wines, Woodward, and Wund—26.

The President then put the question whether the Board would agree to accept said report and adopt said resolutions as amended. Which was decided in the affirmative by the following vote:

Affirmative—The President, the Vice-President, Aldermen Brown, Burke, Campbell, Clancy, Dwyer, Goetz, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Murphy, Noonan, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, Wines, Woodward, and Wund—29.

Negative—Alderman Ware—1.

Alderman Hall moved that the remaining reports of the Committee on Railroads, contained in Special Order No. 18 be amended in like manner as the report relating to the Dey street extension, which had just been adopted.

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

Alderman Hall moved the adoption of the remaining reports as amended.

Alderman Brown moved that the report relating to the extension at One Hundred and Ninth street and Amsterdam avenue be again laid over as part of Special Order No. 18.

Said report is as follows:

The Committee on Railroads, to which was referred the joint application of the Ninth Avenue Railroad Company, the Columbus and Ninth Avenue Railroad Company and the Metropolitan

Street Railway Company, for the construction and operation of extensions of their existing roads in One Hundred and Ninth street, between Columbus and Amsterdam avenues, and the formation of a connection and union thereof at a point not over one-half mile from the respective lines or routes of the companies, do 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 (14) days prior to the hearing, in two 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 "Commercial Advertiser" and in the "Mail and Express."

That, pursuant to such notice, a public hearing was had thereon, whereat all persons desiring an opportunity to be heard were heard, and that no one appeared thereat in opposition to such application.

Subsequently a report of the Committee was prepared and submitted to the Board for its consideration and the same is to be found set forth in the Journal under proceedings of 1895. The Railroad Companies having formulated objections to the form of report, numerous negotiations were had with their representatives with reference to a modification of such objectionable provisions. Concessions have been made by the companies, whereby they agree to pave and keep in repair the routes applied for, as well as certain portions of other routes to which the obligation to repair does not attach. The companies have agreed to give transfer tickets both at Columbus avenue and One Hundred and Ninth street, and Amsterdam avenue and One Hundred and Ninth street, so that the facilities of a through or connected line of travel may be had in the northerly portion of the city, whereby people may be carried from the One Hundred and Sixteenth street lines of the company to the One Hundred and Twenty-fifth Street Ferry at the North river, with the facilities of transfers to the lines on Amsterdam, Columbus and Lexington avenues.

The franchises applied for by the companies are of a very limited nature, and the territory through which the proposed line runs is at present sparsely populated, and the indications are that for years to come traffic over the extensions will be very limited in its character.

It seems to the Committee that the resolution herewith submitted is a favorable one for the City's interests, and is not too burdensome on the operating companies.

The Committee therefore respectfully offers the attached resolution for consideration by your Honorable Body, and recommends its adoption.

Whereas, The Ninth Avenue Railroad Company, the Columbus and Ninth 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 to the construction, maintenance and operation of extensions or branches of the said first two named companies in One Hundred and Ninth street, between Columbus avenue and Amsterdam avenue, and 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 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 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 "Commercial Advertiser" and in the "Mail and Express," which papers were lawfully designated for that purpose by his Honor the Mayor of the City of New York; 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, and no one having appeared in opposition, and 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 railroad routes at a point which is not over one-half mile from the respective lines or routes of the said companies owning lines or routes on Amsterdam and Columbus avenues, 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 a 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 construction, maintenance and operation of a street surface railroad as a branch or extension of the railroad of the Ninth Avenue Railroad Company as follows: Connecting with the company's existing road in or upon Amsterdam avenue, at or near One Hundred and Ninth street, by suitable curves, switches and appliances; running thence easterly with a single track in or upon One Hundred and Ninth street, four hundred (450) feet or thereabouts, to the middle of the block, to connect at such point with an extension or branch of the Columbus and Ninth Avenue Railroad Company.

2. To the construction, maintenance and operation of a street surface railroad as a branch or extension of the railroad of the Columbus and Ninth Avenue Railroad Company as follows: Connecting with the company's existing road in or upon Columbus avenue, at or near One Hundred and Ninth street, with suitable curves, switches and appliances; running thence westerly, with a single track, in or upon One Hundred and Ninth street, four hundred and fifty (450) feet or thereabouts to the middle of the block, and connecting at such point with a branch or extension of the Ninth 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 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, 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 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 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 cars shall be run on such extension 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 upon such extension shall, at the intersection of One Hundred and Ninth street and Columbus avenue, give to each passenger paying a single fare of five cents a transfer ticket whereby any passenger may be carried from any point on One Hundred and Sixteenth street, Manhattan avenue or Columbus avenue, to the Fort Lee Ferry for a single fare of five cents.

3d. The applicant shall at all times during the operation of cars keep the street between the tracks of this extension in One Hundred and Ninth street, and the tracks along Amsterdam avenue, from One Hundred and Ninth street to One Hundred and Twenty-fifth street, and thence along One Hundred and Twenty-fifth street to the Boulevard, and thence along the Boulevard to One Hundred and Thirtieth street, and thence along One Hundred and Thirtieth street to the Fort Lee Ferry 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 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.

4th. The said companies shall pave One Hundred and Ninth street, between Columbus and Amsterdam avenues, 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 or 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 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.

This consent is granted upon the understanding that nothing herein contained shall in any wise limit or impair the power of the Common Council to adopt any other resolution relating to the issuance of transfer tickets to the petitioners without additional fare at any intersecting point on their lines, and the paving of streets and removal of ice and snow as contemplated in the Railroad Law referring thereto.

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

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

Alderman Hall then moved that the following report as amended and set forth heretofore in these minutes be adopted:

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 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, and 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 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.

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 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.

This consent is granted upon the understanding that nothing herein contained shall in any wise limit or impair the power of the Common Council to adopt any other resolution relating to the issuance of transfer tickets, by the petitioners, without additional fare at any intersecting point on their lines, and the paving of streets and removal of ice and snow as contemplated in the Railroad Law referring thereto.

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

The President put the question whether the Board would agree to accept said report and adopt said resolution as amended. Which was decided in the affirmative by the following vote :

Affirmative.—The President, the Vice-President, Aldermen Brown, Burke, Campbell, Clancy, Dwyer, Goetz, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Murphy, Noonan, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, Wines, Woodward, and Wund—29.

Negative—Alderman Ware—1.

UNFINISHED BUSINESS.

Alderman Marshall called up G. O. 636, being a report of the Committee on Railroads, as follows :

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, 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 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 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.

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 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.

This consent is granted upon the understanding that nothing herein contained shall in any wise limit or impair the power of the Common Council to adopt any other resolution relating to the issuance of transfer tickets by the petitioners without additional fare at any intersecting point on their lines, and the paving of streets and removal of ice and snow as contemplated in the Railroad Law referring thereto.

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

Alderman Brown moved that the further reading be dispensed with.

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

Alderman Hall moved that the report be amended in like manner as the reports relating to the extensions in the matter of Dey street, One Hundred and Ninth street and University place, and Wooster street, as heretofore set forth in these minutes.

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

The President put the question whether the Board would agree to accept said report and adopt said resolutions as amended. Which was decided in the affirmative by the following vote :

Affirmative.—The President, the Vice-President, Aldermen Brown, Burke, Campbell, Clancy, Dwyer, Goetz, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Murphy, Noonan, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, Wines, Woodward, and Wund—29.

Negative—Alderman Ware—1.

REPORTS RESUMED.

The President laid before the Board the following majority and minority report of the Committee on Railroads :

The Committee on Railroads, to whom was referred a preamble and resolution on October 15, 1895, asking that the resolution adopted by the Common Council on the 23d day of August, 1892, granting consent to the Union Railway Company of the City of New York, be revoked, rescinded and annulled, respectfully

REPORT :

That a number of public hearings were had from time to time, and after giving the matter due and weighty consideration, your Committee presents for adoption the following resolution :

Resolved, That the Union Railway Company of New York City be required to file with the Comptroller, within thirty days from the date hereof, its bond, in the penal sum of fifty thousand dollars, with good and sufficient sureties, approved by the Comptroller, that it will, within two years from the date hereof (legal and official delays excepted), complete the construction and commence the operation of its railroad in pursuance of the consents of the Common Council heretofore given in 1892, upon the streets, avenues and highways specified in such consents, and that, in case of the failure of such company to so file such bond or to so complete and operate its railroad within such time, that the Corporation Counsel be directed to commence an action or to take such other proceedings as he may deem proper and necessary to enforce the collection of such bond, and to procure the forfeiture of the right of such company to construct, maintain and operate its railroad upon all such streets, avenues and highways, or portions thereof, upon which such company shall have so failed to construct or operate its railroad.

CHARLES A. PARKER, NICHOLAS T. BROWN, FREDERICK L. MARSHALL, JOHN J. MURPHY, Committee on Railroads.

To the Honorable Board of Aldermen:

The Committee on Railroads, to which was referred the resolution introduced by Alderman Hall, on the 15th day of October, 1895, that the resolutions adopted by the Common Council on the 23d day of August, 1892, which purported to grant consent to the Union Railway Company of New York to the extension, construction, maintenance and operation of extensions or branches of their railroad upon and along the streets, avenues and highways therein mentioned, be rescinded, revoked, annulled and set aside, hereby respectfully

REPORT:

Your Committee has held many public hearings upon this resolution. The hearings have been largely attended. A great number of citizens and representatives of property-owners associations, in the district specially affected, have appeared and urged the adoption of the resolution. The railroad company has appeared by its counsel in opposition. No other opposition than that of the company itself has appeared. The principal facts ascertained are the following:

In 1892 there was in existence a railroad corporation known as the Harlem Bridge, Morrisania and Fordham Railroad Company. It operated a single-track route from the Harlem river to Fordham, with short branches to West Farms, Port Morris and along Westchester avenue. This company was formed pursuant to chapter 361 of the Laws of 1863, entitled "An Act to authorize the construction of a railway and tracks in the towns of West Farms and Morrisania," passed May 2, 1863. That act and various amendments thereto granted the right to build and operate surface railroads through several streets north and east of the Harlem river. The company was subject to the provisions of the General Railroad Act of 1850. The company had, by various legislative acts, obtained rights through something over twenty miles of streets; but up to 1892 it had built and was operating only about nine miles.

On the 20th of April, 1892, an act was passed by the Legislature which purported to amend the Act of 1863 above referred to. The act in question is chapter 340 of the Laws of 1892. It is entitled "An Act to amend chapter 361 of the Laws of 1863 entitled 'An Act to authorize the construction of railway and tracks in the towns of West Farms and Morrisania' and all acts amendatory thereof." The general features of this Act of 1892 were that the corporation formed under the Act of 1863 might consolidate its capital stock and property with that of any street surface railway company then existing or that might be thereafter incorporated, the line of which is north or east of the Harlem river in the City of New York or the County of Westchester, or the southern terminus of which does not extend more than one thousand feet south of the southern terminus of any bridge crossing Harlem river, and which may cross, intersect or prolong the line of the above mentioned railroad company, or any of its branches or extensions; or that it might acquire by purchase or lease for years or other term the property and franchises of any such other company then or thereafter incorporated; that such companies might consolidate; that the name of the consolidated company should be The Union Railway Company of New York City; that the provisions of sections 93, 95 and 98 of chapter 565 of the Laws of 1890 (which was the General Railroad Law), or any amendments to said sections, should not apply to said Union Railway Company; that said company should keep in repair that portion of the street between the rails of its tracks after the same shall have been paved or macadamized; that whenever the earnings of said company should during any period of six months exceed an average of seventeen hundred dollars per day, then that said company should annually pay to the City a sum equaling one per cent. of its gross earnings, and an additional annual payment of one per cent. in like manner for each multiple of seventeen hundred dollars per day of such average gross earnings; that the payment of the percentage thus provided for shall be in lieu of all other percentages which any of the roads consolidating in forming said Union Railway Company may theretofore be liable to pay on its receipts.

Pursuant to this Act of 1892, the Harlem Bridge, Morrisania and Fordham Railroad Company was consolidated on or about July 5, 1892, with two other small companies, and formed the Union Railway Company. This company immediately applied to the Board of Aldermen for a franchise through some twenty-nine miles of streets in the district north and east of the Harlem river. The franchise was granted on the 23d day of August, 1892. No public sale of the franchise, as provided in the General Railroad Law as to all other companies, was had. But a small part of the routes thus granted to the company on August 23, 1892, have been built upon. The City has never received any revenue from the company for the franchise and has never received any percentage upon its gross earnings.

The substantial requirements of the General Railroad Law, applying to grants of similar franchises to all other companies in the City of New York, from which this company thus secured exemptions (if such exemptions are valid), may be briefly stated as follows:

1. That the franchise of the City for the building, extension or operation of the road should be sold at public auction to the bidder who will agree to pay to the City the largest percentage per annum of its gross receipts.
2. That such franchise should provide for the commencement of the road within one year and its completion within three years from the date of the sale.
3. That in the event of the failure of the company to pay the rental, the franchise might be declared forfeited by any court of competent jurisdiction, and be again sold to the highest bidder.
4. That the franchise should cease at the expiration of two years after it was given, unless prior thereto the consents of property-owners or the determination of the General Term of the Supreme Court in lieu thereof shall be obtained.
5. That the company should annually pay to the City three per cent. of its gross receipts for the first five years after it begins to operate, and five per cent. thereof annually thereafter, and that in default thereof the corporate rights and franchise of the company should be forfeited.
6. That the company should keep in permanent repair that portion of the street between its tracks and the rails of its tracks, and for two feet outside of its tracks.

Aside from these special privileges and immunities, there are two features of the powers claimed by the company that attract attention. One is that by reason of thus escaping the provision of the Railroad Law limiting the life of the city's franchise, the company apparently can, if the legislation is valid, hold these many miles of streets as long as it likes, and neither build on them itself, nor permit any other company to build on them. This results from the fact that the only requirement as to time of building, in the case of this particular company, is that it shall begin to build on any route within one year from the time it gets the consents of property-owners, or the determination of the court in lieu thereof; but there seems to be no requirement that it shall even try to get these consents until it sees fit. So we find that although more than three years have elapsed since this grant, no steps have been taken to build on many of the routes. In the case of any other company the franchise would now have terminated—at least as to all parts not begun.

The second prominent feature of this scheme is the manner in which the company practically holds an exclusive monopoly of the other streets in the annexed district. This results from the provision that the company can consolidate with any other company, now or at any time hereafter formed, whose line intersects or connects with this company's route, and that then the only revenue to be paid to the city for the joint lines is the one per cent., after the earnings reach \$1,700 a day, as above set out, regardless of what any of the consolidating companies were theretofore obligated to pay. Thus when a new franchise in that neighborhood is to be sold at public auction this company has only to organize a new company, which can easily outbid any competitors, for it has only to consolidate at once with the Union Company, and whatever percentage of gross receipts the new company has bid for the franchise immediately drops down to the one per cent.

It seems unnecessary to further go into details. The foregoing bare statement of the situation shows not only the extraordinary powers and privileges claimed by this company in the premises, but makes plain the enormous loss of revenue to the City which has already resulted, and which will continue if this franchise is valid.

It is pertinent also to call attention to the fact that the Common Council in granting the franchise, even if the Act of 1892 were constitutional, had the undoubted power to have added other conditions for the benefit of the public, in its discretion, provided only that such conditions were reasonable. (Abraham v. Myers, 23 N. Y. Supp., 225; People ex rel v. Barnard, 110 N. Y., 548.) For some reason these conditions were omitted.

It is further noteworthy that the company sought to have its proceedings confirmed by the Legislature in 1894, by chapter 598 of the Laws of that year. That act, however, has been held to be unconstitutional (Rogers v. Union Railway Co., 63 State Reporter, 162).

The claims of those appearing in favor of the revocation of the grant may be briefly stated as follows:

- (1.) That the act (chapter 340 of the Laws of 1892) was unconstitutional, because embracing subjects not specified in its title.
- (2.) That intermediate the time of passing the above act (April 20, 1892) and the date of the charter of the Union Company (July 5, 1892), to wit, on May 18, 1892, the sections of the Railroad Law from which the company claims exemption were amended and re-enacted by the Legislature by chapter 676, Laws of 1892, and that these new provisions were in full force at the time of the granting of this franchise.

If either of these contentions is well founded the franchise of August 23, 1892, is plainly void, because it was not sold at public auction.

It is also urged that within the rule laid down by the Court of Appeals in the case of the People vs. Broadway R. R. Co. of Brooklyn, 126 N. Y., 29, the company was bound to proceed promptly to get the consents of the property-owners, or the determination of the court in lieu thereof; that it cannot be allowed to assert claims in these streets, keeping others out, but not proceeding itself.

In our opinion these claims are unanswerable; and, to the end that the question may be settled and set at rest, we recommend the adoption of the following resolution:

Resolved, That the Corporation Counsel be directed to institute and prosecute such suit or suits as may be necessary to test the validity of the franchise granted to the Union Railway Company by the Common Council August 23, 1892, in order that the franchise to build and operate a railroad on at least all such streets named therein as have not been built upon may be now sold at public auction to the highest bidder, pursuant to the requirements of the General Railroad Law.

