

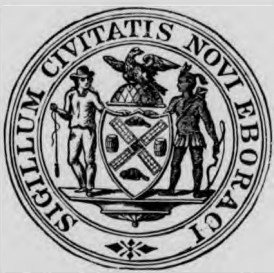
THE CITY RECORD.

OFFICIAL JOURNAL.

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LEGISLATIVE DEPARTMENT.

STATED MEETING.

BOARD OF ALDERMEN.

TUESDAY, March 2, 1886,
1 o'clock P. M.

The Board met in their chamber, room 16, City Hall.

PRESENT:

Hon. Robert B. Nooney, President;

ALDERMEN

Henry W. Jaehne,
Vice-President,
Charles Bennett,
John Cavanagh,
Thomas Cleary,
James J. Corcoran,
James A. Cowie,
Robert E. De Lacy,
Patrick Divver,

Eugene M. Earle,
Hugh F. Farrell,
Patrick F. Ferrigan,
James E. Fitzgerald,
Jacob Hunsicker,
Robert Lang,
Peter B. Masterson,
Gustav Menninger,

James J. Mooney,
Bankson T. Morgan,
Joseph Murray,
John O'Neil,
John Quinn,
John J. Ryan,
Matthew Smith,
James T. Van Rensselaer.

The minutes of meetings of February 9, 12, 16 and 23, were read and approved.

PETITIONS.

By Alderman Cleary—

Petition of G. Frank Orr for appointment as a Commissioner of Deeds.
Which was referred to the Committee on Salaries and Offices.

By Vice-President Jaehne—

Petition of William S. Kalischer for reappointment as a Commissioner of Deeds.
Which was referred to the Committee on Salaries and Offices.

REPORTS.

The Committee on Salaries and Offices respectfully

REPORT

for adoption the following resolutions:

Resolved, That the following-named persons be and they are hereby respectively reappointed to the office of Commissioner of Deeds in and for the City and County of New York, to date from the expiration of their present terms of office, viz.:

Hugh J. Grant,
William H. Regan.

Lewis S. Marx,
Joseph Steiner.

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

Robert L. Stanton, in place of.....	Joseph E. Corr.
Matthew F. Halpin, ".....	Byron W. Cohen.
Charles Lederer, ".....	John Dohse.
Patrick Feeny, ".....	Frank Gray.
Thomas J. Robinson, ".....	James Hyland.
Philip A. Harris, ".....	Hermann Hyman.
Leonard Brouner, ".....	Nathan Isaacs.
Michael C. O'Beirne, ".....	William A. Keeler.
John E. Hodges, ".....	Charles B. Reed.
George Rawlins, ".....	Michael J. McCarthy.

Resolved, That the following-named persons be and they are hereby appointed Commissioners of Deeds in and for the City and County of New York, in the places respectively of those whose names appear opposite, who were recently appointed, but failed to qualify, viz.:

Hugh Dinnin, in place of.....	Herman Josephs.
Anthony C. Dozeville, in place of.....	Lewis Braemer, Jr.
Timothy Y. Robertson, ".....	Joseph H. Lyon.
John W. McMahon, ".....	John H. Neville.
Michael Burghard, ".....	Hugh Sutherland.
William F. Kandel, ".....	Richard J. Sullivan.
Herman V. Alvensleben, ".....	Robert P. Walsh.

Resolved, That the resignations of August C. Hahn and Joseph A. Maas as Commissioners of Deeds be and they are hereby accepted.

Resolved, That Oscar Stern and Andrew Prose be and they are hereby appointed Commissioners of Deeds, in and for the City and County of New York, in the places respectively of August C. Hahn and Joseph A. Maas, resigned.

JAMES T. VAN RENSSELAER,
PATRICK F. FERRIGAN,
JOHN QUINN,
PATRICK DIVVER,
MATTHEW SMITH,

Committee
on
Salaries and Offices.

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

Which was decided in the affirmative, as follows:

Affirmative—The President, Vice-President Jaehne, Aldermen Bennett, Cavanagh, Cleary, Corcoran, Cowie, De Lacy, Earle, Farrell, Fitzgerald, Hunsicker, Lang, Masterson, Menninger, Morgan, Murray, O'Neil, Quinn, Ryan, Smith, and Van Rensselaer—22.

The Committee on Ferries and Franchises, to whom was referred the annexed petition of the Fifth Avenue Transportation Company, Limited, respectfully

REPORTS:

That, in or about the year 1850, the proper authorization was given by the city authorities for the running of a line of stages, from Forty-third street and Fifth avenue, down Fifth avenue to Eleventh street, through Eleventh street to Broadway, down Broadway to Fulton street and Fulton Ferry and return. Such line of stages was continuously run under the usual annual licenses therefor, from the year aforesaid until in or about the month of June, 1885, when, owing to the construction of a railroad in

Broadway, the running of such stages was discontinued on that street and to Fulton Ferry, as being no longer of public necessity or convenience. By the provisions of chapter 142 of the Laws of 1854, the consent of the city authorities and the licenses issued in pursuance thereof were made transferable by the owners thereof, and the alteration of any pre-existing route was also by such act specifically sanctioned. By sections 1948 and 1950 of the Consolidated Act now in force, the right so to transfer such consent and licenses, and to alter the routes of stage and omnibus lines, was again specifically recognized. By the provisions of section 1946 of said Consolidated Act, and of chapter 371 of the Laws of 1885, the construction of any railroad upon Fifth avenue is expressly forbidden, and the Attorney-General of the State has lately pronounced an opinion that such prohibition was valid and binding upon the city authorities, and, in compliance therewith, your Honorable Body, on the 12th of December, 1885, adopted a report of its Committee on Railroads, rejecting an application by the Fifth Avenue Railroad Company for the proper consent and permission to construct and operate a railroad on Fifth avenue. In such report it was stated that "the opinion appears to be general that this public drive, the central and principal avenue in our city, and the only one now free from obstruction by the rails of surface railroads, * * * should be so kept, and that no consideration other than one of pressing or imperative public need would justify the Common Council in taking any action which would destroy or mar these public advantages."

Fifth avenue, therefore, and South Fifth avenue are now free from railways, and until the statutes now in force are repealed, they will always so remain. They are most densely populated, and the buildings thereon are occupied both for residential and business purposes. They have, therefore, a social and business life of their own, and require the same accommodation for the transit of passengers, as is required in any parallel or other street or avenue.

The proper consent of the city authorities for the accommodation of this transit by a stage line having been, as before stated, granted as early as the year 1850, and remaining outstanding, the application presented by the annexed petition is not for the granting of authority to run stages or omnibuses in the city, for such authority has already been legally granted. It is an application under the provisions of the statutes above referred to, for the permission of the city authorities to change the route heretofore assigned, from Broadway, south of Eleventh street, and Fulton street to Fulton Ferry, to Fifth avenue, south of Eleventh street, through Washington Park and South Fifth avenue to Bleeker street, at the Bleeker street Elevated Railway Station, and return to Forty-third street.

There is also a further application to extend the consent or grant and the route already authorized from Forty-third street, along Fifth avenue, to Eighty-ninth street. A majority of the owners of property upon such altered route have consented in writing thereto.

The petitioner is now engaged, under the consent and authority aforesaid, in running a line of stages on Fifth avenue, from Forty-third street to Eleventh street and return. The stockholders in the petitioner's company are largely resident on Fifth avenue, and the use by the public of the stages upon this limited route already amounts to over five thousand passengers per day, thus demonstrating both the necessity for and the utility of such line of stages.

The present application is two-fold:

1. To change the route as above described.

2. To extend the route from Forty-third street along Fifth avenue to Eighty-ninth street.

Your Committee are unanimously of the opinion that it is within the authority of your Honorable Body to grant the change of route as prayed for, and, in so doing, to authorize the running of the petitioner's stages from Eleventh street along Fifth avenue and through Washington Park, and through South Fifth avenue to Bleeker street to the Bleeker Street Elevated Railway Station and return, so as to give a continuous line from such elevated railway station to Forty-third street along the designated streets.

Your Committee are also unanimously of the opinion that such change of route does not require to be disposed of at public auction, nor to be transmitted to your Honorable Body through the form of an application in writing to his Honor the Mayor; but that your Honorable Body has full right and authority in the premises, upon the petition of the petitioner, to grant such change of route upon the petitioner's continuing to pay the license-fee heretofore charged for the privilege of operating the original route.

With reference to the application of the petitioner for an extension of the route from Forty-third street along Fifth avenue to Eighty-ninth street, your Committee are unanimously of the opinion that such route is a new route within the meaning of the provisions of the Consolidated Act, and that the application therefor must be made in writing to the Mayor, and be disposed of at public auction in the manner now provided by law.

Your Committee therefore request that they may be discharged from the further consideration of so much of said petition as prays for an extension of the said route from Forty-third street, along Fifth avenue, to Eighty-ninth street.

In regard to the residue of said petition, the following resolution is respectfully offered for adoption:

Resolved, That the prior authorization and consent, heretofore given, for the operation of a line of stages, from Forty-third street, along Fifth avenue, to and through Eleventh street to Broadway, to Fulton street and Fulton Ferry and return, be and the same is hereby changed and altered, as requested by the said petitioner, to and along Fifth avenue, from Forty-third street through and across Washington Park, and through and along South Fifth avenue to Bleeker street, at the Bleeker Street Elevated Railway Station thereon, and return, and that the said Fifth Avenue Transportation Company, Limited, are hereby authorized to run its line of stages over said altered route upon paying the same license fees therefor as were heretofore paid by the former owners of the said route, prior to such change and alteration.

All of which is respectfully submitted.

EUGENE M. EARLE,
BANKSON T. MORGAN,
JOS. MURRAY,
PETER B. MASTERSON, } Committee
on
Ferries and Franchises.

Vice-President Jaehne moved that the report be laid on the table.

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

Which was decided in the affirmative.

(G. O. 79.)

The Committee on Railroads, to which was referred the annexed petitions of the Houston, West Street and Pavana Ferry Railroad Company, presented January 26, 1886, for permission to lay rails and operate a railroad on the surface of certain streets in the City of New York, as branches and extensions of its present railroad, respectfully

REPORT:

That an investigation of the application has convinced your Committee that granting the prayer of the petitioner will be promoting the interests and adding to the accommodations of the public. The accompanying resolutions are therefore respectfully offered for your adoption.

Resolved, That consent be and the same is hereby granted, and permission and authority given, to the "Houston, West Street, and Pavana Ferry Railroad Company" to construct, maintain and operate branches of their road now in operation, along and upon the following streets and avenues in the City of New York, as hereinafter described, viz.:

Beginning at the intersection of Stanton and Pitt streets (from which point their track now in operation leaves Stanton street and runs northerly through Pitt street and Avenue C), through and along Stanton street by a single track to Mangin street; thence through and along Mangin street by a single track to Houston street; also through and along Goerck street by a single track from Stanton street to East Third street; thence through and along East Third street by a single track to Avenue C; also through and along East Houston street, with a double track, easterly from Goerck street to the Houston Street Ferry, with the necessary switches, sidings, turn-outs and turn-tables.

Also, beginning at the intersection of Houston and West streets; thence upon and along West street to a point one hundred feet north of the northerly curb-line of Morton street; thence to the Hoboken Ferry, near the foot of said street; thence returning upon and along West street to Houston street, together with all switches, sidings, turn-outs and turn-tables which may be necessary for the proper operation of said branch railroad.

And be it further

Resolved, That the foregoing consent, authority and permission is given and granted to said company upon the following conditions, viz.:

First—The said railroad shall be operated by horse-power.

Second—The said railroad and the said sidings, connections, switches, turn-outs and turn-tables shall be constructed upon the best plan for the construction of surface railroads, sidings, switches, turn-outs, turn-tables and connections in use in said city at the time of their construction, and the material used in such construction shall be of the best quality and of the most approved pattern, which plan of construction, quality and pattern of material, number and location of connections,

sidings, switches, turn-outs and turn-tables shall be subject to the approval of the Commissioner of Public Works of said city.

Third—The said corporation shall comply with each and every of the provisions of chapter 252 of the Laws of 1884, pertinent thereto.

Fourth—The foregoing consent is given and granted upon the express condition that the provisions of chapter 252 of the Laws of 1884 shall be complied with.

THOMAS CLEARY,
ROBERT E. DE LACY, } Committee
HENRY W. JAEHNE, } on
JAMES A. COWIE, } Railroads.
JACOB HUNSICKER,

Alderman O'Neil moved that the report be laid over for one week.

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

Which was decided in the affirmative, on a division called by Vice-President Jaehne, as follows: Affirmative—The President, Aldermen Bennett, Corcoran, Divver, Earle, Farrell, Ferrigan, Fitzgerald, Lang, Mooney, O'Neil, Ryan, Smith, and Van Rensselaer—14.

Negative—Vice-President Jaehne, Aldermen Cavanagh, Cleary, Cowie, De Lacy, Hunsicker, Menninger, Morgan, Murray, and Quinn—10.

Subsequently Alderman Cleary moved a reconsideration of the above vote.

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

Which was decided in the affirmative, on a division called by Alderman Van Rensselaer, as follows:

Affirmative—Vice-President Jaehne, Aldermen Cleary, Cowie, De Lacy, Earle, Ferrigan, Hunsicker, Masterson, Menninger, Mooney, Morgan, Murray, and Quinn—13.

Negative—The President, Aldermen Bennett, Cavanagh, Corcoran, Divver, Farrell, Fitzgerald, Lang, O'Neil, Ryan, Smith, and Van Rensselaer—12.

Alderman Cleary moved that the report of the Committee be accepted and the resolutions adopted.

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

Which was decided in the affirmative on a division called by Alderman Van Rensselaer, as follows:

Affirmative—Vice-President Jaehne, Aldermen Cavanagh, Cleary, Cowie, De Lacy, Earle, Ferrigan, Hunsicker, Masterson, Menninger, Mooney, Morgan, Murray, and Quinn—14.

Negative—The President, Aldermen Bennett, Corcoran, Divver, Farrell, Fitzgerald, Lang, O'Neil, Ryan, Smith, and Van Rensselaer—11.

The Committee on Railroads, to whom was referred the annexed application of the Madison Avenue and Eighty-sixth Street Railway Company, presented January 26, 1886, for the consent of the Common Council of the City of New York, to construct, operate and maintain a railroad on the surface of certain streets and avenues in said city, respectfully

REPORT:

That your Committee, having carefully examined and considered the application, believe the convenience of the public demands that a direct means of communication shall be established between the east and west sides of the city, at the point named in the petition, as there are now no facilities for travel across the Island from Fifty-ninth to One Hundred and Tenth street, and Eighty-sixth street is nearly central between the points above named. The accompanying resolution is therefore respectfully offered for your adoption.

Resolved, That the Common Council of the City of New York hereby consents that the Madison Avenue and Eighty-sixth Street Railway Company construct, maintain, operate and use a street surface railroad for public use in the conveyance of persons and property in cars by horse-power, or by some power other than by locomotive steam-power through, upon and along the surface of the following streets, avenues, highways and property in the City, County and State of New York, from and to the places hereinafter designated, to wit:

Commencing at or near the point of intersection of the centre line of Eighty-fifth street with the centre line of Madison avenue; thence running, with double tracks and the necessary turn-outs to connect with stables, switches, sidings, turn-tables and stands, through, upon and along Eighty-fifth street to Fifth avenue; thence across Fifth avenue; thence through, upon and along the transverse road or street beginning on the westerly line of Fifth avenue, opposite, or nearly so, Eighty-fifth street, and extending to the easterly line of Eighth avenue, opposite, or nearly so, Eighty-sixth street; thence across Eighth avenue to Eighty-sixth street; thence upon and along Eighty-sixth street to the Hudson river; and be it further

Resolved, That the foregoing consent, authority and permission is given and granted to said company upon the following conditions, viz.:

First—The said railroad shall be operated by horse-power.

Second—The said railroad and the said sidings, connections, switches, turn-outs and turn-tables shall be constructed upon the best plan for the construction of surface railroads, sidings, switches, turn-outs, turn-tables and connections in use in said city at the time of their construction, and the material used in such construction shall be of the best quality and of the most approved pattern, which plan of construction, quality and pattern of material, number and location of connections, sidings, switches, turn-outs and turn-tables shall be subject to the approval of the Commissioner of Public Works of said city.

Third—The said corporation shall comply with each and every of the provisions of chapter 252 of the Laws of 1884, pertinent thereto.

Fourth—The foregoing consent is given and granted upon the express condition that the provisions of chapter 252 of the Laws of 1884 shall be complied with.

THOMAS CLEARY,
ROBERT E. DE LACY, } Committee
HENRY W. JAEHNE, } on
JAMES A. COWIE, } Railroads.
JACOB HUNSICKER,

Alderman O'Neil moved that the report be laid over for one week.

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

Which was decided in the negative, on a division called by Alderman De Lacy, as follows: Affirmative—The President, Aldermen Bennett, Corcoran, Divver, Farrell, Ferrigan, Fitzgerald, Lang, O'Neil, Ryan, Smith, and Van Rensselaer—12.

Negative—Vice-President Jaehne, Aldermen Cavanagh, Cleary, Cowie, De Lacy, Earle, Hunsicker, Masterson, Menninger, Mooney, Morgan, Murray, and Quinn—13.

The President then put the question whether the Board would agree to accept the report and adopt the resolutions.

Which was decided in the affirmative, on a division called by Alderman Van Rensselaer, as follows:

Affirmative—Vice-President Jaehne, Aldermen Cavanagh, Cleary, Cowie, De Lacy, Earle, Ferrigan, Hunsicker, Masterson, Menninger, Mooney, Morgan, Murray, Quinn, and Smith—15.

Negative—The President, Aldermen Corcoran, Divver, Farrell, Fitzgerald, Lang, O'Neil, Ryan, and Van Rensselaer—9.

The Committee on Railroads, to which was referred the annexed petition of "The St. Nicholas Avenue and Crosstown Railroad Company," asking the consent of the Mayor, Aldermen and Commonality of the City of New York to the construction, operation and maintenance of a street surface railroad in One Hundred and Sixteenth street, Avenue St. Nicholas, and other streets and avenues mentioned in said petition, which was presented to the Board of Aldermen on the eleventh day of January, 1886, respectfully

REPORT:

That your Committee has carefully considered the application, have had several meetings at which all persons interested, both for and against the proposed railroad, and desiring to be heard, have been heard by counsel or in person, and have arrived at the conclusion that the construction and operation of the proposed railroad will be providing a means of public travel in the upper part of this city which has been clearly shown to be a public necessity.

It will connect the east side of the city with Morningside and Riverside Parks, and the Fort Lee Ferry on the west side, and will also render the station of the elevated railroad and the surface railroads in the avenues accessible to persons residing near the line of the proposed railroad. It will open for improvement some of the finest dwelling sites in our city, and thereby increase the taxable value of adjoining property.

The city will also be greatly benefited by the increased value of taxable property, the annual payments which the company is required to make of three per cent. of its gross receipts for the first five years, and five per cent. of such receipts thereafter, and the keeping in repair the streets and avenues through which the railroad is to be operated.

Your Committee therefore respectfully offer for your adoption the following resolution: Resolved, That the consent of the Common Council of the City of New York, as the "local authorities" mentioned in sections 3 and 4 of chapter 252 of the Laws of 1884, be and is hereby given to "The St. Nicholas Avenue and Crosstown Railroad Company" to construct, maintain and operate a street surface railroad, with the necessary connections, sidings, switches, turn-outs and turn-tables, through, along and upon the surface of the following named streets, avenues and highways in the City of New York, viz.:

Commencing on East One Hundred and Sixteenth street, at or near the Harlem river; thence through, upon and along East and West One Hundred and Sixteenth street, with double tracks to New or Manhattan avenue; thence through, upon and along New or Manhattan avenue, with double tracks to Avenue St. Nicholas; thence through, upon or along Avenue St. Nicholas to the northerly terminus thereof.

Also from Avenue St. Nicholas at One Hundred and Twenty-sixth, through, upon and along

One Hundred and Twenty-sixth street, with double tracks to Lawrence street; thence through, upon and along Lawrence street, with double tracks, to Broadway; thence through upon and along Broadway, with single track, to One Hundred and Thirtieth street; thence through, upon and along One Hundred and Thirtieth street, with single track to Twelfth avenue; thence through, upon and along Twelfth avenue, with single track, to One Hundred and Twenty-ninth street; thence through, upon and along One Hundred and Twenty-ninth street, with single track, to Lawrence street; thence through, upon and along Lawrence street, with single track, to connect with the double track at Broadway.

Also from Avenue St. Nicholas at One Hundred and Thirty-fifth street, through, upon and along One Hundred and Thirty-fifth street, with double tracks, to Fourth avenue; thence through, upon and along Fourth avenue, with double or single tracks, to One Hundred and Twenty-eighth street; thence along and across Fourth avenue, and through, upon and along One Hundred and Twenty-eighth street, with single or double tracks, to Second avenue.

Also from tracks at Third avenue and One Hundred and Twenty-eighth street, through, upon and along Third avenue, with single or double tracks, to One Hundred and Twenty-ninth street; thence through, upon and along One Hundred and Twenty-ninth street with double or single tracks to connect with the tracks at Fourth avenue.

Also from One Hundred and Twenty-ninth street, through, upon and along the Fourth avenue, east of the Harlem Railroad, with single track to connect with tracks on One Hundred and Twenty-eighth street, together with the necessary connections, switches, sidings, turn-outs, turn-tables and suitable stands for the convenient working of the road.

Resolved, That the foregoing consent and authority and permission is given and granted to said company upon the following conditions, viz.:

First—The said railroad shall be operated by horse-power or by some power other than locomotive steam-power.

Second—The said railroad and the said sidings, switches, turn-outs, turn-tables and connections shall be constructed upon the best plan for the construction of surface railroads, sidings, switches, turn-outs, turn-tables and connections in use in said city at the time of their construction, and the material used in such construction shall be of the best quality and of the most approved pattern; which plan of construction, quality and pattern of material, number and location of connections, sidings, switches, turn-outs and turn-tables, shall be subject to the approval of the Commissioner of Public Works of said city.

Third—The said corporation shall comply with each and every of the provisions of chapter 252 of the Laws of 1884, pertinent thereto.

Fourth—The foregoing consent is given and granted upon the express condition that the provisions of chapter 252 of the Laws of 1884, pertinent thereto, shall be complied with.

THOMAS CLEARY,
ROBERT E. DE LACY, } Committee
HENRY W. JAEHNE, } on
JAMES A. COWIE, } Railroads.
JACOB HUNSICKER,

Alderman O'Neil moved that the report be laid over for one week.

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

Which was decided in the negative, as follows:

Affirmative—The President, Aldermen Bennett, Corcoran, Divver, Earle, Farrell, Fitzgerald, Lang, O'Neil, Ryan, Smith, and Van Rensselaer—12.

Negative—Vice-President Jaehne, Aldermen Cavanagh, Cleary, Cowie, De Lacy, Ferrigan, Hunsicker, Masterson, Menninger, Mooney, Morgan, Murray, and Quinn—13.

(Vice-President Jaehne was here called to the chair.)

The President moved to amend by providing that the company shall pay, as compensation to the City for the franchise, five per cent. of its gross receipts for the first five years and ten per cent. thereafter.

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

Which was decided in the negative, as follows:

Affirmative—The President, Aldermen Bennett, Corcoran, Divver, Earle, Farrell, Fitzgerald, Lang, Ryan, and Smith—10.

Negative—Vice-President Jaehne, Aldermen Cavanagh, Cleary, Cowie, De Lacy, Ferrigan, Hunsicker, Masterson, Menninger, Mooney, Morgan, Murray, O'Neil, Quinn, and Van Rensselaer—15.

The Vice-President put the question whether the Board would agree to accept the report and adopt the resolutions.

Which was decided in the affirmative, on a division called by Alderman Van Rensselaer, as follows:

Affirmative—Vice-President Jaehne, Aldermen Cavanagh, Cleary, Cowie, De Lacy, Ferrigan, Hunsicker, Masterson, Menninger, Mooney, Morgan, Murray, and Quinn—13.

Negative—The President, Aldermen Bennett, Corcoran, Divver, Earle, Farrell, Fitzgerald, Lang, O'Neil, Ryan, Smith, and Van Rensselaer—12.

(The President here resumed the chair.)

MOTIONS AND RESOLUTIONS.

Alderman Masterson moved that the petition of the New York Cable Railway Company, presented September 8, 1885, be taken from on file.

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

Which was decided in the affirmative.

REPORTS RESUMED.

The Committee on Railroads, to which was referred the petition to this Board of The New York Cable Railway Company, presented by Aldermen Ferrigan, January 10, 1886, and published in the CITY RECORD as a part of the proceedings of the Board of that date (vide THE CITY RECORD, Vol. XIV. No. 3850, pp. 155 and 156), for permission to construct, operate and maintain its railway as located, fixed and determined by Commissioners appointed by the Mayor of the City, November 30, 1883, pursuant to chapter 606, of the Laws of 1875, beg leave respectfully to

REPORT:

The petitioner, The New York Cable Railway Company, your Committee finds, was duly incorporated pursuant to chapter 606 of the Laws of 1875, in accordance with proceedings prescribed and authorized by five Commissioners appointed by the then Mayor of the city (Mayor Edson), consisting of Edwin R. Livermore, a leading member of the New York Produce Exchange; Thomas E. Stewart, a recent Congressman and Park Commissioner of this city; Edward L. Hedden, present Collector of the Port of New York; Edmund D. Randolph, President of the Continental Bank, and Joseph M. De Veau, President of the Mount Morris Bank.

These Commissioners were appointed upon the petition of 116 property-owners of the city, among whom was the late Horace B. Clafin and others, said and believed to represent three hundred millions dollars of the taxable real and personal estates of the city. These tax-paying petitioners indicated in their petition to Mayor Edson a strenuous desire for the construction, operation and maintenance of cable traction railways on many convenient streets and avenues of the city in accordance with that system as operated in the cities of San Francisco and Chicago. The Commissioners appointed by Mayor Edson, as appears by the printed report of their proceedings which Mayor Edson transmitted to the Board of Aldermen, June 30, 1884, for consideration (vide THE CITY RECORD of July 1, 1884), seem to have carefully and exhaustively considered the subject of a system of cable railways as a desirable means of intramural transit for the city.

Your Committee has reviewed with great care the proceedings of Mayor Edson's Commissioners, and finds that the system of cable transit recommended by them is adequate to a great need of the city and is entirely practicable. A chief feature of that system is, that a transfer ticket shall be supplied to any passenger who may wish transit over the main lines and branches of the same for one fare of five cents.

The system embraces about seventy (70) miles of double track railway, consisting of twenty-nine distinct routes, with parts of routes and branches appurtenant thereto, all connected together so as to form one comprehensive railway system, a part of which—some fifteen miles—is to be elevated above, and the remaining portion, laid on, the surface of the streets or soil; but all of which is to be operated by cable traction. The cable road on the Brooklyn Bridge will serve to illustrate the feasibility (when a proper gripping device, such as is in use in San Francisco and Chicago is employed) of operating the elevated as well as the surface portion of the system.

Annexed to this report may be found a map showing the location of these twenty-nine routes, parts of routes and branches, also the articles of association of the company, which give a detailed description of said routes and the plans for the construction of the company's railway.

On first presentation it seemed to your Committee that a railway franchise over so great a number of routes and so large a mileage would, if granted to one corporation, confer an undesirable monopoly upon one corporation; but when the Committee considered that the system proposed does not call for an increase of fare over its entire extent to any passenger who should pay a five cent fare, and convenience might require it, it became apparent that the more numerous the routes and the larger the mileage, the less would be the monopoly. And it became equally apparent that to cut off or refuse consent to the construction of any portion of this comprehensive system of transit it would cut off and reduce to that extent the convenience of passengers; and that to divide the system between two or more corporations, each independent of the others, and each charging a separate fare would increase two or more fold the car fare tax on the hundreds of thousands who are obliged to make daily use of such transit facilities.

In other words, the more extended the accommodations through the agency of one corporation for intramural transit given to our citizens and to the stranger within our gates, for a five cent fare, the less burdensome it must be to those needing such transit. This consideration forcefully produces the reflection that the oppressive monopolists in the matter of city transit are really the short corporate lines of railways in the city, which are authorized to receive and do receive a five cent fare from

each passenger over short lines of from one to eight miles in extent, without privilege of transfer to other lines, except upon payment of an additional fare. Mayor Edson's Commissioners conceived a policy which is embraced in their report, of furnishing through the Cable Company, by means of transfer tickets, railroad transit all over the city for a minimum fare of five cents during the twenty hours of every day between four o'clock in the morning and twelve o'clock midnight.

This aspect of city transit has been recently presented to and considered by Commissioners appointed by the General Term of the Supreme Court authorized to consider the same, and those Commissioners, Hon. Guy R. Pelton, Hon. Wm. C. Traphagen and Hon. Leroy B. Crane, have decided and determined in a written report to the Court, after taking testimony for several months, and after making personal examination of the cable system in Chicago, and after apparently exhausting every other source of evidence on the question, that the cable system proposed by Mayor Edson's Commissioners should be consummated. That report may be found on the files of the Court, which is now holding its confirmation under advisement. Your Committee would refer to a printed copy of such report, which, for convenience of reference, is hereto annexed. It will be seen from an examination of that report how elaborately, carefully and exhaustively, the subject of the cable system and its adaptability to the City of New York was considered by the Court's Commissioners.

Your Committee further finds that there exists throughout the city, and in every aldermanic district thereof, a pressing desire among the working people for the cable railway system proposed by the petitioner. More than seventy thousand voters and workmen representing each of these aldermanic districts petitioned the last Board of Aldermen to consent to this system. The names of these workmen and voters are signed to a duly verified petition, which was presented to the last Board of Aldermen by Alderman Masterson. Your Committee has personal knowledge of this petition, and recommends that effect be given to it.

The remaining and practical question to be considered is, can this Cable Company carry passengers over seventy miles of railway for a five-cent fare? That question your Committee has carefully considered, and it finds that such are the economies of operating the cable system, in comparison with horse railroad expenses, that the views of Mayor Edson's Commissioners are entirely feasible.

An important aspect of the questions relating to granting franchises for street railroad transit in the city involves the terms and conditions upon which such franchises should be conferred upon street railroad companies. It is strenuously urged on one hand that an essential condition of such grants should be the payment into the city treasury of the largest sum obtainable for them on an open public bidding at public auction after due advertisement. This urged on behalf of the taxpayers of the city to the end, that the revenues derivable from such franchises should be applicable to defraying the expenses of municipal government and the reduction of taxation for that purpose. This view of the case assumes that the present minimum fares on street railroads are to remain constant irrespective of the extent or character of the services rendered the public, and that such fares are to remain fixed at a rate adequate to afford enormous profits to the grantees of such franchises. Another view of the matter is, that these franchises should be granted only to applicants or bidders who will supply the largest and most desirable public services for the smallest fare to each passenger, and that to this end no burden should be imposed upon these franchises for the benefit of the city treasury. In other words, the wealthy taxpayers say, "We are indifferent about 'the rate of fares charged to the people—the workmen and women of the city, who chiefly require these services, provided we get a round revenue out of the franchises to be applied in 'diminution of our taxes;' while the people at large demand that these franchises shall be incurred by no burden or limitation except the greatest extent of desirable services for the least fare—that all public auctions of these franchises should be restricted to only such burden and limitation. This presents an issue upon which your Committee dare not shrink from declaring its decided convictions. In the judgment of your Committee this question between the taxpayer who owns lands and tenements and the classes who rent them, and who practically bear every burden of taxation paid on them in the form of increased rent, demands a radical and equitable settlement, not only in this matter of street railway fares, bridge fares and ferry fares, but in the scores of forms by which the property-owner ever is clamoring for and getting something for himself at the expense of the rent-payer and the toiling multitude upon whom he shifts the burden of taxes.

In this matter of street railroad transit your Committee finds the question so complicated by the claims of existing corporations, all claiming "vested rights" and all authorized to collect at least a five-cent fare from each passenger on any line however short, that it must confess itself unable to make any availing recommendation on any line however short, that it must confess itself unable to make any availing recommendation that will effectually undo past improvident legislative action by which our citizens are at present compelled to submit to a multiplicity of fares for street railroad transit up-town, down-town and across-town, owing to the fact that the main lines of that description of transit are in the hands of a score or more of independent corporations—each of which is authorized to charge and does charge an independent fare to its passengers.

But your Committee discern an alleviation of this oppressive situation in the transfer tickets required by Mayor Edson's Rapid Transit Commissioners for the comprehensive system of The New York Cable Railway Company, whereby, for a single five-cent fare, passengers can be carried up-town and down-town on both sides of Manhattan Island, and across the island at convenient intervals, so as to connect with all the established ferries, bridges and the depots, and also the terminals of the steam railways, steamboats and steamships, which facilitate the intercourse and traffic between the city and the county and world at large.

In view of the numerous routes and large mileage embraced in the railway system of the Cable Company, over which a five-cent fare confers upon each passenger the privilege of a free transfer ticket, it has been a serious question with your Committee whether the company could afford or ought to be required to pay any percentage of its net revenue into the city treasury. This question has been all the more serious, because of an apprehension that if the franchise of the company should be burdened with any tax beyond the ordinary taxes imposed by the general laws of the State, an embarrassment might result to the financial arrangements of the company for obtaining the enormous capital requisite for its construction—some \$200,000 for each mile of double track road, or \$14,000,000 for the entire seventy miles—and thus disable it from providing the public services contemplated by its creation. Your Committee would view such a result as a public disaster, for it would not only indefinitely postpone the introduction of the system of transfer tickets into our city street railroad transit, but it would also postpone an improved transit as a substitute for animal power.

Your Committee has, however, in deference to the suggestion of Mayor Edson's Rapid Transit Commissioners reluctantly decided to acquiesce in the suggestion that the Cable Company pay as a consideration for its franchise two and one-half per centum of its annual net earnings into the city treasury. It is to be further observed on this subject that the Rapid Transit Act (chapter 606, Laws of 1875), under which the company is incorporated requires no percentage of its earnings to be paid to the City. In that respect the company is situated differently from corporations created under the General Street Surface Railroad Act of 1884 (chapter 252), which permitted further street railroads only under provisions requiring compensation to the City.