BENJ. E. HALL, a minority of the Committee on Railroads.

Alderman Hall moved that both reports be printed and laid over.

Alderman Brown moved that the motion of Alderman Hall be laid on the table.

The President put the question whether the Board would agree with said motion of Alderman Brown. Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Brown, Burke, Campbell, Clancy, Goetz, Goodwin, Kennefick, Lantry, Marshall, Muh, Murphy, Noonan, O'Brien, Parker, Schilling, Tait, and Wund—18.

Negative—The President, Aldermen Goodman, Hackett, Hall, Randall, Robinson, School, Ware, Wines, and Woodward—10.

Alderman Brown moved that the majority report be received and the resolution adopted.

Alderman Goodman raised the point of order that the motion of Alderman Brown to table Alderman Hall's motion having been carried, it tabled the whole matter, and in order to consider the reports the motion to table must be reconsidered.

The President held that the point of order was not well taken.

Alderman Goodman moved that the whole matter be made a special order for Tuesday, January 14, 1896, at 2 o'clock P. M.

Alderman Brown moved to lay the motion of Alderman Goodman on the table.

The President put the question whether the Board would agree with said motion of Alderman Brown. Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Brown, Burke, Campbell, Clancy, Goodwin, Kennefick, Lantry, Marshall, Muh, Murphy, Noonan, O'Brien, Parker, Tait, and Wund—15.

Negative—The President, the Vice-President, Aldermen Goetz, Goodman, Hackett, Hall, Robinson, School, Ware, Wines, and Woodward—11.

Alderman Ware raised the point of order that it required a majority of all the members elected to adopt the preceding motion.

But the President ruled that his point of order was not well taken.

Alderman O'Brien moved that both reports be made a special order for Tuesday, January 14, 1896, at 12 o'clock M.

Alderman Ware moved as an amendment that the hour of consideration be fixed at 2:30 o'clock P. M.

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

Affirmative—The President, the Vice-President, Aldermen Goetz, Goodman, Hackett, Hall, Robinson, Ware, Wines, and Woodward—10.

Negative—Aldermen Brown, Burke, Campbell, Clancy, Goodwin, Kennefick, Lantry, Marshall, Muh, Murphy, Noonan, O'Brien, Parker, Randall, School, Tait, and Wund—17.

The President then put the question whether the Board would agree with said motion of Alderman O'Brien. Which was decided in the affirmative.

Alderman Brown moved that when this Board adjourns it do adjourn to meet on Tuesday, January 14, 1896, at 11 o'clock A. M.

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

UNFINISHED BUSINESS RESUMED.

The Vice-President called up G. O. 631, being a report of the Committee on Legislation, as follows:

NEW YORK, December 30, 1895.

To the Honorable Board of Aldermen:

The Committee on Legislation, who are required to present to the Legislature several matters which this Board have acted upon, and others which are still under consideration, beg leave to

REPORT:

That in view of the fact that the Legislature will organize and proceed to work during the present week, that all indications point to a specially busy session, and that we have a number of very important measures to introduce and advocate, we are desirous of proceeding with the performance of our duties as at early a date possible.

The Clerk of the Common Council has presented to us a memorandum of subjects which do and will require our attention, as follows:

"Matters for Consideration of the Legislative Committee.

"1. To consider subject of Excise. Page 203 of Minutes of February 19, 1895, Mayor's Message.

"2. Greater New York Bill, amendment to. Page 251 of Minutes of March 5, 1895. Page 31 of Minutes of April 2, 1895.

"3. Memorial Building or Arch. Page 56 of Minutes of April 9, 1895. Page 191 of Minutes of April 30, 1895.

Page 213 of Minutes of May 7, 1895.

"4. Powers of Board. Page 192 of Minutes of April 30, 1895.

"5. In re Stands. Page 202 of Minutes of April 30, 1895. Page 119 of Minutes of August 6, 1895.

"6. Power to Investigate City Departments. Page 626 of Minutes of June 5, 1895.

"7. In re right of Board to act with Mayor. Page 73 of Minutes of June 25, 1895.

"8. In re Boot-black Stands. Page 29 of Minutes of October 1, 1895.

"9. N. Y. C. R. R. Depot at One Hundred and Twenty-fifth Street Station. Pages 421 and 422 of Minutes of November 7, 1895.

"10. In re Detective Sergeants. Page 603 of Minutes of December 17, 1895.

Page 604 of Minutes of December 17, 1895."

The Committee on Law Department have most of the matters mentioned in the foregoing list under consideration, with instructions to formulate bills for introduction in the Senate and in the Assembly, and as this Board is to consider the bills ere we can assume charge, it is very essential that the earliest possible action be taken thereon.

We fully appreciate the difficulties that the Committee on Law Department must experience because of the amount of work intrusted to them, and therefore reluctantly urge the necessity of immediate action on subjects which we are required to take charge of as soon as the said Committee will present them to us in tangible form.

The matter of giving to the Board power to regulate traffic on the public streets, or to more clearly define its present powers, and to remove all ambiguity of existing statutes in relation thereto, is of paramount importance.

The owners of stands, express and shipping booths, and of boot-black chairs, etc., having been granted immunity by the Police authorities, for violation of ordinances, until a reasonable time after the assembling of the Legislature, it is imperative that this important matter be presented at once.

The other subjects can then be taken up in regular order, they not being quite as urgent.

The Excise Committee, we hope, will also present the result of their deliberations on the proposed Excise Laws, at as early a date as possible. The varied views and opinions on this important subject, the innumerable measures that will be presented to the Legislature, and the difficulties that will naturally arise in formulating a satisfactory bill, and in securing the proper approval thereof by this Board ere it is referred to us, emphasizes the fact that it is necessary for the Excise Committee to report at an early date, and we most respectfully urge that they do so.

In making this request, we are not unmindful of the vast amount of work and the difficulties that work entails upon the Committee; nor do we wish to infer that the Committee do not appreciate the necessity of early action. We make these suggestions because of the very many matters we are called upon to take charge of, and a realization of the fact that our work last year was not altogether fruitful of results in consequence of proceeding with our duties late in the session instead of at the beginning.

We offer the following resolutions:

Resolved, That a copy of this report be presented to the Committee on Law Department and to the Excise Committee respectively, with request that each kindly aid in facilitating the work of the Legislative Committee in the manner herein set forth.

Resolved, That an appropriation of two hundred dollars be and is hereby made, to be taken from the contingent fund of the Board of Aldermen, for use towards defraying the expenses of the Committee on Legislation in the performance of the official duties which they are charged to perform.

Resolved, That the Clerk of the Common Council be and he is hereby directed to negotiate with the "Bureau of Legislative Information" at Albany, and to contract with the same, agreeing

to pay fifty dollars for the year 1896, on condition that this Board be furnished regularly with all bills introduced in the Legislature, a copy of every amendment, and all other data and information as set forth in the prospectus issued by the said bureau; and in addition thereto, ten extra copies of each and every bill, etc., relating to and affecting New York City; the said fifty dollars to be paid out of the Aldermanic Contingent Fund.

Resolved, That, in case contract is made with the Bureau of Legislative Information, the Clerk of the Common Council shall furnish the members of the Legislative Committee respectively with copies of all bills of local interest, and shall keep files of bills, arranged as in 1895, with an additional file containing only such bills as relate to this city, all being properly indexed in a book provided for that purpose.

JOHN P. WINDOLPH, ROBERT MUH, CHARLES WINES, ELIAS GOODMAN, JACOB C. WUND, Committee on Legislation.

Which was laid over.

The President put the question whether the Board would agree to accept said report and adopt said resolution. Which was decided in the negative by the following vote, three-fourths of all the members elected not voting in favor thereof:

Affirmative—The President, the Vice-President, Aldermen Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Noonan, O'Brien, Randall, Robinson, School, Ware, Wines, and Woodward—17.

Negative—Alderman Muh—1.

Excused—Aldermen Brown and Burke—2.

On motion, the above vote was reconsidered and the paper was restored to the list of General Orders.

MOTIONS AND RESOLUTIONS RESUMED.

Alderman Goodwin moved that this Board do now adjourn.

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

(G. O. 638.)

By the President—

Whereas, By a resolution adopted by the Board of Aldermen on December 30, 1895, and approved by the Mayor January 3, 1896, the Justices of the Supreme Court were allowed ten thousand dollars for furniture, printing and stationery to be used in the quarters of the Justices of the Supreme Court of the First Judicial District; and

Whereas, Said amount is insufficient to provide for the proper amount of stationery and printing which will be required for the year 1896;

Resolved, That the Justices of the Supreme Court be and they are hereby authorized to furnish all printing and stationery necessary for their use at an expense not to exceed ten thousand dollars additional, the same to be charged to the appropriation for "Revenue Bond Fund," without advertising for estimates or contracting therefor, the work to be done and supplies furnished under the direction of the Commissioner of Public Works in a manner satisfactory to the presiding Justice or the Justices of the said Supreme Court, and subject to his or their approval.

Which was laid over.

Alderman Goodwin moved that this Board do now adjourn.

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

And the President declared that the Board stood adjourned until Tuesday, January 14, 1896, at 11 o'clock A. M.

WILLIAM H. TEN EYCK, Clerk.

HEALTH DEPARTMENT.

HEALTH DEPARTMENT OF THE CITY OF NEW YORK, NEW YORK, December 17, 1895.

The Board met, pursuant to adjournment. Present—Commissioners Charles G. Wilson, George B. Fowler, the Health Officer of the Port, the President of the Board of Police. The minutes of the last meeting were read and approved.

The Attorney and Counsel Presented the following Reports:

1st. Weekly report of suits commenced and discontinued, judgments obtained and costs collected.

Orders received for prosecution, 293; attorneys' notices issued, 383; nuisances abated before suit, 323; civil suits commenced for violation of ordinances (San. Code), 0; civil suits commenced for other causes, 60; nuisances abated after commencement of suit, 77; suits discontinued—by Board, 62; suits discontinued—by Court, 0; judgments for the Department—civil suits, 1; judgments for the defendant—civil suits, 0; judgments opened by the Court, 6; executions issued, 0; judgments for The People—criminal suits, 16; judgments for defendant—criminal suits, 0; civil suits now pending, 329; criminal suits now pending, 128; money collected and paid to cashier—civil suits, 0; money paid into the Court—criminal suits, \$495. Ordered on file.

2d. Weekly report of cases wherein nuisances have been abated, and recommendations that actions be discontinued.

On motion, it was Resolved, That the actions against the following-named persons for violations of the Sanitary Code be discontinued without costs, to wit:

Sophia Greacen, 1557; Irving Ruland, 2029; Daniel Sickles, 2192; Michael Gerth, 2309; Reuben Satenstein, 2481; John Dwinelle, 2510; Stevenson Towle, 2571; Robert J. Gerstle, 2599; John Schlifstein, 2635; Oscar C. Lerris, 2676; George C. Guion, 2677; J. Edgar Leaycraft, 2678; Bernard Cohen, 2707; Abram Bleistift, 2709; Sarah Jacobs, 2713; Andrew Martin, 2717; August Friedman, 2718; Louis Frankenthaler, 2720; John Stein, 2727; John Livingston, 2753; Max Moses, 2754; William Schweis, 2766; Max Lipowitch, 2782; Jacob Mittnacht, 2783; William C. Flanagan, 2789; William S. McCotter, 2795; David Frankel, 2803; Charles Brown, 2803; Charles Richman, 2807; Barnett Harris, 2811; Joseph Wittner, 2811; Arthur Engelberg, 2814; Morris Fine, 2816; Joseph L. O'Brien, 2823; Bridget Fitzpatrick, 2829; Aaron C. Levy, 2835; John B. Woodward, 2837; Thomas L. Reynolds, 2846; Gresson Hyman, 2854; John Healy, 2859; John Hampfer, 2864; David Franklin, 2868; Dominico Russo, 2869; Arnold Pfenig, 2872; Henry Mohl, 2873; Wolf Solomon, 2874; Abraham Marks, 2881; Henry Hastings, 2882; Isaac Hoffman, 2884; Mendel Alterman, 2885; John J. McAdams, 2886; Andrew Masori, 2887; Patrick Farrell, 2889; Frances Frechlich, 2894; John Tracy and John Russell, 2897; William H. Hamilton, 2900; John Rothschild, 2902; Emanuel Van Praag, 2904; John Fleming, 2905; J. Edgar Leaycraft, 2906; DeW. William Dimock, 2910; Gerson Stein, 2911; John McDermott, 2914; Benjamin Irving, 2917; Matthew Coogan, 2919; Harris Sokolsky, 2929; Moritz Tolk, 2936; Isidor Abrams, 2944; John Bacharach, 2945; Rudolph Furst, 2948; Dennis McGrath, 2954; Louis Ungrich, 2962; Jacob Lawson, 2967; Herman Heyen, 2970; George Lampe, 2978; Jeremiah O'Connor, 2982; Harris Sokolsky, 2999.

The following Communications were Received from the Sanitary Superintendent:

1st. Weekly report of Sanitary Superintendent; ordered on file. 2d. Weekly report of Chief Sanitary Inspector; ordered on file. 3d. Weekly report of work performed by Sanitary Police; ordered on file. 4th. Weekly report on sanitary condition of manure dumps; ordered on file. 5th. Weekly report on sanitary condition of offal and night-soil docks; ordered on file. 6th. Weekly report on sanitary condition of slaughter-houses; ordered on file. 7th. Weekly report of work performed by Chemist and Assistant Chemists; ordered on file. 8th. Weekly report of work performed by Milk, Meat, Fish and Fruit Inspectors; ordered on file. 9th. Weekly report of work performed by Inspector of Offensive Trades; ordered on file. 10th. Weekly report from Willard Parker Hospital; ordered on file. 11th. Weekly report from Reception Hospital; ordered on file. 12th. Weekly report from Riverside Hospital (small-pox); ordered on file. 13th. Weekly report from Riverside Hospital (fevers); ordered on file. 14th. Report on changes in the Hospital Service.

On motion, it was Resolved, That the following changes in the Hospital Service be and are hereby approved:

Lizzie Ryan, Waitress, salary, \$180, resigned December 9, 1895; Hannah Cahill, Waitress, salary, \$180, appointed December 10, 1895; Annie Mitchell, Ward Helper, salary, \$168, appointed December 12, 1895; Mary Gallagher, Nurse, salary, \$420, appointed December 12, 1895.

Report of bakeries in which fat is boiled in the basements, cellars, or on the first floor of tenement-houses, which have no transoms, windows, doors or other openings leading into halls or into rooms opening into halls. Ordered on file.

Report of bakeries in which fat is boiled in the basements, cellars, or on the first floors of tenement-houses, that have transoms, windows, doors or other openings leading into halls or into rooms opening into halls.

The Board directed that a copy of the report be forwarded to the Department of Buildings.

Report in respect to the seizure of cow beef affected with tuberculosis. Ordered on file.

Report on compliance with certain orders to vacate premises, etc.

On motion, it was Resolved, That the following orders be and are hereby rescinded for the reason that the causes for the same have been removed.

Vacation of Premises.

Order No. 19135, east side of Arthur avenue, first house south of Pelham avenue; Order No. 24465, No. 488 Pearl street; Order No. 28095, No. 173 Avenue A; Order No. 26744, No. 135 East Thirty-first street; Order No. 25985, No. 98 West One Hundred and Third street; Order No. 25218, Nos. 6 and 8 New Bowery; Order No. 22546, No. 74 New Chambers street; Order No. 16934, No. 4 Barrow street; Order No. 10550, east side of One Hundred and Eighty-fourth street, seventh house south of Bainbridge avenue; Order No. 11014, No. 2415 Arthur avenue; Order No. 24372, Nos. 69 and 71 Cherry street; Order No. 27765, No. 39 Jane street; Order No. 21496, No. 240 East One Hundred and Ninth street; Orders Nos. 15664 and 22851, No. 175 Monroe street; Order No. 25999, No. 812 Greenwich street.

Public Nuisances.

Order No. 23415, No. 122 Seventh avenue.

Report on Applications for Leave of Absence.

On motion, it was Resolved, Leave of absence be and is hereby granted as follows: Chief Inspector Lucas, from December 13 to December 14, on account of illness; Sanitary Inspector Stewart, from December 10 to December 14, on account of illness; Assistant Sanitary Superintendent Dillingham, from December 24 to December 28.

Reports and Certificates on Overcrowding in the Following Tenement-houses:

On motion, the following preamble and resolution were adopted:

Whereas, The Sanitary Superintendent has certified to this Board that the following tenement-houses in the City of New York are so overcrowded that less than six hundred cubic feet of air space is afforded to each occupant in the said houses, it is Ordered, That the number of occupants in said tenement-houses be and are hereby reduced as follows:

Order No. 631, No. 11 Elizabeth street, rear house, second floor, south side, Wolf Cohen, adults 3; children 5; Order No. 632, No. 168 Elizabeth street, second floor, north side, Dominick Labazetti, adults 4; Order No. 633, No. 168 Elizabeth street, sixth floor, south side, Pasqua Di Rossi, adults 2, children 2; Order No. 634, No. 198 Elizabeth street, rear house, basement, south side, Philip Ann, adults 3, child 1; Order No. 635, No. 241 Elizabeth street, rear house, second floor, north side, Frank Golaco, adults 2, child 1; Order No. 636, No. 241 Elizabeth street, rear house, third floor, north side, Carlo Caracano, adults 2, children 2; Order No. 637, No. 241 Elizabeth street, rear house, third floor, south side, Salvator Carromo, adults 2, child 1; Order No. 638, No. 242 Elizabeth street, third floor, north side, rear, Calori Manni, adults 5, children 2; Order No. 639, One Hundred and Eighty-first street and Amsterdam avenue, first floor, east side, Gerardo Ciccone, adult 1.

Certificates in respect to the vacation of premises at No. 513 East One Hundred and Forty-second street, No. 393 Washington street, No. 233 Seventh avenue; No. 2127 First avenue, No. 2125 First avenue, No. 416 West Forty-second street, No. 4 Sylvan place, No. 1881 First avenue, No. 319 East One Hundred and Eleventh street, No. 142 Forsyth street, No. 2084 Second avenue, No. 1009 Lexington avenue, No. 216 East Ninety-eighth street, No. 281 Second street, No. 390 East Houston street, No. 52 Avenue D and No. 58 Sheriff street.

On motion, the following preamble and resolution were adopted:

Whereas, The Sanitary Superintendent has certified to this Board that the building situated upon lot No. 513 East One Hundred and Forty-second street has become dangerous to life by reason of want of repair and is unfit for human habitation because of defects in the plumbing thereof, Ordered, That all persons in said building situated on lot No. 513 East One Hundred and Forty-second street be required to vacate said building on or before December 23, 1895, for the reason that said building is dangerous to life by reason of want of repair and is unfit for human habitation because of defects in the plumbing thereof; and further, that this order be affixed conspicuously on the front of and in said building and be served as the law requires, under the direction of Dr. Charles F. Roberts, the Sanitary Superintendent; and further, that said building be not again used as a human habitation without a written permit from this Board.

On motion, the following preamble and resolution were adopted:

Whereas, The Sanitary Superintendent has certified to this Board that the building situated upon lot No. 393 Washington street has become dangerous to life and is unfit for human habitation because of defects in the plumbing thereof, Ordered, That all persons in said building situated on lot No. 393 Washington street be required to vacate said building on or before December 23, 1895, for the reason that said building is dangerous to life and is unfit for human habitation because of defects in the plumbing thereof; and further, that this order be affixed conspicuously on the front of and in said building and be served as the law requires, under the direction of Dr. Charles F. Roberts, the Sanitary Superintendent; and further, that said building be not again used as a human habitation without a written permit from this Board.

On motion, the following preamble and resolution were adopted:

Whereas, The Sanitary Superintendent has certified to this Board that the building situated upon lot No. 233 Seventh avenue has become dangerous to life and is unfit for human habitation because of defects in the plumbing thereof; Ordered, That all persons in said building situated on lot No. 233 Seventh avenue be required to vacate said building on or before December 23, 1895, for the reason that said building is dangerous to life and is unfit for human habitation because of defects in the plumbing thereof; and further, that this order be affixed conspicuously on the front of and in said building and be served as the law requires, under the direction of Dr. Charles F. Roberts, the Sanitary Superintendent; and further, that said building be not again used as a human habitation without a written permit from this Board.

On motion, the following preamble and resolution were adopted:

Whereas, The Sanitary Superintendent has certified to this Board that the building situated upon lot No. 2127 First avenue has become dangerous to life and is unfit for human habitation because of defects in the plumbing thereof, Ordered, That all persons in said building situated on lot No. 2127 First avenue be required to vacate said building on or before December 23, 1895, for the reason that said building is dangerous to life and is unfit for human habitation because of defects in the plumbing thereof; and further, that this order be affixed conspicuously on the front of and in said building and be served as the law requires, under the direction of Dr. Charles F. Roberts, the Sanitary Superintendent; and further, that said building be not again used as a human habitation without a written permit from this Board.

On motion, the following preamble and resolution were adopted:

Whereas, The Sanitary Superintendent has certified to this Board that the building situated upon lot No. 416 West Forty-second street has become dangerous to life and is unfit for human habitation because of the existence of a nuisance on the premises that is likely to cause sickness among the occupants; Ordered, That all persons in said building situated on lot No. 416 West Forty-second street be required to vacate said building on or before December 23, 1895, for the reason that said building is dangerous to life and is unfit for human habitation because of the existence of a nuisance on the premises that is likely to cause sickness among the occupants; and further, that this order be affixed conspicuously on the front of and in said building and be served as the law requires, under the direction of Dr. Charles F. Roberts, the Sanitary Superintendent; and further, that said building be not again used as a human habitation without a written permit from this Board.

On motion, the following preamble and resolution were adopted:

Whereas, The Sanitary Superintendent has certified to this Board that the building situated upon lot No. 4 Sylvan place has become dangerous to life and is unfit for human habitation because of defects in the drainage thereof, Ordered, That all persons in said building situated on lot No. 4 Sylvan place be required to vacate said building on or before December 23, 1895, for the reason that said building is dangerous to life and is unfit for human habitation because of defects in the drainage thereof; and further, that this order be affixed conspicuously on the front of and in said building and be served as the law requires, under the direction of Dr. Charles F. Roberts, the Sanitary Superintendent; and further, that said building be not again used as a human habitation without a written permit from this Board.

On motion, the following preamble and resolution were adopted:

Whereas, The Sanitary Superintendent has certified to this Board that the building situated upon lot No. 2125 First avenue has become dangerous to life by reason of want of repair and is unfit for human habitation, Ordered, That all persons in said building situated on lot No. 2125 First avenue be required to vacate said building on or before December 23, 1895, for the reason that said building is dangerous to life by reason of want of repair and is unfit for human habitation; and further, that this order be affixed conspicuously on the front of and in said building and be served as the law requires, under the direction of Dr. Charles F. Roberts, the Sanitary Superintendent; and further, that said building be not again used as a human habitation without a written permit from this Board.

On motion, the following preamble and resolution were adopted:

Whereas, The Sanitary Superintendent has certified to this Board that the building situated upon lot No. 319 East One Hundred and Eleventh street has become dangerous to life by reason of want of repair, and is unfit for human habitation, Ordered, That all persons in said building situated on lot No. 319 East One Hundred and Eleventh street be required to vacate said building on or before December 23, 1895, for the reason that said building is dangerous to life by reason of want of repair, and is unfit for human habitation; and further, that this order be affixed conspicuously on the front of and in said building and be served as the law requires, under the direction of Dr. Charles F. Roberts, the Sanitary Superintendent; and further, that said building be not again used as a human habitation without a written permit from this Board.

On motion, the following preamble and resolution were adopted:

Whereas, The Sanitary Superintendent has certified to this Board that the building situated upon lot No. 142 Forsyth street has become dangerous to life and is unfit for human habitation because of defects in the plumbing thereof, Ordered, That all persons in said building situated on lot No. 142 Forsyth street be required to vacate said building on or before December 23, 1895, for the reason that said building is dangerous to life and is unfit for human habitation because of defects in the plumbing thereof; and further, that this order be affixed conspicuously on the front of and in said building and be served as the law requires, under the direction of Dr. Charles F. Roberts, the Sanitary Superintendent; and further, that said building be not again used as a human habitation without a written permit from this Board.

On motion, the following preamble and resolution were adopted :

Whereas, The Sanitary Superintendent has certified to this Board that the building situated upon lot No. 2084, Second avenue has become dangerous to life and is unfit for human habitation because of defects in the plumbing thereof, Ordered, That all persons in said building situated on lot No. 2084 Second avenue be required to vacate said building on or before December 23, 1895, for the reason that said building is dangerous to life and is unfit for human habitation because of defects in the plumbing thereof; and further, that this order be affixed conspicuously on the front of and in said building and be served as the law requires, under the direction of Dr. Charles F. Roberts, the Sanitary Superintendent; and further, that said building be not again used as a human habitation without a written permit from this Board.

On motion, the following preamble and resolution were adopted :

Whereas, The Sanitary Superintendent has certified to this Board that the building situated upon lot No. 1009 Lexington avenue has become dangerous to life and is unfit for human habitation because of defects in the plumbing thereof, Ordered, That all persons in said building situated on lot No. 1009 Lexington avenue be required to vacate said building on or before December 23, 1895, for the reason that said building is dangerous to life and is unfit for human habitation because of defects in the plumbing thereof; and further, that this order be affixed conspicuously on the front of and in said building and be served as the law requires, under the direction of Dr. Charles F. Roberts, the Sanitary Superintendent; and further, that said building be not again used as a human habitation without a written permit from this Board.

On motion, the following preamble and resolution were adopted :

Whereas, The Sanitary Superintendent has certified to this Board that the building situated upon lot No. 216 East Ninety-eighth street has become dangerous to life and is unfit for human habitation because of defects in the plumbing thereof, Ordered, That all persons in said building situated on lot No. 216 East Ninety-eighth street be required to vacate said building on or before December 23, 1895, for the reason that said building is dangerous to life and is unfit for human habitation because of defects in the plumbing thereof; and further, that this order be affixed conspicuously on the front of and in said building and be served as the law requires, under the direction of Dr. Charles F. Roberts, the Sanitary Superintendent; and further, that said building be not again used as a human habitation without a written permit from this Board.

On motion, the following preamble and resolution were adopted :

Whereas, The Sanitary Superintendent has certified to this Board that the buildings situated upon lots No. 281 Second street and No. 390 East Houston street have become dangerous to life and are unfit for human habitation because of defects in the plumbing thereof, Ordered, That all persons in said buildings situated on lots No. 281 Second street and No. 390 East Houston street be required to vacate said buildings on or before December 23, 1895, for the reason that said buildings are dangerous to life and are unfit for human habitation because of defects in the plumbing thereof; and further, that this order be affixed conspicuously on the front of and in said buildings and be served as the law requires, under the direction of Dr. Charles F. Roberts, the Sanitary Superintendent; and further, that said buildings be not again used as human habitations without a written permit from this Board.

On motion, the following preamble and resolution were adopted :

Whereas, The Sanitary Superintendent has certified to this Board that the building situated upon lot No. 52 Avenue D has become dangerous to life and is unfit for human habitation because of defects in the plumbing thereof, Ordered, That all persons in said building situated on lot No. 52 Avenue D be required to vacate said building on or before December 23, 1895, for the reason that said building is dangerous to life and is unfit for human habitation because of defects in the plumbing thereof; and further, that this order be affixed conspicuously on the front of and in said building and be served as the law requires, under the direction of Dr. Charles F. Roberts, the Sanitary Superintendent; and further, that said building be not again used as a human habitation without a written permit from this Board.

On motion, the following preamble and resolution were adopted :

Whereas, The Sanitary Superintendent has certified to this Board that the building situated upon lot No. 58 Sheriff street has become dangerous to life and is unfit for human habitation because of defects in the plumbing thereof, Ordered, That all persons in said building situated on lot No. 58 Sheriff street be required to vacate said building on or before December 23, 1895, for the reason that said building is dangerous to life and is unfit for human habitation because of defects in the plumbing thereof; and further, that this order be affixed conspicuously on the front of and in said building and be served as the law requires, under the direction of Dr. Charles F. Roberts, the Sanitary Superintendent; and further, that said building be not again used as a human habitation without a written permit from this Board.

Reports on Applications for Permits.

On motion, it was Resolved, That permits be and are hereby granted as follows :

No. 8442, to keep one goat at Boulevard and One Hundred and Twenty-fifth street, providing said goat is not allowed to roam at large; No. 8443, to keep seven cows at west side of Kolbins avenue, opposite One Hundred and Fifty-first street; No. 8444, to keep seven chickens at Boulevard and One Hundred and Twenty-fifth street; No. 8445, to keep twenty-five chickens at Albany avenue, east of Broadway; No. 8446, to occupy basement at No. 158 West One Hundred and Twentieth street, for living and sleeping purposes; No. 8447, to occupy basement at No. 2192 Seventh avenue, for living and sleeping purposes; No. 8448, to occupy basement at No. 302 West One Hundred and Fourteenth street, for living and sleeping purposes; No. 8449, to occupy basement at No. 17 East One Hundred and Eighth street, for living and sleeping purposes; No. 8450, to occupy basement at No. 206 West One Hundred and Twenty-first street, for living and sleeping purposes; No. 8451, to occupy basement at No. 100 Lawrence street, for living and sleeping purposes; No. 8452, to occupy basement at No. 20 Manhattan street, for living and sleeping purposes; No. 8453, to occupy basement at No. 2703 Eighth avenue, for living and sleeping purposes.

On motion, it was Resolved, That permits be and are hereby denied as follows :

No. 172, to keep twelve chickens at No. 1147 Fifth avenue; No. 173, to keep twelve chickens at No. 103 Clinton place; No. 174 to kill cattle at Boston Post road; No. 175, to use smoke house at No. 1073 Third avenue; No. 176, to occupy basement at No. 726 Columbus avenue.

On motion, it was Resolved, That the following permits be and the same are hereby revoked :

No. 7867, to board and care for one child at No. 201 West Sixty-seventh street; No. 7988, to board and care for one child at No. 153 West One Hundred and Twenty-ninth street; No. 7943, to board and care for one child at No. 1615 Park avenue; No. 4274, to render lard at No. 821 First avenue; No. 3810, to render lard at No. 865 Second avenue; No. 3473, to render lard at No. 24½ Grove street; No. 3880, to render lard at No. 733 Second avenue; No. 3752, to render lard at No. 121 and 123 Madison street; No. 3777, to render lard at 783 Ninth avenue; No. 3965, to render lard at No. 586 Grand street; No. 7277, to render lard at Nos. 334 and 336 West Thirty-ninth street; No. 5188, to render lard at No. 165 First avenue; No. 4412, to render lard at No. 143 Perry street; No. 3999, to render lard at No. 387 Hudson street; No. 3099, to render lard at No. 184 Spring street; No. 3467, to render lard at No. 763 East Houston street.

Reports on Applications for Relief from Orders.

On motion, it was Resolved, That the following orders be suspended, extended, modified, rescinded or referred as follows :

Order No. 27127, Nos. 511 to 519 West Thirtieth street, extended to January 10, 1896; Order No. 27806, southeast corner Tremont and Prospect avenues, extended to February 1, 1896; Order No. 28829, Nos. 136 and 138 West Twenty-eighth street, extended to January 15, 1896; Order No. 29449, No. 271 Hudson street, extended to January 10, 1896; Order No. 29766, No. 629 Eagle avenue, extended to January 1, 1896; Order No. 29939, No. 7 Chrystie street, extended to December 20, 1895; Order No. 29954, No. 230 East Eighty-ninth street, extended to January 15, 1896, on that part of the order referring to whitewashing; Order No. 30123, Nos. 363 and 365 Cherry street, extended to December 28, 1895; Order No. 30489, Nos. 21½ to 25 King street, extended to December 23, 1895; Order No. 23222, Macomb street, modified so as not to require the construction of a cesspool and connection therewith; Order No. 23223, Macomb street, modified so as not to require the construction of a cesspool and connection therewith; Order No. 22411, No. 459 West Thirty-first street, modified so as not to require the cellar to be made water-tight; Order No. 25884, No. 29 City Hall place, modified so as not to require an entire new drain, providing the defective brick portions be replaced by lead-calked iron pipe and the rest of the drain repaired and made gas-tight; Order No. 28148, No. 39 Sheriff street, modified so as not to require a water-supply to be provided in rear houses Nos. 1 and 2, but that a supply be required on the second floor of rear house No. 3; Order No. 29557, No. 460 Seventh avenue, modified so as not to require the building to be vacated for stabling purposes, provided the window opening from stable to the tenement-house be bricked up; Order No. 29824, No. 542 West Forty-fourth street, modified so as not to require the provision of an additional water-closet; Order No. 29882, No. 56 Lewis street, modified so as not to require the grading and draining of yard and area of rear house, but that part referring to area of front house be enforced; Order No. 29955, No. 117 East One Hundred and Fifth street, modified so as not to require the bottom of air-shaft to be cemented, provided it is properly graded and sewer connected; Order No. 30073, No. 109 East Eighty-ninth street, modified so as not to require the yard to be flagged and remainder of the order enforced; Order No. 30258, No. 23 Broome street, modified so as not to require whitewashing walls and ceilings and removing paper therefrom, nor the provision of drip trays; Order No. 9659, Ogden avenue, fifth, sixth, seventh and eighth houses north of Birch street, rescinded; Order No. 10550, East One Hundred and Eighty-fourth street and Bainbridge avenue, rescinded; Order No. 11014, No. 2415 Arthur avenue, rescinded; Order No. 18477, south side First street, about four hundred and twenty-five feet east of Fourth avenue, Williamsbridge, rescinded; Order No. 20632, No. 1792 Anthony avenue, rescinded; Order No. 22158, No. 33 Goerck street, rescinded; Order No. 22303, No. 139 Suffolk street, rescinded; Order No. 23328, No. 264 Stanton street, rescinded; Order No. 24480, No. 339 West Thirty-eighth street, rescinded; Order No. 25359, No. 229 Tenth avenue, rescinded; Order No. 26118, No. 333 East One Hundred and Fourteenth street, rescinded; Order No. 26175, No. 335 East One Hundred and Fourteenth street, rescinded; Order No. 26506, northeast corner One Hundred and Seventy-eighth street and Bathgate avenue, rescinded; Order No. 26741, No.