Your Committee also finds that there are sanitary questions of the gravest moment involved in the substitution, as far as practicable, of cable street railways in this city for railways operated by animal power.

Many other considerations have been pressed upon your Committee, and the subject viewed in every aspect in which it has been presented, leads your Committee to but one conclusion and this conclusion is forcibly and clearly stated in the report of the Railroad Committee of the Board of Aldermen of the year 1884.

Your Committee, therefore, unite in an earnest endorsement of that Committee's report. It is to be found printed in the CITY RECORD of December 9, 1884, and is as follows:

"(G. O. 565.)

"Your Committee, to whom was referred the message of his Honor the Mayor of June 30, 1884, transmitting for the consideration of the Board the report of the Commissioners appointed by his Honor, November 30, 1883, pursuant to chapter 606 of the Laws of 1875, has carefully considered the same.

"The matter of that message, as disclosed in the documents accompanying it, seems to your Committee of paramount importance on the subject of city transit. It seems a scheme of intramural transit involving a system of railways longitudinally on the east and west sides of the city, from the Harlem river to the Battery, partly elevated and partly surface, with convenient cross-town lines between the Harlem river and the Battery to connect with these longitudinal or axial lines on the east and west sides of the city, so as to reach all the important ferries and connect with the present elevated lines. This system embraces about seventy miles of road, which, if completed, would furnish ample and desirable facilities for our up-town residents on the east and west sides, as well as all persons needing such facilities in the middle and lower parts of the city. This system gives for a single five-cent fare a passage over all these seventy miles in a continuous ride. Such a scheme of city transit should not be rejected if its pretensions can be found practicable. And coming to your Committee, as it does, with the recommendation of the Mayor's Commission, consisting of Edwin R. Livermore, Thomas E. Stewart (the former Park Commissioner), Edmund D. Randolph, Joseph N. DeVau and Edward L. Hedden, the latter three being presidents of the leading banks of the city, and presided over by Edwin R. Livermore, a wealthy merchant, eminent for his service in freeing the Erie Canal from tolls, and admittedly sagacious in all questions involving the commercial needs in the way of transportation in this metropolis, your Committee could not fail to carefully consider the merits of that scheme. The advocates of it have been before us frequently, attended by representatives of the largest property-owners of the city; and from them and many other sources we have become informed as to the merits of the cable plan of operating street surface and elevated railways. It is common fame that Peter Cooper, of honored memory, for several years before his death urged the cable plan as the only proper plan of city transit, whether for surface, elevated or underground railways. But your Committee has not felt that it ought to recommend the comprehensive scheme of transit proposed by the Mayor's Commissioners without a most careful scrutiny. A majority of the Committee have visited Chicago since the recommendations of the Commissioners were laid before us by the Mayor; and we found in that city a cable road in operation. It was the most important surface street railroad in Chicago, and second to none for extent of traffic and public accommodation in any

city of the world. It carries daily an average of over 120,000 passengers, or nearly 43,000,000 yearly. It goes into and passes through the parts of the city most thronged by vehicles and pedestrians. It turns sharp corners with facility. It slacks and hastens speed at the will of the driver. It pleases the people of all classes, and is everywhere and by everybody referred to as one of the chief attractions and benefits of the city. A part of Chicago through which this road is operated is crowded and choked with traffic as is our city at Ann and Fulton streets at Broadway.

"Your Committee being confirmed as to these facts, has made it a matter of careful inquiry to ascertain all the merits of the cable system. The details of information in our possession are too many to particularize; but they may be summarized briefly as follows:

"It gives speed without danger.
"It gives a constant service, irrespective of snow and ice.
"It gives unlimited supply of transit facilities on any given route, and a seat for all—there is no standing room needful to occupy.

"It fails neither in summer heat or winter frost. Storms of snow, wind or rain cannot retard or prevail against its uniform and steady service. The sanitary considerations involved in its substitution for animal power (wherever animal power may not be prudently dispensed with) distinguish health from pestilence. These are but some of the advantages of the cable system, and when presented to the city with the scheme of the Mayor's Commissioners involving, as it does, transit up-town down-town, cross-town for a single fare of five cents, on a line of seventy miles of road, which proposes such immense facilities for rich and poor, we cannot but recommend its adoption because we find that it is practicable.

"Your Committee therefore recommends the adoption of the following resolution:
"Resolved, That this Board, on behalf of the corporate authorities of the City of New York hereby gives consent to the routes, parts of routes and branches adopted by the Commissioners appointed by the Mayor, November 30, 1883, as contained, described and set forth in the Articles of Association of the New York Cable Railway Company, transmitted to this Board as part of the report of said Commissioners, by the Mayor, June 30, 1884, which Articles of Association are a component part of the charter of said company, and as such were filed in the office of the Secretary of State and in the office of the Clerk of the County of New York, April 22, 1884; and further, that this Board, on behalf of the corporate authorities of the City of New York, hereby gives consent to the construction, maintenance and operation by the New York Cable Railway Company of the several railways mentioned and described in said Articles of Association, upon the several routes, parts of routes, and branches of routes fixed and determined by said Commissioners, and in the forms, manner, and under the terms and conditions fixed and described by said Commissioners and set forth in said Articles of Association, and also gives consent on behalf of the corporate authorities of the City of New York to the said company to remove pavements and crosswalks on said routes, parts of routes and branches, and do thereon the necessary digging and excavating for constructing, maintaining, operating and using steam railways for public use in the conveyance of persons and property in cars for compensation in the City of New York, and for building and laying tracks for said steam railways, and for all the necessary appurtenances thereto, and for maintaining and operating and using said steam railways on said routes, parts of routes and branches for the purposes aforesaid, pursuant to the terms and conditions prescribed and fixed by the said Commissioners in said Articles of Association of said New York Cable Railway Company; provided, however, that said The New York Cable Railway Company pay annually on or before the 31st of January in each and every year, to the Comptroller of the City of New York, for the use of said City, two and one-half per centum of its net earnings for and during the preceding calendar year as a compensation for the franchises required by said company, pursuant to chapter 606 of the Laws of 1875, and the amendments thereof, such compensation to be in addition to all taxes said company may be liable for, or which may be imposed thereon, pursuant to law.

"C. B. WAITE,
ROBERT E. DE LACY, } Committee
on
CHARLES DEMPSEY, } Railroads.
WM. H. MILLER, }

Your Committee therefore recommends that the said petition of the New York Cable Railway Company be granted, and to effectuate such recommendation your Committee recommends the adoption of the following resolutions:

Resolved, That this Board, on behalf of the corporate authorities of the City of New York, hereby gives consent, and the consent of the Common Council is hereby given to the construction, operation and maintenance of a railway on each and every of the routes, parts of routes and branches adopted by the Commissioners appointed by the Mayor of the city, November 30, 1883, as contained, described and set forth in the Articles of Association of the New York Cable Railway Company, transmitted to the then Board of Aldermen, as part of the report of said Commissioners, by the Mayor, June 30, 1884, which Articles of Association are component parts of the charter of said company, and as such, were filed in the office of the Secretary of State and in the office of the Clerk of the County of New York, April 22, 1884; and further, that this Board, on behalf of the corporate authorities of the City of New York, hereby gives consent, and the consent of the Common Council is hereby given to the construction, operation and maintenance by the New York Cable Railway Company of the railway mentioned and described in said Articles of Association upon the several routes, parts of routes, and branches of routes located, fixed, and determined by said Commissioners, and in the forms and manner, and under the terms and conditions fixed and described by said Commissioners, and set forth in said Articles of Association; and also gives consent on behalf of the corporate authorities of the City of New York, and the consent of the Common Council is hereby given to the said Company to remove pavements and crosswalks on said routes, parts of routes and branches, and to do thereon the necessary digging and excavating for constructing, operating, maintaining and using a steam railway for public use, in the conveyance of persons and property in cars for compensation in the City of New York, and for building and laying tracks for said steam railway, and for all the necessary appurtenances thereto, and for maintaining, operating, and using said steam railway on said routes, parts of routes, and branches for the purpose aforesaid, pursuant to the terms and conditions prescribed and fixed by the said Commissioners, in the said Articles of Association of the said The New York Cable Railway Company; provided, however, that the said The New York Cable Railway Company, pay annually, on or before the 31st day of January, in each and every year, to the Comptroller of the City of New York, for the use of the said City, two and one-half (2½) per centum of its net earnings for and during the preceding calendar year as a compensation for the franchise acquired by said company, pursuant to chapter 606 of the Laws of 1875, and the amendments thereof, such compensation to be in addition to all taxes said company may be liable for, or which may be imposed thereon pursuant to law; and be it further

Resolved, Determined and Ordained, That whenever any of the routes, parts of routes and branches designated in the foregoing resolution shall cross or need to cross or pass along in order to complete connections and give as near as may be connecting and continuous facilities, Broadway, Fifth avenue, or any other avenue, street or place in the City of New York, including the sunken or transverse roads of Central Park, known as Traffic Roads Numbers One, Two, Three and Four, that this Board, on behalf of the corporate authorities of the City of New York, hereby gives consent, and the consent of the Common Council is hereby given to the construction, operation and maintenance by the New York Cable Railway Company of its railway across or along such streets, avenues, places and roads, and also gives consent on behalf of the corporate authorities of the City of New York, and the consent of the Common Council is hereby given to the said company to remove pavements and crosswalks on such streets, avenues, roads and places and do thereon the necessary digging and excavating for constructing, operating and maintaining its lines of railway on such routes, parts of routes and branches.

And also gives consent to said Cable Railway Company on behalf of the corporate authorities of the City of New York, and the consent of the Common Council is hereby given to enter upon the streets, avenues, lands, slips, water-lots, wharves, bulkheads, and places subject to the control of such corporate authorities, or any department thereof, and excavate and construct thereon as may be requisite to provide for the convenient connections or junctions of the railway of said company at any point on or terminus of, any of its routes or branches with any other railway or bridge or steam ferry or steamboat or steamship landing or dock, at, near or adjacent to any such route or terminus, or which may be needful to complete a continuous running connection between any of the routes or branches of the railway of said Cable Railway Company, where such connections or junctions can be made wholly on, over, through, along or across such streets, avenues, lands, slips, water-lots, bulkheads, wharves, and places except on the surface of the public parks of the city; and be it further

Resolved, Determined and Ordained, by this Board, That in case the said The New York Cable Railway Company shall fail to complete any of, or any portion of, its routes or branches of railway on or before the time fixed in its Articles of Association for the completion and equipment of the same, the corporate authorities of the City of New York hereby waive any claim for any forfeiture it may thereupon have under section seven of chapter 606 of Laws 1875, for such portion of railway as it may have completed and put in readiness for operation within the time fixed for such completion and readiness; and further this waiver is made to the full extent that this Board in its capacity as the Board of Supervisors of the County of New York, may make it on behalf of and for the said county.

THOMAS CLEARY,
JACOB HUNSICKER,
JAMES A. COWIE.

Certificate of Articles of Association and of the Organization of The New York Cable Railway Company, made pursuant to the requirements of Section 9, Chapter 606 of the Laws of 1875, and the amendments thereto.

NEW YORK, April 21, 1884.

We, the undersigned, Commissioners appointed by the Mayor of the City of New York, under the provisions of chapter 606 of the Laws of 1875, and the acts amendatory thereof and supplementary thereto, do hereby certify in duplicate: That the paper hereto annexed, marked "A,"

correctly and at length sets forth the Articles of Association prepared by said Commissioners for the New York Cable Railway Company, and that the papers hereto annexed, marked "B" and "C" respectively, correctly and at length set forth the organization of the said The New York Cable Railway Company for the purposes in said chapter 606 of the Laws of 1875, and the acts amendatory thereof and supplementary thereto, mentioned and provided for.

And we do further certify, that Articles of Association having been prepared for the said The New York Cable Railway Company, and books having been opened, after due public notice, for subscriptions to the capital stock thereof, and such entire capital stock having been subscribed for by the requisite number of persons, and said stock having been duly allotted, a meeting was called of the said subscribers to whom said capital stock had been so allotted for the 21st day of April, 1884, who, thereupon, on said date, duly elected a Board of Directors, as appears by the annexed certificate marked "B," which Directors thereupon organized by the election of officers of the said Company, as appears by the annexed certificate marked "C," the said papers being extracts from the minutes of the proceedings of the Board of Commissioners of which we are several members as aforesaid.

In witness whereof, we have hereunto subscribed our names to this certificate, this twenty-first day of April, 1884, at the City and County of New York.

EDWIN R. LIVERMORE,
EDWARD D. RANDOLPH,
JOSEPH M. DE VEAU,
EDWARD L. HEDDEN,
THOS. E. STEWART, } Commissioners.

Attest:
FINLEY ANDERSON, Secretary.
State of New York, County of New York, ss.:

On this twenty-first day of April, 1884, before me, Charles Donohue, a Justice of the Supreme Court of the State of New York, appeared Edwin R. Livermore, Thomas E. Stewart, and Edward L. Hedden, to me severally personally known, and known to me to be three of the commissioners heretofore appointed by the Mayor of the City of New York, pursuant to the provisions of chapter 606 of the Laws of 1875, and the amendments thereto, and each of them being by me duly sworn, does depose and say, that he has read the foregoing certificate by him and the other commissioners subscribed, with the papers therein referred to and thereto annexed, and that he knows the contents thereof, and that the same is true of his own knowledge.

EDWIN R. LIVERMORE,
THOMAS E. STEWART,
EDWARD L. HEDDEN.

Sworn to before me this 21st day of April, 1884.
C. DONOHUE, Justice Supreme Court.

ARTICLES OF ASSOCIATION OF THE NEW YORK CABLE RAILWAY COMPANY.

Articles of Association for "The New York Cable Railway Company," prepared pursuant to chapter 606, Laws of 1875, and the acts amendatory thereof and supplementary thereto, by the Board of Commissioners appointed November 30, 1883, by the Mayor of the City of New York, in compliance with the provisions of said act.

ARTICLE I.

We, the undersigned, and others, have associated ourselves together for the purpose of constructing, maintaining and operating a steam railway or railways, for the transportation of passengers, mails or freight, wholly within the limits of the City of New York, with all the rights, powers, franchises and privileges to such a company allowed by and under the terms and provisions of chapter 606 of the Laws of 1875, and the acts amendatory thereof and supplementary thereto.

ARTICLE II.

The name of the company shall be "The New York Cable Railway Company."

ARTICLE III.

The capital stock of the company shall be two millions of dollars, divided into twenty thousand shares, subject, however, to the right to increase the capital stock from time to time, as by chapter 606, Laws of 1875, is provided. The shares shall be of the par value of one hundred (\$100) dollars each.

ARTICLE IV.

The affairs of the company shall be managed by a Board of nine Directors.

ARTICLE V.

The company is to be and continue for ninety-nine years from the 1st day of April, 1884.

ARTICLE VI.

The several conditions, requirements and particulars by said Board of Commissioners determined, pursuant to section 4 of said chapter 606, Laws of 1875, as amended by section 1 of chapter 485, Laws of 1881, by resolutions adopted at meetings duly convened and held in the City of New York, on the 5th day of January, 1884, and on the 5th, 6th, 7th, 8th and 9th days of February, 1884, are hereby set forth and embodied as component parts of these Articles of Association.

The resolutions adopted January 5, 1884, with the preamble thereto prefixed, are in terms as follows:

"Whereas, It is considered by this Board of Commissioners desirable to now fix and determine a portion of the routes for a steam railway or railways in the City of New York, reserving the location of additional routes for future consideration, and to locate such portion of the routes of such railway or railways over, under, through or across the streets, avenues, places and lands in the City and County of New York, as hereinafter mentioned; now, therefore,

Resolved, That this Board of Commissioners hereby fixes and determines one of the routes, with a connecting branch route as hereinafter described, of such steam railway or railways, and locates one of the routes of such railway or railways over, under, through or across the streets, avenues, places or lands in the City and County of New York, as follows: to be designated as Route Number One.

Beginning on and at the southerly shore of the Harlem river, at the intersection of Lexington avenue and River street; thence running southerly across River street; thence southerly over or under, or through and along Lexington avenue to the northerly line of Ninety-ninth street; thence into and across Ninety-ninth street to the southerly line thereof; thence in a direct line southerly in the line of extension of said Lexington avenue, over or through, or under and across private property to the southerly line of Ninety-eighth street; thence southerly over or under, or through and along Lexington avenue to the private park or grounds known as Gramercy Park; thence southerly over or under, or through said park in a straight line to and into East Twentieth street; thence in a direct line over or under, or through and across East Twentieth street to and into Irving place; thence southerly over or under, or through and along Irving place to and into East Fourteenth street; thence across East Fourteenth street to a point on the southerly side of said street, in the line of extension of Irving place; thence southerly through private property on a deflected line to the northerly side of East Thirteenth street, about one hundred and fifty feet east of Fourth avenue; thence across East Thirteenth street on said deflected line to the southerly side thereof, at a point about one hundred and twenty-five feet from the easterly side of Fourth avenue; thence along said deflected line through private property to the easterly side of Fourth avenue at or near East Twelfth street; thence over or through, along and across Fourth avenue to Eighth street and Astor place; thence southerly through or over, along and across Astor place to Lafayette place, and thence over or through and along Lafayette place to Great Jones street; thence across Great Jones street to a point on the southerly side of said street in the line of extension of Lafayette place, southerly; thence on a slightly deflected line through private property to Bond street; thence across Bond street to a point on the southerly side of said street, about two hundred and fifty feet east of Broadway; thence through private property to a point on the northerly side of Bleeker street; thence southerly on a slightly curved line over and across Bleeker street to Crosby street; thence southerly over, along and through Crosby street to a point on the easterly side of said street, about midway between Grand and Howard streets; thence on a slightly curved line southerly over and through private property to a point on Elm street, near Howard street; thence across Howard street, and southerly over or through and along Elm street, to a point on the easterly side of said street, about midway between Pearl and Duane streets; thence on a slightly curved line through and over private property to a point on Centre street near Duane street; thence over or through and along Centre street to Tryon Row; thence over or through and along Tryon Row to Chatham street; thence easterly diagonally over and across Chatham street to a point on said street, at or near the Brooklyn Bridge, so as to connect with the said bridge and the approaches thereof; thence southeasterly through private property to William street, near Frankfort street; thence across Frankfort street, through or over and along William street to and into Wall street; thence westerly over or through and along Wall street to Broad street; thence southerly over or through and along Broad street to Pearl street; thence westerly over or through and along Pearl street to Whitehall street; thence over or through and along Whitehall street to the South Ferry; with a connecting branch route from Wall street at the intersection of William street, extending easterly over or through and along Wall street so as to connect with the Wall Street Ferry.

Provided, however, that this resolution is not intended to apply, and shall not be deemed to apply, to any streets, avenues, places or lands, or any part or parts thereof, on which this Board of Commissioners is not authorized by law to fix, determine and locate a route or routes of railway or railways.

Resolved, That whenever the route and the connecting branch route hereby fixed, determined

and located, crosses a street, avenue, place or lands, such routes includes, and is intended to include, and shall be deemed to include, such crossing and so much of said street, avenue, place or lands, as is there crossed, so as to allow and enable the construction of a continuous and connected line of railway along the route so crossing."

The resolution adopted February 5, 1884, with the preamble thereto prefixed are in the terms as follows, viz.:

"Whereas, It is considered by this Board of Commissioners desirable to now fix and determine a portion of the routes for a steam railway or railways in the City of New York, reserving the location of additional routes for future consideration, and to locate such portion of the routes of such railway or railways over, under, through or across the streets, avenues, places and lands in the City and County of New York, as hereinafter mentioned; now, therefore,

Resolved, That this Board of Commissioners hereby fixes and determines one of the routes of such railway or railways and locates one of the routes of such railway or railways over, under, through or across the streets, avenues, places or lands in the City and County of New York, as follows: to be designated as Route Number Two.

Beginning at the southerly terminus of West street; thence running northerly over or through and along West street to its intersection with Tenth avenue; thence over or through and along or across Tenth avenue to Thirty-second street; thence across Thirty-second street and on or through and along Tenth avenue to Thirty-third street, and in a direct line northerly over or through and along the Tenth avenue to its terminus at Fort George avenue; and, or, on a deflected line or lines at Thirty-second street, easterly or westerly, or both, through or along private property, so as to accommodate two or more tracks to Thirty-third street; thence over and across Thirty-third street on a deflected line or lines, returning to the main line on Tenth avenue, and thence over or through and along Tenth avenue to its northerly terminus at Fort George avenue aforesaid; thence over or through and along Fort George avenue to Eleventh avenue; thence southerly over or through and along Eleventh avenue to One Hundred and Ninetieth street; thence easterly and over or through and along One Hundred and Ninetieth street to Tenth avenue; thus forming at the northerly terminus of Tenth avenue, a loop for the convenient operation and maintenance of the main line on and along Tenth avenue and West street.

Provided, however, that this resolution is not intended to apply, and shall not be deemed to apply, to any streets, avenues, places or lands, or any part or parts thereof, on which this Board of Commissioners is not authorized by law to fix, determine and locate a route or routes of railway or railways.

Resolved, That whenever the route hereby fixed, determined and located, crosses a street, avenue, place or lands, such route includes, and is intended to include, and shall be deemed to include, such crossing, and so much of said street, avenue, place or lands as is there crossed, so as to allow and enable the construction of a continuous and connected line of railway along the route so crossing."

The resolutions adopted February 6, 1884, with the preambles thereto prefixed, are in terms as follows, viz.:

"Whereas, It is considered by this Board of Commissioners desirable to now fix and determine a portion of the routes for a steam railway or railways in the City of New York, reserving the location of additional routes for future consideration, and to locate such portion of the routes of such railway or railways, over, under, through or across the streets, avenues, places and lands in the City and County of New York, as hereinafter mentioned; now, therefore,

Resolved, That this Board of Commissioners hereby fixes and determines one of the routes of such railway or railways and locates one of the routes of such railway or railways over, under, through or across the streets, avenues, places or lands, in the City and County of New York, as follows: to be designated as Route Number Three.

Beginning on the Kingsbridge road or Broadway, at its junction with Tenth avenue at or near One Hundred and Sixty-second street; thence running northerly over, or through and along the Kingsbridge road or Broadway, to the northerly terminus of said road at the Harlem river.

Provided, however, that this resolution is not intended to apply, and shall not be deemed to apply, to any streets, avenues, places or lands, or any part or parts thereof, on which this Board of Commissioners is not authorized by law to fix, determine and locate a route or routes of railway or railways.

Resolved, That whenever the route hereby fixed, determined and located, crosses a street, avenue, place or lands, such route includes, and is intended to include, and shall be deemed to include, such crossing and so much of said street, avenue, place or lands, as is there crossed, so as to allow and enable the construction of a continuous and connected line of railway along the route so crossing."

"Whereas, It is considered by this Board of Commissioners desirable to now fix and determine a portion of the routes for a steam railway or railways in the City of New York, reserving the location of additional routes for future consideration, and to locate such portion of the routes of such railway or railways, over, under, through or across the streets, avenues, places and lands in the City and County of New York, as hereinafter mentioned; now, therefore,

Resolved, That this Board of Commissioners hereby fixes and determines one of the routes of such railway or railways and locates one of the routes of such railway or railways over, under, through or across the streets, avenues, places or lands in the City and County of New York, as follows: to be designated as Route Number Four.

Beginning at or near the westerly end of One Hundred and Fifty-fifth street at a point about twenty-five feet easterly from the Hudson River Railroad; thence running easterly over, or through and along the said One Hundred and Fifty-fifth street to the westerly line of Eighth avenue.

Provided, however, that this resolution is not intended to apply, and shall not be deemed to apply, to any streets, avenues, places or lands, or any part or parts thereof, on which this Board of Commissioners is not authorized by law to fix, determine and locate a route or routes of railway or railways.

Resolved, That whenever the route hereby fixed, determined, and located, crosses streets, avenues, places or lands, such route includes, and is intended to include, and shall be deemed to include such crossing and so much of said streets, avenues, places or lands as is there crossed, so as to allow and enable the construction of a continuous and connected line of railway along the route so crossing."

The resolutions adopted February 7, 1884, with the preambles thereto prefixed, are in terms as follows, viz.:

"Whereas, It is considered by this Board of Commissioners desirable to now fix and determine a portion of the routes for a steam railway or railways in the City of New York, reserving the location of additional routes for future consideration, and to locate such portion of the routes of such railway or railways over, under, through or across the streets, avenues, places and lands in the City and County of New York, as hereinafter mentioned; now, therefore,

Resolved, That this Board of Commissioners hereby fixes and determines one of the routes of such railway or railways and locates one of the routes of such railway or railways over, under, through or across the streets, avenues, places or lands in the City and County of New York, as follows: to be designated as Route Number Five.

Beginning at the westerly terminus of Liberty street, at West street, thence running easterly, over or through and along Liberty street to its junction with Maiden Lane; thence, easterly, over or through and along Maiden Lane to its easterly terminus at South street; thence, returning westerly, over or through and along Maiden Lane to and into Cortlandt street; thence over or through and along Cortlandt street, westerly, to its westerly terminus at West street; thence, southerly over or through and along or across West street to Liberty street at the point of beginning; and so as to give connecting facilities as near as may be with the Liberty street and Cortlandt street steam ferries on the westerly terminus, and with the Fulton street and Wall street steam ferries on the easterly terminus; and also with all elevated steam railway lines crossing this above described route.

Provided, however, that this resolution is not intended to apply, and shall not be deemed to apply, to any streets, avenues, places or lands, or any part or parts thereof, on which this Board of Commissioners is not authorized by law to fix, determine and locate a route or routes of railway or railways.

Resolved, That whenever the route hereby fixed, determined and located, crosses a street, avenue, place or lands, such route includes, and is intended to include, and shall be deemed to include, such crossing and so much of said street, avenue, place or lands as is there crossed, so as to allow and enable the construction of a continuous and connected line of railway along the route so crossing."

"Whereas, It is considered by this Board of Commissioners desirable to now fix and determine a portion of the routes for a steam railway or railways in the City of New York, reserving the location of additional routes for future consideration, and to locate such portion of the routes of such railway or railways over, under, through or across the streets, avenues, places and lands in the City and County of New York, as hereinafter mentioned; now, therefore,

Resolved, That this Board of Commissioners hereby fixes and determines one of the routes and a connecting branch route of such railway or railways, and locates one of the routes and a connecting branch route of such railway or railways, over, under, through or across the streets, avenues, places or lands in the City and County of New York, as follows: to be designated as Route Number Six.

Beginning at the westerly terminus of Chambers street, at West street; thence running easterly over or through and along Chambers street to and into New Chambers street; thence over or through and along New Chambers street to and into James Slip; thence over or through and along James Slip to South street; thence returning over or through and along said James Slip to and into New Chambers street aforesaid; thence westerly over or through and along New Chambers street to and into Duane street; thence over or through and along Duane street to West street; thence southerly over or through, along and across West street to Chambers street, the place of beginning; with a connecting branch route, beginning at Madison street, at the intersection of said Madison street with New Chambers street and Pearl street; thence running easterly over or through and along Madison street to and into Grand street; thence southeasterly over or through and along Grand street to the easterly terminus of said street at the East river; and so as to give connecting facilities

as near as may be with the Grand street steam ferry, at the northeasterly terminus at Grand street, and with the Chambers street steam ferry at the westerly terminus, and with the Roosevelt street and Catharine street steam ferries at the easterly terminus, and also with all elevated steam lines crossing this above-described route and the branch thereof.

Provided, however, that this resolution is not intended to apply, and shall not be deemed to apply, to any streets, avenues, places or lands, or any part or parts thereof, on which this Board of Commissioners is not authorized by law to fix, determine and locate a route or routes of railway or railways.

Resolved, That whenever the route and the connecting branch route hereby fixed, determined and located crosses a street, avenue, place or lands, such route includes, and is intended to include, and shall be deemed to include, such crossing and so much of said street, avenue, place or lands as is there crossed, so as to allow and enable the construction of continuous or connected lines of railway along the route so crossing."

"Whereas, It is considered by this Board of Commissioners desirable to now fix and determine a portion of the routes for a steam railway or railways in the City of New York, reserving the location of additional routes for future consideration, and to locate such portion of the routes of such railway or railways over, under, through or across the streets, avenues, places and lands in the City and County of New York, as hereinafter mentioned; now, therefore,

Resolved, That this Board of Commissioners hereby fixes and determines one of the routes of such railway or railways and locates one of the routes of such railway or railways over, under, through or across the streets, avenues, places or lands in the City and County of New York, as follows: to be designated as Route Number Seven.

Beginning at the westerly terminus of Watts street at West street, thence running over, or through and along said Watts street and into Canal street; thence over, or through and across Canal street, and to and into and across Hudson street, to and into Watts street; thence over, or through and along Watts street to Sullivan street, and thence across Sullivan street to a point on the easterly side of said street, about midway between Grand and Broome streets; thence over or through and across private property, to or near the intersection of Thompson and Broome streets, to and into Broome street; thence easterly over, or through and along Broome street to the easterly terminus of said street at Mangin street; thence into and across Mangin street to Broome slip; thence into, over, or through and along Broome slip to East street at the East river, and so as to give connecting facilities as near as may be with the Grand street steam ferry on the easterly terminus of this route, and similar facilities with the Desbrosses street steam ferry, and the steamboat lines at or near Canal street, on its westerly terminus; and also with all elevated steam railway lines crossing this above-described route.

Provided, however, that this resolution is not intended to apply and shall not be deemed to apply, to any streets, avenues, places or lands, or any part or parts thereof, on which this Board of Commissioners is not authorized by law to fix, determine and locate a route or routes of railway or railways.

Resolved, That whenever the route hereby fixed, determined and located crosses a street, avenue, place or lands, such route includes, and is intended to include, and shall be deemed to include, such crossing and so much of said street, avenue, place or lands as is there crossed, so as to allow and enable the construction of a continuous and connected line of railway along the route so crossing."

"Whereas, It is considered by this Board of Commissioners desirable to now fix and determine a portion of the routes for a steam railway or railways in the City of New York, reserving the location of additional routes for future consideration, and to locate such portion of the routes of such railway or railways over, under, through or across the streets, avenues, places and lands in the City and County of New York, as hereinafter mentioned; now, therefore,

Resolved, That this Board of Commissioners hereby fixes and determines one of the routes of such railway or railways, and locates one of the routes of such railway or railways over, under, through or across the streets, avenues, places or lands in the City and County of New York, as follows: to be designated as Route Number Eight.

Beginning at the westerly terminus of Barrow street at West street, thence running easterly and northeasterly over or through and along said Barrow street to West Fourth street; thence southeasterly and easterly over and through and along West Fourth street to and into East Fourth street; thence over or through and along East Fourth street to the easterly terminus of said street at the East river; and so as to give connecting facilities as near as may be with the Christopher street steam ferry at its westerly terminus; and with the Houston street steam ferry at its easterly terminus; and also with all elevated steam railway lines crossing this above-described route.

Provided, however, that this resolution is not intended to apply, and shall not be deemed to apply, to any streets, avenues, places or lands, or any part or parts thereof, on which this Board of Commissioners is not authorized by law to fix, determine and locate a route or routes of railway or railways.

Resolved, That whenever the route hereby fixed, determined and located, crosses a street, avenue, place, or lands, such route includes, and is intended to include, and shall be deemed to include, such crossing, and so much of said street, avenue, place or lands, as is there crossed, so as to allow and enable the construction of a continuous and connected line of railway along the route so crossing."

"Whereas, It is considered by this Board of Commissioners desirable to now fix and determine a portion of the routes for a steam railway or railways in the City of New York, reserving the location of additional routes for future consideration, and to locate such portion of the routes of such railway or railways over, under, through, or across the streets, avenues, places and lands in the City and County of New York, as hereinafter mentioned; now, therefore,

Resolved, That this Board of Commissioners hereby fixes and determines one of the routes of such railway or railways, and locates one of the routes of such railway or railways over, under, through or across the streets, avenues, places or lands in the City and County of New York, as follows: to be designated as Route Number Nine.

Beginning at the westerly terminus of West Fourteenth street; thence running easterly over or through and along West Fourteenth street to and into and across Eighth avenue; thence southerly over or through and along said Eighth avenue to and into Greenwich avenue; thence southeasterly over or through and along Greenwich avenue to and into West Thirtieth street; thence over or through and along West Thirtieth street to and into East Thirtieth street; thence over or through and along East Thirtieth street to Second avenue; thence into and across Second avenue to the easterly side thereof; thence into, over, or through and along St. George's place, so called, into and across First avenue; thence into, over or through and along East Thirtieth street to the easterly terminus thereof at the East river; and so as to give connecting facilities as near as may be with all elevated steam railway lines crossing this above-described route.

Provided, however, that this resolution is not intended to apply, and shall not be deemed to apply, to any streets, avenues, places or lands, or any part or parts thereof, on which this Board of Commissioners is not authorized by law to fix, determine and locate a route or routes of railway or railways.

Resolved, That whenever the route hereby fixed, determined and located, crosses a street, avenue, place or lands, such route includes, and is intended to include, and shall be deemed to include, such crossing and so much of said street, avenue, place or lands, as is there crossed, so as to allow and enable the construction of a continuous and connected line of railway along the route so crossing."

"Whereas, It is considered by this Board of Commissioners desirable to now fix and determine a portion of the routes for a steam railway or railways in the City of New York, reserving the location of additional routes for future consideration, and to locate such portion of the routes of such railway or railways over, under, through or across the streets, avenues, places and lands in the City and County of New York, as hereinafter mentioned; now, therefore,

Resolved, That this Board of Commissioners hereby fixes and determines one of the routes of such railway or railways, and locates one of the routes of such railway or railways over, under, through or across the streets, avenues, places or lands in the City and County of New York, as follows: to be designated as Route Number Ten.