94 Columbia street, rescinded; Order No. 27084, Vanderbilt avenue and One Hundred and Seventieth street, rescinded; Order No. 27273, No. 117 Mulberry street, rescinded; Order No. 27491, Nos. 136 and 138 West Thirty-third street, rescinded; Order No. 28077, Ninth street, west of Avenue D, Unionport, rescinded; Order No. 28309, No. 1793 Fox street, rescinded; Order No. 28735, No. 251 West Fifty-second street, rescinded; Order No. 28887, No. 42 East Third street, rescinded; Order No. 28990, No. 227 West Twenty-sixth street, rescinded; Order No. 29123, No. 530 Pearl street, rescinded; Order No. 29169, Nos. 409 to 413 East Fifteenth street, rescinded; Order No. 29471, No. 609 East Fifteenth street, rescinded; Order No. 29473, No. 251 East Forty-fifth street, rescinded; Order No. 29474, No. 344 East Forty-ninth street, rescinded; Order No. 29587, No. 651 Water street, rescinded; Order No. 29650, No. 157 Mott street, rescinded; Order No. 29700, No. 8 East Ninety-sixth street, rescinded; Order No. 29715, No. 127 West street, rescinded; Order No. 29863, No. 205 West Houston street, rescinded; Order No. 30303, One Hundred and Thirty-third street, east of Lincoln avenue, rescinded; Order No. 30461, No. 1325 Columbus avenue, rescinded; Order No. 30677, No. 341 Tenth avenue, rescinded.

On motion, it was Resolved, That the following applications for relief from orders be and are hereby denied:

Order No. 22856, No. 82 Mulberry street; Order No. 23549, south side of One Hundred and Twenty-fourth street, one hundred feet west of Columbus avenue; Order No. 24486, No. 307 West One Hundred and Twenty-seventh street; Order No. 27310, Nos. 362 and 364 West One Hundred and Twenty-sixth street; Order No. 27811, northwest corner of Twenty-seventh street and Broadway; Order No. 28444, No. 269 Tenth avenue; Order No. 28687, No. 115 East One Hundred and Fifth street; Order No. 28968, No. 282 West One Hundred and Seventeenth street; Order No. 29040, No. 612 East Thirteenth street; Order No. 29332, No. 660 Water street; Order No. 29470, No. 605 East Fifteenth street; Order No. 29494, No. 87 Manhattan street; Order No. 29524, No. 77 East One Hundred and Twenty-fifth street; Order No. 29586, No. 89 Washington street; Order No. 29517, No. 221 East Twentieth street; Order No. 29716, No. 123 Avenue D; Order No. 29759, No. 227 East Seventy-fifth street; Order No. 29764, No. 400 East One Hundred and Twenty-third street; Order No. 30153, No. 1415 Second avenue; Order No. 30206, No. 336 East Thirty-fourth street; Order No. 30357, No. 603 West Twenty-second street; Order No. 30569, No. 1540 Second avenue; Order No. 30602, No. 140 West Twenty-fourth street; Order No. 30610, south side of Seventh street, first house east of Second avenue, Williamsbridge; Order No. 30645, No. 751 Columbus avenue; Order No. 30675, No. 870 Peiham avenue; Order No. 30769, No. 328 East One Hundred and Sixth street.

The following communications were received from the Chief Inspector of Contagious Diseases: 1st. Weekly report of work performed by the Division of Contagious Diseases. Ordered on file. 2d. Weekly report of work performed by the Veterinarian. Ordered on file.

Report in respect to the failure of Dr. P. G. Becker of No. 317 West Eighteenth street to report a case of scarlet fever. Referred to the Attorney and Counsel.

Report in respect to the sanitary condition of the Infants' Hospital, Randall's Island.

On motion, it was Resolved, That a copy of the report of Dr. Moreau Morris, Medical Inspector, upon the sanitary condition of the hospital for infants on Randall's Island be forwarded to the Honorable the Commissioners of Public Charities and Correction, for such consideration and attention as they may deem necessary.

Reports of inspections of discharged patients from Riverside Hospital. Ordered on file.

The following communications were received from the Register of Records: 1st. Weekly letters; ordered on file. 2d. Weekly abstract of still-births; ordered on file. 4th. Weekly abstract of marriages; ordered on file. 5th. Weekly abstract of deaths from contagious diseases; ordered on file. 6th. Weekly mortality statement; ordered on file. 7th. Weekly report of work performed by Clerks; ordered on file. 8th. Reports on delayed birth and marriage certificates.

On motion, it was Resolved, That the Register of Records be and is hereby directed to record the following delayed birth and marriage certificates:

1. William J. Ostrander, born July 8, 1895; 2. Peter A. A. Wiemert, born August 1, 1895; 3. Female child of Alfred and B. Di Stella, born August 7, 1895; 4. Adele J. Naizieger, born August 17, 1895; 5. Gerald Nagle, born August 22, 1895; 6. Margaret L. Kobbe, born August 30, 1895; 7. Elias H. Kolbe, born September 16, 1895; 8. James Fay, born September 18, 1895; 9. Kate O'Hara, born September 22, 1895; 10. Thomas Scully, born September 26, 1895; 11. William G. Scheerm, born September 26, 1895; 12. Philip Geibel, born October 1, 1895; 13. Male child of Thomas and Mary Ivory, born October 3, 1895; 14. Harry Green, born October 6, 1895; 15. Henry E. Fearon, born October 11, 1895; 16. Edmund Von Ganzenberger, born October 12, 1895; 17. Mary Collins, born October 14, 1895; 18. Female child of Edward J. and J. V. Donahue, born October 14, 1895; 19. Elizabeth A. Wats, born October 16, 1895; 20. James J. White, born October 10, 1895; 21. Sheina Cohn, born October 16, 1895; 22. Sarah E. Eleford, born October 17, 1895; 23. Rosa F. E. Malauzanne, born October 18, 1895; 24. Katharina Baemler, born October 19, 1895; 25. Hyacinth Catharine Orth, born October 19, 1895; 26. Herbert G. Pohl, born October 20, 1895; 27. John J. Keahon, born October 20, 1895; 28. Dora Kraus, born October 21, 1895; 29. Joseph Darwin Nagel, Jr., born October 22, 1895; 30. Amedee F. A. Weigel, born October 22, 1895; 31. Lawrence McCormick, Jr., born October 23, 1895; 32. Ellen McGinness, born October 23, 1895; 33. Mary A. Clews, born October 24, 1895; 34. Male child of Charles E. and Nellie Buckley, born October 25, 1895; 35. Ann McCue, born October 26, 1895; 36. Agnes Nugent, born October 26, 1895; 37. Walter Birmingham, born October 26, 1895; 38. Harold Findhol, born October 27, 1895; 39. Friederika Davidson, born October 27, 1895; 40. David H. Fischer, born October 28, 1895; 41. Mary E. Smith, born October 28, 1895; 42. Mabel Frick, born October 29, 1895; 43. Elsie Brickner, born October 30, 1895; 44. Martha Noble, born October 31, 1895; 45. George Fox, born November 1, 1895; 46. Harold Tracy, born November 1, 1895; 47. Kate Mahoney, born November 3, 1895; 48. Male child of Clarence S. and B. Hubbell, born November 3, 1895; 49. Nellie Murphy, born November 3, 1895; 50. Mary Thompson, born November 6, 1895; 51. John J. Aherns, born November 7, 1895; 52. Mallie Grossman, born November 8, 1895; 53. John McMahon, born November 9, 1895; 54. Inez Henry Johnson, born November 9, 1895; 55. Female child of Prince and Margaret Brennan, born November 10, 1895; 56. Annie M. Kashers, born November 12, 1895; 57. Edith Ogle, born November 13, 1895; 58. John J. Riely, married October 27, 1895.

Report on Applications to File Supplemental Papers.

On motion, it was Resolved, That permission be and is hereby given to file supplemental papers relating to Robert Muh, born September 23, 1878; Alfred Kennan Mansoff, born November 29, 1893; Gustave F. Pilling, died November 20, 1894; Peter Wittner, died December 17, 1890; Victor Hugo Swartz, died February 15, 1890.

Report on Applications to Correct Clerical Errors.

On motion, it was Resolved, That the Register of Records be and is hereby directed to amend the record of birth of female child of Reuben and Kate Philip, born September 12, 1881, by changing the name of mother from Kate Lewis to Kate Philip, the same being a clerical error.

Report on Application for Leave of Absence.

On motion, it was Resolved, That leave of absence be and is hereby granted as follows:

Clerk J. H. Bazin, December 12 to December 14, on account of sickness.

Submitting certificates of delayed births and marriages:

On motion, it was Resolved, That the Register of Records be and is hereby directed to file in the volume of Delayed and Imperfect Certificates the following certificates:

Sven Ludwig Sanford Swenson, born October 30, 1893; Frederick W. Kuhl, married January 31, 1894; Henry W. Roh

effect of the Civil Service regulations have been appointed in conformity with those regulations, and that all persons employed in the above service are citizens of the United States and residents of the City and County of New York.

(Signed) THOMAS A. DOE, Chief Clerk; WILLIAM ROBBINS, Superintendent; GEORGE E. WARING, JR., Commissioner.

On motion, it was Resolved, That the pay-roll of Cart-drivers and Hostlers of the Department of Street Cleaning, under the authority of the Board of Health, from December 6 to December 12, inclusive, amounting to the sum of twelve thousand two hundred and fifty dollars and seventy-four cents, be and is hereby approved, and the President and Secretary directed to sign a certificate reciting such approval and the fact that the expenses for service specified in said pay-roll were duly incurred by the Board of Health, and that said services were duly incurred and rendered under the provisions of chapter 535, Laws of 1893, and were performed as certified to by Thomas A. Doe, William Robbins and George E. Waring, Jr., for the preservation of the public health and in accordance with all provisions of law in anywise applicable to or regulating or making such service a legal charge against the Mayor, Aldermen and Commonalty of the City of New York.

A communication from the New York Retail Butchers' Mutual Protective Association in respect to changing section 32 of the Sanitary Code, was received and ordered on file.

An eligible list from the Civil Service Boards, from which to appoint Laborers, was received, and

On motion, it was Resolved, That the following named Laborers be and are hereby employed in this Department, in the Williamsbridge District, from and after December 23, with wages at the rate of two dollars (\$2) per day:

Mark Lyons, John M. Sweeney, Patrick H. Lillis, Michael Landregan, James Curtin, Terence Sullivan, Daniel P. Murray, Joseph Schaffer, Andrew Owsian, Frank McGahey, Marin Crowley, Henry Koch.

The President submitted the following resolution:

Resolved, That, under the power conferred by law upon the Health Department, the following additional amendment to the Sanitary Code for the security of life and health be and the same is hereby adopted and declared to form a portion of the Sanitary Code.

Resolved, That section 32 of the Sanitary Code be and the same is hereby amended so as to read as follows:

Section 32. That no meat or dead animal above the size of a rabbit shall be taken to any public or private market for food until the same shall have fully cooled after killing, nor until the entrails, head and feet (except of poultry and game, and except the head and feet of swine) shall have been removed; nor shall the body or any part thereof of any animal which is to be used as food be carted or carried through the streets, except it be covered so as to protect it from dust and dirt, and no meat, poultry or game shall be hung or exposed for sale outside of any shop or store in this city, or in the open windows or doorways thereof.

Laid on the table for one week.

On motion, it was Resolved, That the report of Sanitary Superintendent Roberts upon the occupation of the south side of Pier, new 60, by the contractor for the removal of offal, dead animals, etc., in this city be and is hereby approved, and that a copy of the same be forwarded to the Department of Docks as a reply to a communication from that Department dated November 21, in which were inclosed copies of communications from the Dock Superintendent and the Dunbar box and Lumber Company.

On motion, it was Resolved, That the pay-rolls of this Department for the month of December be and are hereby approved, and the President and Secretary directed to sign certificates and forward the same to the Comptroller for payment.

Resolved, That requisition be and is hereby made upon the Comptroller for the following sum of money, which is required to enable the Board of Health to pay to the Board of Police for the month of December the following amount for the salaries of officers and Patrolmen detailed to the Board of Health, pursuant to the provisions of section 5, chapter 309, Laws of 1880, and section 296, chapter 410, Laws of 1882, as amended by chapter 84, Laws of 1887, being one-twelfth part of the amount estimated, levied, raised and appropriated for the support and maintenance of the Sanitary Company of Police during the current year, to wit:

2 Roundsmen, from December 1 to December 31.....	\$250 00
42 Patrolmen, from December 1 to December 31.....	4,900 00
	\$5,150 00

Ayes—The President, Commissioners Fowler, Doty and Roosevelt.

On motion, it was Resolved, That requisition be and is hereby made upon the Comptroller for the sum of five hundred and eighty-three dollars and thirty-three cents (\$583.33), which is required to enable the Board of Health to pay to the Board of Police for the services of five (5) Patrolmen from December 1 to December 31, detailed to the service of the Board of Health pursuant to the provisions of section 5, chapter 309, Laws of 1880, section 296, chapter 410, Laws of 1882, as amended by chapter 84, Laws of 1887, and section 1, chapter 567, Laws of 1895. Said requisition to be audited and paid pursuant to the provisions of chapter 535, Laws of 1893, and as per resolution of the Board of Estimate and Apportionment dated June 28, 1895, and chargeable to the Health Department under said act.

On motion, the Board adjourned to Friday, December 27, 1895, at 12 o'clock M.

EMMONS CLARK, Secretary.

BOARD OF REVISION AND CORRECTION OF ASSESSMENTS.

A meeting of the Board of Revision and Correction of Assessments was held at the Comptroller's office on Monday, December 9, 1895, at 11.40 o'clock A.M.

Present—Ashbel P. Fitch, Comptroller; Francis M. Scott, Counsel to the Corporation; John W. Goff, Recorder.

The minutes of the meetings of June 28 and July 17, 1895, were read and approved.

The Comptroller presented the following assessment lists received from the Board of Assessors without objections, under date of August 1, 1895, viz.:

1. Extension of sewer outlet at foot of Broad street, under Pier 5, East river.

2. Alteration and improvement to sewer in Sixty-second street, between East river and Eastern Boulevard, and new sewer in Eastern Boulevard, between Sixty-first and Sixty-second streets, connecting with existing sewers at Sixty-first street and Eastern Boulevard.

3. Alteration and improvement to sewer in Third street, between East river and Avenue A.

On motion, the said assessment lists were severally confirmed, all the members voting in the affirmative.

The Comptroller presented the assessment list for alteration and improvement to sewer in Thirty-third street, between East river and First avenue, connecting with sewer built by Department of Docks, and in First avenue, between Thirty-third and Thirty-fifth streets, with connections at Thirty-third, Thirty-fourth and Thirty-fifth streets, received from the Board of Assessors without objections, under date of August 28, 1895.

On motion, the said assessment list was confirmed, all the members voting in the affirmative.

The Comptroller presented the following assessment lists received from the Board of Assessors without objections, under date of September 17, 1895, viz.:

1. Sewer and appurtenances in Teasdale place, from Third avenue to Cauldwell avenue.

2. Receiving-basin and appurtenances on the northeast and northwest corners of Westchester avenue and Cauldwell avenue.

3. Receiving-basin and appurtenances on the northwest corner of Willis avenue and One Hundred and Forty-first street.

4. Receiving-basin and appurtenances on the northwest corner of One Hundred and Fifty-first street and Third avenue.

5. Sewer in One Hundred and Seventeenth street, between Amsterdam avenue and Morning-side avenue, West.

6. Sewer in One Hundred and Sixty-fourth street, between Amsterdam avenue and Edgecombe road.

7. Receiving-basins on the northeast and southeast corners of Fifty-fifth street and Twelfth avenue.

8. Receiving-basin on the southeast corner of One Hundred and Twenty-sixth street and Lenox avenue.

9. Receiving-basin on the south side of One Hundred and Twenty-first street, at the junction of Eighth avenue and Avenue St. Nicholas.

10. Receiving-basin on the northeast corner of Thirty-second street and Third avenue.

11. Receiving-basin and appurtenances on the northwest corner of Third avenue and One Hundred and Fifty-seventh street.

12. Receiving-basins and appurtenances on the northeast and southeast corners of Vanderbilt avenue, East, and One Hundred and Seventy-sixth street.

On motion, the said assessment lists were severally confirmed, all the members voting in the affirmative.

The Comptroller presented the following assessment lists received from the Board of Assessors without objections, under date of September 25, 1895, viz.:

1. Fencing vacant lots north side One Hundred and Thirty-seventh street, between Seventh and Eighth avenues.

2. Fencing vacant lots on the north and south sides of One Hundred and Fortieth street, between Seventh and Eighth avenues.

3. Fencing the vacant lots Nos. 11 and 13 West Eighty-first street.

4. Fencing vacant lots on the north side of One Hundred and Nineteenth street, between Fifth and Madison avenues, and east side of Fifth avenue, between One Hundred and Nineteenth and One Hundred and Twentieth streets.

5. Laying crosswalks across Western Boulevard at south side of One Hundred and Fifty-second street.

6. Flagging and reflagging, curbing and recurring south side of One Hundred and Fifty-first street, from St. Nicholas to Amsterdam avenue.

7. Flagging and reflagging, curbing and recurring north side of One Hundred and Nineteenth street, between Seventh and Lenox avenues.

8. Flagging and reflagging, curbing and recurring southwest corner One Hundred and Eighteenth street and St. Nicholas avenue.

9. Flagging and reflagging, curbing and recurring north side of Eighty-fifth street, from Amsterdam avenue to Boulevard.

On motion, the said assessment lists were severally confirmed, all the members voting in the affirmative.

The Comptroller presented the following assessment lists, received from the Board of Assessors without objections, under date of September 30, 1895, viz.:

1. Flagging and reflagging, curbing and recurring east side of First avenue, from Sixty-second to Sixty-fourth street.

2. Flagging and reflagging, curbing and recurring West End avenue, west side, Seventy-ninth to Eighty-first street, and east side, Seventy-eighth to Eighty-third street.

3. Flagging and reflagging, curbing and recurring Eighty-first street, north side, between West End avenue and Riverside Drive.

4. Flagging and reflagging, curbing and recurring north side of Eighty-fifth street, between First and Second avenues.

5. Flagging and reflagging, curbing and recurring One Hundred and Twenty-first street, north side, 100 feet west of Eighth avenue.

6. Flagging and reflagging, curbing and recurring Ninety-seventh street, south side, between Lexington and Park avenues.

7. Flagging and reflagging, curbing and recurring west side of Seventh avenue, from One Hundred and Forty-ninth to One Hundred and Fifty-third street.

8. Flagging and reflagging, curbing and recurring the east side of Madison avenue, between One Hundred and Sixteenth and One Hundred and Seventeenth streets.

9. Flagging and reflagging, curbing and recurring south side of Second street, from Avenue A to Avenue B.

10. Flagging and reflagging, curbing and recurring Eighty-eighth street, south side, between First and Second avenues, and Second avenue, west side, between Eighty-seventh and Eighty-eighth streets.

11. Flagging and reflagging, curbing and recurring Nos. 5 to 11 Broadway.

12. Flagging and reflagging, curbing and recurring Sixty-fifth street, south side, beginning 100 feet east of Columbus avenue.

On motion, the said assessment lists were severally confirmed, all the members voting in the affirmative.

The Comptroller presented the following assessment lists received from the Board of Assessors without objections, under date of October 8, 1895, viz.:

1. Sewer in Ninety-sixth street, between First avenue and Harlem river.

2. Laying crosswalk on south side of One Hundred and Twenty-first street, across Avenue St. Nicholas and Eighth avenue.

3. Laying crosswalks across Barclay and Vesey streets at the easterly and westerly sides of Church street.

4. Receiving-basins on the northwest corner of One Hundred and Fifty-first street, and southwest corner of One Hundred and Fifty-second street and Convent avenue.

5. Receiving basins on the northwest corner of One Hundred and Fifty-first street, and southwest corner of One Hundred and Fifty-second street and Convent avenue.

6. Sewer in Avenue St. Nicholas, west side, between One Hundred and Nineteenth and One Hundred and Twentieth streets.

On motion, the said assessment lists were severally confirmed, all the members voting in the affirmative.

The Comptroller presented the following assessment lists received from the Board of Assessors without objections, under date of October 15, 1895, viz.:

1. Sewer and appurtenances in One Hundred and Thirty-sixth and One Hundred and Thirty-seventh streets, between Rider and Third avenues.

2. Sewer and appurtenances in Spring place, from existing sewer in Franklin avenue to Boston road.

3. Sewer in One Hundred and Fiftieth street, between Boulevard and Amsterdam avenue.

4. Receiving-basin and appurtenances at the northwest corner of One Hundred and Sixty-first street and Washington avenue.

On motion, the said assessment lists were severally confirmed, all the members voting in the affirmative.

The Comptroller presented the following assessment lists received from the Board of Assessors without objections, under date of October 22, 1895, viz.:

1. Paving One Hundred and Second street, from Columbus to Manhattan avenue, with asphalt.

2. Paving One Hundred and Fifty-eighth street, from Amsterdam avenue to St. Nicholas avenue, with granite blocks.

3. Paving One Hundred and Sixtieth street, from Amsterdam avenue to St. Nicholas avenue, with granite blocks.

4. Paving One Hundred and Thirteenth street, from Amsterdam avenue to the Boulevard, with granite blocks, and laying crosswalks.

5. Sewer and appurtenances in Washington avenue, between One Hundred and Seventy-fourth and One Hundred and Seventy-sixth streets, and in Bathgate avenue, from summit north of One Hundred and Seventy-fourth to One Hundred and Seventy-sixth street.

On motion, the said assessment lists were severally confirmed, all the members voting in the affirmative.

The Comptroller presented the following assessment lists received from the Board of Assessors without objections, under date of October 29, 1895, viz.:

1. Sewer and appurtenances in George street, between Forest avenue and Boston road.

2. Sewer and appurtenances in Homie street, between Boston road and Tinton avenue.

3. Sewer and appurtenances in Melrose avenue, between One Hundred and Sixty-second and One Hundred and Sixty-third streets, with branches in One Hundred and Sixty-third street, between Port Morris Branch Railroad and Courtlandt avenue, and in Courtlandt avenue, between One Hundred and Sixty-second and One Hundred and Sixty-third streets.

4. Sewer and appurtenances in Union avenue, from existing sewer in Westchester avenue to One Hundred and Sixty-fifth street.

5. Sewers in Avenue D, between Tenth and Thirteenth streets, and in Twelfth street, between Avenue D and Dry Dock street.

6. Sewer in Avenue St. Nicholas (west side), between One Hundred and Forty-first and One Hundred and Forty-fifth streets, with alteration and improvement to curve at One Hundred and Forty-first street and Avenue St. Nicholas.

On motion, the said assessment lists were severally confirmed, all the members voting in the affirmative.

The Comptroller presented the following assessment lists received from the Board of Assessors without objections, under date of November 4, 1895, viz.:

1. Alteration and improvement to sewer in Elm street, between Catharine lane and Leonard street, and in Leonard street, between Elm street and Broadway.

2. Sewer in One Hundred and Twenty-seventh street, between Convent avenue and summit east.

3. Sewer in Ninety-fifth street, between Riverside and West End avenues.

4. Receiving-basin on the northwest corner of One Hundred and Thirty-first street and Twelfth avenue.

5. Receiving-basin on the northeast corner of Seventy-fifth street and Columbus avenue.

6. Receiving-basins on the southeast corner of Vesey and Greenwich streets, and on the northeast corner of Fulton and Greenwich streets.

On motion, the said assessment lists were severally confirmed, all the members voting in the affirmative.

The Comptroller presented the following assessment lists received from the Board of Assessors without objections, under date of November 19, 1895, viz.:

1. Regulating, grading, curbing and flagging One Hundred and Forty-ninth street, from Seventh avenue to Harlem river.

2. Regulating, grading, curbing and flagging One Hundred and Thirty-first street, from Park to Lexington avenue.

3. Flagging and reflagging, curbing and recurring southeast corner of Seventy-fourth street

and in Third avenue, between One Hundred and Seventy-third and One Hundred and Seventy-fourth streets.

On motion, the said assessment lists were severally confirmed, all the members voting in the affirmative.

The Comptroller presented the following assessment lists received from the Board of Assessors without objections, under date of November 20, 1895, viz.:

1. Paving One Hundred and Sixty-first street, at the intersection of Amsterdam avenue and St. Nicholas avenue, with granite blocks.

2. Paving One Hundred and Eighty-first street, from Amsterdam to Eleventh avenue, with macadam pavement, with Telford foundation (except paving the gutters four feet wide with trap blocks) and laying crosswalks.

3. Paving Sixty-seventh street, from West End avenue to the Hudson river wall, with asphalt.

4. Paving One Hundred and Fifteenth street, from Morningside Park, East, to Manhattan avenue, with asphalt.

5. Regulating, grading, curbing and flagging One Hundred and Forty-fourth street, from Seventh avenue to Harlem river.

6. Sewers in One Hundred and Twentieth street, between Amsterdam avenue and Morningside avenue, West.

7. Sewer in Ninety-eighth street, between Riverside and West End avenues.

On motion, the said assessment lists were severally confirmed, all the members voting in the affirmative.

The Comptroller presented the following assessment lists received from the Board of Assessors without objections, under date of November 13, 1895, viz.:

1. Sewer in Amsterdam avenue, west side, between One Hundred and Seventy-third street and a point 316 feet 5 inches north of One Hundred and Seventy-eighth street, and sewers on north and south sides of One Hundred and Seventy-fifth street, between Amsterdam and Wadsworth avenues, with curves at Eleventh avenue.

2. Alteration and improvement to sewers in Columbus avenue at Seventy-fifth street.

3. Receiving-basin and appurtenances on the northeast corner of Crimmins avenue and One Hundred and Forty-first street.

4. Fencing the vacant lots on the north side of Ninety-ninth street, and on the south side of One Hundredth street, between Columbus and Amsterdam avenues.

5. Fencing the vacant lots on the northeast corner of One Hundred and Twentieth street and Manhattan avenue.

6. Fencing the vacant lots on the south side of Ninety-ninth street, between Columbus and Amsterdam avenues.

7. Fencing the vacant lots on the easterly side of the Western Boulevard, between Seventy-sixth and Seventy-seventh streets.

8. Fencing the vacant lots on the south side of Eighty-ninth street, between Columbus and Amsterdam avenues, and on the east side of Amsterdam avenue, between Eighty-eighth and Eighty-ninth streets.

9. Fencing the vacant lots on the south side of Eighty-first street, between Amsterdam avenue and the Boulevard, and on the west side of Amsterdam avenue commencing at Eighty-first street and extending south about 100 feet.

10. Receiving-basin on the west side of Eighth avenue about 734½ feet north of One Hundred and Fifty-fifth street.

11. Flagging and reflagging, curbing and recurring south side of Ninety-second street, from Madison to Fifth avenue.

12. Flagging and reflagging west side of Seventh avenue, from One Hundred and Forty-first street to One Hundred and Forty-third street.

13. Flagging and reflagging south side of Ninety-Eighth street, between Boulevard and West End avenue.

14. Flagging and reflagging north side of One Hundred and Thirtieth street, commencing at Lenox avenue and extending east about 130 feet.

15. Flagging and reflagging and curbing northwest corner of Greenwich and Perry streets extending about 25 feet on Greenwich street and about 70 feet on Perry street.

16. Flagging and reflagging, curbing and recurring west side of Fifth avenue, between One Hundred and Twenty-eighth and One Hundred and Thirtieth streets, and on One Hundred and Twenty-ninth street, between Fifth and Lenox avenues.

17. Sewer in One Hundred and Twenty-first street, between Amsterdam avenue and Morningside avenue, West.

18. Fencing the vacant lots west side of Lexington avenue, from Ninety-seventh to Ninety-eighth street, north side of Ninety-seventh street, running west 105 feet, and south side of Ninety-eighth street, running west from Lexington avenue about 105 feet.

On motion, the said assessment lists were severally confirmed, all the members voting in the affirmative.

The Comptroller presented the assessment list for sewer in One Hundred and Sixty-Second street, between Eleventh avenue and Kingsbridge road, and in Kingsbridge road, west side, between Amsterdam avenue and One Hundred and Sixty-second street, received from the Board of Assessors without objections, under date of December 6, 1895.

On motion, the said assessment list was confirmed, all the members voting in the affirmative.

The assessment list for flagging and reflagging, curbing and recurring Amsterdam avenue, west side, between Seventy-ninth and Eightieth streets, and objections of Joseph L. O'Brien, and reply thereto of the Commissioner of Public Works, also letter from Mr. O'Brien of October 15, 1895, withdrawing his objections, were presented by the Comptroller, having been received from the Board of Assessors on October 16, 1895.

On motion, the said assessment list was confirmed, all the members voting in the affirmative.

The assessment list for paving Rutgers Slip, from Cherry to South street, with granite blocks and laying crosswalks (so far as the same is within the limits of grants of land under water), and objections of Thomas Hitchcock, filed by Miller & Briggs, attorneys; Thomas D. Hurst, filed by John H. Parsons, attorney; George C. Freeborn and others, filed by Walter H. Martin, attorney; William Henry Hall and others, filed by John C. Shaw, attorney, together with an opinion of the Counsel to the Corporation dated November 12, 1895, respecting the legal points raised in said objections, were presented by the Comptroller, having been received from the Board of Assessors under date of November 19, 1895.

The Board of Assessors state that the assessment has been apportioned in accordance with the said opinion of the Counsel to the Corporation.

Messrs. Charles E. Miller, of Miller & Briggs, John H. Parsons, Walter H. Martin and John C. Shaw, attorneys, appeared and withdrew the objections filed by them in said matter.

On motion, the assessment list was confirmed, all the members voting in the affirmative.

The assessment list for fencing the vacant lots on the north side of Ninety-sixth street, between Park and Madison avenues, and objections, referred back to the Board of Assessors at meeting of July 17, 1895, with the request that the assessment be laid at the sum of \$1, and that the apportionment thereof be made accordingly, were presented by the Comptroller, having been returned by the Board of Assessors, under date of July 31, 1895.

The Board of Assessors state that the assessment has been reapportioned in accordance with the request of the Board of Revision, etc.

On motion, the objections filed were overruled and the assessment list was confirmed, all the members voting in the affirmative.

The assessment list for fencing the vacant lots on the south side of One Hundred and Third street, between Second and Third avenues, and objections, referred back to the Board of Assessors at meeting of July 17, 1895, with the request that the assessment be laid at the sum of \$1, and that it be reapportioned accordingly, were presented by the Comptroller, having been returned by the Board of Assessors under date of July 31, 1895, reapportioned in accordance with the request of the Board of Revision, etc.

On motion, the objections filed were overruled and the assessment list was confirmed, all the members voting in the affirmative.

The assessment list for regulating, grading, curbing and flagging and laying crosswalks in George street, from Boston avenue to the westerly side of Prospect avenue, with list of awards for damages caused by a change of grade, referred back to the Board of Assessors at meeting of July 17, 1895, with request that the Counsel to the Corporation pass upon the questions raised by counsel for the parties who have filed petitions for awards, etc., was presented by the Comptroller, having been received from the said Board on November 20, 1895, together with an opinion of the Counsel to the Corporation dated November 12, 1895, regarding the awards for damages in the matter.

At the request of Judge Ernest Hall, of counsel, the assessment list was referred back to the Board of Assessors for reconsideration of the question of the awards, with reference to the said opinion of the Counsel to the Corporation.

The assessment list for regulating, grading, curbing, flagging and laying crosswalks in Vanderbilt avenue, East, from One Hundred and Sixty-fifth street to a point 270 feet north of One Hundred and Seventieth street, and objections of the New York and Harlem Railroad Company, filed by T. H. Baldwin, attorney, and of Ellen Kelly, filed by Bernard J. Kelly, attorney, together with an opinion of the Counsel to the Corporation dated January 25, 1895, in reference to the proposed assessment of the road-bed of the New York and Harlem Railroad Company, referred back to the Board of Assessors at meeting of July 17, 1895, were presented by the Comptroller, having been returned by the said Board on July 20, 1895.

Mr. Baldwin was heard in behalf of the New York and Harlem Railroad Co., and objected to the assessment charged against the property of his clients for the work in question, claiming that its lands are not lawfully assessable for any street improvement alongside of or across its tracks.

Mr. Kelly objected to the inequality of the assessment upon the property of his client.

On motion, the objections filed were overruled and the assessment list was confirmed, all the members voting in the affirmative.

The assessment list for sewers and appurtenances in One Hundred and Seventy-fifth street, from existing sewer in Webster avenue to Third avenue, with branches in Third avenue, between One Hundred and Seventy-fourth and One Hundred and Seventy-sixth streets, referred back to the Board of Assessors at meeting of June 28, 1895, for a further consideration of the objections filed to the apportionment of the assessment, was presented by the Comptroller, having been returned by the said Board on July 18, 1895.

After hearing Judge Angel, of counsel for certain objectors, and Mr. Morris H. Hayman, on motion, the assessment list was referred back to the Board of Assessors for further consideration of the objections to the apportionment of the assessment.

The assessment list for regulating and paving with granite-block pavement Vanderbilt avenue, East, between One Hundred and Sixty-fifth street and the Twenty-third Ward line, setting curbstones on the westerly side of the avenue, and laying crosswalks, with objections, referred back to the Board of Assessors at meeting of July 17, 1895, for further consideration, was presented by the Comptroller, having been returned by the Board of Assessors under date of July 20, 1895.

Mr. Baldwin objected to the assessment upon the property of the New York and Harlem Railroad Company adjoining the street, on the ground that it is used entirely for public purposes for freight and passenger traffic and was not in fact benefited by the street, and not assessable as a matter of law.