Beginning at the westerly terminus of West Twenty-second street at the Hudson river; thence running easterly over, or through and along said West Twenty-second street to and into East Twenty-second street; thence over, or through and along East Twenty-second street to the easterly terminus of said street at the East river, and so as to give connecting facilities as near as may be with the steam ferries on the Hudson and East rivers at or near the respective termini of this above-described route; and also like facilities with all elevated steam railways crossing said route.

Provided, however, that this resolution is not intended to apply, and shall not be deemed to apply, to any streets, avenues, places or lands, or any part or parts thereof, on which this Board of Commissioners is not authorized by law to fix, determine and locate a route or routes of railway or railways.

Resolved, That whenever the route hereby fixed, determined, and located, crosses a street, avenue, place or lands, such route includes, and is intended to include, and shall be deemed to include, such crossing and so much of said street, avenue, place or lands, as is there crossed, so as to allow and enable the construction of a continuous and connected line of railway along the route so crossing."

"Whereas, It is considered by the Board of Commissioners desirable to now fix and determine a portion of the routes for a steam railway or railways in the City of New York, reserving the location of additional routes for future consideration, and to locate such portion of the routes of such railway or railways over, under, through or across the streets, avenues, places and lands in the City and County of New York, as hereinafter mentioned; now, therefore,

Resolved, That this Board of Commissioners hereby fixes and determines one of the routes of such railway or railways, and locates one of the routes of such railway or railways over, under, through or across the streets, avenues, places or lands in the City and County of New York, as follows: to be designated as Route Number Eleven.

Beginning at the westerly terminus of West Thirty-fourth street at the Hudson river; thence running easterly over or through and along said West Thirty-fourth street to and into East Thirty-fourth street; thence over or through and along East Thirty-fourth street to the easterly terminus

of said street at the East river, and so as to give connecting facilities as near as may be with the steam ferry called Hunter's Point Ferry at its easterly terminus, and the steam ferry to Jersey City at or near its westerly terminus, and also to give like facilities with all elevated steam railways crossing this above-described route.

Provided, however, that this resolution is not intended to apply, and shall not be deemed to apply, to any streets, avenues, places or lands, or any part or parts thereof, on which this Board of Commissioners is not authorized by law to fix, determine and locate a route or routes of railway or railways.

Resolved, That whenever the route hereby fixed, determined and located, crosses a street, avenue, place or lands, such route includes, and is intended to include, and shall be deemed to include such crossing and so much of said street, avenue, place or lands as is there crossed, so as to allow and enable the construction of a continuous and connected line of railway along the route so crossing."

"Whereas, It is considered by this Board of Commissioners desirable to now fix and determine a portion of the routes for a steam railway or railways in the City of New York, reserving the location of additional routes for future consideration, and to locate such portion of the routes of such railway or railways over, under, through or across the streets, avenues, places and lands in the City and County of New York, as hereinafter mentioned; now, therefore,

Resolved, That this Board of Commissioners hereby fixes and determines one of the routes and a connecting branch route of such railway or railways, and locates one of the routes and a connecting branch route of such railway or railways, over, under, through or across the streets, avenues, places or lands in the City and County of New York, as follows: to be designated as Route Number Twelve.

Beginning at the westerly terminus of West Forty-second street at the Hudson river; thence running easterly over or through and along said West Forty-second street to and into East Forty-second street; thence over or through and along said East Forty-second street to the easterly terminus of said street, at the East river: With a connecting branch route from East Forty-second street, at First avenue; thence running southerly over, or through and along said First avenue to and into East Thirty-fourth street, and so as to connect with the elevated railway and steam ferry at and near the easterly terminus of East Thirty-fourth street, and with the steam ferry connection of the New York West Shore and Buffalo Railroad, at or near the westerly terminus of this above-described route; and also to give like facilities with all elevated steam railways crossing this above-described route.

Provided, however, that this resolution is not intended to apply, and shall not be deemed to apply, to any streets, avenues, places or lands, or any part or parts thereof, on which this Board of Commissioners is not authorized by law to fix, determine and locate a route or routes of railway or railways.

Resolved, That whenever either of the routes hereby fixed, determined and located, crosses a street, avenue, place or lands, such route includes, and is intended to include, and shall be deemed to include such crossing and so much of said street, avenue, place or lands, as is there crossed, so as to allow and enable the construction of continuous and connected line of railway along the routes so crossing."

The resolutions adopted February 8, 1884, with the preamble thereto prefixed, are in terms as follows, viz: "Whereas,

It is considered by this Board of Commissioners desirable to now fix and determine a portion of the routes for a steam railway or railways in the City of New York, reserving the location of additional routes for future consideration, and to locate such portion of the routes of such railway or railways over, under, through or across the streets, avenues, places and lands in the City and County of New York, as hereinafter mentioned; now, therefore,

Resolved, That this Board of Commissioners hereby fixes and determines one of the routes of such railway or railways, and locates one of the routes of such railway or railways over, under, through or across the streets, avenues, places or lands in the City and County of New York, as follows: to be designated as Route Number Thirteen.

Beginning at the easterly terminus of East One Hundred and Twenty-ninth street on or at the Harlem river; thence westerly through or over and along said One Hundred and Twenty-ninth street to and into New avenue, and thence across New avenue to and through private property to and into and across Ninth avenue; thence to and into West One Hundred and Twenty-ninth street, and thence westerly through and along One Hundred and Twenty-ninth street to the Hudson river; and so as to give connecting facilities, as near as may be, with the ferry known as the Fort Lee Ferry, on the said river, and also to give like facilities with any steam railway or any steam ferry at either terminus of said route.

Provided, however, that this resolution is not intended to apply, and shall not be deemed to apply, to any streets, avenues, places or lands, or any part or parts thereof, on which this Board of Commissioners is not authorized by law to fix, determine and locate a route or routes of railway or railways.

Resolved, That whenever the route hereby fixed, determined and located, crosses a street, avenue, place or lands, such route includes, and is intended to include, and shall be deemed to include, such crossing and so much of said street, avenue, place or lands, as is there crossed, so as to allow and enable the construction of a continuous and connected line of railway along the route so crossing."

"Whereas, It is considered by this Board of Commissioners desirable to now fix and determine a portion of the routes for a steam railway or railways in the City of New York, reserving the location of additional routes for future consideration, and to locate such portion of the routes of such railway or railways over, under, through, or across the streets, avenues, places and lands in the City and County of New York, as hereinafter mentioned; now, therefore,

Resolved, That this Board of Commissioners hereby fixes and determines one of the routes of such railway or railways, and locates one of the routes of such railway or railways over, under, through, or across the streets, avenues, places or lands in the City and County of New York, as follows: to be designated as Route Number Fourteen.

Beginning at the westerly terminus of Inwood street at the Hudson river; thence running easterly over or through and along Inwood street to and into Kingsbridge road; thence over and across Kingsbridge road to and into Dyckman street; thence over or through and along Dyckman street to its easterly terminus at Harlem river.

Provided, however, that this resolution is not intended to apply, and shall not be deemed to apply, to any streets, avenues, places or lands, or any part or parts thereof, on which this Board of Commissioners is not authorized by law to fix, determine and locate a route or routes of railway or railways.

Resolved, That whenever the route hereby fixed, determined and located, crosses a street, avenue, place or lands, such route includes, and is intended to include, and shall be deemed to include, such crossing and so much of said street, avenue, place or lands as is there crossed, so as to allow and enable the construction of a continuous and connected line of railway along the route so crossing."

"Whereas, It is considered by this Board of Commissioners desirable to now fix and determine a portion of the routes for a steam railway or railways in the City of New York, reserving the location of additional routes for future consideration, and to locate such portion of the routes of such railway or railways over, under, through or across the streets, avenues, places and lands in the City and County of New York, as hereinafter mentioned; now, therefore,

Resolved, That this Board of Commissioners hereby fixes and determines one of the routes of such railway or railways, and locates one of the routes of such railway or railways, with a connecting branch route or extension, over, under, through or across the streets, avenues, places or lands in the City and County of New York, as follows: to be designated as Route Number Fifteen.

Beginning in, on or over Tenth avenue at its intersection with West Fifty-ninth street; thence running easterly over or through and along West Fifty-ninth street to Fifth avenue; thence over or through and across Fifth avenue to and into East Fifty-ninth street; thence over or through and along East Fifty-ninth street to and into Madison avenue; thence southerly over or through and along Madison avenue to and into East Twenty-third street; thence easterly over or through and along East Twenty-third street to and into Second avenue; thence southerly over, or through and along Second avenue to Houston street; thence over or through and across Houston street to and into Chrystie street; thence over or through and along Chrystie street to and into Division street; thence over or through and along Division street to and into Catharine street; thence over or through and along Catharine street to and into Madison street; and so as to give connecting facilities, as near as may be, with all steam railways crossing this above-described route.

And with a connecting branch, route, or extension of the route hereinabove designated, fixed and described, beginning so as to connect therewith at the intersection of Eighth avenue and Fifty-ninth street and the so-called Broadway Boulevard; thence running northerly over, or through and along said Boulevard, to, at, and into its intersection with Tenth avenue; thence over, along and across Tenth avenue and continuing on said Boulevard, to, at, and into its intersection with Eleventh avenue and the Boulevard extending northerly on the line of said avenue; thence northerly over or through and along said Boulevard, to, at, and into its intersection with the route heretofore authorized by this Commission, beginning at One Hundred and Sixty-second street and Tenth avenue, and terminating at the Harlem river, and so as to give connecting facilities as near as may be with all existing steam railways crossing this above-described route.

Provided, however, that this resolution is not intended to apply, and shall not be deemed to apply, to any streets, avenues, places or lands, or any part or parts thereof, on which this Board of Commissioners is not authorized by law to fix, determine and locate a route or routes of railway or railways.

Resolved, That whenever the route and said connecting branch route hereby fixed, determined and located, crosses a street, avenue, place or lands, such route includes, and is intended to include, and shall be deemed to include, such crossing and so much of said street, avenue, place or lands, as is there crossed, so as to allow and enable the construction of a continuous and connected line of railway along the route so crossing."

Beginning in Division street at or near the northerly terminus of Catharine street, and there connecting with the Metropolitan Elevated Railway; thence over, along and across said Division street to and into Catharine street; thence over or through and along Catharine street to and into South street; thence southerly, over or through and along South street to Coenties Slip; thence over and across Coenties Slip to and into South street; thence southerly, over or through and along South street to the South Ferry; and so as to give connecting facilities as near as may be with the steam

ferries and steam railways, at or near the foot of Whitehall street; and also with all steam ferries and steam railways near or adjacent to or crossing this above-described route.

Provided, however, that this resolution is not intended to apply, and shall not be deemed to apply, to any streets, avenues, places or lands, or any part or parts thereof, on which this Board of Commissioners is not authorized by law to fix, determine and locate a route or routes of railway or railways.

Resolved, That whenever the route hereby fixed, determined and located, crosses a street, avenue, place, or lands, such route includes, and is intended to include, and shall be deemed to include, such crossing and so much of said street, avenue, place or lands as is there crossed, so as to allow and enable the construction of a continuous and connected line of railway along the route so crossing."

"Whereas, It is considered by this Board of Commissioners desirable to now fix and determine a portion of the routes for a steam railway or railways in the City of New York, reserving the location of additional routes for future consideration, and to locate such portion of the routes of such railway or railways over, under, through or across the streets, avenues, places and lands in the City and County of New York, as hereinafter mentioned; now, therefore,

Resolved, That this Board of Commissioners hereby fixes and determines one of the routes of such railway or railways, and locate one of the routes of such railway or railways over, under, through or across the streets, avenues, places or lands in the City and County of New York, as follows: to be designated as Route Number Twenty-seven.

Beginning at or on Tenth avenue at the intersection of One Hundred and Eighty-first street; thence running easterly over or through and along One Hundred and Eighty-first street to and on and over or across the Bridge located in a line therewith, crossing Harlem river; thence to and into, over or through and along the easterly approach to said bridge to Aqueduct avenue.

Provided, however, that this resolution is not intended to apply, and shall not be deemed to apply, to any streets, avenues, places or lands, or any part or parts thereof, on which this Board of Commissioners is not authorized by law to fix, determine and locate a route or routes of railway or railways.

Resolved, That whenever the route hereby fixed, determined and located, crosses a street, avenue, place or lands, such route includes, and is intended to include, and shall be deemed to include, such crossing and so much of said street, avenue place or lands, as is there crossed, so as to allow and enable the construction of a continuous and connected line of railway along the route so crossing."

"Whereas, It is considered by this Board of Commissioners desirable to now fix and determine a portion of the routes for a steam railway or railways in the City of New York, reserving the location of additional routes for future consideration, and to locate such portion of the routes of such railway or railways over, under, through or across the streets, avenues, places and lands in the City and County of New York, as hereinafter mentioned; now, therefore,

Resolved, That this Board of Commissioners hereby fixes and determines one of the routes of such railway or railways, and locates one of the routes of such railway or railways, over, under, through or across the streets, avenues, places or lands in the City and County of New York, as follows: to be designated as Route Number Twenty-eight.

Beginning at the northerly terminus of First avenue, at the Harlem river; thence running southerly, over or through and along First avenue, to and into East Twenty-third street; thence westerly, over or through and along East Twenty-third street, to and into Second avenue.

Provided, however, that this resolution is not intended to apply, and shall not be deemed to apply, to any streets, avenues, places or lands, or on any part or parts thereof, on which this Board of Commissioners is not authorized by law to fix, determine and locate a route or routes of railway or railways.

Resolved, That whenever the route hereby fixed, determined and located, crosses a street, avenue, place or lands, such route includes, and is intended to include, and shall be deemed to include, such crossing and so much of said street, avenue, place or lands, as is there crossed, so as to allow and enable the construction of a continuous and connected line of railway along the route so crossing."

"Whereas, It is considered by this Board of Commissioners desirable to now fix and determine a portion of the routes for a steam railway or railways in the City of New York, reserving the location of additional routes for future consideration, and to locate such portion of the routes of such railway or railways over, under, through or across the streets, avenues, places and lands in the City and County of New York, as hereinafter mentioned; now, therefore,

Resolved, That this Board of Commissioners hereby fixes and determines one of the routes of such railway or railways and locates one of the routes of such railway or railways over, under, through or across the streets, avenues, places or lands in the City and County of New York as follows: to be designated as Route Number Twenty-nine.

Beginning at or near Christopher street, connecting with the route laid down through West street; thence on a deflected line northwesterly to the southerly terminus of Thirteenth avenue; thence over or through and along Thirteenth avenue to Twelfth avenue; thence over or through and along Twelfth avenue, to Seventy-second street; and so as to connect with the Hudson River Railroad at or near the westerly terminus of Seventy-second street.

Provided, however, that this resolution is not intended to apply, and shall not be deemed to apply, to any streets, avenues, places or lands, or any part or parts thereof, on which this Board of Commissioners is not authorized by law to fix, determine and locate a route or routes of railway or railways.

Resolved, That whenever the route hereby fixed, determined and located, crosses a street, avenue, place or lands, such route includes, and is intended to include, and shall be deemed to include, such crossing and so much of said street, avenue, place or lands, as is there crossed, so as to allow and enable the construction of a continuous and connected line of railway along the route so crossing."

ARTICLE VII.

The several conditions, requirements and particulars by said Board of Commissioners determined, pursuant to section 5 of said chapter 66, Laws of 1875 (by a resolution adopted at a meeting duly convened and held in the City of New York, on the 23d day of February, 1884), are hereby set forth and embodied as component parts of these Articles of Association—which said resolution is in terms, as follows, viz:

Resolved, That the Commissioners appointed by the Mayor of the City of New York on November 30, 1883, under and in pursuance of chapter 66 of the Laws of 1875, and the amendments thereof, having by such public notice as they deemed most proper and effective, and which seemed to them most expedient, invited the submission of plans for the construction and operation of a railway or railways as provided for by said act, and having met, examined and considered the plans submitted, do hereby decide upon the plans, as follows, for the construction of such railway or railways by them authorized, with the necessary supports, turn-outs, switches, sidings, connections, landing places, stations, buildings, platforms, stairways, elevators, telegraph and signal devices, and other requisite appliances upon the route or routes, and in the locations fixed and determined by them in session on January 5, and on February 5, 6, 7, 8 and 9, 1884, and designated, respectively, as Route Number One, Route Number Two, Route Number Three, Route Number Four, Route Number Five, Route Number Six, Route Number Seven, Route Number Eight, Route Number Nine, Route Number Ten, Route Number Eleven, Route Number Twelve, Route Number Thirteen, Route Number Fourteen, Route Number Fifteen, Route Number Sixteen, Route Number Seventeen, Route Number Eighteen, Route Number Nineteen, Route Number Twenty, Route Number Twenty-one, Route Number Twenty-two, Route Number Twenty-three, Route Number Twenty-four, Route Number Twenty-five, Route Number Twenty-six, Route Number Twenty-seven, Route Number Twenty-eight, Route Number Twenty-nine.

1st. The railway or railways to be constructed by a company to be formed and organized in pursuance of sections 6, 7, 8 and 9 of chapter 606 of the Laws of 1875, on the route or routes as fixed, determined and located by the Commissioners, shall be laid upon the surface of the streets or avenues, excepting upon the following routes and parts of routes, where they may be constructed on an elevated structure over, through and across such streets or avenues and upon or over and through such private property as may be required by said company, to wit: On Route Number One, from Great Jones street to a point at or near the New York terminus of the New York and Brooklyn Bridge at Chatham street. On Route Number Two, from the southerly terminus of West street to a point on Tenth avenue at or near Thirty-third street; and, or, to any point between Thirty-second street and the northerly terminus of said route. On Route Number Four from a point on One Hundred and Fifty-fifth street, near the easterly line of St. Nicholas avenue to the westerly line of Eighth avenue. On Route Number Twenty-six, from its beginning in Division street to its terminus on South street at South Ferry. On Route Number Twenty-nine, from its beginning at or near Christopher street to its terminus at or near Seventy-second street.

2d. Such surface railway or railways shall be double track on all streets and avenues excepting upon the following routes or parts of routes where they shall be limited to a single track, to wit: On Route Number Two, from the northerly terminus of Tenth avenue, along Fort George avenue, Eleventh avenue and One Hundred and Ninetieth street to Tenth avenue.

On Route Number Five, from the westerly terminus of Liberty street at West street over or through and along Liberty street to its junction with Maiden Lane, and from the junction of Liberty street and Maiden Lane, over or through and along Maiden Lane, Cortlandt street and West street to the westerly terminus of Liberty street.

On Route Number Six, from the westerly terminus of Chambers street at West street over or through and along Chambers street and New Chambers street to its junction with Duane street and from the last-named point along Duane street and West street to the westerly terminus of Chambers street.

3d. Such elevated railway or railways shall be double track on all routes and parts of routes designated as elevated railways, and authority is hereby given to add such additional tracks on such elevated railways as may be needed from time to time to accommodate increasing traffic and to make such additions to the structures as may be needed for that purpose; provided, however, that the

elevated portion of Route Number One shall be limited to a double track with the necessary turnouts and sidings.

4th. Such railway or railways when constructed on the surface of the streets or avenues shall conform to the established grades thereof, and the rails shall be of such pattern as will present the least obstruction to traffic, and shall be so laid as to conform to the city ordinances relating to surface railways.

5th. Such surface railway or railways shall be constructed according to the most approved plan of cable traction and fully equal to that operated and maintained in the cities of San Francisco and Chicago for the conveyance of persons and property. Any channel, tube or conduit that may be needed for the use or transmission of the motive power required for operating said railway or railways shall be between the rails and shall be so constructed as to be entirely beneath the surface of the roadway, and any connection between such motive power and the cars used on such railway or railways shall be through a longitudinal opening or slot in said channel, tube, or conduit, the sides of which longitudinal opening or slot shall not project above the surface of the streets or avenues, except in so far as may be necessary for the safe passage of horses, nor be farther apart than three-fourths of an inch. At convenient distances manholes shall be provided for access to said channels, tubes or conduits, which manholes shall be closed with suitable gratings or covers. And wherever deflections in the alignment or grades in the railway or railways, or connection with prime or secondary movers, may require further subsurface facilities or structures, authority is hereby given to occupy the necessary space or spaces beneath the surface; provided, always, that no obstruction to the ordinary surface traffic of any street or avenue shall result therefrom, excepting such as may be necessary while said railway is in process of construction, and that such construction shall not be unnecessarily delayed.

6th. Railways when elevated above the surface of streets or avenues shall be built with the track or tracks supported upon a row or rows of columns. The track or tracks shall be carried by longitudinal girders resting either upon the tops of the columns or upon transverse girders supported by the columns.

7th. The plan of construction of such elevated railway or railways as are restricted to two tracks, shall be as follows, as the company constructing the railway or railways shall elect, either:

First. With a row of columns on the line of each curb and a superstructure carrying two tracks upon transverse girders spanning the street; or,

Second. With a row of columns on the line of each curb and a superstructure carrying a single track over each row of columns; provided, however, that when the width of the street, avenue or place between the curb-stones exceeds thirty-six feet, such railway or railways may be constructed with one row of columns in the roadway of the street and one row of columns upon the line of the curb, or with two rows of columns in the roadway of the street and a superstructure carrying two tracks upon transverse girders.

8th. The plan of construction of such elevated railway or railways where authority is given for more than two tracks, shall be as follows, as the company constructing the railway or railways shall elect, either:

First. With a row of columns on the line of each curb and a superstructure carrying one or more tracks upon transverse girders spanning the street; or,

Second. With a row of columns upon the line of each curb and a single track over each row of columns, authority being granted to add to the structure when an additional track or tracks may be needed, transverse girders between said rows of columns to support such additional track or tracks; or,

Third. With a row of columns on the line of one curb and a row of columns in the roadway of the street or avenue over which the track or tracks of such railway or railways may be either supported directly upon such rows of columns, or upon transverse girders supported by said columns. Authority being hereby given when an additional track or tracks may be needed to erect a third row of columns in the roadway of West street and in the roadway embraced in Route Number Twenty-nine, supported upon which one additional track or tracks may be constructed, or such additional track or tracks may be supported upon transverse girders spanning the street or avenue between the said additional row of columns and one of the rows first erected.

9th. Whenever a column or row of columns as above authorized be upon a line of curb, such column or rows of columns shall be erected only within the line of curb-stones, and shall be then so situated and placed as not to obstruct vehicles or the ordinary traffic or travel in the roadway of the street or avenue.

10th. Except where the width of a cross-street between the curbs thereof is fifty feet or more, the space between the curbs of every cross-street shall be spanned by a single span when and where the plan of construction used is one having a row of columns on a curb-line. When and where the plan of construction used is one having a row or rows of columns in the roadway of a street or avenue no column shall be erected within the curb-lines of a cross-street elsewhere than upon the centre line of such cross-street, but may be there erected. Where columns are authorized to be in the roadway on either or both sides of a street railroad track upon the surface of the roadway, such columns shall be located not nearer than forty inches from the nearest rail of said railroad track.

11th. The transverse diameter of a column authorized to be in the roadway of any street or avenue shall not exceed fifteen inches at the base, and thence for at least ten feet above the surface of the roadway; and the transverse diameter of a column authorized to be in the line of a curb shall not exceed twenty-six inches at the base, and thence for at least ten feet above the surface of the roadway.

The transverse diameter of columns above indicated does not include fenders, and adequate fenders shall be fitted around the base of each column placed in the roadway to prevent the hubs of the wheels of passing vehicles from striking the column.

12th. When authorized to be in the roadway, no column shall be nearer than five feet to the house-line of the cross-street, but every column erected in the roadway of the street shall be set back at least five feet from that line.

13th. The longitudinal distance between the columns when in the roadway shall not be less than thirty-five feet; when along the curb it shall not be less than twenty-five feet, provided, that on curves of three hundred feet or less radius the longitudinal distance between the columns in the roadway may be reduced to not less than twenty-five feet.

14th. Where stations or platforms for the use of passengers are required to be erected above the surface of streets or avenues, they may be supported by columns placed in the curb-line or upon the roadway, said columns to be placed with reference to the curb-line, house-line and surface railroad tracks as hereinbefore provided, but said columns when upon the curb-line may be placed at distances apart not less than ten feet. Authority is given, when stations or platforms are at the intersection of cross-streets, to erect the same partly over such cross-streets, and to occupy so much of the sidewalk of the cross-street as may be necessary for stairways and approaches, and also to make such station arrangements at all ferries as to have access to station platforms without crossing the streets on the surface.

15th. No part of the girders or superstructure of any elevated railway shall be less than fourteen feet above the level of the street or avenue, except on a summit where, when necessary, the height of the lowest part of the girder above the roadway of the street or avenue may be reduced to twelve feet; provided, however, that when the transition from an elevated structure to a surface railway is made in any street or avenue the elevated structure may be constructed to conform to such transition, but no cross-street shall be crossed by such structure at a less elevation than will yield a clearance of twelve feet.

16th. The girders may be either plate or lattice or any suitable form of truss.

17th. The material used for that part of the elevated structure above the ground shall be wrought iron or steel, except that the connection between the posts which form a cluster column may be of cast iron, and except the longitudinal stringers supporting the rails, which shall be of the best quality and kind of selected timber. Safety guards, if of wood, shall be of the best quality and kind of timber.

18th. The wrought iron used shall be of the following general character: Fibrous and of a quality that shall be in every respect equal to that used in first-class American iron railway bridges.

19th. No part of the structure shall be subjected to a greater strain or tension or compression than 9,000 pounds to the square inch; and no part shall be subjected to a greater shearing strain than 7,500 pounds to the square inch; and the structure shall not be proportioned for a less moving load than 1,000 pounds per lineal foot for each track.

20th. The maximum deflection of a girder under the passage of a train shall never exceed one-fifth-hundredth ($\frac{1}{5000}$) of its length.

21st. The plates composing the longitudinal parts of a column or girder shall be in single pieces, except in the case of a girder of more than forty feet in length.

22d. All rivets shall be of double refined iron, which shall have an ultimate tensile strength of 60,000 pounds to the square inch. The rivet holes shall be truly and accurately placed, and the rivets shall enter the holes without drifting or forcing, and shall fill the holes.

23d. All parts which make up the section of a column, except when cluster columns are used, shall be of equal thickness and of uniform quality.

24th. Columns shall be proportioned by the standard formula with five as a factor of safety.

25th. The different parts of the structure and their connections shall be properly proportioned to resist all of the momentum of the train which can be by the application of brakes or in any other manner be imparted to the structure.

26th. The foundations for the columns shall consist of brickwork, stonework, concrete or piles.

27th. Masonry for foundations shall be so proportioned as to give the necessary stability relative to load, and so in no case shall weight greater than two thousand pounds to the square foot come upon any base, or more than ten tons upon any pile. Piles shall be well driven.

28th. The earth is to be prepared for the masonry by being made firm and solid and covered with a bed of good hydraulic mortar.

29th. Every column or post shall be secured to the masonry by means of a heavy plate of cast

iron so proportioned as to distribute the weight, which comes upon it, uniformly over the foundation; this plate shall be fastened by sufficiently strong wrought-iron bolts passing through the masonry, the bolts having heads which shall be upset and not welded, and having washers of sufficient size beneath the masonry, and immersed in the bed of hydraulic mortar. The cast-iron plate, its connection with the column, the wrought-iron bolts and their heads and washers, shall possess sufficient strength to receive and resist equally well with the column all strains which can come upon the latter. The cast-iron shall be of the best quality suitable for bed-plates, which are to be covered upon the ground, and all castings shall be sound and fair.

30th. All the ironwork beneath the surface of the street shall be covered with hydraulic mortar, or in some way protected from rust.

31st. Good hydraulic cement shall be used in the masonry, and Portland cement of the first quality shall be used in case the foundations are constructed of concrete. Where brick are used they shall be hard burnt and of the best quality.

32d. All wrought iron work shall receive one coat of boiled linseed oil before leaving the shop, and immediately after erection shall receive at least two good coats of paint. All parts of the structure shall, where practicable, be made accessible for the purpose of painting, and shall be well protected from rust where not accessible.

33d. Efficient safety guards shall be provided, so that in case of accidents the cars shall be effectually prevented from leaving the structure.

34th. The best form of continuous brakes, so arranged as to be under the control of the engineer or driver, shall be applied to all trains and to every car in each train.

35th. Every switch shall be of such design that if left open or placed wrong it cannot break the main track or offer any impediment which may cause the derailment of passing trains.

36th. Rails shall be of steel not less in weight than forty pounds per lineal yard. They shall be laid and fastened in the best manner as regards security and uniformity of surface, and great attention must be given to the rail joints.

37th. The railway must be equipped with the most approved system of signals to guard against accidents.

38th. Stations shall be so arranged as to be convenient of access from the streets. There shall be no steps (other than those leading from the street), sills or any other projections about stations over which persons can trip or stumble.

39th. Where two rows of columns are authorized, and either row is placed in the roadway of the street, the columns shall be erected in pairs and both columns of each pair shall stand upon a line at right angles to the direction of the length of the street.

40th. Stairs and all parts of the stations, except the platform, doors, windows, inside sheathing, and the tread of the stairs, shall be of iron. All station platforms and stairs shall be protected by a substantial railing.

41st. Authority is given for construction of such supports, turn-outs, switches, sidings, connections, landing-places, stations, buildings, platforms, stairways, elevators, telegraph, telephone and signal devices, and such other requisite appliances as shall be proper for the purpose of such railways and as shall be necessary for the convenient use of the same.

42d. The equipment of passenger cars, grip cars, and other rolling stock, shall be of a character adapted for use upon surface or elevated railways, or upon railways partly on the surface and partly elevated, and shall be in all respects of first-class material and construction, and all street surface cars shall be provided with wheel and side-guards around the front and sides, for the protection and safety of persons from accident.

43d. The elevated structure shall present a substantial and tasteful appearance.

44th. All of the materials used in the construction of the railway or railways, whether elevated or upon the surface, shall be of the best quality for the purposes to which they are to be applied, and the work shall be executed in the best style of the art and in a workmanlike manner.

45th. Where it is necessary to change the direction of a cable used for transmission of motive power on an elevated railway, authority is hereby given to erect such pulleys, sheaves and appliances as may be required to accomplish the purpose, and to support the same with such columns, girders or other forms of support, as may be required to give the same the requisite stability and effectiveness.

46th. The cables used for the transmission of motive power shall be of the best quality of steel wire and of such size as to furnish ample strength between prime-mover stations, and shall be supported on pulleys or sheaves not less than twelve inches in diameter, revolving on journals of not less than one inch in diameter.

47th. The grip forming the connection between the cars and the cable to be of the most approved form, and so constructed as to be capable of throwing the cable entirely out of the grip at will.

48th. Where land is needed adjacent to the street or avenue upon which any railway is about to be constructed, for the purpose of erecting thereon a building for the machinery of a prime-mover station, such private property as may be necessary for the purpose may be acquired, and authority is given to construct and maintain, above or under the surface of the street or avenue, such pulleys, sheaves and other appliances as may be necessary, and adapted to connecting the cable or cables on the line of the railway with the machinery of the prime-mover station.

49th. Where a surface railway is constructed, through, over or across any private property used as a park, the exterior lines of the land taken for the purpose shall be arranged, as near as may be, with surroundings suitable to the character and appearance of the park enclosure.

50th. It is the intention and spirit of these specifications to provide in every respect for a first-class structure, and no omission of specific requirements to this effect, if any exist, shall in any case be construed in any way to invalidate this general requirement. These specifications shall be incorporated into and shall constitute an essential part of every contract made by the company for material or construction.

ARTICLE VIII.

The several conditions, requirements and particulars by said Board of Commissioners determined, pursuant to section 6 of said chapter 666, Laws of 1875 (by resolutions adopted at meetings duly convened and held in the City of New York on the 25th day of February, 1884, and the 3d, 5th, 6th, 11th and 27th days of March, 1884), are hereby set forth and embodied as component parts of these Articles of Association.

The said resolutions adopted on the 25th day of February, 1884, are in terms, as follows, viz.:

Resolved, That the name of the Company to be formed and organized by this Board of Commissioners for the purpose of constructing, maintaining and operating the railway or railways for public use in the conveyance of persons and property upon any route or routes heretofore fixed, determined and located, shall be named in the articles of association The New York Cable Railway Company.

Resolved, That this Board of Commissioners hereby fix and determine the maximum rates to be paid for transportation and conveyance over such railway or railways and the hours during which special cars or trains shall be run at reduced rates of fare, as follows:

1. The maximum rate for the transportation and conveyance of one person over such railway or railways for any distance south of the Harlem river shall be six cents.

2. The hours during which special cars or trains shall be run on such railway or railways at reduced rates of fares from and to any point south of the Harlem river, shall be from 4 o'clock A. M. to 12 o'clock midday of each day, and the reduced rates during such hours shall be, for the transportation and conveyance of one person for any distance over such railway or railways, five cents.

And it is further fixed and determined that for one fare, one person shall be entitled to make a continuous trip between two points on any two connecting or intersecting routes of such railway or railways, receiving at the point of connection or intersection such transfer ticket as the rules and regulations of the company to be formed shall provide for.

It being the intent that the payment of one fare shall entitle the person paying to ride the entire length of any of the northerly and southerly railways south of the Harlem river, and upon a continuous trip to the length of, or to any point on any railway intersecting or branching from said northerly and southerly railways.

3. The maximum rate for the transportation and conveyance of one person over such railway or railways for any distance north of the Harlem river shall be six cents. And the hours during which special cars or trains shall be run on such railway or railways north of the Harlem river shall be from 4 o'clock A. M. until 12 o'clock midnight, during which hours the reduced rate of fare shall be five cents.

And the said company shall be authorized and allowed to charge and collect fares as hereinbefore set forth and at no higher rate or rates.

The said resolution, adopted on the 3d day of March, 1884, is in terms as follows, viz.:

Resolved, That all tracks shall be laid in conformity to directions given by the Commissioner of Public Works as to the grade of the streets and avenues through which a railroad is authorized to pass, and shall be made to conform to all legal changes of grade that may be made from time to time.

The said company shall keep in repair in all the streets and avenues through which double tracks are laid, the space between the rails and the space extending two feet beyond the outside rail of each track, and in all streets or avenues through which a single track is laid the space between the rails of the track and the space extending two feet on each side of said track.