Judge Ernest Hall and Mr. Thomas S. Bassford, also made remarks in the matter.

On motion, the assessment list was referred back to the Board of Assessors for further consideration.

At the request of Mr. Baldwin the following assessment lists against which he had filed objections similar to those in the preceding case of paving Vanderbilt avenue were also referred back to the Board of Assessors for further consideration, viz.:

4791. Regulating and paving with granite-block pavement and laying crosswalks in Railroad avenue, East, from One Hundred and Fifty-sixth to One Hundred and Sixty-first street (referred back to the Board of Assessors at meeting of July 17, 1895, for further consideration and returned by the said Board on July 20, 1895).

4905. Regulating, grading, setting curb-stones, flagging the sidewalks and laying crosswalks in Railroad avenue, East, from the south side of One Hundred and Thirty-fifth street to the south curb line of One Hundred and Fifty-sixth street (referred back to the Board of Assessors at meeting of July 17, 1895, for further consideration and returned by the said Board on July 20, 1895).

4431. Regulating, grading, setting curb-stones, flagging and laying crosswalks in German place, from Westchester avenue to One Hundred and Fifty-sixth street (referred back to the Board of Assessors at meeting of July 17, 1895, for further consideration, and returned by the said Board on July 20, 1895).

The Comptroller presented the assessment list for regulating, grading, curbing and flagging One Hundred and Eighty-seventh street, from Amsterdam avenue to Kingsbridge road, and objections of S. Berliner and others, filed by Isidor Grayhead, attorney; Isabelle N. Leo, filed by Henry A. Himmelmann, attorney; Hannah McCormick, James H. Robertson and Richard Deevs, together with the reply of the Commissioner of Public Works, in regard to the objections of Isabelle N. Leo, which were referred back to the Board of Assessors at meeting of July 17, 1895, for the purpose of making another apportionment of the assessment, the same having been returned by the said Board on October 11, 1895, with objections of Robert R. Perkins, filed by C. B. Augustine, attorney, on October 4, 1895.

The Assessors state that since the return of the assessment list a reapportionment of the assessment has been made by them, by which the property of the objectors receives a reduction of \$109 per lot.

Mr. F. A. Thayer, attorney for Robert M. Galloway and others, trustees of the estate of David Dudley Field, was heard in opposition to the apportionment of the assessment upon the property of his clients.

Mr. Jasper, Secretary of the Board of Assessors, made explanation of the action of the said Board. Mr. Grayhead appeared.

On motion, the objections filed were overruled and the assessment list was confirmed, all the members voting in the affirmative.

The assessment list for regulating, grading, curbing, flagging and laying crosswalks in Freeman street, from Union avenue to the Southern Boulevard, and objections of the Twenty-third Ward Land Improvement Co., filed by Charles V. Gabriel, attorney, and of Jennie Allen Carew, filed by Berry Bros., attorneys, referred back to the Board of Assessors at meeting of July 17, 1895, for further consideration of the objections of the Twenty-third Ward Land Improvement Company to the apportionment of the assessment, were presented by the Comptroller, having been returned by the Board of Assessors on November 15, 1895, with additional objections filed by the Twenty-third Ward Land Improvement Company on November 7, 1895.

The Assessors state that since the return of the assessment list a reapportionment has been made to conform somewhat to the objections filed; that the list has been readvertised and all objections filed to the reapportionment have been overruled. Mr. Berry stated that he made no objections to the assessment.

No others appearing after notice, on motion, the objections received were overruled and the assessment list was confirmed, all the members voting in the affirmative.

The Comptroller presented the assessment list for sewer and appurtenances in One Hundred and Forty-fourth street, from existing sewer in Rider avenue to Railroad avenue, East, and objections of Mrs. Mary Jane Smith, together with a communication from the Commissioner of Street Improvements, Twenty-third and Twenty-fourth Wards, inclosing copy of a report made by the Chief Topographical Engineer of said Department, dated October 9, 1895, relative to the said objections, the same having been received from the Board of Assessors on October 18, 1895.

No one appearing in opposition after notice, on motion, the objections filed were overruled and the said assessment list was confirmed, all the members voting in the affirmative.

The assessment list for sewers in Twelfth and Thirteenth avenues, between Twenty-seventh and Thirtieth streets, and in Twenty-seventh, Twenty-eighth and Twenty-ninth streets, between Eleventh and Thirteenth avenues; and alteration and improvement to sewer in Thirtieth street, between Eleventh avenue and North river, connecting with sewer to be built by the Department of Docks at Pier, new No. 60, and objections, referred back to the Board of Assessors for further consideration at meeting of July 17, 1895, were presented by the Comptroller, having been returned by the Board of Assessors on July 20, 1895.

Mr. John C. Shaw, attorney, objected to the assessment in behalf of the Manhattan Lumber Co. and others upon the ground that the sewer has been constructed in so faulty a manner that the same has fallen into such a state of decay that the bottom has dropped out, and that consequently it is useless to the property-owners.

On motion, the assessment list was referred back to the Board of Assessors to afford the Counsel to the Corporation an opportunity to look into the evidence given in the action by Patrick Casey, the original contractor, against the City, referred to by Mr. Shaw, regarding the manner of the construction of the sewer in question, and that the Assessors be requested to call upon the Counsel to the Corporation for such evidence as there may be in the matter.

The Comptroller presented the assessment list for sewer and appurtenances in Cedar place, from Cauldwell avenue to Union avenue, received from the Board of Assessors without objections on October 29, 1895, also the objections of Gertrude Schneider of No. 780 Tinton avenue, filed with the Comptroller on October 31, 1895.

After hearing the representative of Mrs. Schneider in opposition to the amount of the assessment charged against her property, and Mr. William H. Jasper, Secretary of the Board of Assessors in explanation, on motion, the said objections were overruled and the assessment list was confirmed, all the members voting in the affirmative.

The Comptroller presented the assessment list for regulating, grading, setting curb-stones and flagging One Hundred and Thirtieth street, from Convent avenue to St. Nicholas Terrace, together with a list of awards for damages caused by a change of grade, and petition for award and objections of the Female Academy of the Sacred Heart, filed by James A. Deering, attorney, received from the Board of Assessors on November 15, 1895.

Mr. Joseph Flannery, as representative of Mr. Deering, objected to the inadequacy and insufficiency of the award made for the damage to the property of his client and also to the amount assessed thereon for benefit, and requested that the assessment list be returned to the Board of Assessors for a further hearing.

On motion, the assessment list and accompanying papers were referred back to the Board of Assessors for further consideration.

The assessment list for regulating, grading, curbing and flagging and laying crosswalks in Birch street, from Wolf street to Marcher avenue, and objections of William Craft and others, filed by T. H. Baldwin, attorney; estate of William B. Ogden, filed by Albert E. Henschel, attorney, and of Peter J. Hunt, filed by Tierney & Halsey, attorneys, together with replies of the Commissioner of Street Improvements, Twenty-third and Twenty-fourth Wards, to the said objections dated August 9 and September 30, 1895, were presented by the Comptroller, having been received from the Board of Assessors on October 15, 1895.

Mr. Baldwin was heard in opposition to the amount included in the assessment for interest upon the advances made by the City, both as to the rate of interest, 6 per cent., and the time for which the interest is charged.

On motion of the Counsel to the Corporation the assessment list was referred back to the Board of Assessors for the purpose of correcting the assessment so as to include therein interest on the advances at the rate of six per cent. per annum to a period eight months after the completion of the work, and at the rate of three per cent. per annum for the period subsequent thereto, all the members voting in the affirmative.

The assessment list for regulating, grading, curbing and flagging One Hundred and Ninetieth street, from Audubon to Eleventh avenue, and objections of Emily A. Smith and the Ottendorfer Home, filed by John C. Shaw, attorney, and the reply thereto of the Commissioner of Public Works of March 27, 1895, referred back to the Board of Assessors at meeting of July 17, 1895, for

further consideration, were presented by the Comptroller, having been returned by the said Board on July 20, 1895.

Mr. Shaw objected to the assessment for the reason that the same includes work for regulating and grading at the intersection of Audubon avenue and One Hundred and Ninetieth street, while the ordinance authorizes the work to be done solely between Audubon and Eleventh avenues.

On motion, the assessment list was referred back to the Board of Assessors with the request that it eliminate from the assessment that portion of the work which is not authorized by the ordinance.

The assessment list for paving West street, from Battery place to Gansevoort street, so far as the same is within the limits of grants of land under water, together with an opinion of the Counsel to the Corporation in relation thereto, dated December 4, 1895, was presented by the Comptroller, having been received from the Board of Assessors on December 6, 1895.

The Board of Assessors call the attention of the Board to the sum of \$28,200.57 included in the assessment for interest on advances made by the City.

Mr. John C. Shaw, attorney, was heard objecting to the excessive charge for interest. He urged that similar action be taken in this case as in that of the assessment for regulating, etc., Birch street, involving the same question.

Mr. T. H. Baldwin and Mr. Walter H. Martin, attorneys, also appeared in said matter.

On motion of the Counsel to the Corporation, the said assessment list was referred back to the Board of Assessors for the purpose of correcting the assessment so as to include therein interest on the advances at the rate of six per cent. per annum, to a period eight months after the completion of the work, and at the rate of three per cent. per annum for the period subsequent thereto, all the members voting in the affirmative.

At 1.40 o'clock p.m., on motion, the Board adjourned.

RICHARD A. STORRS, Chief Clerk, Board of Revision and Correction of Assessments.

A meeting of the Board of Revision and Correction of Assessments was held at the Comptroller's office on Friday, December 13, 1895, at 12.35 o'clock p.m.

Present—Ashbel P. Fitch, Comptroller; Francis M. Scott, Counsel to the Corporation; John W. Goff, Recorder.

On motion of the Counsel to the Corporation the reading of the minutes of the meeting of December 9, 1895, was dispensed with.

The claim of Henrietta A. Mittnacht, under authority of chapter 441 of the Laws of 1895, for damages to her property on One Hundred and Forty-third street, known as Ward Nos. 39 and 40, in Block 1299, being a portion of Lot No. 2089, on the land map of the city, caused by a change of the original grade of said street, between the Boulevard and the Hudson River Railroad, which was referred to the Counsel to the Corporation at meeting of May 20, 1895, was presented by the Comptroller, together with a communication from the Counsel to the Corporation transmitting the testimony taken by him in the matter; also the report and estimate of Patrick Fox, dated October 28, 1895, of the damage sustained by the said property.

Hon. Charles L. Guy appeared in behalf of the claimant.

Whereupon the Counsel to the Corporation offered the following:

The Board of Revision and Correction of Assessments in the City of New York hereby certifies to the Comptroller that it has taken such measures as seem to it to be necessary to ascertain and determine the damages to the real property of Henrietta A. Mittnacht on One Hundred and Forty-third street, caused by change of the original grade of said One Hundred and Forty-third street between the Boulevard and the Hudson River Railroad, and awards damages to her in the sum of \$3,429.56, under authority of the act, chapter 441 of the Laws of 1895.

Which was unanimously adopted.

The assessment list for regulating, grading, setting curb and laying flagging on Kingsbridge road, from One Hundred and Ninetieth street to the Harlem river, and objections of Charles E. Runk, Henry H. Dreyer and others, filed by John C. Shaw, attorney; New York Institutions for the Blind and the Deaf and Dumb and others, filed by James A. Deering, attorney; Thomas J. Powers and others, by Truman H. Baldwin, attorney; Andrew P. Ross, Frederick Mead and others, by Fettretch, Silkman & Seybel, attorneys; Lawrence Drake, J. Romaine Brown and others, by F. A. Thayer, attorney; William Libbey, Susan Maginn, by Edward J. McGean, attorney, referred back to the Board of Assessors at meeting of July 17, 1895, for further consideration, were presented by the Comptroller, having been returned by the said Board without alteration, under date of July 20, 1895.

Mr. John C. Shaw, attorney on behalf of property-owners north of One Hundred and Ninetieth street, for whom he had filed objections, was heard in support of said objections and urged that the assessment be extended on the property between One Hundred and Fifty-fifth and One Hundred and Ninetieth streets, so that the expense of improving the Kingsbridge road from One Hundred and Fifty-fifth street to the Harlem river should be distributed pro rata along the entire line.

Mr. Truman H. Baldwin, attorney, representing property-owners on the Kingsbridge road north of One Hundred and Ninetieth street, was also heard in opposition to the assessment as apportioned and to the amount included therein for gas bill, and also as to the rate of interest charged on the advances made by the City and the period for which the same is computed.

Mr. James A. Deering, attorney for owners of property on Kingsbridge road south of One Hundred and Ninetieth street, argued against the extension of the assessment further than has already been made in the matter by the Board of Assessors.

Mr. F. A. Thayer, attorney, representing various property-owners above One Hundred and Ninetieth street, for whom he had filed objections, was heard in opposition to the assessment as now apportioned by the Assessors.

Mr. Seybel, of Messrs. Fettretch, Silkman & Seybel, attorneys, and Mr. Edward J. McGean, attorney, representing objectors to the assessment, also appeared.

After consideration, on motion of the Recorder, the several objections filed were overruled and the assessment list was confirmed, all the members voting in the affirmative.

The assessment list for sewer and appurtenances in Melrose avenue, between One Hundred and Sixtieth and One Hundred and Fifty-sixth streets, with branches in One Hundred and Fifty-seventh, One Hundred and Fifty-eighth and One Hundred and Fifty-ninth streets, between Elton and Courtlandt avenues, with objections of Annie Fenske and Kate Behm, filed by Truman H. Baldwin, attorney, were presented by the Comptroller, having been received from the Board of Assessors on November 15, 1895.

The Comptroller called the attention of the Board to the correspondence had by him with the Commissioner of Street Improvements, Twenty-third and Twenty-fourth Wards, in regard to the certificate of the Commissioner, which does not include the total amount advanced by the City upon his requisitions on account thereof, there being a deficiency therein of the sum of \$3,943.94.

On motion, the assessment list was referred back to the Board of Assessors with the request that it communicate with the Counsel to the Corporation as to what action should be taken in the matter to reimburse the City for the said deficiency.

The assessment list for branch sewers and appurtenances in Melrose avenue, from Third avenue to One Hundred and Fifty-fourth street, received from the Board of Assessors without objections on October 29, 1895, was presented by the Comptroller.

The Comptroller called the attention of the Board to correspondence had by him with the Commissioner of Street Improvements, Twenty-third and Twenty-fourth Wards, in regard to the certificate of the Commissioner, which does not include the total amount advanced by the City upon his requisitions for the expenses incurred for the work in question, there being a deficiency therein of \$93.01.

On motion, the assessment list was referred back to the Board of Assessors with request that it communicate with the Counsel to the Corporation, as to what action should be taken in the matter to reimburse the city for the said deficiency.

At 2.10 o'clock p.m., on motion, the Board adjourned.

RICHARD A. STORRS, Chief Clerk, Board of Revision and Correction of Assessments.

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 January 4, 1896.

Barometer.

DATE. DECEMBER AND JANUARY.	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.	Time.		Reduced to Freezing.	Time.	Reduced to Freezing.	Time.
Sunday, 29	30.062	30.056	30.100	30.073	30.104	9 A.M.	30.016	30.016	1 A.M.	29.980	12 M.
Monday, 30	30.026	29.830	29.500	29.785	30.020	9 A.M.	29.290	29.290	12 P.M.	29.090	3 A.M.
Tuesday, 31	29.456	29.674	29.750	29.626	29.780	12 P.M.	29.090	29.090	8 A.M.	29.780	8 A.M.
Wednesday, 1	29.830	29.890	30.034	29.918	30.074	12 P.M.	29.562	29.562	12 P.M.	29.800	12 M.
Thursday, 2	30.130	29.980	29.870	29.993	30.164	8 A.M.	29.770	29.770	9 P.M.	29.800	9 A.M.
Friday, 3	29.624	29.600	29.706	29.673	29.800	12 P.M.	29.562	29.562	12 M.	29.800	12 M.
Saturday, 4	29.936	30.030	30.180	30.040	30.180	9 P.M.	29.800	29.800	9 A.M.	29.800	12 M.

Mean for the week 29.874 inches.
Maximum " at 9 P.M., Jan. 4 30.180 "
Minimum " at 3 A.M., Dec. 31 29.090 "
Range " 1.090 "

Thermometers.