The said resolutions, adopted on the 5th day of March, 1884, are in terms as follows, viz.:

Resolved, That the time within which the company to be formed and organized by this Board of Commissioners (and which shall be known as "The New York Cable Railway Company") shall construct the several portions of the railway and railways, and shall have the same ready to be operated along and upon the route or routes heretofore by preambles and resolutions duly adopted on the 5th day of January, 1884, and on the 5th, 6th, 7th, 8th, and 9th days of February, 1884, respectively fixed, determined and located by this Board of Commissioners, be and hereby is fixed and determined as follows:

1. The portion of the railway or railways to be constructed along and upon the route heretofore

as aforesaid fixed, determined and located by this Board of Commissioners, and by them designated as Route Number One, shall be constructed and be ready to be operated as follows, viz.:

The portion of the route on Lexington avenue and Irving place, lying between Ninety-eighth street and Fourteenth street, within eighteen months from the date of the obtaining of the consent of the owners of one-half in value of the property bounded on, and the consent also of the local authorities having control of that or those portions of streets or highways upon which it is proposed to construct and operate such railway or railways; or, in case the consent of such property-owners cannot be obtained, from the date of the confirmation by the Court of the determination of three Commissioners appointed by the General Term of the Supreme Court, in the first judicial district, that such railway or railways ought to be constructed and operated, provided that the date of such confirmation be the same, or subsequent to the date of the said consent of such local authorities.

The remaining portions of said route shall be constructed and be ready to be operated within two years, from the date of the obtaining of the consent of the owners of one-half in value of the property bounded on, and the consent also of the local authorities having control of that or those portions of streets or highways upon which it is proposed to construct and operate such railway or railways; or, in case the consent of such property-owners cannot be obtained, from the date of the confirmation by the Court of the determination of three Commissioners appointed by the General Term of the Supreme Court, in the first judicial district, that such railway or railways ought to be constructed and operated, provided that the date of such confirmation be the same, or subsequent to the date of the said consent of such local authorities.

2. The portion of the railway or railways to be constructed along and upon the route heretofore as aforesaid fixed, determined and located by this Board of Commissioners, and by them designated as Route Number Two, shall be constructed and be ready to be operated as follows, viz.:

The portion of the route on Tenth avenue lying between Fifty-ninth street and the northerly terminus, within two years from the date of the obtaining of the consent of the owners of one-half in value of the property bounded on, and the consent also of the local authorities having control of that or those portions of streets or highways upon which it is proposed to construct and operate such railway or railways; or, in case the consent of such property-owners cannot be obtained, from the date of the confirmation by the Court of the determination of three Commissioners appointed by the General Term of the Supreme Court in the first judicial district that such railway or railways ought to be constructed and operated, provided that the date of such confirmation be the same or subsequent to the date of the said consent of such local authorities.

The remaining portion of said route shall be constructed and be ready to be operated within three years from the date of the obtaining of the consent of the owners of one-half in value of the property bounded on, and the consent also of the local authorities having control of that or those portions of streets or highways upon which it is proposed to construct and operate such railway or railways; or, in case the consent of such property-owners cannot be obtained, from the date of the confirmation by the Court of the determination of three commissioners appointed by the General Term of the Supreme Court in the first judicial district that such railway or railways ought to be constructed and operated, provided that the date of such confirmation be the same or subsequent to the date of said consent of such local authorities.

3. The portion of the railway or railways to be constructed along and upon the route heretofore as aforesaid fixed, determined and located by this Board of Commissioners, and by them designated as Route Number Three, shall be constructed and be ready to be operated within three years from the date of the obtaining of the consent of the owners of one-half in value of the property bounded on, and the consent also of the local authorities having control of that or those portions of streets or highways upon which it is proposed to construct and operate such railway or railways; or, in case the consent of such property-owners cannot be obtained, from the date of the confirmation by the Court of the determination of three commissioners appointed by the General Term of the Supreme Court in the first judicial district that such railway or railways ought to be constructed and operated, provided that the date of such confirmation be the same or subsequent to the date of the said consent of such local authorities.

4. The portion of the railways to be constructed along and upon the route heretofore as aforesaid fixed, determined and located by this Board of Commissioners, and by them designated as Route Number Four, shall be constructed and be ready to be operated within two years from the date of the obtaining of the consent of the owners of one-half in value of the property bounded on, and the consent also of the local authorities having control of that or those portions of streets or highways upon which it is proposed to construct and operate such railway or railways; or, in case the consent of such property-owners cannot be obtained, from the date of the confirmation by the Court of the determination of three Commissioners appointed by the General Term of the Supreme Court in the first judicial district, that such railway or railways ought to be constructed and operated, provided that the date of such confirmation be the same or subsequent to the date of the said consent of such local authorities.

5. The portion of the railway or railways to be constructed along and upon the route heretofore as aforesaid fixed, determined and located by this Board of Commissioners, and by them designated as Route Number Five, shall be constructed and be ready to be operated within three years from the date of the obtaining of the consent of the owners of one-half in value of the property bounded on, and the consent also of the local authorities having control of that or those portions of streets or highways upon which it is proposed to construct and operate such railway or railways; or, in case the consent of such property-owners cannot be obtained, from the date of the confirmation by the Court of the determination of three Commissioners appointed by the General Term of the Supreme Court in the first judicial district, that such railway or railways ought to be constructed and operated, provided that the date of such confirmation be the same or subsequent to the date of the said consent of such local authorities.

6. The portion of the railway or railways to be constructed along and upon the route heretofore as aforesaid fixed, determined and located by this Board of Commissioners, and by them designated as Route Number Six, shall be constructed and be ready to be operated within three years from the date of the obtaining of the consent of the owners of one-half in value of the property bounded on, and the consent also of the local authorities having control of that or those portions of streets or highways upon which it is proposed to construct and operate such railway or railways; or, in case the consent of such property-owners cannot be obtained, from the date of the confirmation by the Court of the determination of three commissioners appointed by the General Term of the Supreme Court in the first judicial district that such railway or railways ought to be constructed and operated, provided that the date of such confirmation be the same or subsequent to the date of the said consent of such local authorities.

7. The portion of the railway or railways to be constructed along and upon the route heretofore as aforesaid fixed, determined and located by this Board of Commissioners, and by them designated as Route Number Seven, shall be constructed and be ready to be operated within three years from the date of the obtaining of the consent of the owners of one-half in value of the property bounded on, and the consent also of the local authorities having control of that or those portions of streets or highways upon which it is proposed to construct and operate such railway or railways; or, in case the consent of such property-owners cannot be obtained, from the date of the confirmation by the Court of the determination of three Commissioners appointed by the General Term of the Supreme Court in the first judicial district, that such railway or railways ought to be constructed and operated, provided that the date of such confirmation be the same or subsequent to the date of the said consent of such local authorities.

8. The portion of the railway or railways to be constructed along and upon the route heretofore as aforesaid fixed, determined and located by this Board of Commissioners, and by them designated as Route Number Eight, shall be constructed and be ready to be operated within three years from the date of the obtaining of the consent of the owners of one-half in value of the property bounded on, and the consent also of the local authorities having control of that or those portions of streets or highways upon which it is proposed to construct and operate such railway or railways; or, in case the consent of such property-owners cannot be obtained, from the date of the confirmation by the Court of the determination of three Commissioners appointed by the General Term of the Supreme Court in the first judicial district, that such railway or railways ought to be constructed and operated, provided that the date of such confirmation be the same or subsequent to the date of the said consent of such local authorities.

9. The portion of the railway or railways to be constructed along and upon the route heretofore as aforesaid fixed, determined and located by this Board of Commissioners, and by them designated as Route Number Nine, shall be constructed and be ready to be operated within two years from the date of the obtaining of the consent of the owners of one-half in value of the property bounded on, and the consent also of the local authorities having control of that or those portions of streets or highways upon which it is proposed to construct and operate such railway or railways; or, in case the consent of such property-owners cannot be obtained, from the date of the confirmation by the Court of the determination of three Commissioners appointed by the General Term of the Supreme Court in the first judicial district, that such railway or railways ought to be constructed and operated, provided that the date of such confirmation be the same or subsequent to the date of the said consent of such local authorities.

10. The portion of the railway or railways to be constructed along and upon the route heretofore as aforesaid fixed, determined and located by this Board of Commissioners and by them designated as Route Number Ten, shall be constructed and be ready to be operated within two years from the date of the obtaining of the consent of the owners of one-half in value of the property bounded on, and the consent also of the local authorities having control of that or those portions of streets or highways upon which it is proposed to construct and operate such railway or railways; or, in case the consent of such property-owners cannot be obtained, from the date of the confirmation by the Court of the determination of three Commissioners appointed by the General Term of the Supreme Court in the first judicial district, that such railway or railways ought to be constructed and operated, provided that the date of such confirmation be the same or subsequent to the date of the said consent of such local authorities.

11. The portion of the railway or railways to be constructed along and upon the route heretofore as aforesaid fixed, determined and located by this Board of Commissioners, and by them designated as Route Number Eleven, shall be constructed and be ready to be operated within two

Resolved, That the Commissioners appointed by the Mayor of the City of New York, under and in compliance with the provisions of chapter 606, Laws of 1875, and the acts amendatory thereof, having by public notice invited the submission of plans for the construction and operation of a railway or railways for the purpose provided for by said acts, and having examined and considered the numerous plans and devices submitted to them, do hereby select and decide upon the plans, as

follows, for the construction of such railway or railways, with the necessary turnouts, etc., upon the route or routes and in the locations heretofore determined by them and numbered respectively five, six, seven and twenty-six; provided, however, that this resolution is without prejudice to the previous action of these Commissioners respecting said routes. This resolution is in addition to that already adopted in relation to the railway or railways to be constructed upon said routes, and the option is hereby given, subject to the above proviso, to the company constructing the railway or railways authorized by this Commission upon said routes or any of them, to construct the same either in the manner heretofore authorized by these Commissioners or in the manner hereinafter prescribed and authorized, that is to say:

1. On the routes designated by the Commission and numbered five, six, seven and twenty-six, the general plans of the structure may be, at the election of the company constructing the same, of an elevated railway with the track or tracks supported on a row or rows of columns; and the railway or railways on the routes numbered five and six may be single track. The track or tracks shall be carried by longitudinal girders resting either upon the tops of the columns or upon transverse girders supported by the columns.

2. No steam locomotives shall be used for the propulsion of cars upon the said track or tracks upon said routes numbered five, six and seven; and the trains upon the railways on said routes ordinarily shall consist of not more than three cars.

3. The stations for such railways shall be provided by the company operating the said railway within the buildings adjoining the route of the same, except as hereinafter provided. The platform connecting such stations with the track or tracks may extend from such buildings over the sidewalk and roadway to the track so as to enable passengers to enter the cars and leave the same. Said platform shall not extend beyond the frontage of the station or building containing the same without the consent of the owners or occupants of the property in front of which the same shall be so extended.

On streets chiefly used for residences or bordering on parks or public squares, or on a river front, stations may be placed over the sidewalks or the streets. In all such cases the stairs and all parts of the stations, except the platforms, doors, windows, and inside sheathing, and except the tread of the stairs, shall be of iron. But when placed in buildings the stations may be of the same material as the buildings.

4. There shall be no steps (other than those leading from the street or from the floor of a building to the level of a platform), sills, or any other projections about stations, over which persons can trip or stumble.

5. The platform of stations shall be on a level with the platform of the cars, and nothing shall intervene between a platform and the cars that must be stepped over to enter a car.

6. Each station shall have ample space, under cover, to accommodate the passengers.

7. Whenever a column or row of columns is above authorized to be upon a line of the curb, such column or row of columns shall be erected only within the line of the curb-stones, and shall be there so situated and placed as not to obstruct vehicles or the ordinary traffic or travel in the roadway of the street.

8. No column shall be erected between any two tracks of street railroad now upon the surface of the roadway of the street.

9. A single or double track may be placed between longitudinal girders and carried by iron floor beams, the latter supported by the longitudinal girders.

10. Where columns are authorized to be in the roadway on each side of a street railroad track upon the surface of the roadway, the transverse distance between the columns shall be at least twenty-one feet in the clear.

11. If the cars used upon said railway are suspended from the trucks instead of being elevated above them, the superstructure and girder shall be so constructed that no part thereof shall be less than twenty-two feet above the level of the street, except on a summit, where, when necessary on account of grade, the height of the lowest part of the girders above the roadway of the street may be reduced to twenty feet, and the portion of the car below said superstructure shall not exceed eight feet, so that when said car is passing, the lowest part thereof shall not be less than fourteen feet above the level of the street, except, as aforesaid, on the summit, when the lowest part may be reduced to twelve feet. If suspended cars are used they are not required to be of a character adapted for use upon surface railways.

12. No part of the structure shall be subjected to a greater strain or tension or compression than seven thousand pounds to the square inch; and no part shall be subjected to a greater shearing strain than six thousand pounds to the square inch, and the structure shall not be proportioned for a less moving load than six hundred pounds per lineal foot for each track.

13. Every axle shall be of steel of a quality best suited to the purpose, and shall be subjected to such tests and safeguards, and be of such dimensions, as are usual in first-class railway practice.

14. Every wheel of a car shall have a tire of steel of the best quality and form suited to the purpose and shall be turned on the tread. The wheels shall be fitted with the best known means of deadening noise and preventing jars.

15. All car axles shall be provided with the best devices used in railway practice to catch the axles and prevent them from getting adrift in case of fracture.

16. All the requirements heretofore specified by these Commissioners and all the authority heretofore conferred by them with reference to the construction of an elevated railway or railways, shall be applicable to the elevated railway or railways hereby authorized upon the routes numbered respectively five, six, seven and twenty-six, except as herein provided to be modified. If the company constructing the railway or railways authorized by these Commissioners upon said last-mentioned routes, or any of them, shall avail itself of the option hereby given, it shall be bound in all particulars by the requirements heretofore adopted and specified by these Commissioners, except as the same are subject to said above proviso, herein modified, and an option respecting the same is herein and hereby given.

The said resolution adopted the 4th day of April, 1884, is in terms as follows:

Resolved, That when snow is removed by the said company from the tracks it shall not be thrown upon the sidewalks, nor be made such an incumbrance on other parts of the roadway as to obstruct the passage of vehicles.

ARTICLE IX.

It is hereby agreed that the several portions of the railway or railways shall be constructed and ready for operation, each within the time for completion of such portion fixed and determined by said resolution of the Board of Commissioners, adopted March 5, 1884.

ARTICLE X.

In case the several portions of such railway or railways shall not be completed each within the time and upon the conditions hereinbefore for it provided, the rights and franchises acquired by said corporation for and as to any portion of such railway or railways, not so completed, shall be released and forfeited to the Supervisors of the County of New York.

To all which Articles of Association we, the undersigned stockholders in said The New York Cable Railway Company, have assented and hereto subscribe our names, this 8th day of April, 1884.

W. C. Andrews,
Platt K. Dickinson,
C. F. Timpon,
Lawson N. Fuller,
R. L. Cutting, Jr.,
George Everson,
S. Michelbacher,
H. J. Latham,
R. N. Hazard,
Geo. Henry Warren, Jr.,
Robert R. Knox,
William H. Powell,
W. A. Flagg,
James R. Watts,
L. R. G. Shaw, by V. Loomis, attorney;
L. R. G. Shaw, by Wm. P. Shinn, director;
Thomas F. Ryan,
Jay O. Moss,
T. W. Evans,
H. A. Nelson,
J. L. Macauley,
Augustus C. Moss,
John C. Lewis,
H. C. Dickinson,

W. S. Williams,
L. F. Whitin,
Wm. P. Shinn,
Joseph J. O'Donohue,
E. L. Oppenheim, by his attorney, Eug. E. Dewey;
E. L. Oppenheim, by Wm. P. Shinn, director;
Henry S. Rogers,
Horace O. Moss, by A. C. Moss, attorney;
J. P. Dickinson,
Constant A. Andrews,
Martin B. Brown,
C. H. DeSilver, by Thos. F. Ryan, director and attorney;
John S. James, by Thos. F. Ryan, director and attorney;
James Gamble, by Wm. P. Shinn, director and attorney;
Charles W. Kohlsaat, by Wm. P. Shinn, director and attorney;
Fred. F. Thompson, by Wm. P. Shinn, director and attorney;
Edwin Lord, by Wm. P. Shinn, director and attorney.

In the Matter

The Organization and Election of Directors of The New York Cable Railway Company.

We, Alfred Roe, W. A. Nash and Abraham Van Santvoord, duly appointed Inspectors of Election of Directors of The New York Cable Railway Company, being severally duly sworn, depose and say, each for himself: I do solemnly swear that I will faithfully perform the duties of an Inspector of Election now to be held for Directors of The New York Cable Railway Company, with strict impartiality, and according to the best of my ability.

ALFRED ROE,
W. A. NASH,
ABM. VAN SANTVOORD.

Subscribed and sworn to before me, this 21st day of April, 1884.

THOS. KILVERT, Notary Public, New York County.

In the Matter

The Organization and Election of Directors of The New York Cable Railway Company.

We, the undersigned, appointed Inspectors of Election for Directors of The New York Cable Railway Company, having first been severally duly sworn, and having severally duly qualified as Inspectors of the said election, do hereby certify: That at an election held at the office of the Commissioners of Rapid Transit, in the Tribune Building, number 154 Nassau street, in the City of New York, on the 21st day of April, 1884, there were in all eighteen thousand five hundred and fifty votes cast by thirty subscribers, one vote being cast upon each share, and the total number of shares so voting, being in all eighteen thousand five hundred and fifty, and that the following-named persons received the number of votes set opposite their respective names for Directors of the said The New York Cable Railway Company, viz.:

VOTES.	NAMES.	SHARES.
18,550	Homer A. Nelson.....	Eighteen thousand five hundred and fifty.
18,550	Wm. S. Williams.....	do do
18,550	Wallace C. Andrews.....	do do
18,550	Rowland N. Hazard.....	do do
18,550	Thomas F. Ryan.....	do do
18,550	Augustus C. Moss.....	do do
18,550	Thomas W. Evans.....	do do
18,550	Joseph J. O'Donohue.....	do do
18,550	Wm. P. Shinn.....	do do

And we, the said Inspectors, do therefore determine and declare that the following-named persons were, at the said election—having the greatest number of votes—duly elected as Directors of the said The New York Cable Railway Company, viz.: Homer A. Nelson, William S. Williams, Wallace C. Andrews, Rowland N. Hazard, Thos. F. Ryan, Augustus C. Moss, Thomas W. Evans, Joseph J. O'Donohue, William P. Shinn.

In witness whereof, we have hereunto subscribed our names, this 21st day of April, 1884.

ALFRED ROE,
W. A. NASH,
ABM. VAN SANTVOORD, } Inspectors of Election.

NEW YORK, April 21, 1884.

The Directors elect of the New York Cable Railway Company met at the office of the Commissioners of Rapid Transit, in the Tribune Building, No. 154 Nassau street, in the City of New York, on Monday, April 21, 1884, at 12.50 P. M.
Present: Homer A. Nelson, William S. Williams, Wallace C. Andrews, Rowland N. Hazard, Thomas F. Ryan, Augustus C. Moss, Thomas W. Evans, Joseph J. O'Donohue, William P. Shinn. The meeting was organized by calling Joseph J. O'Donohue to the chair, and appointing Wm. P. Shinn Secretary pro tem.

The Secretary read the oath of the Inspectors of Election, as follows:

In the Matter

The Organization and Election of Directors of The New York Cable Railway Company.

We, Alfred Roe, W. A. Nash, and Abraham Van Santvoord, duly appointed Inspectors of Election of Directors of the New York Cable Railway Company, being severally duly sworn, depose and say, each for himself: I do solemnly swear that I will faithfully perform the duties of an Inspector of Election now to be held for Directors of the New York Cable Railway Company, with strict impartiality, and according to the best of my ability.

ALFRED ROE,
W. A. NASH,
ABM. VAN SANTVOORD.

Subscribed and sworn to before me, this 21st day of April, 1884.

THOS. KILVERT, Notary Public, New York County.

The Secretary read the certificate of the Inspectors of Election, as follows:

In the Matter

The Organization and Election of Directors of The New York Cable Railway Company.

We, the undersigned, appointed Inspectors of Election for Directors of The New York Cable Railway Company, having first been severally duly sworn, and having severally duly qualified as Inspectors of the said election, do hereby certify: That an election held at the office of the Commissioners of Rapid Transit in the Tribune Building, No. 154 Nassau street, in the City of New York, on the 21st day of April, 1884, there were in all eighteen thousand five hundred and fifty votes cast by thirty subscribers, one vote being cast upon each share, and the total number of shares so voting, being in all eighteen thousand five hundred and fifty, and that the following-named persons received the number of votes set opposite their respective names for Directors of the said The New York Cable Railway Company, viz.:

VOTES.	NAMES.	SHARES.
18,550	Homer A. Nelson.....	Eighteen thousand five hundred and fifty.
18,550	William S. Williams.....	do do
18,550	Wallace C. Andrews.....	do do
18,550	Rowland N. Hazard.....	do do
18,550	Thomas F. Ryan.....	do do
18,550	Augustus C. Moss.....	do do
18,550	Thomas W. Evans.....	do do
18,550	Joseph J. O'Donohue.....	do do
18,550	Wm. P. Shinn.....	do do

And we, the said Inspectors, do therefore determine and declare that the following-named persons were, at the said election—having the greatest number of votes—duly elected as Directors of the said The New York Cable Railway Company, viz.: Homer A. Nelson, William S. Williams, Wallace C. Andrews, Rowland N. Hazard, Thomas F. Ryan, Augustus C. Moss, Thomas W. Evans, Joseph J. O'Donohue, Wm. P. Shinn.

In witness whereof, we have hereunto subscribed our names, this 21st day of April, 1884.

ALFRED ROE,
W. A. NASH,
ABM. VAN SANTVOORD, } Inspectors of Election.

The Chairman announced as the first business in order, the election of a President.

On motion, the Chairman appointed Thomas F. Ryan and Homer A. Nelson, Tellers to count the votes in an election for President.

Mr. W. C. Andrews was nominated and a vote was had by ballot.

The Tellers reported that nine votes had been cast for W. C. Andrews, whereupon the Chairman declared Wallace C. Andrews duly elected President of The New York Cable Railway Company.

Mr. Andrews then took the chair.

The President announced that the next business in order was the election of a Treasurer, and appointed W. S. Williams and Homer A. Nelson, Tellers to count the votes cast for Treasurer.

Mr. Thomas F. Ryan was nominated, and a ballot being had, the Tellers reported nine votes in favor of Thomas F. Ryan, whereupon the President declared Thomas F. Ryan duly elected Treasurer of The New York Cable Railway Company.

The President announced that the election of a Secretary was next in order, and appointed the same tellers to count the votes cast for Secretary.

Mr. Thomas F. Ryan was nominated for Secretary, and a ballot being had, the tellers reported nine votes in favor of Thomas F. Ryan, whereupon the President declared Thomas F. Ryan duly elected Secretary of the New York Cable Railway Company.

On motion, it was

Resolved, That a committee be appointed, consisting of the President, Secretary, and another director, to prepare by-laws for the company, and to report at the next meeting of the Board.

The President appointed William P. Shinn on the committee.

On motion, it was

Resolved, That when this Board adjourn it be subject to the call of the President.

There being no further business, on motion the Board adjourned.

W. C. ANDREWS, President.

WM. P. SHINN, Secretary pro tem.

IN THE MATTER of The Organization and Election of Directors of the New York Cable Railway Company.

Wallace C. Andrews, William S. Williams and William P. Shinn, being severally duly sworn, each for himself deposes and says: That these affiants are three of the nine directors of The New York Cable Railway Company, duly elected at a meeting of the subscribers to the capital stock of said corporation, held on Monday, the 21st day of April, 1884, to serve for the ensuing year; that thereafter the said directors so elected, duly organized by the election of the necessary officers, and that upon the 21st day of April, 1884, and within the time required by law, the Commissioners so appointed by the Mayor duly delivered to said Directors, so elected, a certificate in duplicate, duly verified as prescribed by law, setting forth the articles of association and the organization of the company for the purposes in the act of June 18, 1875, mentioned and provided for.

Deponents further say that the full amount of stock fixed by the Commissioners for the said corporation, namely, the sum of two millions of dollars, has been subscribed in good faith by more than twenty-five subscribers, to whom the entire amount of stock has been allotted; that the prescribed percentage has been paid in cash thereon, and that it is intended in good faith to construct, maintain and operate the railway or railways mentioned and described in the Articles of Association.

W. C. ANDREWS.
W. S. WILLIAMS.
WM. P. SHINN.

Severally subscribed and sworn to before
me, this 21st day of April, 1884,
THOS. KILVERT, Notary Public,
New York County.

Endorsed:
Certificate of the Articles of Association and of the organization of The New York Cable Railway Company.

STATE OF NEW YORK,
OFFICE OF SECRETARY OF STATE.

Filed and recorded April 22, 1884.

ANSON S. WOOD, Deputy Secretary of State.

State of New York,
Office of the Secretary of State, ss.:

I have compared the preceding with the original certificate of the Articles of Association of The New York Cable Railway Company, with affidavits thereto annexed, filed and recorded in this office on the 22d day of April, 1884, and hereby certify the same to be a correct transcript therefrom and of the whole of said original.

Witness my hand and seal of office, at the City of Albany, this 17th day of June, one thousand eight hundred and eighty-four.
[Seal of the State of New York.] JOSEPH B. CARR, Secretary of State.

NEW YORK SUPREME COURT.

In the Matter

of
The Petition of the New York Cable Railway Company.

LAW OFFICES, PELTON & POUCHER,
No. 167 BROADWAY,
NEW YORK, July 31, 1885.

The Commissioners met at ten A. M., pursuant to the call of the Chairman. All present.

The proceedings of the previous meetings of the Commission having all been read from stenographers' minutes and approved, in the interval between the closing of the argument on the summing up, the Chairman proposed a final report upon the proofs presented by the petitioner and by the objectors and by others who had been heard favoring the petitioner.

This proposed report was read and discussed at length; suggestions and amendments thereto were offered by Commissioners Traphagen and Crane, until one o'clock, when the Commissioners took a recess to meet again at the same place at three P. M., at which time the Commissioners met and continued their deliberations on the report until five o'clock, when they adjourned to meet at the residence of the chairman, No 4 East Twenty-third street, at eight and a half P. M., where the report was taken up, revised and adopted by the unanimous vote of the Commissioners, and signed by them.

The following is the report as adopted:

REPORT.

To the Honorable the Supreme Court of the State of New York:

The undersigned, Commissioners appointed by your Honorable Court by an order made on the first day of December, 1884, as supplemented and modified by an order made on the twenty-first day of January, 1885, both orders being made upon the petition of the New York Cable Railway Company, and pursuant to section 4 of chapter 606 of the Laws of 1875, and the several acts amendatory thereof, to determine whether the railways mentioned and described in said petition ought to be constructed and operated by said New York Cable Railway Company, over, through and along the streets and avenues specified in said petition and designated in the several resolutions in that behalf adopted by the Commissioners appointed pursuant to section 1 of said chapter 606 of the Laws of 1875, and the several acts amendatory thereof, as specified in the articles of association of said company, respectfully report:

That in pursuance of the said order, and of chapter 606 of the Laws of 1875, and the several acts amendatory thereof referred to therein, your Commissioners did forthwith, after receiving notice of the said orders, to wit, on the twenty-fourth day of January, 1885, appoint in writing, a place within the City of New York, and a time not less than eight nor more than twelve days thereafter, when they would hear all parties interested in said matter, by then and there making and signing an announcement in writing, by which they designated the second day of February, 1885, at eleven o'clock in the forenoon, as the time when, and the Governor's Room, in the City Hall in the City of New York, as the place where they would hear all parties interested in the matter.

That in further pursuance of said order of your Honorable Court, your Commissioners gave notice of the time and place by them appointed for such hearing, by publication of the notice above described in at least six daily newspapers, to wit, in the following seven daily newspapers: the Daily Tribune, the World, the Sun, the Evening Post, the Staats Zeitung, the Commercial Advertiser and the Daily Register, published in the said city, in seven consecutive numbers of each of the said newspapers; and also by posting a copy of such notice in a conspicuous place in at least fifty public places, to wit, in one hundred public places along each of the said routes of the proposed railroads, as by the copies of such notice and the several affidavits relating thereto, which accompany this report, will more fully appear.

That in further pursuance of said order your Commissioners, having duly taken the oath of office prescribed by the Constitution of the State of New York, the official record of which accompanies this report, did, at the time and place designated in the aforesaid notice, and on the several days to which said hearing was adjourned, proceed to give a due hearing to all parties interested in the matter, and for that purpose did adjourn from day to day and from time to time, holding public sessions in the said City Hall, and in the Tribune Building in said city to which they adjourned, upon the order and by the direction of this Court upon each of the several days following, to wit:

February 2, 4, 9, 10, 11, 12, 13, 16, 17, 18, 19, 20, 24, 25, 26, 27.
March 2, 3, 4, 5, 6, 9, 10, 11, 12, 13, 16, 17, 18, 19, 20, 23, 27, 31.
April 6, 14.
May 6, 7, 8, 11, 12, 13, 18, 25, 27.
June 3, 10, 17, 18, 22, 24, 25, 26, 29.
July 1, 2.
Until a due hearing has been given to all parties desiring to be heard, whether in person or by

counsel; that after the close of these public sessions, your Commissioners proceeded to visit the several routes of the proposed railroads and to examine the plans of the company for their construction, which had been therefore filed with and submitted to your Commissioners, and to consider the objections submitted to them against its construction and operation, the affidavits and other representations and evidence offered in support of such objections and on behalf of the petitioner, also to consider the arguments of counsel and of parties interested, all of which have been carefully considered and accompany this report, and are contained in Schedule "B," accompanying this report.

Your Commissioners, in view of the great importance of the subject, have each visited Chicago, and made a personal, careful examination of the cable system of railways now in successful operation in that city.

Your Commissioners have arrived, after the hearing aforesaid, at the following conclusions:

1. There is a pressing need in the City of New York for additional street railroad facilities.

This need has become positively imperative, not only for roads lengthwise but crosswise Manhattan Island, owing to the vast increase during the past fifteen years of business, traffic and population within the limits of the island.

There has been a similar increase in the cities and villages within a short radius of New York City, the inhabitants of which, to a large extent, do business in this city.

2. The routes of the railways described in the petition herein and submitted to us for our consideration, constitute a complete and well-arranged system, adapted to meet the requirements of the City of New York in the present, and to adjust itself to the growth of this city for many years to come. In this respect it is evident that the Mayor's Commissioners who approved the cable system and organized the company for the construction and operation of these lines of railways, departed widely from previous plans for intra-mural transit, in that they gave due consideration to the convenience and economy of the people and the development of the property interests of the people.

It embraces three axial lines to be built, partly on the surface and partly elevated, so as to give continuous transit for passengers on each side of the city from the Harlem river to the Battery.

The line of West street will be also especially adapted to the transportation of freight.

The other lines are transverse and chiefly surface lines, laid out so as to intersect the axial lines and connect with the ferries plying opposite to each other on the East and Hudson rivers.

This system of connecting railways is well calculated, as a whole, to promote the public convenience and the general welfare of the City of New York and of those inhabiting and doing business therein.

Some of the routes will be valuable in our opinion only in connection with the routes intersecting and connecting with them.

In our opinion, these axial routes, in connection with the cross-town routes, will lead to a great improvement in the taxable values of property on the cross streets and lateral portions of the city which will be traversed and accommodated with these facilities for travel.

3. One great advantage of this system is that it will, by the use of transfer tickets, give a single continuous ride between two points on any two connecting or intersecting routes, for the sum of five cents.

The evidence submitted in respect to the number of persons who now use lines of railroad in this city which intersect each other tends to show, and in our opinion does show, that a saving of at least one million dollars per annum to the persons who use such connecting lines of railroad will thereby be effected.

4. In view of this fact, and of the additional fact that the entire property of the petitioner will be subject to taxation at the same rate as other property in the City of New York, the counsel for the petitioner strenuously contended before us that no further compensation ought to be required for the franchise which became vested in the petitioner by the action of the Commissioners appointed as aforesaid under section 1 of said Act, and the incorporation of the petitioner in pursuance thereof, subject to the consent of the local authorities and of this Commission.

But we have, after mature deliberation, decided to impose, as a condition of our determination that the said railroads ought to be built, the requirement that the petitioner should, in addition to all other taxes, pay annually two and a half per centum of its net earnings into the City Treasury.

That, added to municipal taxation at its ordinary rate in this city of not less than two and a half per cent., and to the saving to our citizens effected by said system of transfer tickets, which is in substance a tax upon the petitioner, will be the equivalent of an income tax upon said company of at least ten per cent.

And we are of opinion that a greater rate of taxation would be an unjust discrimination against a great public enterprise, and might deter capitalists from engaging in its construction.

In any case it would be unjust and unequal, and therefore opposed to the real interest of this city, which is best promoted by the extension of all possible facilities to its trade, and therefore to the communication between its various parts.

5. We are of opinion that the construction of lines of cable railway upon the routes before referred to will not, if conducted according to the requirements of law and of the petitioner's articles of association, seriously interfere with the gas-mains, water-mains or sewers along said routes. So far as the gas companies are concerned, they should not object to being put to some additional expense, if the public welfare will thereby be promoted, in view of the fact that they pay nothing for their franchise or their use of the streets.

6. We are of opinion that if the digging of the cable trenches is properly conducted according to law, it will not prejudice the health of persons residing on the several routes, and that in the end the construction of such railroads will benefit the health of our citizens, because traction by cable is much more cleanly than traction by horses can possibly be.

7. The objection has been strenuously urged that many of the routes described in the petitioner's articles of association would interfere injuriously with existing horse railroads. This may be true, although we are by no means satisfied that there is not traffic enough for both. The same objection was made to the elevated railroads. Yet experience has shown that no serious injury was done to the horse railroads by that improved method of transit. If, however, this objection should prove to be well founded in point of fact, we are of opinion that it is not sufficient force to lead us to report adversely upon the routes in question. It is akin to the objection that has been taken by handworkers, when machinery has been introduced.

The old omnibus lines gave place to the horse railroads. These are not entitled to a monopoly, nor could the companies owning them reasonably expect it.

The cheapness with which they can be constructed is such that they speedily pay for themselves, out of annual receipts.

"Their modes of locomotion are destined ere long to give way to more rapid, cleanly and healthy kinds of travel, to the relief of both man and beast on the cars, and to the great advantage of the traffic and commerce of the city and the well-being of its citizens."

Steam has superseded horse-power on long routes, and it is equally advantageous on short ones. The concentration of force at the sources of power, transmitted by cable wherever it is required, enables compound engines of large power and of the most approved type to be used instead of the small, high pressure, puffing and noisy locomotives. On an elevated structure cable-cars run without noise, and on a surface road no more noise need be made than is necessary to warn passers by of an approaching car.

The system has been thoroughly tested elsewhere and has proved entirely successful. We are confirmed in this opinion by the testimony of numerous engineers of undoubted ability, integrity and reputation, and by careful personal observation in Chicago. Cars can be started gradually, their speed can readily be reduced, and they can quickly and easily be brought to a full stop. In all these particulars this method of traction is far superior to that by horses.

After considering carefully the evidence of the eminent and experienced engineers produced before us (on behalf of the petitioner), as well as the evidence and arguments for the objectors, we are convinced that the method of cable traction is the cleanest, safest and most convenient method yet devised for transporting passengers and freight within the limits of cities, and that it is adapted to promote the comfort, health, convenience and prosperity of our citizens.

And your Commissioners further report that their unanimous determination upon the matter referred to them by the aforesaid order of your Honorable Court, is as follows:

That the several railways specifically mentioned and described in the schedule hereto annexed, marked schedule "A," and numbered one, two, three, and from five to fifteen, both inclusive, except that portion numbered fifteen, located on the Boulevard (such portion having been, by order of your Honorable Court, withdrawn from the consideration of the Commissioners), and from seventeen to twenty-nine, both inclusive, ought to be constructed and operated, subject, however, to the following restriction and conditions:

Some of these conditions are contained in the articles of association of the said petitioner, but they are repeated here because they are of great importance, and because of the arguments which have been presented by some objectors that said conditions were not binding upon the petitioner.

1. The railway or railways to be constructed by said company, which was formed and organized in pursuance of chapter 606 of the Laws of 1875, and the several acts amendatory thereof, on the route or routes as fixed, determined and located by the Commissioners appointed in pursuance of section one of said act, and the several acts amendatory thereof, shall be laid upon the surface of the streets or avenues, excepting upon the following routes and parts of routes, where they shall be constructed on an elevated structure over, through and across such streets or avenues, and upon or over and through such private property as may be required by said company, to wit: On Route Number One, from Great Jones street to a point at or near the New York terminus of the New York and Brooklyn Bridge, at Chatham street. On Route Number Two, from the southerly terminus of West street to a point on Tenth avenue at or near Thirty-third street, and from said point on Tenth avenue to the northerly terminus of said route. On Route Number Twenty-six, from its beginning in Division street to its terminus on South street at South Ferry. On Route Number Twenty-nine, from its beginning at or near Christopher street to its terminus at or near Seventy-second street.

2. Such railway or railways, when constructed on the surface of the streets or avenues, shall conform to the established grades thereof, and the rails shall be of such pattern as will present the

least obstruction to traffic, and shall be so laid as to conform to the city ordinances relating to surface railways.

3. Such surface railway or railways shall be constructed according to the most approved plan of cable traction, and fully equal to that operated and maintained in the cities of San Francisco and Chicago for the conveyance of persons and property. Any channel, tube or conduit that may be needed for the use of transmission of the motive power required for operating said railway or railways shall be between the rails and shall be so constructed as to be entirely beneath the surface of the roadway, and any connection between such motive power and the cars used on such railway or railways shall be through a longitudinal opening or slot in said channel, tube or conduit, the sides of which longitudinal opening or slot shall not project above the surface of the streets or avenues, except in so far as may be necessary for the safe passage of horses, nor be further apart than three-fourths of an inch. At convenient distances manholes shall be provided for access to said channels, tubes or conduits, which manholes shall be closed with suitable gratings or covers constructed with a rough or corrugated surface, so as to guard against danger from slipping.

4. The equipment of passenger-cars, grip-cars and other rolling stock, shall be of a character adapted for use upon surface or elevated railways, or upon railways partly on the surface and partly elevated, and shall be in all respects of first-class material and construction, and all street surface cars shall be provided with wheel and side-guards around the front and sides, for the protection and safety of persons from accident.

5. The elevated structure shall present a substantial and tasteful appearance.

6. All of the materials used in the construction of the railway or railways, whether elevated or upon the surface, shall be of the best quality for the purposes to which they are to be applied, and the work shall be executed in the best style of the art and in a workmanlike manner.

7. Where a surface railway is constructed through, over or across any private property used as a park, the exterior lines of the land taken for the purpose shall be arranged, as near as may be, with surroundings suitable to the character and appearance of the park inclosure. And if the Trustees of Gramercy Park agree and consent to the construction of a railway through said park, the said railway shall be constructed according to the plans therefor submitted to the Commissioners by the petitioner, and forming a part of Schedule "B."

8. The maximum rate for the transportation and conveyance of one person over such railway or railways for any distance south of the Harlem river shall be six cents.

9. The hours during which special cars or trains shall be run on such railway or railways at reduced rates of fares from and to any point south of the Harlem river shall be from 4 o'clock A. M. to 12 o'clock midnight of each day, and the reduced rates during such hours shall be, for the transportation and conveyance of one person for any distance over such railway or railways, five cents. For one fare, one person shall be entitled to make a continuous trip between two points on any two connecting or intersecting routes of such railway or railways, receiving at the point of connection or intersection such transfer ticket as the rules and regulations of the said company shall provide for, it being the intent that the payment of one fare shall entitle the person paying to ride the entire length of any of the northerly and southerly railways south of the Harlem river, and upon a continuous trip to the length of, or to any point on, any railway intersecting or branching from said northerly or southerly railways.

10. The maximum rate for the transportation and conveyance of one person over such railway or railways for any distance north of the Harlem river shall be six cents. And the hours during which special cars or trains shall be run on such railways north of the Harlem river shall be from 4 o'clock A. M. until 12 o'clock midnight, during which hours the reduced rate of fare shall be five cents.

11. All tracks shall be laid in conformity to directions given by the Commissioner of Public Works, as to the grade of the streets and avenues through which a railway is authorized to pass, and shall be made to conform to all legal changes of grade that may be made from time to time.

The said company shall keep in repair in all the streets and avenues through which double tracks are laid, the space between the rails and the space extending two feet beyond the outside of each track, and in all streets or avenues through which a single track is laid, the space between the rails of the track and the space extending two feet on each side of said track.

12. No steam locomotives shall be used for the propulsion of cars upon the said track or tracks upon the elevated portions of said routes numbered one and twenty-nine, nor upon that portion of said route numbered two, between the corner of Tenth avenue and Thirty-third street and the northerly terminus of said route.

13. When snow is removed by the said company from the tracks, it shall not be thrown upon the sidewalks, nor be made such an incumbrance on other parts of the railway as to obstruct the passage of vehicles.

14. Said company shall pay annually, on or before the thirty-first day of January in each and every year, to the Comptroller of the City of New York, for the use of said city, and as a compensation and rental to said city for the franchises of said Company two and a half per centum of the net earnings of said Company for and during the preceding calendar year. Such compensation to be in addition to all taxes said Company may be liable for or which shall be imposed thereon pursuant to law.

15. No track of any elevated railway to be constructed by said Company shall cross the track of any steam railway now in actual use at the grade thereof.

16. The said Company, in the construction of said several railways shall avoid any interference with or change in the water-mains or sewers, or lamp-posts, except such changes as may be made with the concurrence of the proper department or authority.

And your Commissioners further report that in their judgment the public benefit to be conferred upon the City of New York by the construction and operation of the proposed railways upon the several routes specified in Schedule "A," hereto annexed, are so great as far to outweigh any damage which is likely to be inflicted thereby upon the property adjoining the several routes and that their decision upon the matter submitted to them has been determined by this consideration.

All of which is respectfully submitted.

Dated, New York, July 31, 1885.

GUY R. PELTON,
WM. C. TRAPHAGEN, } Commissioners.
LEROY B. CRANE,

Alderman Morgan moved that the report of the Committee be laid over for one week, and be printed in full in the CITY RECORD.

The President put the question whether the Board would agree with the motion of Alderman Farrell.

Which was decided in the negative, on a division called by Alderman Van Rensselaer, as follows:

Affirmative—The President, Alderman Farrell, Morgan, and Van Rensselaer—4.
Negative—Aldermen Bennett, Cavanagh, Cleary, Corcoran, Cowie, Divver, Earle, Ferrigan, Fitzgerald, Hunsicker, Lang, Masterson, Menninger, Mooney, Murray, and Quinn—16.

Alderman Van Rensselaer moved that the subject be laid over.

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

Which was decided in the negative, on a division called by Alderman Van Rensselaer, as follows:

Affirmative—The President, Aldermen Morgan, O'Neil, and Van Rensselaer—4.
Negative—Aldermen Bennett, Cavanagh, Cleary, Corcoran, Cowie, Divver, Earle, Farrell, Ferrigan, Fitzgerald, Lang, Masterson, Menninger, Murray, Quinn, Ryan, and Smith—17.

Alderman Ferrigan moved that the report of the Committee be adopted.

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

Which was decided in the affirmative, on a division called by Alderman Van Rensselaer, as follows:

Affirmative—Aldermen Bennett, Cavanagh, Cleary, Corcoran, Cowie, Divver, Earle, Farrell, Ferrigan, Fitzgerald, Hunsicker, Lang, Masterson, Menninger, Mooney, Murray, Quinn, Ryan, and Smith—19.
Negative—The President, Aldermen Morgan, O'Neil, and Van Rensselaer—4.

Alderman Ferrigan moved that the report of the Committee and accompanying paper be printed in full in the CITY RECORD.

Which was adopted.

MESSAGES FROM HIS HONOR THE MAYOR.

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

MAYOR'S OFFICE, NEW YORK, March 2, 1886.

To the Honorable the Board of Aldermen:

I return, without my approval, the resolution of the Board of Aldermen, adopted February 23, 1886, requesting the Commissioner of Public Works to construct a sewer in Eighth avenue, from One Hundred and Fifty-third to One Hundred and Fifty-ninth street, for the reason that application has been made by the property-owners for this work, and the plans and surveys are now being made, therefore this resolution is unnecessary.

W. R. GRACE, Mayor.

Resolved, That the Commissioner of Public Works be and he is hereby requested to cause a sewer to be constructed in Eighth avenue, from One Hundred and Fifty-third to One Hundred and Fifty-ninth street.

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

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

MAYOR'S OFFICE, NEW YORK, March 2, 1886.

To the Honorable the Board of Aldermen:

I herewith return to you, without my approval, the resolution adopted by your Body, granting

permission to the Southern Boulevard Railroad Company to construct, maintain and operate a street surface railroad upon the Southern Boulevard, in the Twenty-third Ward, from the Third avenue railroad bridge, along the said Boulevard and across the intersecting streets and avenues till it reaches Boston avenue, formerly called the Boston post-road. My objection thereto is based upon the same ground upon which I have heretofore vetoed similar resolutions. My belief is, that railroad franchises should, at stated intervals, be put up at public auction and sold to the highest bidder. It may sometimes happen, as has been contended in the present case, that a franchise when granted may not have even the value fixed by the general law of 1884, under which street corporations are now organized. But it is also true, that the franchise in process of time may so grow in value, that the return originally agreed upon for it to the City may become totally inadequate. It is this objection therefore, that even the argument drawn from the necessity for the proposed road, the force of which I am disposed fully to recognize, cannot fail to overcome in my mind.

W. R. GRACE, Mayor.

Resolved, That the consent of this Board be and the same is hereby granted and the permission of the Common Council is hereby given, to the Southern Boulevard Railroad Company to construct, maintain, operate and use a street surface railroad, with the necessary connections, sidings, switches, turn-outs and turn-tables, through, upon and along the surface of the following streets and highways in the City of New York, to wit:

From the beginning of the said Southern Boulevard at the upper end of the iron bridge crossing the Harlem river on the line of Third avenue; thence through, upon and along the said Southern Boulevard and across the intersecting streets, avenues and highways, as said Southern Boulevard winds and turns, until it reaches Boston avenue, formerly called the Boston post-road, the length of said proposed railroad being about three and one-half miles.

Resolved, That the foregoing consent, authority and permission is given and granted to said company, upon the following conditions, viz:

First—That the said railroad, and the said sidings, connections, switches, turn-outs and turn-tables shall be constructed upon the best plan for the construction of surface railroads, sidings, switches, turn-outs, turn-tables and connections in use in said city at the time of their construction.

Second—That said corporation shall comply with each and every of the provisions of chapter 252 of the Laws of 1884, pertinent thereto.

Third—The foregoing consent is given and granted upon the express condition that the provisions of chapter 252 of the Laws of 1884 shall be complied with.

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

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

MAYOR'S OFFICE, NEW YORK, March 2, 1886.

To the Honorable the Board of Aldermen:

I return, without my approval, the resolution of the Board of Aldermen, adopted February 23, 1886, that permission be given to J. M. Adams to display the advertisement of the Great European Circus from a coach with four horses, and a band of music, driven through the streets, etc., for the reason that there is an ordinance prohibiting such displays.

W. R. GRACE, Mayor.

Resolved, That permission be and the same is hereby given to J. M. Adams to display the advertisement of the "Great European Circus" from a coach with four horses, the same to be driven through the streets and avenues for the space of two weeks from date, with further permission to have a band of music in said coach.

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

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

MAYOR'S OFFICE, NEW YORK, March 2, 1886.

To the Honorable the Board of Aldermen:

I return, without my approval, the resolution of the Board of Aldermen, adopted February 23, 1886, requesting the Commissioner of Public Works to construct a sewer in One Hundred and Forty-ninth street, from Seventh to Eighth avenue, for the reason that the work will be done upon the application of the property-owners.

W. R. GRACE, Mayor.

Resolved, That the Commissioner of Public Works be and he is hereby requested to cause a sewer to be built in One Hundred and Forty-ninth street, from Seventh to Eighth avenue.

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

MOTIONS AND RESOLUTIONS RESUMED.

By Alderman O'Neil—

Resolved, That permission be and the same is hereby given to Barnum, Hutchinson & Co. to drive an advertising wagon through the streets, from March 13 to April 24, 1886, also a wagon with stereoscopic views during same period.

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

Which was decided in the affirmative.

By Alderman Corcoran—

Resolved, That permission is granted by this Board to John J. Dooley to occupy that part of the Twelfth avenue on the northerly side of West Thirty-seventh street and to the water's edge, and erect a small office, he to repair and fill in the same under the direction of the Departments of Public Works and Docks; the occupancy or use of said place shall not interfere with the public travel, as shown on the accompanying diagram.

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

Which was decided in the affirmative.

By Alderman Bennett—

Resolved, That permission be and hereby is granted to Antonio Pittorino to erect a fruit stand on the southwest corner of First avenue and Fourteenth street, the same to be within the stoop-line, and permission of the owner of said premises being first obtained, and to remain during the pleasure of the Common Council.

Which was referred to the Committee on Streets.

By Alderman Earle—

Resolved, That an additional street-lamp post be erected and a lamp be placed thereon and lighted on the south side of Sixty-fourth street, about twenty feet east of Madison avenue, under the direction of the Commissioner of Public Works.

Which was referred to the Committee on Lamps and Gas.

By Alderman Ferrigan—

Resolved, That the carriageway of Ninety-sixth street, from the westerly curb-line of First avenue to the easterly curb-line of Third avenue, be paved with Belgian pavement, except that at the intersections of said street with the First, Second and Third avenues, crosswalks of three courses of blue stone be laid, parallel with and within the line of the sidewalks of said avenues, where not already laid, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was referred to the Committee on Street Pavements.

By Vice-President Jaehne—

Resolved, That permission be and the same is hereby given to Antoni Cella to place and keep a fruit stand at the curb-line in front of No. 210 Sixth avenue; such permission to continue only during the pleasure of the Common Council.

Which was referred to the Committee on Streets.

By the same—

Resolved, That permission be and the same is hereby given to John Ronan to place and keep two ornamental lamp-posts and lamps, inside the stoop-line in front of No. 589 Broadway, the work to be done and gas supplied at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

Which was referred to the Committee on Lamps and Gas.

By Alderman Fitzgerald—

Resolved, That the Commissioner of Public Works be and he is hereby authorized, directed and required to cause the watering-trough now in the carriageway of First avenue, near Forty-fourth street, to be removed forthwith, as it is an unwarranted encroachment and obstruction to the free use of the public street; also the large covered booth, used as a blacksmith or horseshoeing establishment, incumbering and obstructing the free use of the sidewalk on the west side of First avenue at Forty-fourth street.

Which was referred to the Committee on Streets.

By Alderman Masterson—

Resolved, That Eighty-ninth street, from the Boulevard to Riverside Drive, be regulated, graded, curbed and sidewalks flagged a space four feet wide through the centre thereof, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was referred to the Committee on Streets.

By the same—

Resolved, That permission be and the same is hereby given to the Central Park Apartment Association to lay a crosswalk of two courses of bluestone across Sixth avenue, near the northerly intersection of Fifty-eighth street, the work to be done at the expense of the Association, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

By the same—

Resolved, That Sixty-fifth street, from Tenth to Eleventh avenue, be paved with trap-block pavement, and that crosswalks be laid at the terminating avenues where required, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted. Which was referred to the Committee on Streets Pavements.

By the same—

Resolved, That permission be and the same is hereby given to Louis Maidhoff to erect a covered booth, northeast corner of Eighth avenue and One Hundred and Twenty-fifth street, to be seven feet long, four and a half feet wide and seven feet high, and to be located inside the stoop-line, the work to be done at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council. Which was referred to the Committee on Streets.

By Alderman Menninger—

Resolved, That the Commissioner of Public Works be and he is hereby authorized to have the Brown Stone Building, fronting Chambers street, in the City Hall Park, ventilated under a thorough system, at an expense not to exceed four thousand dollars, without public letting, the expense to be charged to "Public Buildings—Construction and Repairs, for the year 1886." Which was referred to the Committee on Public Works.

By Alderman Morgan—

Resolved, That the Commissioner of Public Works be and he is hereby authorized, directed and required to cause the gas-lamps on the posts opposite the entrance to the Calvary Free Chapel, No. 226 East Twenty-third street, to be relighted, as they have not been lighted since the introduction of electric lights in said street. Which was referred to the Committee on Lamps and Gas.

By Alderman Quinn—

Resolved, That the roadway of Fifty-second street, from Eleventh avenue to the North river, be paved with granite or trap-block pavement, and that crosswalks be laid at the intersecting and terminating avenues where required, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted. Which was referred to the Committee on Street Pavements.

By Alderman Cleary—

Resolved, That William A. Keeler be and he is hereby reappointed a Commissioner of Deeds in and for the City and County of New York. Which was referred to the Committee on Salaries and Offices.

By Alderman Cowie—

Resolved, That C. H. Class be and he is hereby reappointed a Commissioner of Deeds, whose term of office expires March 10, 1886. Which was referred to the Committee on Salaries and Offices.

By Alderman De Lacy—

Resolved, That Alexander D. Burke be and he is hereby reappointed a Commissioner of Deeds in and for the City and County of New York. Which was referred to the Committee on Salaries and Offices.

By Alderman Earle—

Resolved, That Emanuel Dreyfous be and he is hereby reappointed a Commissioner of Deeds, whose term of office expires March 10, 1886. Which was referred to the Committee on Salaries and Offices.

By Alderman Ferrigan—

Resolved, That Samuel Goldstickler and Alfred E. Miller be and they are hereby reappointed Commissioners of Deeds in and for the City and County of New York. Which was referred to the Committee on Salaries and Offices.

By Alderman Fitzgerald—

Resolved, That Morris Wasel be and he is hereby reappointed a Commissioner of Deeds in and for the City and County of New York. Which was referred to the Committee on Salaries and Offices.

By Vice-President Jaehne—

Resolved, That William J. Farley be and he is hereby reappointed a Commissioner of Deeds in and for the City and County of New York, whose term of office expires March 10, 1886. Which was referred to the Committee on Salaries and Offices.

By Alderman Lang—

Resolved, That Charles Griesmeyer be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York.

Resolved, That John Hatch be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Murray—

Resolved, That Thomas F. Coen be and he is hereby reappointed a Commissioner of Deeds in and for the City and County of New York, whose term of office expires March 24, 1886. Which was referred to the Committee on Salaries and Offices.

By Alderman Ryan—

Resolved, That permission be and the same is hereby given to F. E. Perkins & Brother to pave the sidewalk in front of their premises, No. 405 South street, with Belgian pavement, a roadway about eight feet wide, the work to be done at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

By the same—

Resolved, That Charles W. Mack be and he is hereby reappointed a Commissioner of Deeds, whose term of office expires March 30, 1886. Which was referred to the Committee on Salaries and Offices.

By Alderman Smith—

Resolved, That Joseph A. Lyons and E. Bach be and are hereby appointed Commissioners of Deeds in and for the City and County of New York. Which was referred to the Committee on Salaries and Offices.

By the same

Resolved, That Stephen P. Ryan be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York. Which was referred to the Committee on Salaries and Offices.

By Alderman Cleary—

Resolved, That Henry Saylor be and he is hereby reappointed a Commissioner of Deeds, whose term of office expires March 10, 1886. Which was referred to the Committee on Salaries and Offices.

Alderman Masterson asked and received unanimous consent to call up G. O. 74, being a resolution, as follows:

Resolved, That a crosswalk of two courses of blue stone be laid across the Boulevard, at the northerly and southerly intersections of all streets from Fifty-ninth to One Hundred and Eleventh street, under the direction of the Commissioner of Public Works, the expense to be paid from the appropriation for "Repairs and Renewals of Pavements and Regrading."

Alderman Masterson then moved to amend by striking out the words "Repairs and Renewals of Pavements," and inserting in lieu thereof the words "Boulevard, Roads and Avenues, Maintenance of."

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

The resolution was then again laid over.

SPECIAL ORDER.

The special order of business was here called up and considered, being a report of the Committee on Law Department with the following ordinance:

AN ORDINANCE to regulate the use of the sidewalks of the City of New York, within the stoop-lines, for signs and other purposes.

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

Section 1. Signs may be placed on the fronts of buildings, and shall be securely fastened, and,

except in the case of swinging signs, shall not project more than one foot from the house-wall. Swinging signs shall not extend beyond four feet from the house-line, and shall be hung not less than eight feet in the clear above the level of the sidewalk, and in no case above the ceiling of the second floor, the ground floor being the first floor. Signs may be attached to the sides of stoops, but not to extend above the railing or beyond the line of any stoop.

Sec. 2. Show-cases may be placed in areas or on the sidewalk within the stoop-line, in front of any building, by or with the consent of the occupant of the ground floor thereof; but not beyond five feet from the house-line or wall of any building where the stoop-line extends further, and provided, also, that no such show-case shall be more than five feet in height, three feet in length, and two feet in width, nor shall be so placed as to interfere with the free access to the adjoining premises, and all such show-cases shall be freely movable.

Goods, when exhibited, shall not be placed more than three feet from the building-line, and not to a greater height than five feet above the level of the sidewalk.

Barber-poles not exceeding five feet in height, and other emblematic signs may be placed within the stoop-lines, or fastened to the railing of any stoop, under the same conditions as to dimensions, consent, etc., as hereinbefore provided for show-cases.

Ornamental lamps and illuminated signs may be placed on the stoop of any building by the owner of such building, and upon or within the stoop-line by the occupant of the ground floor of any premises.

Drop-awnings, without vertical supports, are permitted within the stoop-lines, but in no case to extend beyond six feet from the house-line.

Storm-doors, not exceeding nine feet in height, nor wider than the doorway or entrance of any building, may be temporarily erected within the stoop lines, but in no case to extend more than six feet outside the house-line. No structure under the name of "storm-door" shall be lawful which shall practically be an extension of the building-front or house-front within the stoop-line, or an enlargement of the ground floor of any premises.

Stairways may be constructed, but not at a greater distance than four feet from the house-wall of any building. Hoistways may be placed within the stoop-lines, but in no case to extend beyond five feet from the house-line, and shall be guarded by iron railings or rods to prevent accidents to passers-by.

Stands for the sale of newspapers, periodicals, fruit and other small wares and merchandise, are permitted within the stoop-lines, with the consent of the owner or occupant of the ground floor of the building in front of which such stands may be placed, but in no case to extend beyond five feet from the house-line; and provided that no covered stand or booth shall be permitted under this ordinance except for the sole purpose of the public sale of newspapers and periodicals.

Sec. 3. All privileges which may be exercised under the provisions hereof, are conferred only during the pleasure of the Common Council, who may, at any time, alter, amend or repeal this ordinance.

Sec. 4. All ordinances and parts of ordinances inconsistent with the provisions hereof are hereby repealed.

Sec. 5. This ordinance shall take effect immediately.

Vice-President Jaehne moved that ordinance be considered section by section.

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

Which was decided in the affirmative.

Section 1 was then considered.

Section 2 was then considered.

Alderman Van Rensselaer moved to amend the fifth paragraph by inserting after the compound word "house-line," the words, "and to be at least six feet in the clear above the sidewalk."

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

Which was decided in the affirmative.

Vice-President Jaehne moved to amend the sixth paragraph by inserting after the word "nor," in the first line, the words "more than two feet."

Alderman Quinn moved to amend the sixth paragraph by striking out the word "nine," in the first line, and inserting in lieu thereof the word "ten."

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

Which was decided in the affirmative.

Vice-President Jaehne moved to amend the eighth paragraph, by striking out the word "and" before the word "periodicals," in the last line, and by adding at the end of the paragraph the words "cigars and tobacco."

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

Which was decided in the affirmative on a division called by Alderman O'Neil, as follows:

Affirmative—Vice-President Jaehne, Aldermen Cleary, Cowie, De Lacy, Farrell, Hunsicker, Lang, Masterson, Menninger, Morgan, Murray, and Quinn—12.

Negative—The President, Aldermen Earle, Fitzgerald, Mooney, O'Neil, Smith, and Van Rensselaer—7.

Alderman Quinn moved to amend the eighth paragraph by striking out the word "five" before the word "feet," in the sixth line, and inserting in lieu thereof the word "four;" also by adding, after the compound word "house-line," in the sixth line, the words "not more than six feet in length."

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

Which was decided in the affirmative.

Section 3 was then considered.

Alderman Van Rensselaer moved to amend by inserting after the word "hereof," in the second line, the words "shall be without expense or charge to the city."

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

Which was decided in the affirmative.

Sections 4 and 5 were then considered.

When the President put the question whether the Board would agree with said ordinance as amended.

Which was decided in the affirmative.

Vice-President Jaehne moved the adoption of the four resolutions which were referred to the Committee, three of which are as follows:

Resolved, That permission be and is hereby given to Alfred Sellhust to place and keep a barber-pole in front of No. 113 Charlton street; such permission to continue only during the pleasure of the Common Council.

Resolved, That permission be and the same is hereby given to Charles T. Matthews to place and keep a storm-door at the entrance on Chrystie street to the house on the southeast corner of Chrystie and Stanton streets, provided such storm-door shall not extend beyond the stoop-line, the work done at his own expense; such permission to continue only during the pleasure of the Common Council.

Resolved, That permission be and the same is hereby given to D. Garofalo to place and keep a post, surmounted by an emblematic sign (clock), on the sidewalk, near the curb, in front of No. 186 Spring street, provided such post and clock shall not be an obstruction to the free use of the street by the public, the post not to exceed eight inches in diameter nor ten feet in height, the clock not to exceed two feet in diameter across its face; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

The fourth resolution, which is as follows:

Resolved, That permission be and is hereby given to K. Herch and John Turane to keep an undertaker's sign at No. 32 Grand street; such permission to continue only during the pleasure of the Common Council.

—was then adopted by the following vote on a division called by Alderman Van Rensselaer:

Affirmative—The President, Vice-President Jaehne, Aldermen Bennett, Cleary, Farrell, Fitzgerald, Hunsicker, Lang, Masterson, Menninger, Mooney, Murray, O'Neil, Quinn, and Smith—15.

Negative—Aldermen De Lacy, Earle, Morgan, and Van Rensselaer—4.

COMMUNICATIONS FROM DEPARTMENTS AND CORPORATION OFFICERS.

(G. O. 80.)

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

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, March 2, 1886.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that the following-named streets be repaved:

With Granite-Block Pavement.

Pine street, from William to Pearl street.
Ninth street, from Third to Fourth avenue.
Eighteenth street, from Fourth avenue to Broadway.
Eighth street, from Fourth avenue to Broadway.
Wooster street, from Canal to Bleecker street.
Grand street, from Broadway to Varick street.
Greene street, from Canal to Bleecker street.

With Trap-block Pavement.

Cornelia street, from Fourth to Bleeker street.
 Bank street, from Hudson to Washington street.
 Jones street, from Fourth to Bleeker street.
 Leroy street, from Hudson to Washington street.
 Downing street, from Bleeker to Varick street.
 Dover street, from Pearl to Grand street.
 Nineteenth street, from Second avenue to First avenue.
 Elm street, from Canal to Broome street, except one hundred and fifty feet north of Grand street.
 Suffolk street, from Rivington to Division street.
 Washington place, from Macdougal street to Sixth avenue.
 Ridge street, from Stanton to Division street.
 Renwick street, from Canal to Spring street.
 Centre Market place, from Grand to Broome street.
 Jackson street, from Water to Grand street.
 Twentieth street, from Ninth to Tenth avenue.
 Thirty-first street, from Ninth to Tenth avenue.
 Thirty-eighth street, from Eighth to Tenth avenue.
 Pitt street, from Stanton to Division street.
 Sheriff street, from Delancey to Stanton street.
 Congress street, from King to Houston street.
 Cannon street, from Houston to Grand street.
 Sixth street, from Bowery to Avenue B.
 Avenue B, from Fourteenth to Nineteenth street.
 Eighteenth street, from First avenue to East river.

The work to be done by contract, publicly let to the lowest bidder, and the surveys, plans and measurements for such repaving to be made by a City Surveyor, to be designated or appointed by the Commissioner of Public Works.

Very respectfully,

ROLLIN M. SQUIRE, Commissioner of Public Works.

In connection therewith Alderman De Lacy offered the following:

Resolved, That the streets named in the foregoing list of the streets to be repaved as provided in chapter 476, of Laws of 1875, as presented from the Commissioner of Public Works, he and are hereby ordered to be so repaved in the manner specified, and with the materials so recommended by the said Commissioner of Public Works.

Which was laid over.

UNFINISHED BUSINESS RESUMED.

Alderman Mooney called up the second special order of business for this meeting, being a resolution requesting the Counsel to the Corporation to transmit to the Legislature of the State An act entitled An act to amend chapter 522 of the Laws of 1884, entitled "An act laying out public places, and parks and parkways in the Twenty-third and Twenty-fourth Wards of the City of New York, and in the adjacent district in Westchester County, and authorizing the taking of the lands for the same."

Also a substitute for the above, presented by Alderman Van Rensselaer.

Alderman Van Rensselaer asked permission to withdraw the substitutes offered by him.

Which was granted.

Alderman Mooney moved that when the Board adjourns it do so to meet Thursday, the 4th instant, at 1 o'clock.

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

Which was decided in the affirmative.

He then moved that the foregoing second special order of business for to-day be made the special order of business for Thursday next.

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

Which was decided in the affirmative.

Vice-President Jaehne here called up G. O. 67, being a resolution permitting C. H. Truchess to keep a covered booth on Bleeker street, north side, west of Broadway, and moved that it be made the second special order of business for the next meeting.

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

Which was decided in the affirmative.

Alderman Menninger, by unanimous consent, called up G. O. 78, being a resolution as follows: Resolved, That permission be and the same is hereby given to the Trustees of the church corner Broome and Ridge streets, to connect the street-lamps now in front of Nos. 46 and 48 Ridge street, with the gas-mains in Ridge street, the work to be done at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative by the following vote:

Affirmative—The President, Vice-President Jaehne, Aldermen Bennett, Cleary, Cowie, De Lacy, Earle, Farrell, Fitzgerald, Hunsicker, Lang, Masterson, Menninger, Mooney, Morgan, Murray, O'Neil, Quinn, Smith, and Van Rensselaer—20.

MOTIONS AND RESOLUTIONS AGAIN RESUMED.

Alderman Farrell moved that the Board do now adjourn.

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

Which was decided in the affirmative.

And the President announced that the Board stood adjourned until Thursday, the 4th instant, at 1 o'clock P. M.

FRANCIS J. TWOMEY, Clerk.

BOARD OF ESTIMATE AND APPORTIONMENT

BOARD OF ESTIMATE AND APPORTIONMENT—CITY OF NEW YORK,
 MAYOR'S OFFICE, CITY HALL,
 MONDAY, March 1, 1886—2 o'clock P. M.

The Board met in pursuance of an adjournment.

Present—All the members, viz.:

Wm. R. Grace, the Mayor; Edward V. Loew, the Comptroller; Robert B. Nooney, the President of the Board of Aldermen; Michael Coleman, the President of the Department of Taxes and Assessments.

The minutes of the meetings held February 9 and 24, 1886, were read and approved.

Mr. Jas. S. Coleman, Commissioner of Street Cleaning, appeared before the Board and presented the following:

DEPARTMENT OF STREET CLEANING—CITY OF NEW YORK,
 NOS. 31 AND 32 PARK ROW,
 NEW YORK, February 24, 1886.

Hon. EDWARD V. LOEW, Comptroller:

SIR—I am directed by the Commissioner of Street Cleaning to send you the accompanying blank forms of the proposed contracts for cleaning the streets of the First and Second Street-Cleaning Districts.