DATE. DECEMBER AND JANUARY.	7 A.M.			2 P.M.			9 P.M.			MEAN.			MAXIMUM.			MINIMUM.			MAXIMUM.		
	Dry Bulb.	Wet Bulb.	Dry Bulb.	Dry Bulb.	Wet Bulb.	Dry Bulb.	Dry Bulb.	Wet Bulb.	Dry Bulb.	Dry Bulb.	Wet Bulb.	Time.	Dry Bulb.	Wet Bulb.	Time.	Dry Bulb.	Wet Bulb.	Time.	Dry Bulb.	Wet Bulb.	Time.
Sunday, 29	38	35	42	38	44	49	56	49.3	45.6	45	4 P.M.	44	38	7 A.M.	35	7 A.M.	80	12 M.	80	12 M.	
Monday, 30	41	37	48	44	49	56	49.3	45.6	60	12 P.M.	57	12 P.M.	39	4 A.M.	35	4 A.M.	55	12 P.M.	55	12 P.M.	
Tuesday, 31	37	32	39	33	36	33	37.3	32.3	60	3 A.M.	57	3 A.M.	35	9 A.M.	30	9 A.M.	83	1 P.M.	83	1 P.M.	
Wednesday, 1	33	30	39	31	29	27	25	30.3	28.0	35	0 A.M.	32	0 A.M.	26	12 P.M.	24	12 P.M.	81	1 P.M.	81	1 P.M.
Thursday, 2	27	25	42	36	41	37	36.6	32.6	46	4 P.M.	39	4 P.M.	25	0 A.M.	24	0 A.M.	89	1 P.M.	89	1 P.M.	
Friday, 3	49	35	49	36	26	25	35.3	32.0	45	12 M.	39	12 M.	24	12 P.M.	22	12 P.M.	88	11 A.M.	88	11 A.M.	
Saturday, 4	18	16	21	19	16	15	18.3	16.6	24	0 A.M.	22	0 A.M.	13	12 P.M.	12	12 P.M.	74	11 A.M.	74	11 A.M.	

Dry Bulb
Mean for the week 35.4 degrees.
Maximum for the week, at 12 P.M., 30th 60 " at 12 P.M., 30th 57 "
Minimum " at 12 P.M., 4th 33 " at 12 P.M., 4th 12 " at 12 P.M., 4th 12 "
Range " 47 " at 12 P.M., 4th 45 "

Dry Bulb

Wet Bulb
Mean for the week 32.6 degrees.
Maximum for the week, at 12 P.M., 30th 60 " at 12 P.M., 30th 57 "
Minimum " at 12 P.M., 4th 33 " at 12 P.M., 4th 12 " at 12 P.M., 4th 12 "
Range " 47 " at 12 P.M., 4th 45 "

Wind.

5096. Two Hundred and Tenth street, from Amsterdam avenue to the Harlem river.
 5106. One Hundred and Sixty-fourth street, from Morris avenue to Railroad avenue, West.
 5107. One Hundred and Seventy-fifth street, from Webster avenue to Third avenue.
 5108. Southern Boulevard, from Home street to Free-

man street.
 5109. One Hundred and Thirty-fifth street, from Alexander avenue to Willis avenue, and One Hundred and Thirty-fifth street, from Lincoln avenue to Willis avenue, regulating, grading and paving.

5110. One Hundred and Seventieth street, from Prospect avenue to Bristow street.

5111. Cedar place, from Eagle avenue to Union avenue.

5112. Wolf street, from Union street to Sedgwick avenue.

5113. One Hundred and Thirty-third street, from Locust avenue to Trinity avenue.

5116. One Hundred and Thirty-sixth street, from the Southern Boulevard to Locust avenue.

5125. Two Hundred and Second street, from Amsterdam avenue to United States channel-line of Harlem river.

5143. One Hundred and Seventy-ninth street, from Amsterdam avenue to Kingsbridge road.

5144. One Hundred and Twenty-fifth street, from Boulevard to Claremont avenue.

5162. One Hundred and Sixty-second street, from the Port Morris Branch Railroad to Third avenue.

5167. Bremer avenue, from northerly curb-line of Jerome avenue to southerly curb-line of Birch street.

5168. Willow avenue, from Bronx Hills or Long Island Sound to East One Hundred and Thirty-eighth street.

5169. One Hundred and Thirty-fifth street, from the easterly line of the Southern Boulevard to the westerly line of Locust avenue.

5170. Teasdale place, from Third avenue to Trinity avenue.

All persons who consider their property to have been injuriously affected by the regulating and grading of any of the streets and avenues above described, in consequence of a change of grade having been made therein, are hereby notified to transmit, in writing, the evidence relating thereto, to the Chairman of the Board of Assessors, No. 27 Chambers street, on or before 11:30 A. M. on the 10th day of January, 1896, at which time a public hearing will be given to all parties whose property may be affected by the aforesaid improvements.

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

NEW YORK, January 3, 1896.

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 4694, No. 1. Regulating, grading, setting curbstones and flagging Two Hundred and First street, from Academy street to United States channel-line of Harlem river.

List 5084, No. 2. Paving One Hundred and Sixtieth street, from Amsterdam avenue to the Boulevard, with granite blocks and laying crosswalks.

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 Two Hundred and First street, from Academy street to Exterior street, and to the extent of half the block at the intersecting streets and avenues.

No. 2. Both sides of One Hundred and Sixtieth street, from Amsterdam avenue to the Boulevard, and to the extent of half the block at the intersecting avenues.

All persons whose interests are affected by the above-named assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the 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 31st day of January, 1896.

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

NEW YORK, December 30, 1895.

TAXES AND ASSESSMENTS.

CITY OF NEW YORK, DEPARTMENT OF TAXES AND ASSESSMENTS, STEWART BUILDING, NO. 280 BROADWAY, NEW YORK, January 13, 1896.

IN COMPLIANCE WITH SECTION 817 OF THE New York City Consolidation Act of 1882, notice is hereby given that the books of "The Annual Record of the Assessed Valuation of Real and Personal Estate" of the City and County of New York, for the year 1896, are open and will remain open for examination and correction until the 30th day of April, 1896.

All persons believing themselves aggrieved must make application to the Commissioners of Taxes and Assessments, at this office, during the period said books are open, in order to obtain the relief provided by law.

Applications for correction of assessed valuations on personal estate must be made by the person assessed to the said Commissioners, between the hours of 10 A. M. and 2 P. M., except on Saturdays, when between 10 A. M. and 12 M., at this office, during the same period.

EDWARD P. BARKER, THEODORE SUTRO, JAMES L. WELLS, Commissioners of Taxes and Assessments.

BOARD OF EDUCATION.

SEALED PROPOSALS WILL BE RECEIVED by the Board of School Trustees for the Twelfth Ward, at the Hall of the Board of Education, No. 146 Grand street, until 4 o'clock P. M., on Tuesday, January 21, 1896, for supplying the Heating and Ventilating Apparatus for the new Grammar School, situated on southerly side of Eighty-eighth street, between Second and Third avenues.

JOHN WHALEN, ANTONIO RASINES, MORRIS E. STERNE, ROBERT E. STEEL, LOUIS A. RODENSTEIN, Board of School Trustees, Twelfth Ward.

Dated NEW YORK, January 8, 1896.

Sealed proposals will also be received at the same time and place by the School Trustees of the Eleventh Ward, until 10 o'clock A. M., on Monday, January 13, 1896, for Heating the Closets, etc., at Grammar Schools Nos. 15 and 22.

GEORGE MUNDORFF, Chairman, SAMUEL D. LEVY, Secretary, Board of School Trustees, Eleventh Ward.

Dated NEW YORK, December 30, 1895.

Sealed proposals will also be received at the same place by the School Trustees of the Tenth Ward, until 10 o'clock A. M., on Friday, January 10, 1896, for connecting Grammar School No. 7 and Primary School No. 37 with the Fire-alarm System of the City of New York.

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

Dated NEW YORK, December 27, 1895.

Plans and specifications may be seen, and blank proposals obtained, at the office of the Superintendent of School Buildings, No. 146 Grand street, third floor.

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

The party submitting a proposal, and the parties 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 reception 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, which 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.

POLICE DEPARTMENT.

POLICE DEPARTMENT, NEW YORK, January 7, 1896.
PUBLIC NOTICE IS HEREBY GIVEN THAT two Horses, the property of this Department, will be sold at Public Auction on Tuesday, January 21, 1896, at 10 o'clock A. M., by Van Tassel & Kearney, Auctioneers, at their stables, Nos. 130 and 132 East Thirteenth street.

By order of the Board,

WM. H. KIPP, Chief Clerk.

DEPT. OF PUBLIC CHARITIES.

DEPARTMENT OF PUBLIC CHARITIES FOR INSANE ASYLUMS, NEW YORK, January 3, 1896.

PROPOSALS FOR GROCERIES—SEALED BIDS for furnishing Groceries during the first three months of 1896, in conformity with samples and specifications, will be received at the office of the Department of Public Charities for Insane Asylums, No. 66 Third avenue, in the City of New York, until 10 o'clock A. M. of Wednesday, January 15, 1896.

GROCERIES.

24,000 pounds Rio Coffee, roasted.
 No empty packages are to be returned to bidders or contractors, except such as are designated in the specifications.

The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Groceries," 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, or his duly authorized agent, of said Department and read.

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

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

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

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

A 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, 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 a 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.

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, become bound as his sureties for his 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 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 his 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 bound.

Attention is called to the provisions of an act passed by the Legislature, March 14, 1880, authorizing executors, administrators, guardians and trustees, and others holding trust funds to invest such funds in the stocks or bonds of the City of New York.

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 is 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 let, as provided by law.

The quality of the articles, *su plies, goods, wares and merchandise must conform in every respect to the samples of the same on exhibition at the office of the said Department, or, in the absence of samples, to the printed specifications. Bidders are cautioned to examine the specifications for particulars of the articles, etc., required before making their estimates.*

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

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

Payment will be made by a requisition on the Comptroller, 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, and 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 for Insane Asylums will insist upon its absolute enforcement in every particular.

S. C. CROFT, President; JOHN P. FAURE and JAS. R. O'HEIRNE, Commissioners, Department of Public Charities.

FINANCE DEPARTMENT.

PROPOSALS FOR \$77,621.50 GOLD BONDS OF THE CITY OF NEW YORK.

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

INTEREST THREE PER CENT. PER ANNUM.

SEALED PROPOSALS WILL BE RECEIVED by the Comptroller of the City of New York, at his office, No. 280 Broadway, in the City of New York, until Thursday, the 16th day of January, 1896, at 2 o'clock P. M., when they will be publicly opened in the presence of the Commissioners of the Sinking Fund, or such of them as shall attend, as provided by law, for the whole or a part of the following coupon or registered bonds of the City of New York, to wit:

\$77,621.50 CONSOLIDATED STOCK OF THE CITY OF NEW YORK, KNOWN AS "SCHOOL-HOUSE BONDS,"

— the principal payable in gold coin of the United States of America of the present standard of weight and fineness at the Comptroller's office of said city, on the first day of November, in the year 1914, with interest at the rate of three per centum per annum, payable semi-annually, in such gold coin, on the first days of May and November in each year.

These bonds are issued in pursuance of the provisions of sections 132 and 134 of the New York City Consolidation Act of 1882, and chapter 88 of the Laws of 1895, for the purchase of new school sites for the erection of new school buildings, and for other school purposes, and as authorized by resolutions of the Board of Estimate and Apportionment and the Board of Education, and are

EXEMPT FROM TAXATION by the City and County of New York, but not from State taxation, pursuant to the provisions of section 137 of the New York City Consolidation Act of 1882, and under an ordinance of the Common Council of said city, approved by the Mayor, October 2, 1880, and resolutions of the Commissioners of the Sinking Fund, adopted November 7, 1895, and November 20, 1895.

AUTHORITY FOR TRUST INVESTMENTS.

Attention is called to the provisions of an act passed by the Legislature, March 14, 1880, authorizing executors, administrators, guardians and trustees, and others holding trust funds to invest such funds in the stocks or bonds of the City of New York.

CONDITIONS.

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

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

The proposals should be inclosed in a sealed envelope, indorsed "Proposals for Bonds of the Corporation of the City of New York," and each proposal should be inclosed in a second envelope, addressed to the Comptroller of the City of New York.

ASHBEL P. FITCH, Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT

NINETY-FIFTH STREET—SEWER, between Riverside and West End avenues. Area of assessment: Both sides of Ninety-fifth street, between Riverside and West End avenues.

NINETY-SIXTH STREET—FENCING, north side, between Park and Madison avenues. Area of assessment: North side of Ninety-sixth street, between Park and Madison avenues.

NINETY-SEVENTH STREET—FLAGGING and CURBING, south side, between Lexington and Park avenues. Area of assessment: Lots Nos. 59 to 68, inclusive, of Block 1624 (old Block 387).

NINETY-EIGHTH STREET—FLAGGING, south side, between Boulevard and West End avenue. Area of assessment: South side of Ninety-eighth street, between Boulevard and a point 225 feet west of Boulevard.

NINETY-EIGHTH STREET—SEWER, between Riverside and West End avenues. Area of assessment: Both sides of Ninety-eighth street, between Riverside and West End avenues.

NINETY-NINTH STREET—FENCING, south side, between Columbus and Amsterdam avenues. Area of assessment: Lots Nos. 39 to 46, inclusive, of Block 1025.

NINETY-NINTH STREET—FENCING, north side, between Columbus and Amsterdam avenues. Area of assessment: Lots Nos. 5, 6, 12, 13, 13½, and Nos. 19 to 28, inclusive, of Block 1026.

ONE HUNDRED AND SECOND STREET—PAVING, between Columbus and Manhattan avenues. Area of assessment: Both sides of One Hundred and Second street, between Columbus and Manhattan avenues, and to the extent of half the block on the terminating avenues.

ONE HUNDRED AND THIRD STREET—FENCING, south side, between Second and Third avenues. Area of assessment: Lots Nos. 29 to 34, inclusive, of Block 306.

ONE HUNDRED AND TWELFTH STREET—PAVING, between Seventh and Eighth avenues. Area of assessment: Both sides of One Hundred and Twelfth street, between Seventh and Eighth avenues, and to the extent of half the block on the terminating avenues.

ONE HUNDRED AND THIRTEENTH STREET—PAVING, and LAVING CROSSWALKS, between Amsterdam avenue and the Boulevard. Area of assessment: Both sides of One Hundred and Thirteenth street and to the extent of half the block on the Boulevard and Amsterdam avenue.

ONE HUNDRED AND FIFTEENTH STREET—PAVING, between Morningside avenue, East, and Manhattan avenue. Area of assessment: Both sides of One Hundred and Fifteenth street, from Morningside avenue, East, to Manhattan avenue, and to the extent of half the block on the terminating avenues.

ONE HUNDRED AND SEVENTEENTH STREET—SEWER, between Amsterdam avenue and Morningside avenue, West. Area of assessment: Both sides of One Hundred and Seventeenth street, between Amsterdam avenue and Morningside avenue, West.

ONE HUNDRED AND EIGHTEENTH STREET—FLAGGING and CURBING, at the southwest corner of St. Nicholas avenue. Area of assessment: Lot No. 49 of Block 818.

ONE HUNDRED AND NINETEENTH STREET—FENCING, north side, between Fifth and Madison avenues; also, FIFTH AVENUE, east side, between One Hundred and Nineteenth and One Hundred and Twentieth streets. Area of assessment: East side of Fifth avenue, from One Hundred and Nineteenth street to One Hundred and Twentieth street, and north side of One Hundred and Nineteenth street, between Fifth and Madison avenues.

ONE HUNDRED AND NINETEENTH STREET—FLAGGING and CURBING, north side, between Seventh and Lenox avenues. Area of assessment: Lots Nos. 11 to 25, inclusive, of Block 705.

ONE HUNDRED AND TWENTIETH STREET—SEWERS, between Amsterdam avenue and Morningside avenue, West. Area of assessment: Both sides of One Hundred and Twentieth street, between Amsterdam and Morningside avenues, West.

ONE HUNDRED AND TWENTIETH STREET—FENCING, northeast corner of Manhattan avenue. Area of assessment: Lots Nos. 18, 19 and 20 of Block 932.

ONE HUNDRED AND TWENTY - FIRST STREET—CROSSWALK, south side, across Avenue St. Nicholas and Eighth avenue. Area of assessment: South side of One Hundred and Twenty-first street, to the extent of half the block east and west of junction with Eighth and St. Nicholas avenues; also to the extent of half the block on Eighth and St. Nicholas avenues, south of One Hundred and Twenty-first street.

ONE HUNDRED AND TWENTY-FIRST STREET—FLAGGING and CURBING, north side, 100 feet west of Eighth avenue. Area of assessment: Lot No. 29 of Block 633.

ONE HUNDRED AND TWENTY-FIRST STREET—SEWER, between Amsterdam avenue and Morningside avenue, West. Area of assessment: Both sides of One Hundred and Twenty-first street, between Amsterdam avenue and Morningside avenue, West.

ONE HUNDRED AND TWENTY - FIRST STREET—BASIN, south side, at junction of Eighth and St. Nicholas avenues. Area of assessment: Triangle bounded by Eighth and St. Nicholas avenues, One Hundred and Twenty-first and One Hundred and Twenty-first streets.

ONE HUNDRED AND TWENTY-SIXTH STREET—BASIN, southeast corner of Lenox avenue. Area of assessment: South side of One Hundred and Twenty-sixth street, extending about 160 feet east of Lenox avenue.

ONE HUNDRED AND TWENTY-SEVENTH STREET—SEWER, between Convent avenue and St. Nicholas Terrace. Area of assessment: Both sides of One Hundred and Twenty-seventh street, between Convent avenue and St. Nicholas Terrace.

ONE HUNDRED AND THIRTIETH STREET—FLAGGING, north side, commencing at Lenox avenue and extending east therefrom about 130 feet. Area of assessment: North side of One Hundred and Thirtieth street, commencing at Lenox avenue and extending easterly about 135 feet.