Very respectfully yours,

R. W. HORNER, Secretary.

DEPARTMENT OF STREET CLEANING,
 NOS. 31 AND 32 PARK ROW.

Proposals for Estimates.

For the Cleaning of the Streets, for the Removal of Snow and Ice therefrom, and for the Collection of ashes, Garbage, and Street Sweepings and the Removal of the same, in the First Street-Cleaning District of the City of New York.

Estimates inclosed in sealed envelopes, and indorsed with the name of the person or persons making the same, and the date of presentation, and a statement of the work to which they relate, will be received at the office of the Department of Street Cleaning, Nos. 31 and 32 Park Row, in the City of New York, until 12 o'clock M., of the day of , 1886, at which time and place the estimates will be publicly opened and read for the cleaning of streets, for the removal of snow and ice therefrom, and for the collection of ashes, garbage and street sweepings and the removal of the same, in the First Street-Cleaning District of the City of New York for a period of two years, both days inclusive, in pursuance of authority conferred by chapter 367, Laws of 1881, upon the Commissioner of Street Cleaning to make and execute special contracts.

The First Street-Cleaning District of the City of New York hereby designated by the Commissioner of Street Cleaning pursuant to law, consists of all that portion of the City of New York bounded as follows:

On the north by the southerly line of Fourteenth street, from Broadway westerly to the North

or Hudson river; on the easterly side by the westerly line of Broadway, from Fourteenth street to Battery place; on the southerly side by the southerly line of Battery place, from Broadway to the North or Hudson river, and on the westerly side by the North or Hudson river, from Battery place to Fourteenth street.

The person or persons to whom the contract may be awarded will be required to attend at this office with the sureties offered by him or them, and execute such contract within five days from the date of the service of a notice to that effect; and in case of failure or neglect so to do, he or they will be considered as having abandoned such contract, and as in default to the Corporation, whereupon the Commissioner of Street Cleaning will either make another selection from the bids or estimates submitted, or readvertise the work.

If the person or persons to whom the contract may be awarded, shall neglect or delay to commence the work or any portion thereof, on the , the Commissioner of Street Cleaning will perform the said work or any portion thereof for such period of neglect or delay, and charge the whole expense of the same against the said person or persons.

Bidders are required to state in their estimates, under oath, their names and places of residence, the names of all persons interested with them therein, and, if no other person be so interested, they shall distinctly state the fact; also, that it is made without any connection with any other person making any bid or estimate for the above work; and that it is in all respects fair, and without collusion or fraud; and also that no member of the Common Council, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of the corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof. Where more than one person is interested, it is requisite that the verification be made and subscribed by all the parties interested. Each estimate shall also be accompanied by the consent in writing, of two householders or freeholders of the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person or persons making the estimate, they will, on its being so awarded, become bound, as his or their sureties for its faithful performance in the amount of fifty thousand dollars; and that if he or they shall omit or refuse to execute the same, they will pay to the Mayor, Aldermen and Commonalty of the City of New York, any difference between the sum to which he would be entitled on its completion and that which the Mayor, Aldermen and Commonalty of the City of New York may be obliged to pay to the person or persons to whom the contract may be subsequently awarded. 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 the contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety and otherwise; that he has offered himself as a surety in good faith, and with an intention to execute the bond required by law. The adequacy and sufficiency of the sureties offered shall be approved by the Comptroller.

The person or persons to whom the contract may be awarded, shall deposit with the Comptroller of the City of New York, on or before the execution of the contract or agreement, eight thousand dollars, in cash or securities approved and accepted by the said Comptroller, as an additional security for the faithful performance of all the terms and conditions of the contract or agreement, and as a fund to be drawn upon by the Commissioner of Street Cleaning, to pay for any expense that may be incurred under the contract or agreement by the said Commissioner, or by the Mayor, Aldermen and Commonalty of the City of New York, by reason of the failure of the person or parties to whom the contract may be awarded, to faithfully comply with the terms and conditions of the contract.

Bidders will state a price per annum for doing the work.

The price must be written in the bid or estimate and also stated in figures. Permission will not be given for the withdrawal of any bid or estimate, and the right is expressly reserved by the Commissioner of Street Cleaning to reject any or all bids, or to select the bid or bids the acceptance of which will, in his judgment, best secure the efficient performance of the work. No bid will be accepted from or contract awarded to any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

Each estimate must be accompanied by a certified check on a solvent banking incorporation in the City of New York, payable to the order of the Comptroller of the City of New York, for five per cent. of the amount bid for the performance of all the work required by said contract to be done in any one year. On the acceptance of any bid, the checks of the unaccepted bidders will be returned to him, and upon the execution of the contract the check of the accepted bidder will be returned to him.

Any contract made by the Commissioner of Street Cleaning may be terminated on ten days' notice by the said Commissioner, with the approval of the Mayor.

All bids must be made with reference to the form of contract and the requirements thereof on file at the Department of Street Cleaning or they will be rejected.

Blank forms of specifications and proposals may be obtained at the Department of Street Cleaning, Nos. 31 and 32 Park Row, New York City, on or after

JAMES S. COLEMAN, Commissioner of Street Cleaning.

Dated New York, , 1886.

THIS AGREEMENT, made this day of A. D., 1886, by and between

. of the City of New York, party of the first part, and the Mayor, Aldermen and Commonalty of the City of New York, by the Commissioner of Street Cleaning of the City of New York, party of the second part, witnesseth, as follows:

The said party of the first part, in consideration of the undertakings, promises and agreements herein contained on the part of the said party of the second part, to be performed, fulfilled, and kept, doth undertake, promise and agree to and with said party of the second part, to furnish all the labor, materials, machines and implements necessary or proper for the purpose, and to clean and cause to be cleaned, all streets, avenues, lanes, alleys, places, gutters, wharves, piers and heads of slips in the First Street-Cleaning District of said city, except such as are within any park under the control and management of the Department of Public Parks, and keep the same at all times thoroughly clean, and to remove from said district as often as required by the following specifications, all dirt, ashes, garbage, rubbish and sweepings, and all materials which may be gathered in the process of street cleaning, and will remove as fast as collected such ashes, dirt, garbage, rubbish and sweepings, and all material gathered in the process of street cleaning, from the said district to the dumping places designated from time to time by the Commissioner of Street Cleaning.

The First Street-Cleaning District of the City of New York, designated by the Commissioner of Street Cleaning of said city, pursuant to law, shall consist of all that portion of the City of New York bounded as follows:

On the north by the southerly line of Fourteenth street, from Broadway westerly to the North or Hudson river; on the easterly side by the westerly line of Broadway, from Fourteenth street to Battery place; on the southerly side by the southerly line of Battery place from Broadway to the North or Hudson river, and on the westerly side by the North or Hudson river, from Battery place to Fourteenth street.

The said party of the first part undertakes, promises and agrees to do and perform said street cleaning and the removal of all material hereinabove mentioned, in such manner as to fully comply with the conditions and provisions of chapter 367 of the Laws of 1881, and all laws and ordinances and provisions of the Sanitary Code in force in the City of New York, and so as not to create any obligation, claim or demand, nor furnish any just ground for any action, suit or legal proceeding against the Mayor, Aldermen and Commonalty of the City of New York, or the Department of Street Cleaning of the City of New York, and to do all the work hereinabove mentioned in strict conformity to the following specifications, which, with the schedules and map therein mentioned and which are annexed to this contract are, and are to be taken as forming part of this contract.

Specifications.

First.—Whenever, in this agreement, the word "streets" is used it shall cover all the public avenues, streets, lanes, alleys, places, wharves, piers and heads of slips, within the First Street-Cleaning District, except such as are within any park under the control and management of the Department of Public Parks; as to streets and avenues, the area of the road-bed between the curbs is intended.

Second.—In the execution of this contract all ashes, garbage, dirt and street sweepings collected by the Contractor, by his agents or employees, shall be dumped upon scows or boats furnished by the Department of Street Cleaning, or by any of its agents, employees or contractors, at the dumps or dumping boards along the river front on the North or Hudson river; but whenever a scow or scows, boat or boats, is or are not present at said dumps or dumping boards for the purpose of taking the said ashes, garbage, dirt and street sweepings on board, the Contractor, his agents or employees, shall cause the said ashes, garbage, dirt and street sweepings to be dumped or placed upon the respective dumps or piers, and shall cause the same thereafter, without any extra expense to the party of the second part, to be shoveled or placed upon the scows or boats furnished by the Department of Street Cleaning, its agents, employees or contractors, when they arrive; or if the Commissioner of Street Cleaning shall so require, by an order in writing, signed by him, the said Contractor, his agents or employees, shall remove the said ashes, garbage, dirt and street sweepings to the nearest dump or dumps, where scows or boats are ready for the removal of the same, not higher or more northerly on the North or Hudson river than the dump at the foot of West Nineteenth street, and on the East river not higher or more northerly than the dump at the foot of Market street.

Third.—The following are the dumps or dumping places to be used by the Contractor hereunder, to wit:

1. At the foot of West Twelfth street, North river.
2. At the foot of Canal street, North river.
3. Pier 12, East river.

The Commissioner of Street Cleaning reserves the right to increase or lessen the number of dumps or dumping places, or boards, or to change their location from time to time as he may determine, and the Contractor shall not receive any extra compensation in consequence of any such

increase or lessening of the number of the said dumps or dumping boards, nor by reason of any such change in their location.

Fourth.—Whenever the Commissioner of Street Cleaning shall, in writing, so order, the Contractor shall deposit ashes, and street sweepings, or either of them, within the said district, to fill in any sunken lots, lands or places, so far as it may be legally permissible to do.

Fifth.—All ashes shall be collected and removed once in each day, at stated hours, which shall be subject to the approval of the Commissioner of Street Cleaning, in all the "streets" in the First Street-Cleaning District, Sundays excepted.

Sixth.—All garbage shall be collected and removed once in each day, at stated hours, which shall be subject to the approval of the Commissioner of Street Cleaning, in all the "streets" in the said District, Sundays excepted.

Seventh.—The Contractor shall remove all ashes and garbage from the westerly side of Broadway, from Fourteenth street to Battery place and from Castle Garden.

Eighth.—All ashes, garbage, rubbish and materials collected in the work of street cleaning shall be removed in such a manner that no part of the same shall be scattered upon any part of the streets, sidewalks or gutters, through or across which the same may be conveyed, and if any ashes, garbage, rubbish, or materials be at any time scattered upon the streets, sidewalks or gutters in their removal to the dumping places through the negligence of the Contractor or of any one in his employ, shall be immediately gathered up and removed at the expense of the Contractor.

Ninth.—For the purposes of this contract, the "streets" in the said District are divided into two classes: designated classes First and Second.

Tenth.—The First class, consisting of the streets and parts of streets shown by red lines on the map hereto annexed and described in schedule "B" hereto annexed, shall be completely cleaned throughout their entire length and width and the street dirt removed once within every twenty-four hours.

Eleventh.—The Second class, consisting of the streets and parts of streets shown by blue lines on the map hereto annexed and described in schedule "C" hereto annexed, shall be completely cleaned throughout their entire length and width, and the dirt removed three times a week, at uniform periods for each street.

Twelfth.—The Commissioner of Street Cleaning may authorize or require the work to be performed under this contract to be done at any hours of the day or night other than those enumerated in sections ten, eleven and twelve of these specifications, whenever he may deem it necessary so to do, but he shall not make any alterations of these hours, except upon the written application of the Contractor, without giving one week's notice of his intention to require the work to be done at a different time, or between different hours than those mentioned in said sections.

Thirteenth.—In addition to the obligations for periodical cleaning of streets recited above, it shall be the duty of the party of the first part to keep all the streets within the First Street-Cleaning District at all times in such condition of cleanliness as shall, in the opinion of the Commissioner of Street Cleaning, be necessary; and upon notice from the said Commissioner, that in order to fully comply with this section, a specific place or places require cleaning, the party of the first part shall cause such cleaning to be done within twenty-four hours thereafter, and in case of default it shall be optional with the said Commissioner to cause the same to be done and charge the expense thereof to the party of the first part, and deduct the expense thereof from the next accruing monthly payment.

Fourteenth.—The Contractor shall, once in every twenty-four hours, sweep and clean the streets or parts of streets immediately surrounding all public markets, and also, once in every twenty-four hours, sweep and clean around and about all hack-stands within the First Street-Cleaning District.

Fifteenth.—Snow shall be removed from the following streets:

Morris street, from Broadway to West street.
Rector street, from Broadway to West street.
Cedar street, from Broadway to West street.
Liberty street, from Broadway to West street.
Corlandt street, from Broadway to West street.
Dey street, from Broadway to West street.
Fulton street, from Broadway to West street.
Vesey street, from Broadway to West street.
Barclay street, from Broadway to West street.
Chambers street, from Broadway to West street.
Franklin street, from Broadway to West street.
Desbrosses street, from Hudson to West street.
West street, from Battery place to Tenth avenue.
Washington street, from Battery place to Canal street.
Greenwich street, from Battery place to Canal street.
New Church and Church streets, from Morris to Canal street.
College place and West Broadway, from Barclay to Canal street.
South Fifth avenue, from Canal street to West Fourth street.
Varick and Carmine streets and Sixth avenue, from Franklin street to West Fourteenth street.
And such other streets as the Commissioner may designate.

Sixteenth.—The work of removing snow from the streets enumerated in the last section shall be performed in the following manner:

1. While snow is falling all crosswalks for foot passengers shall be kept clear, and proper efforts made to keep the traffic open.

If there should be a high wind at the time, and the snow drifts in consequence, the drifts of snow shall be cut through or leveled to permit the traffic of vehicles to continue.

2. As soon as the snow ceases to fall, all the force of laborers employed by the Contractor shall be immediately put to work to clear the gutters and openings into sewers, in preparation for a sudden thaw, and the snow shall be carted away at once from such streets as may be designated by the Commissioner of Street Cleaning; in other streets the Contractor shall use snow plows, or with gangs of laborers shovel the snow into long, narrow heaps on each side of the street, taking care to leave the gutters, crosswalks and openings into sewers clear, and a sufficient space between the heaps, in order to allow the foot passengers to cross the street, and also to let the water reach the gutters as soon as the snow begins to melt. Such heaps shall be removed within three days after they have been formed.

3. If it shall appear, to the satisfaction of the Commissioner of Street Cleaning, that the work described in the second subdivision of this seventeenth section cannot, by reason of an unusual accumulation of snow, be performed by the Contractor within the time therein fixed for such performance, the said Commissioner will allow such further time: therefor as he may deem proper. The spirit and intent of this seventeenth section being that the Contractor shall, in removing snow and ice, faithfully employ as great an amount of labor, and as large a number of horses and carts, as have been employed in performing the work of cleaning all the streets of said district at any one time.

Seventeenth.—The Commissioner of Street Cleaning may, whenever he may deem it necessary, authorize and require the Contractor to employ additional horses, carts and laborers, at current market rates of compensation, for the purpose of removing snow and ice; but such authorization or requirement shall be in writing, and shall specify the number of horses, carts and laborers to be employed and the period of their employment.

Such written authorization or requirement shall be returned, with the accompanying vouchers, to the Commissioner of Street Cleaning, within one month after the date thereof.

Eighteenth.—The Commissioner of Street Cleaning will authorize, in writing, from time to time as may be necessary, the Contractor, his agents or employees, to dump, or cause to be dumped, snow and ice from the ends or near the ends of any piers into the waters of the North or Hudson or East rivers, but no dead animal or carrion, street sweepings, garbage or any putrid, offensive, decaying or refuse vegetable or animal matter, shall be deposited in violation of chapter four hundred and sixty-three of the laws of one thousand eight hundred and eighty. No snow or ice shall be dumped into the waters of the North or Hudson or East rivers by the said Contractor, his agents or employees, except from the piers or ends of piers designated for such purpose, from time to time, by the Commissioner of Street Cleaning.

Nineteenth.—Whenever any snow plow, sweeping machine or other similar instrument for the purpose of dealing with snow, is used by the Contractor, his agents or employees, if the throwing up of the snow by any such plow, machine or instrument will, in the opinion of the Commissioner of Street Cleaning, render the street or streets unsafe or impassable for travel, or make inconvenient the approach to the curb-stone, then it shall be the duty of said Contractor, his agents or employees, to remove and carry away, with due diligence and to the satisfaction of the Commissioner of Street Cleaning, the snow thrown up by such plow, machine or instrument, and to reduce the snow upon the street or streets to such a level as to make it convenient for all vehicles to approach the curb-stones, and render the whole width of the roadway safe for travel.

Twentieth.—No snow-plow, sweeping machine or other instrument for sweeping or cleaning the streets or for melting snow, shall be used by the Contractor, his agents or employees, without the approval of the Commissioner of Street Cleaning first had and obtained; and all such plows, machines or instruments shall be so constructed as not to throw any snow, dirt or slush on the sidewalks or buildings.

Twenty-first.—The Contractor, his agents or employees, shall not cast, throw or sprinkle, or cause to be cast, thrown or sprinkled, any salt or other substance in or upon any street or streets for the purpose of melting any snow or ice which may have fallen, accumulated or been deposited thereon, without the permission first had and obtained from the Mayor of the City of New York.

Twenty-second.—The drivers of all carts employed as ash or garbage carts, shall receive all ashes, garbage sweepings and rubbish which shall be delivered to them, or that may be placed upon the sidewalks in vessels, or in the front area of any dwelling-house, store or public building, and shall remove the same once in every twenty-four hours, Sundays excepted.

Twenty-third.—Whenever the contents of any vessels or receptacle shall be spilled upon the

sidewalk, or gutters, the drivers will take up or gather the same, or cause the same to be taken up or gathered and placed in the carts. Each cart shall be provided with a broom to sweep up ashes or garbage, when-ever spilled or scattered upon the sidewalks or gutters.

Twenty-fourth.—Receptacles or vessels containing ashes or garbage, when emptied, shall be returned to the places from which they were removed, whether on sidewalks, in areaways or upon outside cellar steps.

Twenty-fifth.—The carts used by the Contractor shall be strong and tight, and those used for the removal of ashes shall be adequately and tightly covered, and each and all of such carts shall be inspected and approved by the Commissioner of Street Cleaning before use.

Twenty-sixth.—All carts used by the Contractor in the work of cleaning the streets, removing snow and ice therefrom, and collecting ashes, garbage and street sweepings, and the removal of the same, shall be numbered and have conspicuously painted upon a sign on their sides the names of the Contractor and of the district.

Twenty-seventh.—All streets, when so dry that dust will rise from the action required in street-cleaning, shall be sprinkled with water immediately in advance of the work of street cleaning, to such an extent as to prevent the dust from rising.

Twenty-eighth.—The Contractor, his agents or employees, when sweeping or cleaning any streets or causing them to be swept or cleaned, shall properly scrape or cause to be properly scraped the gutters and parts of streets along which the water will run before the water is suffered to flow from any hydrant for the purpose of washing the same, in order that no substance or obstruction be carried into any of the receiving basins or sewers.

Twenty-ninth.—As the Department of Public Works has exclusive control over the public hydrants and use of the Croton water, and sole authority to grant licenses for the sprinkling of the streets with water, all requirements of these specifications as to the sprinkling of the streets or the use of water are made subordinate to such control and authority, and the Contractor must at all times obtain the necessary permission to open public hydrants and use the Croton water, and the licenses to sprinkle the streets.

Thirtieth.—The work to be performed by the said party of the first part will be observed and inspected from day to day by employees of the Department of Street Cleaning, to ascertain whether the conditions and agreements of the contract are performed and fulfilled, and reports in respect thereto will be made by them to the Commissioner of Street Cleaning.

Thirty-first.—The Contractor, his agents or employees, shall obey and conform to all laws and ordinances and provisions of the Sanitary Code relating to the work, or any part thereof, required to be done under these specifications and contract, and shall conform to such regulations as the Commissioner of Street Cleaning may deem necessary and prescribe for the proper performance thereof, particularly as to the separate collection and removal of ashes and garbage.

Thirty-second.—The Contractor shall furnish to the Commissioner of Street Cleaning, at his office, before twelve o'clock M. of each day, a report showing all the streets cleaned on the previous day or night, and the streets to be cleaned upon the day the report is made or on the night following.

Thirty-third.—The cleaning of any street shall not include the removal of piles of rubbish or materials belonging to or resulting from the construction, alteration or repair of any building, deposited or remaining upon any street in front of or alongside any such building or structure, but the rest of any street so occupied shall be cleaned and kept clean.

Thirty-fourth.—Disorderly, quarrelsome or incompetent employees of the Contractor must be discharged immediately on the demand of the Commissioner of Street Cleaning, and must not be employed again without his permission.

Thirty-fifth.—No money, reward, gratuity, fee or other valuable consideration, except the compensation hereunder agreed to be paid by the party of the second part, shall be charged, received or taken by the Contractor, or any of his agents or employees, for doing or failing to do any part of the work required to be done under this agreement; and the said Contractor, his agents or employees, shall not, under any circumstances, without the consent expressed in writing of the Commissioner of Street Cleaning, receive, take away or dump any building material, cellar dirt or any substance or material whatsoever, except those provided for and specified in this agreement.

Thirty-sixth.—Whenever and wherever in this agreement the word "Contractor" or the phrase "party of the first part" is used, the same shall be deemed and taken to mean and intend the party or parties (as the case may be) of the first part to this agreement.

The said party of the first part further agrees that if, in the opinion of the Commissioner of Street Cleaning, the proper cleaning of said streets, or any part of them, shall be omitted or neglected, or any part of the street dirt, ashes or garbage shall not be collected and removed in compliance with the provisions of this contract, or if any of the conditions and provisions of this contract shall be violated and notice shall be given to said party of the first part by said Commissioner of such neglect, omission or violation, and said neglect, omission or violation shall continue for twenty-four hours thereafter, the Commissioner of Street Cleaning shall have the power to procure such implements and appliances, and to employ such labor, as may be necessary to complete the work provided for in this contract, or such part thereof as may be deemed necessary, and to charge the expense of the same to said party of the first part, and to deduct and retain the same out of any money that may be due or become due to said party of the first part under this agreement or from the special deposit in the hands of the Comptroller of the City of New York.

It is agreed by and between the parties hereto that the term for and during which the work to be done under this agreement is to be performed, shall be for a period of two years,

both days inclusive, unless it shall be sooner terminated according

to the provisions of this contract.

It is further mutually agreed by and between the parties hereto, that the Commissioner of Street Cleaning may at any time, with the approval of the Mayor, annul and cancel this contract upon giving ten days' notice to the party of the first part, and that the action of said Commissioner in so annulling or canceling this contract shall be in all respects final and conclusive and binding upon the parties hereto, and that thereupon this contract shall be terminated and void, annulled and canceled, and the said party of the first part shall have no claim or action for any damages or compensation for or on account of annulling or canceling this contract.

The said party of the first part further undertakes, promises, and agrees to do all the street-cleaning and collect all the materials, and remove the same according to the terms and conditions of this contract for the sum of _____ dollars per annum, to be paid at the times and in the manner herein stipulated, subject to the right of the Commissioner to make deductions from the monthly payments, as hereinafter provided.

It is hereby expressly stipulated and agreed by and between the parties hereto, that the above last-mentioned sum shall be the sole compensation for the work to be performed under this contract, except as herein elsewhere provided for the removal of snow and ice, and that no claim shall be made by the party of the first part, his successors, assigns or personal representatives, for any greater or extra compensation.

The said party of the second part, in consideration of the undertakings, stipulations and agreements on the part of the said party of the first part to be performed, fulfilled and kept, will pay to the said party of the first part the sum of _____ dollars per annum, in monthly payments, each of which shall be of an amount that bears the same proportion to the entire sum that is to be paid for one year as the number of days in the month for which the payment is made bears to the whole number of days in the year; provided that the party of the second part may and shall at all times reserve and retain out of said payments, or either of them, all such sum or sums as by the terms of this contract, or of any law of the State of New York, they are or may be authorized to reserve or retain. And provided further, that if in the judgment of the Commissioner of Street Cleaning, the party of the first part has failed or neglected, at any time, during the current month for which payment is to be made, to collect and remove the ashes, garbage, or street dirt, from any of the said streets of said district, or any part of any of said streets according to the stipulations of this contract, then the said Commissioner may deduct from such monthly payment a sum or amount that shall bear the same ratio to the whole amount of such monthly payment as the work so neglected or omitted bears to the whole amount of work to be done during such month or period for which payment is to be made.

The party of the first part further agrees to deposit with the Comptroller of the City of New York on or before the execution of this contract or agreement, eight thousand dollars in cash or securities approved and accepted by the said Comptroller, as an additional security for the faithful performance of all the terms and conditions of this agreement, and as a fund to be drawn upon by the Commissioner of Street Cleaning, to pay for any expense that may be incurred under this agreement by the said Commissioner or by the party of the second part, by reason of the failure of the party of the first part to faithfully comply with the terms and conditions of this agreement.

The said sum of eight thousand dollars is to remain on deposit with said Comptroller without interest, and if not used, or any portion thereof, for the purposes for which the same was deposited, the said sum or the unexpended portion thereof shall be returned to the party of the first part, his assigns, or personal representatives, upon the completion of the contract or the abrogation thereof.

The said party of the first part hereby covenants and agrees that he will give his personal attention to the faithful prosecution of said work; that he will not assign or sublet the same or any part thereof, without the previous written consent of the Commissioner of Street Cleaning endorsed on this agreement, but will keep the same under his own control; that he will not assign by power of attorney or otherwise any of the moneys payable under this agreement, unless by and with the like consent, to be signified in like manner.

It is further mutually stipulated and agreed by and between the parties to this contract, that the undertakings, agreements and stipulations contained herein, shall bind and be obligatory upon the executors, administrators, assigns, successors and legal representatives of the respective parties hereto.

And it is further agreed by and between the parties hereto, that if at any time before or within thirty days after the whole work hereunder agreed to be performed has been completed and properly done in accordance with the specifications and to the satisfaction of the Commissioner of Street Cleaning by the party of the first part, any person or persons claiming to have performed any labor or furnished any machine, implement, appliance or material towards the performance or completion

of this contract, shall file with the Department of Street Cleaning, and with the head of the Finance Department of the said City of New York, any such notice as is described in the act of the Legislature of the State of New York, passed May 22, 1878, entitled "An act to secure the payment of laborers, mechanics, merchants, traders and persons furnishing materials towards the performing of any public work in the cities of the State of New York," and of any acts amendatory thereof or supplementary thereto, then, and in every such case, the said party of the second part shall retain, anything herein contained to the contrary thereof notwithstanding, from the moneys under its control, and due or to grow due from it under this agreement, so much of such moneys as shall be sufficient to pay off, satisfy and discharge the amount in such notice alleged or claimed to be due to the person or persons filing such notice, together with the reasonable costs of any action or actions brought to enforce such claim or the lien created by the filing of such notice. The moneys so retained shall be retained by the said party of the second part until the lien thereon created by the said act and the filing of the said notice shall be discharged, pursuant to the provisions of the said act.

And the said party of the first part hereby further agrees that he will furnish the said Department of Street Cleaning with satisfactory evidence that all persons who have done work or furnished materials under this agreement, and who have given written notice to said Department before or within ten days after the final completion of this contract, that any balance for such work or materials is due or unpaid, have been fully paid or satisfactorily secured. And in case such evidence be not furnished as aforesaid, such amount as may be necessary to meet the claims of the persons aforesaid shall be retained from the moneys due from said party of the second part to the said party of the first part under this agreement until the liabilities aforesaid shall be fully discharged or such notice withdrawn.

And it is expressly agreed by and between the parties hereto, that the said party of the second part, its successors or assigns, shall not, nor shall any department or officer of the City of New York be precluded or estopped by any return or certificate made or given by any inspector or other officer, agent or appointee of the Department of Street Cleaning or of said party of the second part, under or in pursuance of anything in this agreement contained, from at any time showing the true and correct amount and character of the work which shall have been done by said party of the first part or any other person or persons under this agreement.

IN WITNESS WHEREOF, the said party of the first part has set his hand to these presents, and the said Commissioner of Street Cleaning has also hereto set his hand for and in behalf of the said party of the second part; and the said parties hereto have executed this agreement in triplicate, the day and year herein first above written; one part of which is to remain with the said Commissioner of Street Cleaning, one other to be filed with the Comptroller of the City of New York, and the third to be delivered to the said party hereto of the first part.

Signed in the presence of

KNOW ALL MEN BY THESE PRESENTS, That we

of the City of New York, are held and firmly bound unto the Mayor, Aldermen and Commonality of the said City of New York, in the sum of fifty thousand dollars, lawful money of the United States of America, to be paid to the said Mayor, Aldermen and Commonality, or to their certain attorney, successors or assigns, for which payment, well and truly to be made, we and each of us do bind ourselves, and each of our heirs, executors and administrators, jointly and severally, firmly by these presents.

Sealed with our seals. Dated this day of one thousand eight hundred and eighty-six.

WHEREAS, the above bounden by an instrument in writing, under hand and seal, bearing even date with these presents, has contracted with the said Mayor, Aldermen and Commonality of the City of New York, by the Commissioner of Street Cleaning, for the cleaning of the streets, for the removal of snow and ice therefrom, and for the collection of ashes, garbage and street sweepings and the removal of the same, in the First Street-Cleaning District of the City of New York.

Now, therefore, the condition of this obligation is such, that if the said

shall well and truly, and in a good, sufficient and workmanlike manner, perform the work mentioned in the said contract, and do and perform all acts and fulfill all undertakings therein contained, and well and truly perform all the stipulations and agreements in said contract specified, and in each and every respect comply with the conditions therein contained, then this obligation to be void; otherwise to remain in full force and virtue.

Signed and sealed in presence of

STATE OF NEW YORK, CITY AND COUNTY OF NEW YORK, ss.:

I, of said City, being duly sworn, do depose and say, that I am a holder in the City of New York, and reside at Number street, in said City, and that I am worth the sum of Fifty Thousand Dollars, over and above all my debts and liabilities, including my liabilities as bail, surety and otherwise, and over and above all my property which is exempt by law from execution.

Subscribed and sworn to this day of 1886, before me,

Notary Public.

STATE OF NEW YORK, CITY AND COUNTY OF NEW YORK, ss.:

I, of said City, being duly sworn, do depose and say, that I am a holder in the City of New York, and reside at Number street, in said City, and that I am worth the sum of Fifty Thousand Dollars, over and above all my debts and liabilities, including my liabilities as bail, surety and otherwise, and over and above all my property which is exempt by law from execution.

Subscribed and sworn to this day of 1886, before me,

Notary Public.

SCHEDULE "A."

The First Street-Cleaning District of the City of New York, designated by the Commissioner of Street Cleaning, pursuant to law, consists of all that portion of the City of New York bounded as follows:

Bounded on the north by the southerly line of Fourteenth street, from Broadway westerly to the North or Hudson river; on the easterly side by the westerly line of Broadway, from Fourteenth street to Battery place; on the southerly side by the southerly side of Battery place, from Broadway to the North or Hudson river, and on the westerly side by the North or Hudson river, from Battery place to Fourteenth street.

SCHEDULE "B."

First Class,

Consisting of the following streets and parts of streets, shall be completely cleaned their entire length and width respectively, and the street dirt removed once within twenty-four hours, and between the hours of 6.30 P. M. and 7 A. M., to wit:

Albany street, from Greenwich street to West street.
Barclay street, from Broadway to West street.
Bleecker street, from Broadway to Eighth avenue.
Battery place, from Broadway to North river.
Canal street, from Broadway to West street.
Cedar street, from Broadway to West street.
Chambers street, from Broadway to West street.
Christopher street, from Sixth avenue to West street.
Cortlandt street, from Broadway to West street.
Carmine street, from Varick street to Sixth avenue.
College place, from Barclay street to Chambers street.
Church street, from Fulton street to Canal street.
Carlisle street, from Greenwich street to West street.
Dey street, from Broadway to West street.
Desbrosses street, from Hudson street to West street.
Eighth avenue, from Hudson street to Fourteenth street.

Edgar street, from Broadway to Church street.
Fifth avenue, from Waverley place to Fourteenth street.
Fulton street, from Broadway to West street.
Gansevoort street, from Thirteenth street to Thirteenth avenue.
Grand street, from Broadway to Varick street.
Greenwich street, from Battery place to Canal street.
Hoboken street, from Canal street to West street.
Little Twelfth street, from Hudson street to Thirteenth avenue.
Liberty street, from Broadway to West street.
Morris street, from Broadway to West street.
Murray street, from Broadway to West street.
New Church street, from Morris street to Fulton street.
Park place, from Broadway to West street.
Rector street, from Broadway to West street.
Sixth avenue, from Carmine street to Fourteenth street.
South Fifth avenue, from Canal street to Fifth avenue.
Spring street, from Broadway to West street.
Thames street, from Broadway to Greenwich street.
Temple street, from Thames street to Liberty street.
University place, from Eighth street to Fourteenth street.
Vesey street, from Broadway to West street.
Varick street, from West Broadway to Carmine street.
West Broadway, from Canal street to Chambers street.
West Eighth street, from Broadway to Sixth avenue.
Washington street, from Battery place to Canal street.
West street, from Battery place to Canal street.
Warren street, from Broadway to West street.
York street, from West Broadway to St. John's lane.

SCHEDULE "C."

Second Class.

Consisting of the following streets and parts of streets, shall be completely cleaned throughout their entire length and width respectively, and the dirt removed three times a week, between the hours of 6.30 P. M. and 7 A. M., at uniform periods for each street, to wit:

Beach street, from West Broadway to West street.
Broome street, from Broadway to Hudson street.
Bedford street, from Houston street to Christopher street.
Barrow street, from West Fourth street to West street.
Bank street, from Greenwich avenue to Thirteenth avenue.
Bethune street, from Greenwich street to Thirteenth avenue.
Bloomfield street, from Tenth avenue to Thirteenth avenue.
Bogart street, from Tenth avenue to Thirteenth avenue.
Clarkson street, from Varick street to West street.
Cornelia street, from West Fourth street to Bleecker street.
Commerce street, from Barrow street to Bleecker street.
Charles street, from Greenwich avenue to West street.
Clarke street, from Spring street to Broome street.
Caroline street, from Jay street to Duane street.
Charlton street, from Macdougall street to West street.
Collister street, from Lighthouse street to Beach street.
Congress street, from King street to Houston street.
Duane street, from Broadway to West street.
Downing street, from Varick street to Bleecker street.
Dominick street, from Clarke street to Hudson street.
East Washington place, from Broadway to Wooster street.
Franklin street, from Broadway to West street.
Franklin alley, from White street to Franklin street.
Greenwich avenue, from Sixth avenue to Thirteenth street.
Greenwich street, from Canal street to Fourteenth street.
Greene street, from Canal street to Clinton place.
Grove street, from Hudson street to Christopher street.
Gay street, from Waverley place to Christopher street.
Hancock street, from Houston street to Bleecker street.
Horatio street, from Greenwich avenue to Thirteenth avenue.
Howard street, from Broadway to Mercer street.
Houston street, from Broadway to West street.
Hubert street, from Hudson street to West street.
Hudson street, from Chambers street to Fourteenth street.
Harrison street, from Hudson street to West street.
Jay street, from Hudson street to West street.
Jones street, from West Fourth street to Bleecker street.
Jane street, from Greenwich avenue to Thirteenth avenue.
King street, from Macdougall street to West street.
Leroy street, from Bleecker street to West street.
Laight street, from Canal street to West street.
Leonard street, from Broadway to Hudson street.
Lispenard street, from Broadway to West Broadway.
Mercer street, from Canal street to Clinton place.
Macdougall street, from Spring street to Clinton place.
Minetta street, from Minetta lane to Bleecker street.
Minetta lane, from Macdougall street to Sixth avenue.
Morton street, from Bleecker street to West street.
North Moore street, from West Broadway to West street.
Prince street, from Broadway to Macdougall street.
Perry street, from Greenwich avenue to West street.
Renwick street, from Spring street to Canal street.
Reade street, from Broadway to West street.
Sullivan street, from Canal street to West Third street.
Seventh avenue, from Greenwich avenue to Fourteenth street.
St. John's lane, from Beach street to Lighthouse street.
Staple street, from Harrison street to Duane street.
Thomas street, from Broadway to Hudson street.
Thompson street, from Canal street to West Fourth street.
Thirteenth avenue, from Eleventh street to Fourteenth street.
Vandam street, from Macdougall street to Greenwich street.
Vestry street, from Canal street to West street.
Worth street, from Broadway to Hudson street.
White street, from Broadway to West Broadway.
Walker street, from Broadway to Varick street.
Wooster street, from Canal street to Clinton place.
West Washington place, from Macdougall street to West Fourth street.
Weehawken street, from West Tenth street to Christopher street.
Watts street, from Sullivan street to West street.
West Fourth street, from Broadway to Thirteenth street.
West Third street, from Broadway to Sixth avenue.
Waverley place, from Broadway to Christopher street.
Washington street, from Canal street to Little Twelfth street.
West street, from Canal street to Fourteenth street.
And all other streets or parts of streets in the First Street-Cleaning District not enumerated in any of the schedules.

Certificate.

In pursuance of authority conferred by section 6 of chapter 367, Laws of 1881, entitled: "AN ACT to create a Department of Street Cleaning in the City of New York, and to provide for the cleaning of the streets of said city, for the removal of snow and ice therefrom, and for the collection of ashes, garbage and street sweepings, and the disposal of the same," passed May 26, 1881, the Board of Estimate and Apportionment has this day approved the terms and conditions of the foregoing special contract for the cleaning of the streets, for the removal of snow and ice therefrom, and for the collection of ashes, garbage and street sweepings, and the removal of the same in the First Street-Cleaning District of the City of New York.

Dated NEW YORK,

, 1886.

Mayor;

Comptroller;

President of the Board of Aldermen;

President of the Department of Taxes and Assessments.

No.
Contract for
 The Cleaning of the Streets, for the removal of Snow and Ice therefrom, and for the Collection of Ashes, Garbage and Street Sweepings, and the removal of the same in the First Street-Cleaning District of the City of New York.
 Dated..... 188 .
 Approved as to form.
 Examined and found correct.
 Entered in the Comptroller's office..... 188 .
 Contractor.
 Counsel to the Corporation.
 First Assistant Bookkeeper.

Commissioner's Certificate.
 In conformity with section 123, chapter 410, Laws of 1882, I hereby certify that the estimated expense of executing the within contract will approximate the sum of.....
 Commissioner of Street Cleaning.

Comptroller's Certificate.
 New York,..... 1886.
 In pursuance of the provisions of section 29 of chapter 335 of the Laws of 1873 (section 123 of the New York City Consolidation Act of 1882), I hereby certify that there remains unapplied and unexpended a balance of the appropriation, applicable to this contract, sufficient to pay the estimated expense of executing the same, viz.:
 Comptroller.

(NOTICE.—The attention of Bidders is particularly called to the fact that unless an Estimate is made in strict conformity with the directions given in the proposal therefor and herein provided for, the law requires it to be considered as informal, and it must be rejected. Also that more work is required to be performed under the contract as now proposed to be let than was required under the former contract.)

To the Commissioner of Street Cleaning of the City of New York:
 Estimate for the Cleaning of the Streets, for the removal of Snow and Ice therefrom, and for the collection of Ashes, Garbage and Street Sweepings and the removal of the same, in the First Street-Cleaning District of the City of New York.

Made this..... day of..... 1886, by..... residing.....
 I..... do..... hereby declare that..... the only person..... interested in this estimate; and that no other person..... than the person..... herein named has..... any interest in this estimate, or in the contract proposed to be taken.
 2..... further declare that this estimate is made without any connection with any other person or persons making an estimate for the same purpose, and that it is in all respects fair and without collusion or fraud.
 3..... further declare 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 of the City of New York, is directly or indirectly interested in this estimate, or in the supplies or works to which it relates, or in any portion of the profits thereof.
 4..... further declare that the names of the persons affixed to the consent hereto annexed were written by said persons respectively, and that said persons are householders or freeholders in the City of New York.
 5..... have carefully examined the specifications and approved form of agreement, and will contract, in conformity with said specifications and the approved form of agreement, and will furnish all the materials and labor necessary or proper for the purpose, and clean the streets, remove the ice and snow therefrom, collect the ashes, garbage and street sweepings, and remove the same in the First Street-Cleaning District of the City of New York for a period of..... both days inclusive, for the sum or price of..... dollars per annum.
 Residence.....

This affidavit must be made by the bidder, and if bid is made in the name of a firm, affidavit must be made by each member thereof.

CITY AND COUNTY OF NEW YORK, ss.:
 being duly sworn, say, that the several matters stated in the foregoing estimate are in all respects true.
 Sworn and subscribed to this day of..... A. D. 1886, before me,

Sureties' Agreement.

In consideration of the premises, and of one dollar to us and each of us in hand paid, by the Mayor, Aldermen and Commonalty of the City of New York, the receipt whereof is hereby acknowledged.
 We, the undersigned, consent and agree, that if the contract for which the preceding proposal is made be awarded to the person or persons making the same, we will become bound as sureties for its faithful performance; and if the said person or persons shall omit or refuse to execute such contract, if so awarded, we will pay, without proof of notice or demand to the said Mayor, Aldermen, and Commonalty, any difference between the sum to which such person or persons would have been entitled upon the completion of such contract, and the sum which the Corporation may be obliged to pay to the person to whom the contract shall subsequently be awarded.
 * In witness whereof, we have hereunto set our hands this..... day of..... one thousand eight hundred and eighty-six.
 Residence.....
 Residence.....

I approve of the adequacy and sufficiency of the above-named sureties.
 Dated this..... day of..... 1886.
 Comptroller.

* Fill in date.

CITY AND COUNTY OF NEW YORK, ss.:
 The above named..... being sworn, says that he is a..... holder in the City of New York, and is worth the sum of Fifty Thousand Dollars, over and above all his debts of every nature, and over and above his liabilities as bail, surety or otherwise, being the amount of the security required for the completion of the contract above referred to; that he has offered himself as a surety in good faith, and with an intention to execute the bond required by law.
 Sworn and subscribed to before me, this..... day of..... A. D., 1886, }
 Notary Public.

CITY AND COUNTY OF NEW YORK, ss.:
 The above named..... being sworn, says that he is a..... holder in the City of New York, and is worth the sum of Fifty Thousand Dollars, over and above all his debts of every nature, and over and above his liabilities as bail, surety or otherwise, being the amount of the security required for the completion of the contract above referred to; that he has offered himself as a surety in good faith, and with an intention to execute the bond required by law.
 Sworn and subscribed to before me, this..... day of..... A. D., 1886, }
 Notary Public.

† Fill in name.

Estimate of..... for cleaning the streets, etc., in the First Street-Cleaning District in the City of New York, for a period of....., both days inclusive.
 DEPARTMENT OF STREET CLEANING, }
 NOS. 31 AND 32 PARK ROW. }

Proposals for Estimates

For the Cleaning of the Streets, for the Removal of Snow and Ice therefrom, and for the Collection of Ashes, Garbage and Street Sweepings and the Removal of the same, in the Second Street-Cleaning District of the City of New York.

Estimates inclosed in sealed envelopes, and indorsed with the name of the person or persons making the same, and the date of presentation, and a statement of the work to which they relate, will be received at the office of the Department of Street Cleaning, Nos. 31 and 32 Park Row, in the City of New York, until 12 o'clock, M., of..... the..... day of..... 1886, at which time and place the estimates will be publicly opened and read for the cleaning of streets, for the removal of snow and ice therefrom, and for the collection of ashes, garbage and street sweepings, and the removal of the same, in the Second Street-Cleaning District of the City of New York for a period of..... both days inclusive, in pursuance of authority conferred by chapter 367, Laws of 1881, upon the Commissioner of Street Cleaning to make and execute especial contracts.

The Second Street-Cleaning District of the City of New York hereby designated by the Commissioner of Street Cleaning pursuant to law, consists of all that portion of the City of New York bounded as follows:

On the north by the southerly line of East Fourteenth street, from Broadway easterly to the East river; on the westerly side by the easterly line of Broadway, from East Fourteenth street to State street; on the southerly side by the southerly line of State street and by the Battery, and on the easterly side by the East river, from the Battery to East Fourteenth street.

The person or persons to whom the contract may be awarded will be required to attend at this office with the sureties offered by him or them, and execute such contract within five days from the date of the service of a notice to that effect; and, in case of failure or neglect so to do, he or they will be considered as having abandoned such contract, and as in default to the Corporation, whereupon the Commissioner of Street Cleaning will either make another selection from the bids or estimates submitted, or readvertise the work.

If the person or persons to whom the contract may be awarded shall neglect or delay to commence the work, or any portion thereof, on..... the Commissioner of Street Cleaning will perform the said work, or any portion thereof, for such period of neglect or delay, and charge the whole expense of the same against the said person or persons.

Bidders are required to state in their estimates, under oath, their names and places of residence, the names of all persons interested with them therein, and, if no other person be so interested, they shall distinctly state the fact; also, that it is made without any connection with any other person making any bid or estimate for the above work; and that it is in all respects fair, and without collusion or fraud; and also that no member of the Common Council, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of the corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof. Where more than one person is interested, it is requisite that the verification be made and subscribed by all the parties interested. Each estimate shall also be accompanied by the consent, in writing, of two householders or freeholders of the City of New York, with their respective places of business or residence, to the effect that, if the contract be awarded to the person or persons making the estimate, they will, on its being so awarded, become bound, as his or their sureties for its faithful performance in the amount of seventy-five thousand dollars; and that, if he or they shall omit or refuse to execute the same, they will pay to the Mayor, Aldermen and Commonalty of the City of New York any difference between the sum to which he would be entitled on its completion and that which the Mayor, Aldermen and Commonalty of the City of New York may be obliged to pay to the person or persons to whom the contract may be subsequently awarded. 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 the contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety and otherwise; that he has offered himself as a surety in good faith, and with an intention to execute the bond required by law. The adequacy and sufficiency of the sureties offered shall be approved by the Comptroller.

The person or persons to whom the contract may be awarded, shall deposit with the Comptroller of the City of New York, on or before the execution of the contract or agreement, twelve thousand dollars, in cash or securities approved and accepted by the said Comptroller, as an additional security for the faithful performance of all the terms and conditions of the contract or agreement, and as a fund to be drawn upon by the Commissioner of Street Cleaning, to pay for any expense that may be incurred under the contract or agreement by the said Commissioner, or by the Mayor, Aldermen and Commonalty of the City of New York, by reason of the failure of the party or parties to whom the contract may be awarded, to faithfully comply with the terms and conditions of the contract.

Bidders will state a price per annum for doing the work.
 The price must be written in the bid or estimate and also stated in figures. Permission will not be given for the withdrawal of any bid or estimate, and the right is expressly reserved by the Commissioner of Street Cleaning to reject any or all bids, or to select the bid or bids the acceptance of which will, in his judgment, best secure the efficient performance of the work. No bid will be accepted from or contract awarded to any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

Each estimate must be accompanied by a certified check on a solvent banking corporation in the City of New York, payable to the order of the Comptroller of the City of New York, for five per cent of the amount bid for the performance of all the work required by said contract to be done in any one year. On the acceptance of any bid, the checks of the unaccepted bidders will be returned to them, and upon the execution of the contract the check of the accepted bidder will be returned to him.

Any contract made by the Commissioner of Street Cleaning may be terminated on ten days' notice by the said Commissioner, with the approval of the Mayor.

All bids must be made with reference to the form of contract and the requirements thereof on file at the Department of Street Cleaning, or they will be rejected.

Blank forms of specifications and proposals may be obtained at the Department of Street Cleaning, Nos. 31 and 32 Park Row, New York City, on or after....., 1886.

JAMES S. COLEMAN,
 Commissioner of Street Cleaning.

Dated NEW YORK,..... 1886.
 THIS AGREEMENT made this..... day of..... A. D., 1886, by and between.....

..... of the City of New York, party of the first part, and the Mayor, Aldermen and Commonalty of the City of New York, by the Commissioner of Street Cleaning of the City of New York, party of the second part, witnesseth, as follows:

The said party of the first part, in consideration of the undertakings, promises and agreements herein contained on the part of the said party of the second part, to be performed, fulfilled and kept, doth undertake, promise and agree to and with said party of the second part, to furnish all the labor, materials, machines and implements necessary or proper for the purpose, and to clean and cause to be cleaned, all streets, avenues, lanes, alleys, places, gutters, wharves, piers and heads of slips in the Second Street-Cleaning District of said city, except such as are within any park under the control and management of the Department of Public Parks, and keep the same at all times thoroughly clean, and to remove from said district as often as required by the following specifications, all dirt, ashes, garbage, rubbish and sweepings, and all material which may be gathered in the process of street cleaning, and will remove as fast as collected, such ashes, dirt, garbage, rubbish and sweepings, and all materials gathered in the process of street cleaning, from the said district to the dumping places designated from time to time by the Commissioner of Street Cleaning.

The Second Street-Cleaning District of the City of New York, designated by the Commissioner of Street Cleaning of said city, pursuant to law, shall consist of all that portion of the City of New York bounded as follows:

On the north by the southerly line of Fourteenth street, from Broadway easterly to the East river; on the westerly side by the easterly line of Broadway, from Fourteenth street to State street; on the southerly side by the southerly line of State street and by the Battery, and on the easterly side by the East river, from the Battery to East Fourteenth street.

The said party of the first part undertakes, promises and agrees to do and perform said street cleaning and the removal of all material hereinabove mentioned, in such manner as to fully comply with the conditions and provisions of chapter 367 of the Laws of 1881, and all laws and ordinances and provisions of the Sanitary Code in force in the City of New York, and so as not to create any obligation, claim or demand, nor furnish any just ground for any action, suit or legal proceeding against the Mayor, Aldermen and Commonalty of the City of New York, or the Department of Street Cleaning of the City of New York, and to do all the work hereinabove mentioned in strict conformity to the following specifications, which, with the schedules and map therein mentioned and which are annexed to this contract are, and are to be taken as forming part of this contract.

Specifications.

First.—Whenever, in this agreement, the word "streets" is used it shall cover all the public avenues, streets, lanes, alleys, places, wharves, piers and heads of slips, within the Second Street-

Cleaning District, except such as are within any park under the control and management of the Department of Public Parks; as to streets and avenues, the area of the road-bed between the curbs is intended.

Second.—In the execution of this contract all ashes, garbage, dirt, and street sweepings collected by the Contractor, by his agents or employees, shall be dumped upon scows or boats furnished by the Department of Street Cleaning or by any of its agents, employees, or contractors, at the dumps or dumping boards along the river front on the East river; but whenever a scow or scows, boat or boats, is or are not present at said dumps or dumping boards, for the purpose of taking the said ashes, garbage, dirt, and street sweepings on board, the Contractor, his agents or employees, shall cause the said ashes, garbage, dirt and street sweepings to be dumped or placed upon the respective dumps or piers and shall cause the same thereafter, without any extra expense to the party of the second part, to be shoveled or placed upon the scows or boats furnished by the Department of Street Cleaning, its agents, employees, or contractors, when they arrive; or if the Contractor, his agents or employees, shall remove the said ashes, garbage, dirt and street sweepings to the nearest dump or dumps, where scows or boats are ready for the removal of the same, not higher or more northerly than the dump at Seventeenth street on the East river, and not higher or more northerly than the dump at West Nineteenth street on the North river.

Third.—The following are the dumps or dumping places to be used by the Contractor hereunder, to wit:

1. At the foot of Old Slip.
2. At the foot of Market street.
3. At the foot of Jackson street.
4. At the foot of Stanton street.

The Commissioner of Street Cleaning reserves the right to increase or lessen the number of dumps or dumping places, or boards, or to change their location from time to time as he may determine, and the Contractor shall not receive any extra compensation in consequence of any such increase or lessening of the number of the said dumps or dumping boards, nor by any reason of any such change in their location.

Fourth.—Whenever the Commissioner of Street Cleaning shall, in writing, so order, the Contractor shall deposit ashes and street sweepings, or either of them, within the said district, to fill in any sunken lots, lands or places, so far as it may be legally permissible to do.

Fifth.—All ashes shall be collected and removed once in each day at stated hours, which shall be subject to the approval of the Commissioner of Street Cleaning, in all the "streets" in the Second Street-Cleaning District, Sundays excepted.

Sixth.—All garbage shall be collected and removed once in each day at stated hours, which shall be subject to the approval of the Commissioner of Street Cleaning, in all the "streets" in the said District, Sundays excepted.

Seventh.—The Contractor shall remove all ashes and garbage from the easterly side of Broadway, from Fourteenth street to State street.

Eighth.—All ashes, garbage, rubbish and materials collected in the work of street cleaning shall be removed in such a manner that no part of the same shall be scattered upon any part of the streets, sidewalks or gutters, through or across which the same may be conveyed, and if any ashes, garbage, rubbish, or materials be at any time scattered upon the streets, sidewalks or gutters in their removal to the dumping places through the negligence of the Contractor or of any one in his employ, shall be immediately gathered up and removed at the expense of the Contractor.

Ninth.—For the purposes of this contract, the "streets" in the said District are divided into two classes: designated classes First and Second.

Tenth.—The First class, consisting of the streets and parts of streets shown by red lines on the map hereto annexed and described in schedule "B" hereto annexed, shall be completely cleaned throughout their entire length and width and the street dirt removed once within every twenty-four hours.

Eleventh.—The Second class, consisting of the streets and parts of streets shown by blue lines on the map hereto annexed and described in schedule "C" hereto annexed, shall be completely cleaned throughout their entire length and width, and the dirt removed three times a week, at uniform periods for each street.

Twelfth.—The Commissioner of Street Cleaning may authorize or require the work to be performed under this contract to be done at any hours of the day or night other than those enumerated in sections ten, eleven and twelve of these specifications, whenever he may deem it necessary so to do, but he shall not make any alterations of these hours, except upon the written application of the Contractor, without giving one week's notice of his intention to require the work to be done at a different time, or between different hours than those mentioned in said sections.

Thirteenth.—In addition to the obligations for periodical cleaning of streets recited above, it shall be the duty of the party of the first part to keep all the streets within the Second Street-Cleaning District at all times in such condition of cleanliness as shall, in the opinion of the Commissioner of Street Cleaning, be necessary; and upon notice from the said Commissioner, that in order to fully comply with this section, a specific place or places require cleaning, the party of the first part shall cause such cleaning to be done within twenty-four hours thereafter, and in case of default it shall be optional with the said Commissioner to cause the same to be done and charge the expense thereof to the party of the first part, and deduct the expense thereof from the next accruing monthly payment.

Fourteenth.—The Contractor shall, once in every twenty-four hours, sweep and clean the streets or parts of streets immediately surrounding all public markets, and also, once in every twenty-four hours sweep and clean around and about all hack-stands within the Second Street-Cleaning District.

Fifteenth.—Snow shall be removed from the following streets:

- South street.
- Front street.
- Water street.
- Exchange place.
- Broad street.
- Wall street.
- Pine street.
- Maiden Lane.
- Fulton street.
- James Slip.
- New Chambers street.
- Chambers street.
- Calhoun street.
- Nassau street.
- Cliff street.
- Pearl street.
- New Bowery.
- Park Row.
- Chatham street.
- Bowery.
- Centre street.
- William street.
- East Broadway.
- Grand street, from Broadway to East river.
- Houston street, from Broadway to East river.
- Astor place.
- Third avenue, from the Bowery to East Fourteenth street.
- Fourth avenue, from the Bowery to East Fourteenth street.
- And such other streets as the Commissioner may designate.

Sixteenth.—The work of removing snow from the streets enumerated in the last section shall be performed in the following manner:

1. While snow is falling all crosswalks for foot passengers shall be kept clear, and proper efforts made to keep the traffic open.

If there should be a high wind at the time, and the snow drifts in consequence, the drifts of snow shall be cut through or leveled to permit the traffic of vehicles to continue.

2. As soon as the snow ceases to fall, all the force of laborers employed by the Contractor shall be immediately put to work to clear the gutters and openings into sewers, in preparation for a sudden thaw, and the snow shall be carted away at once from such streets as may be designated by the Commissioner of Street Cleaning; in other streets the Contractor shall use snow plows, or with gangs of laborers shovel the snow into long, narrow heaps on each side of the street, taking care to leave the gutters, crosswalks and openings into sewers clear, and a sufficient space between the heaps, in order to allow the foot passengers to cross the street, and also to let the water reach the gutters as soon as the snow begins to melt. Such heaps shall be removed within three days after they have been formed.

3. If it shall appear, to the satisfaction of the Commissioner of Street Cleaning, that the work described in the second subdivision of this seventeenth section cannot, by reason of an unusual accumulation of snow, be performed by the Contractor within the time therein fixed for such performance, the said Commissioner will allow such further time thereof as he may deem proper. The spirit and intent of this seventeenth section being that the Contractor shall, in removing snow and ice, faithfully employ as great an amount of labor, and as large a number of horses and carts, as have been employed in performing the work of cleaning all the streets of said district at any one time.

Seventeenth.—The Commissioner of Street Cleaning may, whenever he may deem it necessary, authorize and require the Contractor to employ additional horses, carts and laborers, at current market rates of compensation, for the purpose of removing snow and ice; but such authorization or requirement shall be made in writing, and shall specify the number of horses, carts and laborers to be employed, and the period of their employment.

Such written authorization or requirement shall be returned, with the accompanying vouchers, to the Commissioner of Street Cleaning, within one month after the date thereof.

Eighteenth.—The Commissioner of Street Cleaning will authorize, in writing, from time to time as may be necessary, the Contractor, his agents or employees, to dump or cause to be dumped, snow and ice from the ends or near the ends of any piers into the waters of the North or Hudson or East rivers, but no dead animal or carrion, street sweepings, garbage or any putrid, offensive, decaying or refuse vegetable or animal matter, shall be deposited in violation of chapter four hundred and sixty-three of the laws of one thousand eight hundred and eighty. No snow or ice shall be dumped into the waters of the North or Hudson or East rivers by the said Contractor, his agents or employees, except from the piers or ends of piers designated for such purpose, from time to time, by the Commissioner of Street Cleaning.

Nineteenth.—Whenever any snow-plow, sweeping machine or other similar instrument for the purpose of dealing with snow, is used by the Contractor, his agents or employees, if the throwing up of the snow by any such plow, machine or instrument will, in the opinion of the Commissioner of Street Cleaning, render the street or streets unsafe or impassable for travel, or make inconvenient the approach to the curb-stone, then it shall be the duty of said contractor, his agents or employees, to remove and carry away, with due diligence and to the satisfaction of the Commissioner of Street Cleaning, the snow thrown up by such plow, machine or instrument, and to reduce the snow upon the street or streets to such a level as to make it convenient for all vehicles to approach the curb-stones, and render the whole width of the roadway safe for travel.

Twentieth.—No snow-plow, sweeping machine or other instrument for sweeping or cleaning the street or for melting snow, shall be used by the Contractor, his agents or employees, without the approval of the Commissioner of Street Cleaning first had and obtained; and all such plows, machines or instruments shall be so constructed as not to throw any snow, dirt or slush on the sidewalks or buildings.

Twenty-first.—The Contractor, his agents or employees, shall not cast, throw or sprinkle, or cause to be cast, thrown or sprinkled, any salt or other substance in or upon any street or streets for the purpose of melting any snow or ice which may have fallen, accumulated or been deposited thereon, without the permission first had and obtained from the Mayor of the City of New York.

Twenty-second.—The drivers of all carts employed as ash or garbage carts shall receive all ashes, garbage sweepings and rubbish which shall be delivered to them, or that may be placed upon the sidewalks in vessels, or in the front area of any dwelling-house, store or public building, and shall remove the same once in every twenty-four hours, Sundays excepted.

Twenty-third.—Whenever the contents of any vessels or receptacles shall be spilled upon the sidewalks or gutters, the drivers will take up or gather the same, or cause the same to be taken up or gathered and placed in the carts. Each cart shall be provided with a broom to sweep up ashes or garbage, whenever spilled or scattered upon the sidewalks or gutters.

Twenty-fourth.—Receptacles or vessels containing ashes or garbage, when emptied, shall be returned to the places from which they were removed, whether on sidewalks, in areas or upon outside cellar steps.

Twenty-fifth.—The carts used by the Contractor shall be strong and tight, and those used for the removal of ashes shall be adequately and tightly covered, and each and all of such carts shall be inspected and approved by the Commissioner of Street Cleaning before use.

Twenty-sixth.—All carts used by the Contractor in the work of cleaning the streets, removing snow and ice therefrom, and collecting ashes, garbage and street sweepings, and the removal of the same, shall be numbered and have conspicuously painted upon a sign on their sides the names of the Contractor and of the district.

Twenty-seventh.—All streets, when so dry that dust will rise from the action required in street-cleaning, shall be sprinkled with water immediately in advance of the work of street-cleaning, to such an extent as to prevent the dust from rising.

Twenty-eighth.—The Contractor, his agents or employees, when sweeping or cleaning any streets or causing them to be swept or cleaned, shall properly scrape or cause to be properly scraped the gutters and parts of streets along which the water will run before the water is suffered to flow from any hydrant for the purpose of washing the same, in order that no substance or obstruction be carried into any of the receiving basins or sewers.

Twenty-ninth.—As the Department of Public Works has exclusive control over the public hydrants and use of the Croton water, and sole authority to grant licenses for the sprinkling of the streets with water, all requirements of these specifications as to the sprinkling of the streets or the use of water are made subordinate to such control and authority, and the Contractor must at all times obtain the necessary permission to open public hydrants and use the Croton water, and the licenses to sprinkle the streets.

Thirtieth.—The work to be performed by the said party of the first part will be observed and inspected from day to day by employees of the Department of Street Cleaning to ascertain whether the conditions and agreements of the contract are performed and fulfilled, and reports in respect thereto will be made by them to the Commissioner of Street Cleaning.

Thirty-first.—The Contractor, his agents or employees, shall obey and conform to all laws and ordinances and provisions of the Sanitary Code relating to the work, or any part thereof, required to be done under these specifications and contract, and shall conform to such regulations as the Commissioner of Street Cleaning may deem necessary and prescribe for the proper performance thereof, particularly as to the separate collection and removal of ashes and garbage.

Thirty-second.—The Contractor shall furnish to the Commissioner of Street Cleaning, at his office, before twelve o'clock M. of each day, a report showing all the streets cleaned upon the previous day or night, and the streets to be cleaned upon the day the report is made or on the night following.

Thirty-third.—The cleaning of any street shall not include the removal of piles of rubbish or materials belonging to or resulting from the construction, alteration or repair of any building, deposited or remaining upon any street in front of or alongside any such building or structure, but the rest of any street so occupied shall be cleaned and kept cleaned.

Thirty-fourth.—Disorderly, quarrelsome or incompetent employees of the Contractor must be discharged immediately on the demand of the Commissioner of Street Cleaning, and must not be employed again without his permission.

Thirty-fifth.—No money, reward, gratuity, fee or other valuable consideration, except the compensation hereunder agreed to be paid by the party of the second part, shall be charged, received or taken by the Contractor, or any of his agents or employees, for doing or failing to do any part of the work required to be done under this agreement; and the said Contractor, his agents or employees shall not, under any circumstances, without the consent, expressed in writing, of the Commissioner of Street Cleaning, receive, take away or dump any building material, cellar dirt or any substance or material whatsoever, except those provided for and specified in this agreement.

Thirty-sixth.—Whenever and wherever in this agreement the word "Contractor" or the phrase "party of the first part" is used, the same shall be deemed and taken to mean and intend the party or parties (as the case may be) of the first part to this agreement.

The said party of the first part further agrees that if, in the opinion of the Commissioner of Street Cleaning, the proper cleaning of said streets, or any part of them, shall be omitted or neglected, or any part of the street dirt, ashes or garbage shall not be collected and removed in compliance with the provisions of this contract, or if any of the conditions and provisions of this contract shall be violated and notice shall be given to said party of the first part by said Commissioner of such neglect, omission or violation, and said neglect, omission or violation shall continue for twenty-four hours thereafter, the Commissioner of Street Cleaning shall have the power to procure such implements and appliances, and to employ such labor as may be necessary to complete the work provided for in this contract, or such part thereof as may be deemed necessary, and to charge the expense of the same to said party of the first part, and to deduct and retain the same out of any money that may be due or become due to said party of the first part under this agreement or from the special deposit in the hands of the Comptroller of the City of New York.

It is agreed by and between the parties hereto that the term for and during which the work to be done under this agreement is to be performed, shall be for a period of two years, from

both days inclusive, unless it shall be sooner terminated according to the provisions of this contract.

It is further mutually agreed by and between the parties hereto, that the Commissioner of Street Cleaning may at any time, with the approval of the Mayor, annul and cancel this contract upon giving ten days' notice to the party of the first part, and that the action of said Commissioner in so annulling or canceling this contract shall be in all respects final and conclusive and binding upon the parties hereto, and that thereupon this contract shall be terminated and void, annulled and canceled, and the said party of the first part shall have no claim or action for any damages or compensation for or on account of annulling or canceling this contract.

The said party of the first part further undertakes, promises, and agrees to do all the street-cleaning, and collect all the materials, and remove the same according to the terms and conditions of this contract for the sum of _____ dollars per annum, to be paid at the times and in the manner herein stipulated, subject to the right of the Commissioner to make deductions from the monthly payments, as hereinafter provided.

It is hereby expressly stipulated and agreed by and between the parties hereto, that the above last-mentioned sum shall be the sole compensation for the work to be performed under this contract, except as herein elsewhere provided for the removal of snow and ice, and that no claim shall be made by the party of the first part, his successors, assigns or personal representatives, for any greater or extra compensation.

The said party of the second part in consideration of the undertakings, stipulations and agreements on the part of the said party of the first part to be performed, fulfilled and kept, will pay to the said party of the first part the sum of _____ dollars per annum, in monthly payments, each of which shall be of an amount that bears the same proportion to the entire sum that is to be paid for one year as the number of days in the month for which the payment is made bears to the whole number of days in the year; provided that the party of the second part may and shall at all times reserve and retain out of said payments, or either of them, all such sum or sums as by the terms of this contract, or of any law of the State of New York, they are or may be authorized to reserve or

retain. And provided further, that if in the judgment of the Commissioner of Street Cleaning, the party of the first part has failed or neglected, at any time, during the current month for which payment is to be made, to collect and remove the ashes, garbage, or street dirt, from any of the streets of said district or any parts of any of said streets according to the stipulations of this contract, then the said Commissioner may deduct from such monthly payment a sum or amount that shall bear the same ratio to the whole amount of such monthly payment as the work so neglected or omitted bears to the whole amount of work to be done during such month or period for which payment is to be made.

The party of the first part further agrees to deposit with the Comptroller of the City of New York on or before the execution of this contract or agreement twelve thousand dollars in cash or securities approved and accepted by the said Comptroller, as an additional security for the faithful performance of all the terms and conditions of this agreement, and as a fund to be drawn upon by the Commissioner of Street Cleaning, to pay for any expense that may be incurred under this agreement by the said Commissioner or by the party of the second part, by reason of the failure of the party of the first part to faithfully comply with the terms and conditions of this agreement.

The said sum of twelve thousand dollars is to remain on deposit with said Comptroller without interest, and if not used, or any portion thereof, for the purposes for which the same was deposited, the said sum or the unexpended portion thereof shall be returned to the party of the first part, his assigns, or personal representatives, upon the completion of the contract or the abrogation thereof.

The said party of the first part hereby covenants and agrees that he will give his personal attention to the faithful prosecution of said work; that he will not assign or sublet the same or any part thereof, without the previous written consent of the Commissioner of Street Cleaning endorsed on this agreement, but will keep the same under his own control; that he will not assign by power of attorney or otherwise any of the moneys payable under this agreement, unless by and with the like consent, to be signified in like manner.

It is further mutually stipulated and agreed by and between the parties to this contract, that the undertakings, agreements and stipulations contained herein, shall bind and be obligatory upon the executors, administrators, assigns, successors and legal representatives of the respective parties hereto.