ONE HUNDRED AND THIRTY-FIRST STREET—BASIN, northwest corner of Twelfth avenue. Area of assessment: West side of Twelfth avenue, extending northerly from One Hundred and Thirtieth-first street about 100 feet.

ONE HUNDRED AND THIRTY-FIRST STREET—REGULATING, GRADING, CURBING and FLAGGING, between Park and Lexington avenues. Area of assessment: Both sides of One Hundred and Thirtieth-first street, between Park and Lexington avenues.

ONE HUNDRED AND THIRTY-SEVENTH STREET—FENCING, north side, between Seventh and Eighth avenues. Area of assessment: North side of One Hundred and Thirty-seventh street, between Seventh and Eighth avenues.

ONE HUNDRED AND FORTIETH STREET—FENCING, between Seventh and Eighth avenues. Area of assessment: Both sides of One Hundred and Fortieth street, between Seventh and Eighth avenues.

ONE HUNDRED AND FORTY-FOURTH STREET—REGULATING, GRADING, CURBING and FLAGGING, from Seventh avenue to Harlem river. Area of assessment: Both sides of One Hundred and Forty-fourth street, from Seventh avenue to Harlem river.

ONE HUNDRED AND FORTY-FIFTH STREET—FLAGGING, south side, between Amsterdam avenue and Boulevard. Area of assessment: Lots Nos. 45 to 61, inclusive, of Block 1186.

ONE HUNDRED AND FORTY-NINTH STREET—REGULATING, GRADING, CURBING and FLAGGING, from Seventh avenue to Harlem river. Area of assessment: Both sides of One Hundred and Forty-ninth street, commencing at Seventh avenue and running easterly therefrom about 126 feet.

ONE HUNDRED AND FIFTIETH STREET—SEWER, between Boulevard and Amsterdam avenue. Area of assessment: Both sides of One Hundred and

Fiftieth street, between Boulevard and Amsterdam avenue.

ONE HUNDRED AND FIFTIETH STREET—BASIN, northwest corner of Convent avenue; also, BASIN, SOUTHWEST CORNER OF ONE HUNDRED AND FIFTY-FIRST STREET and Convent avenue. Area of assessment: Block bounded by One Hundred and Fiftieth and One Hundred and Fifty-first streets, Convent and Amsterdam avenues.

ONE HUNDRED AND FIFTY-FIRST STREET—BASIN, northwest corner of Convent avenue; also, BASIN, SOUTHWEST CORNER OF ONE HUNDRED AND FIFTY-SECOND STREET and Convent avenue. Area of assessment: Block bounded by One Hundred and Fifty-first and One Hundred and Fifty-second streets, Convent and Amsterdam avenues.

ONE HUNDRED AND FIFTY-FIRST STREET—FLAGGING and CURBING, south side, between St. Nicholas and Amsterdam avenues. Area of assessment: Lots Nos. 39 to 44, inclusive, 47 to 53, inclusive, and 59 to 61, inclusive, all of Block 1027.

ONE HUNDRED AND FIFTY-EIGHTH STREET—PAVING, between Amsterdam and St. Nicholas avenues. Area of assessment: Both sides of One Hundred and Fifty-eighth street, between Amsterdam and St. Nicholas avenues, and to the extent of half the block on the terminating avenues.

ONE HUNDRED AND SIXTIETH STREET—PAVING, between Amsterdam and St. Nicholas avenues. Area of assessment: Both sides of One Hundred and Sixtieth street, between Amsterdam and St. Nicholas avenues, and to the extent of half the block on the terminating avenues.

ONE HUNDRED AND SIXTY-FIRST STREET—PAVING, at the intersection of Amsterdam and St. Nicholas avenues. Area of assessment: East side of Amsterdam avenue and west side of St. Nicholas avenue, extending from the south side of One Hundred and Sixty-first street to a point about 100 feet southerly; east side of St. Nicholas avenue, from Sylvan place to One Hundred and Sixty-second street; west side of Amsterdam avenue, extending north of One Hundred and Sixty-first street, about 100 feet and south of One Hundred and Sixty-first street about 100 feet, and both sides of One Hundred and Sixty-first street, extending about 387 feet 6 inches westerly from Amsterdam avenue.

ONE HUNDRED AND SIXTY-SECOND STREET—SEWER, between Eleventh avenue and Kingsbridge road, also SEWER IN KINGSBRIDGE ROAD, west side, between Amsterdam avenue and One Hundred and Sixty-second street. Area of assessment: Both sides of One Hundred and Sixty-second street, between Eleventh avenue and Kingsbridge road, and west side of Kingsbridge road and Amsterdam avenue, between One Hundred and Sixty-first and One Hundred and Sixty-second streets.

ONE HUNDRED AND SIXTY-SECOND STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 58, 59 and 60 of Block 111.

SIXTY-SEVENTH STREET—PAVING, between West End avenue and the Hudson river wall. Area of assessment: Both sides of Sixty-seventh street, between West End avenue and the Hudson river wall, and to the extent of half the block on West End avenue, west side, north and south of Sixty-seventh street.

SIXTY-EIGHTH STREET—PAVING, between West End avenue and the Hudson river wall. Area of assessment: Both sides of Sixty-eighth street, between West End avenue and the Hudson river wall, and to the extent of half the block on West End avenue, west side, north and south of Sixty-eighth street.

SIXTY-EIGHTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 23 and 24 of Block 124.

EIGHTY-FIRST STREET—PAVING, between Amsterdam and Boulevard; also EIGHTY-FIRST STREET—SEWER, between Eleventh and Kingsbridge road, and west side of Kingsbridge road and Amsterdam avenue; also west side of Central Park, West, to the extent of about 100 feet north of Seventy-fifth street.

EIGHTY-FIRST STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 33 to 36, inclusive, and lots numbered 40 to 49, inclusive, of Block 215.

EIGHTY-FIRST STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 33 to 36, inclusive, and lots numbered 40 to 49, inclusive, of Block 215.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Eleventh and Twelfth avenues. Area of assessment: Lots numbered 20, 21, 22, 23 and 24 of Block 262.

EIGHTY-FIFTH STREET—PAVING, between Ele

DEPARTMENT OF PUBLIC WORKS

COMMISSIONER'S OFFICE, NEW YORK, January 4, 1896.
TO CONTRACTORS.

BIDS OR ESTIMATES, INCLOSED IN A sealed envelope, with the title of the work and the name of the binder indorsed thereon, also the number of the work as in the advertisement, will be received at this office until 12 o'clock M. on Thursday, January 16, 1896, at which place and hour they will be publicly opened by the head of the Department:

NO. 1. FOR ALTERATION AND IMPROVEMENT TO SEWER IN TWENTY-SECOND STREET, between Second and Third avenues.

NO. 2 FOR SEWERS IN ELEVENTH AVENUE, both sides, between One Hundred and Eighty-sixth and One Hundred and Eighty-seventh streets.

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

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

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

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

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

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

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

DEPARTMENT OF PUBLIC WORKS, COMMISSIONER'S OFFICE, NEW YORK, December 29, 1895.

NOTICE TO TENANTS AND PROPERTY HOLDERS IN REGARD TO REMOVAL OF SNOW.

ATTENTION IS CALLED TO THE PROVISIONS of an act passed by the Legislature of this State on April 1st, 1895, as follows:

CHAPTER 201.

"An Act to provide for the assessment and collection of the expense of removal of snow and ice from the sidewalks of public streets and avenues in the City of New York.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. Whenever any owner, lessee, tenant, or occupant or person having charge of any building or lot of ground in the City of New York shall fail to comply with the provisions of any ordinance of the said city for the removal of snow and ice from the sidewalk or gutter in the street, on the side of the street on which the said building or lot fronts, the Commissioner of Public Works of the said city shall cause such removal to be made, and thereupon the expense of such removal as to each particular lot of ground shall be ascertained and certified by the said Commissioner of Public Works to the Comptroller of the said city, who shall pay the same in the same manner as the expense of removing snow from the streets of the city is paid; and immediately after the making of the payment of such expense as so certified to him, the said Comptroller shall make and deliver a certificate thereof to the Board of Aldermen of the said city, and the said amounts so certified shall, by the said Board of Aldermen, annually be added to and made to form a part of the annual taxes of the next ensuing fiscal year against the lots against which the said amounts shall be so certified respectively, and the same shall be collected in and with and as part of the annual taxes for such fiscal year, for or during which the same shall have been so incurred and certified.

Section 2. This act shall not be regarded as interfering with the owner of any lots throwing into the roadway of the streets or avenues any snow or ice which may be removed from the sidewalk or gutter directly in front of such lot.

Section 3. The term lot, as used in this act, shall include a space not to exceed twenty-five feet in width fronting the street, avenue or lane upon which the violation is charged to have been committed or omitted.

Section 4. This act shall take effect on the first day of November, eighteen hundred and ninety-five."

The City Ordinance to which the above statute applies reads as follows:

"Section 66. Every owner, lessee, tenant, occupant or person having charge of any building or lot of ground in the city of New York shall, within eight hours after the fall of any snow, and within eight hours after the forming of any ice on the sidewalk or in the gutter in front of any such building or lot, remove, or cause the same to be removed, from such sidewalk or gutter, under the penalty of three dollars for every such neglect, to be paid by the said owner, lessee, tenant, occupant or person having charge severally and respectively; but where said snow falls or ice forms between the hours of eight o'clock in the evening and five o'clock in the morning, this ordinance will be complied with by removing, or causing the same to be removed, before nine o'clock of the morning succeeding its fall or formation."

It becomes my duty to give notice that the provisions of the foregoing statute will be rigidly enforced in all cases where the City Ordinance is not complied with.

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

SUPREME COURT.

A PUBLIC PARK, AT ST. NICHOLAS AVENUE, SEVENTH AVENUE AND ONE HUNDRED AND SEVENTEENTH STREET.

NOTICE TO ALL OWNERS, LESSEES, PARTIES AND PERSONS RESPECTIVELY ENTITLED UNTO OR INTERESTED IN THE LANDS, TENEMENTS, HEREDITAMENTS AND PREMISES REQUIRED FOR THE ACQUISITION OF TITLE TO THE LANDS REQUIRED FOR A PUBLIC PARK AT AVENUE ST. NICHOLAS, SEVENTH AVENUE AND ONE HUNDRED AND SEVENTEENTH STREET, AS Laid Out and Established by the Board of Street Opening and Improvement, pursuant to the provisions of chapter 320 of the Laws of 1887, and to the respective owners, lessees, parties and persons respectively entitled unto or interested in the respective lands, tenements, hereditaments and premises embraced within the area of assessment fixed and determined by the said Board of Street Opening and Improvement as the area within which the entire cost and expense to be incurred in acquiring the land for such park shall be assessed.

New York Supreme Court—In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title to certain pieces or parcels of land for a Public Park at Avenue St. Nicholas, Seventh Avenue and One Hundred and Seventeenth street, in the Twelfth Ward of the City of New York, as selected, located and laid out by the Board of Street Opening and Improvement, under and in pursuance of chapter 320 of the Laws of 1887.

We, the undersigned Commissioners of Estimate and Assessment in the above-entitled matter, hereby give notice, pursuant to section 4 of chapter 320 of the Laws of 1887, passed May 13, 1887, that a true report or transcript of our estimate of the loss and damage to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises to which title is sought to be acquired in this proceeding, and of the value of the benefit and advantage to the respective owners, lessees, parties and persons respectively entitled unto or interested in the respective lands, tenements, hereditaments and premises embraced within the area of assessment fixed and determined by the said Board of Street Opening and Improvement of the City of New York, under and in pursuance of chapter 320 of the Laws of 1887.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited in the Bureau of Street Opening in the Law Department of the City of New York, at its office, No. 51 Chambers street, in the said city, there to remain until the 14th day of February, 1896, and for that purpose will be in attendance at our said office on each of said ten days at 3 o'clock P. M.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land situated, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: All those lots fronting and abutting on either side of Courtlandt avenue, from East One Hundred and Sixty-third street to its junction with Thirteenth avenue: all those lots fronting and abutting on either side of Third avenue, from East One Hundred and Forty-fourth street to East One Hundred and Forty-eighth street, and all those lots fronting and abutting on either side of East One Hundred and Forty-sixth street, from Morris avenue to Willis avenue; excepting from said area all streets, avenues and roads, or portions thereof, heretofore legally opened, as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited in the Bureau of Street Opening in the Law Department of the City of New York, at its office, No. 51 Chambers street, in the said city, there to remain until the 14th day of February, 1896.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land situated, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: All those lots fronting and abutting on either side of East One Hundred and Sixty-fourth street, as such line is and would be, if extended eastwardly into the East river, to the northerly line of East Eighty-first street, as such line is and would be, if extended eastwardly into the East river, in the Nineteenth Ward of the City of New York, pursuant to the plans heretofore determined upon by the Board of the Department of Docks and adopted by the Commissioners of the Sinking Fund, and the profiles thereof fixed and determined by the Department of Docks with the concurrence of the Commissioner of Public Works.

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:

Dated NEW YORK, December 31, 1895.

J. C. JULIUS LANGBEIN, Chairman; JOHN H. JUDGE, JOHN LERCH, Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title for the use of the public, to all or any of the land and property not owned by the Corporation of the City of New York, including any rights, terms, easements and privileges or interest pertaining thereto, which are not subject to extinguishment or termination by public authority, required for an exterior street extending along the westerly shore of the East river, in the City of New York, from the centre line of East Sixty-fourth street, as such line is and would be, if extended eastwardly into the East river, to the northerly line of East Eighty-first street, as such line is and would be, if extended eastwardly into the East river, in the Nineteenth Ward of the City of New York, pursuant to the plans heretofore determined upon by the Board of the Department of Docks and adopted by the Commissioners of the Sinking Fund, and the profiles thereof fixed and determined by the Department of Docks with the concurrence of the Commissioner of Public Works.

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their objections, in writing, duly verified, to us, at our office, No. 51 Chambers street, second floor, in said city, on or before the 29th day of January, 1896, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said 29th day of January, 1896, and for that purpose will be in attendance at our said office on each of said ten days at three o'clock P. M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited in the Bureau of Street Opening in the Law Department of the City of New York, at its office, No. 51 Chambers street, in the said city, there to remain until the 30th day of January, 1896.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land situated, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: All those lots fronting and abutting on either side of East One Hundred and Sixty-sixth street, from Morris avenue to Willis avenue; excepting from said area all streets, avenues and roads, or portions thereof, heretofore legally opened, as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 10th day of March, 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, January 6, 1896.

APPLETON L. CLARK, Chairman; WILLIAM R. LOWE, WILLIAM M. LAWRENCE, Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Education, by the Counsel to the Corporation of the City of New York, relative to acquiring title by The Mayor, Aldermen and Commonalty of the City of New York, to certain lands on ST. NICHOLAS AVENUE, ONE HUNDRED AND TWENTY-SIXTH and ONE HUNDRED AND TWENTY-SEVENTH STREETS, in the Twelfth Ward of said city, duly selected and approved by said Board as a site for school purposes, under and in pursuance of the provisions of chapter 191 of the Laws of 1888, as amended by chapter 35 of the Laws of 1890.

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 which is sought to be acquired in this proceeding, and to all others whom it may concern, to wit:

Second—That all parties or persons whose rights may be 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.

Third—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited in the Bureau of Street Opening in the Law Department of the City of New York, at its office, No. 51 Chambers street, in the said city, there to remain until the 30th day of January, 1896.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 22nd day of March, 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, December 12, 1895.

DANIEL LORI, Chairman; JOSEPH J. O'DONOHUE, JOSEPH BLUMENTHAL, Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to POST AVENUE (although not yet named by proper authority), between Dyckman street and Lenox avenue, in the Twelfth Ward of the City of New York.

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections, in writing, duly verified, to us, at our office, No. 51 Chambers street, second floor, in said city, on or before the 20th day of January, 1896, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said 20th day of January, 1896, and for that purpose will be in attendance at our said office on each of said ten days at 10.15 o'clock A. M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited in the Bureau of Street Opening in the Law Department of the City of New York, at its office, No. 51 Chambers street, in the said city, there to remain until the 21st day of January, 1896.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land situated, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: On the north by the middle line of the blocks between East Ninety-first street and East Ninety-first street; on the south by the middle line of the blocks between East Fifty-eighth street and East Fifty-ninth street; on the east by the middle line drawn parallel to Third avenue and distant westerly 100 feet from the westerly side thereof; excepting from said area all street, avn-s and roads or portions thereof heretofore legally opened as such area is shown on our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 10th day of February, 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, December 7, 1895.

CHARLES H. TRUAX, Chairman; JOHN DE WITT WARNER, JOSEPH RILEY, Commissioners.

HENRY DE FOREST BALDWIN, Clerk.

THE CITY RECORD.

THE CITY RECORD IS PUBLISHED DAILY, Sundays and legal holidays excepted, at No. 2 City Hall, New York City. Annual subscription, \$9.39, postage prepaid. JOHN A. SLEICHER, Supervisor.