And it is further agreed by and between the parties hereto, that if, at any time before or within thirty days after the whole work herein agreed to be performed has been completed and properly done in accordance with the specifications and to the satisfaction of the Commissioner of Street Cleaning by the party of the first part, any person or persons claiming to have performed any labor or furnished any machine, implement, appliance or material towards the performance or completion of this contract, shall file with the Department of Street Cleaning, and with the head of the Finance Department of the said City of New York, any such notice as is described in the Act of the Legislature of the State of New York, passed May 22, 1878, entitled, "An act to secure the payment of laborers, mechanics, merchants, traders and persons furnishing materials towards the performing of any public work in the cities of the State of New York," and of any acts amendatory thereof or supplementary thereto, then, and in every such case, the said party of the second part shall retain, anything herein contained to the contrary thereof notwithstanding, from the moneys under its control, and due or to grow due from it under this agreement, so much of such moneys as shall be sufficient to pay off, satisfy and discharge the amount in such notice alleged or claimed to be due to the person or persons filing such notice, together with the reasonable costs of any action or actions brought to enforce such claim or the lien created by the filing of such notice. The moneys so retained shall be retained by the said party of the second part until the lien thereon created by the said act and the filing of the said notice shall be discharged, pursuant to the provisions of the said act.

And the said party of the first part hereby further agrees that he will furnish the said Department of Street Cleaning with satisfactory evidence that all persons who have done work or furnished materials under this agreement, and who have given written notice to said Department before or within ten days after the final completion of this contract, that any balance for such work or materials is due or unpaid, have been fully paid or satisfactorily secured. And in case such evidence be not furnished as aforesaid, such amount as may be necessary to meet the claims of the persons aforesaid shall be retained from the moneys due from said party of the second part to the said party of the first part under this agreement until the liabilities aforesaid shall be fully discharged or such notice withdrawn.

And it is expressly agreed by and between the parties hereto, that the said party of the second part, its successors or assigns, shall not, nor shall any department or officer of the City of New York be precluded or stopped by any return or certificate made or given by any inspector or other officer, agent or appointee of the Department of Street Cleaning or of said party of the second part, under or in pursuance of anything in this agreement contained, from at any time showing the true and correct amount and character of the work which shall have been done by said party of the first part or any other person or persons under this agreement.

IN WITNESS WHEREOF, the said party of the first part has set his hand to these presents, and the said Commissioner of Street Cleaning has also hereunto set his hand and for in behalf of the said party of the second part; and the said parties hereto have executed this agreement in triplicate, the day and year herein first above written; one part of which is to remain with the said Commissioner of Street Cleaning, one other to be filed with the Comptroller of the City of New York, and the third to be delivered to the said party hereto of the first part.

Signed in the presence of

KNOW ALL MEN BY THESE PRESENTS, that we, of the City of New York, are held and firmly bound unto the Mayor, Aldermen and Commonalty of the said City of New York, in the sum of seventy-five thousand dollars, lawful money of the United States of America, to be paid to the said Mayor, Aldermen and Commonalty, or to their certain attorney, successors or assigns, for which payment, well and truly to be made, we and each of us, do bind ourselves, and each of our heirs, executors and administrators, jointly and severally, firmly by these presents.

Signed with our seals. Dated this day of one thousand eight hundred and eighty-six.

Whereas, the above bounden, by an instrument in writing, under hand and seal, bearing even date with these presents, has contracted with the said Mayor, Aldermen and Commonalty of the City of New York, by the Commissioner of Street-Cleaning, for the cleaning of the streets, for the removal of snow and ice therefrom, and for the collection of ashes, garbage and street sweepings and the removal of the same in the Second Street-Cleaning District of the City of New York.

Now, therefore, the condition of the above obligation is such, that if the said, shall well and truly, and in a good, sufficient and workmanlike manner, perform the work mentioned in the said contract, and do and perform all acts and fulfill all undertakings therein contained, and well and truly perform all the stipulations and agreements in said contract specified, and in each and every respect comply with the conditions therein contained, then this obligation to be void; otherwise to remain in full force and virtue.

Signed and sealed in presence of

STATE OF NEW YORK, CITY AND COUNTY OF NEW YORK, ss.: I, of said city, being duly sworn, do depose and say, that I am a holder in the City of New York, and reside at Number street, in said city, and that I am worth the sum of Seventy-five Thousand Dollars, over and above all my debts and liabilities, including my liabilities as bail, surety and otherwise, and over and above all my property which is exempt by law from execution.

Subscribed and sworn to this day of 1886, before me,

Notary Public.

STATE OF NEW YORK, CITY AND COUNTY OF NEW YORK, ss.: I, of said city, being duly sworn, do depose and say that I am a holder in the City of New York, and reside at Number street, in said city, and that I am worth the sum of Seventy-five Thousand Dollars, over and above all my debts and liabilities, including my liabilities as bail, surety and otherwise, and over and above all my property which is exempt by law from execution.

Subscribed and sworn to this day of 1886, before me,

Notary Public.

SCHEDULE "A."

The Second Street-Cleaning District of the City of New York, designated by the Commissioner of Street Cleaning, pursuant to law, consists of all that portion of the City of New York bounded as follows:

Bounded on the north by the southerly line of East Fourteenth street, from Broadway easterly to the East river; on the westerly side by the easterly line of Broadway, from East Fourteenth street to State street and by the Battery; on the southerly side by the southerly line of State street and by the Battery; and on the easterly side by the East river, from the Battery to East Fourteenth street.

SCHEDULE "B."

First Class.

Consisting of the following streets and parts of streets, shall be completely cleaned their entire length and width respectively, and the street dirt removed once within every twenty-four hours, and between the hours of 6.30 P. M. and 7 A. M., to wit:

Ann street, from Park row to Gold street.
Avenue A, from Houston street to Fourteenth street.
Avenue B, from Houston street to Fourteenth street.
Avenue C, from Houston street to Fourteenth street.
Avenue D, from Houston street to Fourteenth street.
Bowery, from Chatham street to Sixth street.
Batavia street, from James street to Roosevelt street.
Baxter street, from Chatham street to Broome street.
Bayard street, from Baxter street to Division street.
Beaver street, from Broadway to Pearl street.
Beekman street, from Park Row to South street.
Bridge street, from Broad street to State street.
Bleecker street, from Broadway to Bowery.
Broome street, from Broadway to Bowery.
Broad street, from South street to Wall street.
Burling Slip, from Pearl street to South street.
Coenties alley, from Pearl street to Stone street.
Coenties Slip, from Pearl street to South street.
Chestnut street, from Oak street to Madison street.
Chatham street, from Tryon Row to Bowery.
Centre Market place, from Grand street to Broome street.
Catharine street, from Division street to South street.
Chambers street, from Broadway to Chatham street.
Cherry street, from Franklin Square to James Slip.
Catharine Slip, from Cherry street to South street.
Canal Street, from Broadway to East Broadway.
Cedar street, from Broadway to Pearl street.
Centre street, from Tryon Row to Broome street.
Cuyler's alley, from Water street to South street.
Cliff street, from John street to end, north of Hague street.
Depuyster street, from Water street to South street.
Dover street, from Pearl street to South street.
Dutch street, from John street to Fulton street.
Duane street, from Rose street to Chambers street.
Division street, from Catharine street to Grand street.
Essex street, from Division street to Grand street.
Essex Market place, from Ludlow street to Essex street.
Exchange place, from Broadway to Hanover street.
East Broadway, from Chatham street to Grand street.
Frankfort street, from Park Row to Pearl street.
Ferry street, from Gold street to Pearl street.
Fulton street, from South street to Broadway.
Front street, from Whitehall street to South street.
Fourth avenue, from Sixth street to Fourteenth street.
First avenue, from Houston street to Fourteenth street.
Second avenue, from Houston street to Fourteenth street.
Fletcher street, from Pearl street to South street.
Gouverneur lane, from Water street to South street.
Grand street, from Broadway to East river.
Gold street, from Maiden Lane to Frankfort street.
Hester street, from Orchard street to Norfolk street.
Hanover street, from Pearl street to Stone street.
Hague street, from Cliff street to Pearl street.
Hanover street, from Wall street to Pearl street.
Houston street, from Broadway to East river.
Hamilton street, from Monroe street to Catharine street.
Jacob street, from Ferry street to Frankfort street.
Jones' lane, from Front street to South street.
John street, from Broadway to Pearl street.
James street, from Chatham street to Cherry street.
James Slip, from New Chambers street to East river.
Jersey street, from Crosby street to Mulberry street.
Ludlow street, from Division street to Grand street.
Liberty street, from Broadway to Maiden Lane.
Liberty place, from Liberty street to Maiden Lane.
Marketfield street, from Broad street to Whitehall street.
Mill lane, from Stone street to South William street.
Marion street, from Broome street to north of Prince street.
Mulberry street, from Chatham street to Bleecker street.
Mott street, from Chatham street to Bleecker street.
Moore street, from South street to Pearl street.
Maiden Lane, from Broadway to South street.
Mail street, from Broadway to Park Row.
New Bowery, from Pearl street to Chatham Square.
New Chambers street, from Chambers street to James Slip.
Nassau street, from Broad street to Frankfort street.
North William street, from William street to Chatham street.
New street, from Gold street to Beaver street.
Old Slip, from Beaver street to South street.
Oak street, from Catharine street to Pearl street.
Platt street, from Pearl street to William street.
Park Row, from Broadway to Tryon Row.
Printing House Square, from Spruce street to Frankfort street.
Pearl street, from State street to Broadway.
Pine street, from Broadway to South street.
Peck Slip, from Pearl street to South street.
Rose street, from Frankfort street to Pearl street.
Roosevelt street, from Chatham street to South street.
Ryder's alley, from Fulton street to Gold street.
State street, from Bowling Green to Whitehall street.
Spruce street, from Park Row to Gold street.
Stone street, from Whitehall street to Hanover Square.
South William street, from Beaver street to Broad street.
South street, from Whitehall street to Corlears street.
Third avenue, from Bowery to Fourteenth street.
Tryon Row, from Park Row to Chatham street.
Theatre alley, from Beekman street to Ann street.
Vandewater street, from Pearl street to Frankfort street.
Wall street, from South street to Broadway.
Whitehall street, from Bowling Green to South street.
Water street, from James Slip to Whitehall street.
William street, from Pearl street to Beaver street.

SCHEDULE "C."

Second Class.

Consisting of the following streets and parts of streets, shall be completely cleaned throughout their entire length and width, respectively, and the dirt removed three times a week, between the hours of 6.30 P. M. and 7 A. M., at uniform periods for each street, to wit:

Allen street, from Division street to Houston street.
Astor place, from Broadway to Second avenue.
Attorney street, from Division street to Houston street.
Benson place, from Leonard street north to end.

Birmingham street, from Henry street to Madison street.
Jones alley, from Bleecker street north and west to end.
Bond street, from Broadway to Bowery.
Broome street, from Bowery to East river.
Cannon street, from Grand street to Houston street.
Crosby street, from Howard street to Bleecker street.
Clinton street, from Division street to Houston street.
Chrystie street, from Division street to Houston street.
Columbia street, from Grand street to Houston street.
Cherry street, from James Slip to East street.
City Hall place, from Chambers street to Pearl street.
Corlears street, from Grand street to South street.
Catharine lane, from Broadway to Elm street.
Cortland alley, from Canal street to Franklin street.
Dry Dock street, from Tenth street to Twelfth street.
Delancey street, from Bowery to East river.
Doyer street, from Pell street to Chatham Square.
Duane street, from Chatham street to Broadway.
East street, from Water street to Rivington street.
Elm street, from Reade street to Spring street.
Elizabeth street, from Bayard street to Bleecker street.
Essex street, from Grand street to Houston street.
Eighth street, from Broadway to East river.
Eleventh street, from Fourth avenue to East river.
Eldridge street, from Division street to Houston street.
Extra place, from First street to North street.
Forsyth street, from Division street to Houston street.
First street, from Bowery to Houston street.
Fourth street, from Broadway to East river.
Fifth street, from Bowery to East river.
Franklin street, from Broadway to Baxter street.
Front street, from Montgomery street to Corlears street.
Great Jones street, from Broadway to Bowery.
Gouverneur Slip, from Water street to South street.
Goerck street, from Grand street to Third street.
Gouverneur street, from Division street to South street.
Hester street, from Norfolk street to Division street.
Hester street, from Centre street to Orchard street.
Howard street, from Broadway to Centre street.
Henry street, from Oliver street to Grand street.
Jefferson street, from Division street to South street.
Jackson street, from Grand street to South street.
Lewis street, from Grand street to Eighth street.
Ludlow street, from Grand street to Houston street.
Leonard street, from Broadway to Baxter street.
Lafayette place, from Great Jones street to Astor place.
Madison street, from Pearl street to Grand street.
Market street, from Division street to South street.
Monroe street, from Catharine street to Grand street.
Mangin street, from Grand street to Houston street.
Manhattan place, from Elm street to Reade street.
Mechanics' alley, from Monroe street to Cherry street.
Montgomery street, from Division street to South street.
Manhattan street, from Houston street to Third street.
Norfolk street, from Division street to Houston street.
Ninth street, from Broadway to East river.
Orchard street, from Division street to Houston street.
Oliver street, from New Bowery to South street.
Pike street, from Division street to South street.
Pelham street, from Monroe street to Cherry street.
Park street, from Centre street to Mott street.
Pell street, from Mott street to Bowery.
Pitt street, from Division street to Houston street.
Prince street, from Broadway to Bowery.
Ridge street, from Division street to Houston street.
Rachel's lane, from Goerck street to Mangin street.
Reade street, from Duane street to Broadway.
Rutgers street, from Canal street to South street.
Rivington street, from Bowery to East river.
Seventh street, from Fourth avenue to East river.
Second street, from Bowery to Houston street.
Stanton street, from Bowery to East river.
Spring street, from Broadway to Bowery.
Sixth street, from Bowery to East river.
Sheriff street, from Grand street to Houston street.
Scammel street, from Division street to Water street.
Suffolk street, from Division street to Houston street.
Tompkins street, from Grand street to Houston street.
Third street, from Bowery to East river.
Twelfth street, from Broadway to East river.
Thirteenth street, from Broadway to East river.
Tenth street, from Broadway to East river.
Willett street, from Grand street to Houston street.
Worth street, from Broadway to Chatham street.
White street, from Broadway to Baxter street.
Walker street, from Broadway to Canal street.
Water street, from James Slip to East river.
And all other streets, or parts of streets, in the Second Street-Cleaning District not enumerated in any of the schedules.

Certificate.

In pursuance of authority conferred by section 6 of chapter 367, Laws of 1881, entitled:
"AN ACT to create a Department of Street Cleaning in the City of New York, and to provide for the cleaning of the streets of said city, for the removal of snow and ice therefrom, and for the collection of ashes, garbage and street sweepings, and the disposal of the same," passed May 26, 1881, the Board of Estimate and Apportionment has this day approved the terms and conditions of the foregoing special contract for the cleaning of the streets, for the removal of snow and ice therefrom, and for the collection of ashes, garbage and street sweepings, and the removal of the same in the Second Street-Cleaning District of the City of New York.
Dated NEW YORK, 1886.

Mayor;
Comptroller;
President of the Board of Aldermen;
President of the Department of Taxes and Assessments.

Contract for

The Cleaning of the Streets, for the removal of Snow and Ice therefrom, and for the Collection of Ashes, Garbage and Street Sweepings, and the removal of the same in the Second Street-Cleaning District of the City of New York.

Dated 1886
Approved as to form.
Examined and found correct.
Entered in the Comptroller's Office,
1886
First Assistant Bookkeeper.

Commissioner's Certificate.

In conformity with section 123, chapter 410, Laws 1882, I hereby certify that the estimated expense of executing the within contract will approximate the sum of.
Commissioner of Street Cleaning.

Comptroller's Certificate.

NEW YORK, 1886.

In pursuance of the provisions of section 29 of chapter 335 of the Laws of 1873 (section 123 of the New York City Consolidation Act of 1882), I hereby certify that there remains unapplied and unexpended a balance of the appropriation, applicable to this contract, sufficient to pay the estimated expense of executing the same, viz.:

Comptroller.

(NOTICE.—The attention of Bidders is particularly called to the fact that unless an Estimate is made in strict conformity with the directions given in the proposal therefor and herein provided for, the law requires it to be considered as informal, and it must be rejected. Also that more work is required to be performed under the contract as now proposed to be let than was required under the former contract.)

To the Commissioner of Street Cleaning of the City of New York:

Estimate for the Cleaning of the Streets, for the Removal of Snow and Ice therefrom, and for the Collection of Ashes, Garbage and Street Sweepings and the removal of the same, in the Second Street-Cleaning District of the City of New York.

Made this day of 1886. By Residing.
1. do hereby declare that I am the only person interested in this estimate; and that no other person than the person herein named has any interest in this estimate, or in the contract proposed to be taken.
2. further declare that this estimate is made without any connection with any other person or persons making an estimate for the same purpose, and that it is in all respects fair and without collusion or fraud.
3. further declare 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 of the City of New York, is directly or indirectly interested in this estimate, or in the supplies or works to which it relates, or in any portion of the profits thereof.
4. further declare that the names of the persons affixed to the consent hereto annexed were written by said persons respectively, and that said persons are householders or freeholders in the City of New York.
5. have carefully examined the specifications and approved form of agreement, and will contract, in conformity with said specifications and the approved form of agreement, and will furnish all the materials and labor necessary or proper for the purpose, and clean the streets, remove the ice and snow therefrom, collect the ashes, garbage and street sweepings, and remove the same in the Second Street-Cleaning District of the City of New York for a period of both days inclusive, for the sum or price of dollars per annum.

Residence.

CITY AND COUNTY OF NEW YORK, ss.:

being duly sworn, say, that the several matters stated in the foregoing estimate are in all respects true.

Sworn and subscribed to this day of A. D. 1886. before me,

Sureties' Agreement.

In consideration of the premises, and of One Dollar to us and each of us in hand paid, by the Mayor, Aldermen and Commonalty of the City of New York, the receipt whereof is hereby acknowledged,

We, the undersigned, consent and agree, that if the contract for which the preceding proposal is made be awarded to the person or persons making the same, we will become bound as sureties for its faithful performance; and if the said person or persons shall omit or refuse to execute such contract, if so awarded, we will pay, without proof of notice or demand, to the said Mayor, Aldermen, and Commonalty, any difference between the sum to which such person or persons would have been entitled upon the completion of such contract, and the sum which the Corporation may be obliged to pay to the person to whom the contract shall subsequently be awarded.

† In witness whereof, we have hereunto set our hands this day of one thousand eight hundred and eighty-six.

Residence.

Residence.

I approve of the adequacy and sufficiency of the above-named sureties.
Dated this day of 1886.

Comptroller.

† Fill in date.

CITY AND COUNTY OF NEW YORK, ss.:

The above named being sworn, says that he is a holder in the City of New York, and is worth the sum of Seventy-five Thousand Dollars, over and above all his debts of every nature, and over and above his liabilities as bail, surety or otherwise, being the amount of the security required for the completion of the contract above referred to; that he has offered himself as a surety in good faith, and with an intention to execute the bond required by law.

Sworn and subscribed to before me, this day of A. D., 1886. Notary Public.

CITY AND COUNTY OF NEW YORK, ss.:

The above named being sworn, says, that he is a holder in the City of New York, and is worth the sum of Seventy-five Thousand Dollars, over and above all his debts of every nature, and over and above his liabilities as bail, surety, or otherwise, being the amount of the security required for the completion of the contract above referred to; that he has offered himself as a surety in good faith, and with an intention to execute the bond required by law.

Sworn and subscribed to before me, this day of A. D., 1886. Notary Public.

† Fill in name.

Estimate of

For Cleaning the streets, etc., in the Second Street-Cleaning District in the City of New York, for a period of both days inclusive.

Comparative Statement showing Number of Miles of Streets in each Class and the amount of Sweeping required to be done weekly.

STREETS.	FIRST DISTRICT.		SECOND DISTRICT.	
	Proposed Contract.	Former Contract.	Proposed Contract.	Former Contract.
Number miles, First Class....	17888	10888	32888	19888
" Second Class....	32888	26888	40888	28888
" Third Class....	.....	13888	.....	24888
Total miles in District...	49888	49888	73888	73888
First Class, 6 times.....	106888	60888	195888	119888
Second Class, 3 times.....	96888	79888	125888	85888
Third Class, 2 times.....	.....	26888	.....	49888
Total miles per week....	202888	166888	320888	255888

The President of the Board of Aldermen moved that the matter be laid over until the next meeting of the Board.
Which was agreed to.

The Comptroller presented the following:

LAW DEPARTMENT,
OFFICE OF THE COUNSEL TO THE CORPORATION,
NEW YORK, February 18, 1886.

Hon. EDWARD V. LOEW, Comptroller, etc.:

SIR—I have received your letter of the 2d instant calling my attention to the following acts of the Legislature:

1. Chapter 524, Laws of 1884, entitled "An act for the relief of Mary A. Vandewater."
2. Chapter 52, Laws of 1885, entitled "An act for the relief of Lawrence Collins."
3. Chapter 90, Laws of 1885, entitled "An act for the relief of Joseph Steinert."
4. Chapter 223, Laws of 1885, entitled "An act for the relief of William L. Cole, etc."
5. Chapter 457, Laws of 1885, entitled "An act to authorize and empower the Board of Estimate and Apportionment of the City of New York to examine into, audit and allow certain claims for damages, etc."

6. Chapter 529, Laws of 1885, entitled "An act for the relief of the proprietor of the Sunday Mercury and the New York Mercury."

Your letter also communicates the resolution of the Board of Apportionment requesting that you obtain my opinion "as to the power of the Board to take action now upon them (said claims) under the provisions of the special acts of the Legislature relating thereto."

I assume, in view of the special provisions of the several acts in relation to the time at which the action of the Board and of the Comptroller is directed to be taken, that the inquiry of the Board of Estimate and Apportionment is intended to raise the question, whether action may now be taken, which by the act is directed to be included in the final estimate for the year 1886.

The Act No. 1 provides that the Comptroller be authorized to examine the claim of Mary A. Vandewater and fix and determine what sum, if any, is justly due on account of the claim; the Comptroller is authorized to certify to the Board of Apportionment the sum determined by him, if any, and the Board is authorized to make an appropriation for the payment of the same "and include the amount thereof in the final estimate for the year 1885, and the said amount or sum so fixed and determined by the said Comptroller and appropriated by said Board shall be paid by the Comptroller to said Mary A. Vandewater upon receiving from her a full release of all claims against the City of New York."

The second act named provides that the Comptroller shall be authorized to examine the claim of Lawrence Collins and receive certain proofs thereof and that if, in his judgment, such claim, or any portion thereof, is proper and just and ought equitably to be paid by the City, the Comptroller is authorized to audit and certify the amount of such claim for salary at the rate established by law, with interest, or such portion of such claim as to him seems proper to allow, but the Comptroller shall certify the amount so audited to the Board of Estimate and Apportionment, which Board shall thereupon make an appropriation for the payment thereof, and the amount so appropriated shall be included in the final estimate for the year 1886, and paid to the claimant.

The third act above named provides that the Comptroller is authorized to inquire into the claim of Joseph Steinert and, if satisfied in relation to his appointment and service as clerk in the Seventh District Court and that no person has received the salary for such service, or any portion thereof, and that the same is an honest and just claim, and ought equitably to be paid by the City, the Comptroller is authorized to audit and allow the same, and draw his warrant for the amount of salary found unpaid and audited and allowed, as aforesaid, in favor of Joseph Steinert, upon receiving a release of the claim. The Comptroller is also authorized to make such payment out of any balances in the City Treasury to the credit of District Court appropriations and to raise such sum as may be necessary make the payment by the issue of revenue bonds. The Board of Estimate and Apportionment is authorized to make provision for the payment of the revenue bonds in the final estimate for the year 1886.

By the fourth act above named, the Board of Estimate and Apportionment is authorized to examine the claim of the claimants therein named against the city for certain advertising, and fix and determine what amount, if any, is still due for said advertising. The Board is then authorized to make an appropriation for the payment of the amount fixed and determined, "which said appropriation shall be included in the final estimate made by the said Board for the year 1886, and the Comptroller is authorized to pay the amount so fixed, audited and appropriated to the persons entitled thereto, upon receiving a release."

By the fifth act above mentioned, the Board of Estimate and Apportionment is authorized, irrespective of any statute of limitations, to examine into and determine certain claims for damages, and to audit and allow the amount of such damages for the sum that in the judgment of said Board may be just in the premises, and the Comptroller is authorized to pay the amount so audited and allowed by the Board of Estimate and Apportionment.

By the sixth act above named, the Comptroller is authorized to examine claims against the city for advertising in the "New York Mercury" certain notices and proceeding, and to determine what amount, if any, is justly due for said advertising. The Board of Estimate and Apportionment is authorized to make an appropriation for the payment of the amount so fixed and determined, "which said appropriation shall be included in the final estimate made by said Board for the year 1886," and the Comptroller is authorized and required to pay the amount so fixed, determined and appropriated to the person entitled thereto on receiving a release.

Your letter informs me that none of the steps required by the several acts have been taken by the Comptroller or Board of Estimate and Apportionment.

It will be observed that the several acts (except No. 5) require that the examination and audit should be completed, and that the amount to be paid to the respective claimants should be included in the final estimate either of the year 1885 or 1886.

If, therefore, it be essential to the relief of the claimants, under the respective acts referred to, that the examination, audit, allowance, appropriation and raising of the moneys for their relief, should be done at the time named in the respective statutes, their rights have lapsed, by reason of the failure of the respective public officers, therein named, to perform the duties required of them within the prescribed period.

I am, however, of the opinion that the provisions of the statutes, in respect to the time within which the appropriation is to be made, and money raised, respectively, are directory only, and not of the essence of the statutes.

The rule is that when a statute specifies the time within which a public officer is to perform an act regarding the rights and duties of others, it will be considered as directory merely, unless the nature of the act to be reviewed, or the language of the statute, shows the designation of time was intended as a limitation of power.

People vs. Allen, 6 Wend., 487.

Jackson vs. Young, 5 Cow., 269.

In the statutes cited, the essential features are those which secure to the claimants a right to have their claims examined, and which impose upon the Comptroller the duty of examining and auditing, in his discretion, and upon the Board of Apportionment to provide the means of payment, in case the claims are audited. The feature of time is evidently non-essential, not involving any condition of jurisdiction or power, but concerning only the mode of proceeding.

The case of Wetherill vs. Mosher, 9 Hun, 412, is directly in point.

In that case, the sum of \$1,000 had been authorized to be raised for an extraordinary village expenditure, under an act which provided that the trustees of the village should, within twenty days after an extraordinary expenditure shall have been voted, proceed to assess the amount. It appeared that the trustees had failed to make the assessment within the twenty days named. The Court, however, said the statute is directory merely, not mandatory.

Gail vs. Meade, 2 Denio, 161, is a similar case, in which Bronson, C. J., says:

"A district tax should be assessed, and tax lien made out, by the trustees within one month after the meeting at which the tax was voted. Neither of the tax lists in this case was made out in season, but there are no negative words in the statute such as would necessarily make it imperative; and, in such a case, for the benefit of the public, the act may be done after the time has elapsed, the statute as to time being directory only."

In Dwaris on Statutes, p. 223, it is said:

"When a statute directs a person to do a thing in a certain time without any negative words restraining him from doing it afterwards, the naming of the time will be considered as directory to him, and not a limitation upon his authority."

Pond vs. Negus, 3 Mass., 232.

People vs. Begg, 11 Wend., 60.

Ex parte Heath, 3 Hill, 42.

People vs. Holly, 12 Wend., 486.

People vs. Dawson, 25 N. Y. Rep., 399.

People vs. Cook, 14 Barb., 290.

Porter vs. Badger, 41 Barb., 98.

The Act No. 5, hereinbefore mentioned, specifies no limit of time within which the action of the Board of Estimate and Apportionment, thereby authorized, is to be taken. I therefore, in compliance with the resolution of the Board of Estimate and Apportionment, advise you that, in my opinion, the power of that Board to take the action directed in the several statutes above mentioned is not lapsed, and that the Board continues to be vested with such power and is now competent to act under said statutes, notwithstanding the expiration of the time therein mentioned.

Your letter also asks my opinion "as to the authority conferred by said acts to examine and determine the equities of the claims and to provide for the payment of any such amounts as may be found due upon them;" and for my advice also as to the proper and legal method of proceeding to dispose of each claim under the special act concerning it.

You also ask my advice as to the action to be taken under the provisions of law contained in the several acts.

First—Under the act first mentioned, it is the duty of the Comptroller (1) to examine the claim; (2) to fix and determine what sum or amount, with interest, if any, is still due; (3) to file a certificate thereof in his office; (4) to certify to the Board of Estimate and Apportionment the sum fixed by him, if any; and (5) if an appropriation is made by the Board, then to pay the claim upon receiving a full release.

Your letter informs me that the "Justice or equity of this claim has never been admitted or recognized by the officers representing the City. It is believed that its legality cannot be established in court."

Under the statute the Comptroller is made the sole judge of the justice and equity of the claim, and it is committed solely to his discretion to say whether anything is due thereon, and to reject the same if, in his opinion, nothing is still due.

The sole duty of the Comptroller, under the act, toward the claimant, in this respect, is that he shall examine the claim; and if its justice or equity is not admitted or recognized by him, he is not bound to allow anything to the claimant thereafter.

The duty of examination, moreover, which is imposed by the statute upon your predecessor, is an official duty to which you have succeeded, with the same discretion which was conferred by the act upon your predecessor.

Second—Under the act secondly above named, it is the duty of the Comptroller, upon receiving the proof therein described, to certify the claim of Mr. Collins for salary as Messenger of the Clerk of Special Sessions, or any portion thereof which he considers proper and just, with interest, to the Board of Estimate and Apportionment, which Board is directed to make the necessary appropriation for the payment of the amount so certified.

The discretion of the Comptroller under this act is ample and unlimited, with respect to the allowance of the claim; he is not compelled to allow anything, unless he is convinced that the claim is proper and just, and ought equitably to be paid.

The only limit imposed upon his discretion by the act seems to be that, if he shall allow the claim for salary for any period, the rate of allowance shall be the rate established by law, as the compensation of the Messenger of the Court of Special Sessions, at the time when the claimant was wrongfully excluded from the office.

Third—Under the act third above mentioned, it is the duty of the Comptroller (1) to inquire into the claim of Joseph Steinert, for salary of Clerk of the Seventh Judicial District Court, from August 1, 1872, to December 1, 1874; (2) the Comptroller is to require such evidence to be produced before him as shall satisfy that said Steinert rendered services under an appointment made by Joseph McGuire, as Justice of said Court; (3) that no person or persons have received the salary for the same period, or any portion thereof; (4) that the claim is an honest and just claim, and ought equitably to be paid by the city; (5) thereupon, it is the duty of the Comptroller to audit and allow the claim at the sum which he deems honest and just, and which he deems ought equitably to be paid by the city therefor, and draw his warrant upon the Chamberlain for the amount found due, if there be moneys in the City Treasury applicable; (6) thereupon, to receive a release from said Steinert; (7) the warrant upon the Chamberlain is to be drawn, if there be balances remaining in the City Treasury, to the credit of the District Court appropriations. If, however, there be no such balances, the act provides, in terms, that the necessary money shall be raised by the issue of revenue bonds. Under the Constitutional Amendment of 1884, in the present condition of city indebtedness, revenue bonds can be issued only "in anticipation of the collection of taxes, for amounts actually contained or to be contained in the taxes for the year when such certificates or revenue bonds are issued, and payable out of such taxes."

The issue of revenue bonds, under the statute therefore cannot be made until, by the action of the Board of Estimate and Apportionment, the amount has been included within a final estimate.

The Board of Estimate and Apportionment is authorized to make provision for the payment of such revenue bonds in the next final estimate.

Fourth—Under the fourth of the above-mentioned acts, it is the duty of the Board of Estimate and Apportionment to examine, upon notice to the Corporation Counsel, the claim of the gentlemen therein named, and it is committed to the discretion of that Board to fix and determine what amount, if any, is justly due for the advertising named.

It is then made the duty of the Board of Estimate and Apportionment to make an appropriation for the payment of the amount so fixed and determined in the next final estimate.

The Comptroller has no duty to perform under this act except to pay the amount so fixed, determined and appropriated by the Board of Estimate and Apportionment, on receiving a proper release.

Fifth—The fifth act above mentioned imposes no duty in respect to examination and allowance upon the Comptroller.

By the act the Board of Estimate and Apportionment is authorized and empowered to examine into and determine the claim specified, and to audit and allow the amount for damages that, in the judgment of the Board, is justly due.

It is then made the duty of the Comptroller to pay the amount so audited and allowed.

By the act, no provision is made in relation to raising the funds required to make the payment. It is, however, necessarily implied, from the action required on the part of the Board of Estimate and Apportionment and the Comptroller, that the amount which may be allowed by the Board of Estimate and Apportionment shall be included in the final estimate which shall be perfected next after the audit and allowance of the claim by them; the duty of payment by the Comptroller will arise only after the Board of Apportionment has thus provided the necessary fund.

Sixth—By the sixth act above mentioned, it is made the duty of the Comptroller to examine the claim made against the City, for advertising in the "Sunday Mercury," therein specified, and to determine what amount, if any, is justly due for said advertising actually published in said newspaper.

The making of this determination is committed to the sole and uncontrolled discretion of the Comptroller. If he is not satisfied that any money is justly due for the said advertisement, he may disallow the claim, and, on the other hand, he is at liberty to ascertain the value of any advertising which he is satisfied has been done and remains unpaid for, in any manner, and is to award therefor such sum, as he is convinced is justly due.

It is made the duty of the Board of Estimate and Apportionment to make an appropriation to pay the amount fixed and determined by the Comptroller, and that appropriation may be included in the final estimate which is completed next after the determination by the Comptroller of the amount justly due.

After such appropriation has been made by the Board of Estimate and Apportionment, it becomes the duty of the Comptroller to pay the amount so fixed and determined, upon receiving a release of the claim.

The order of procedure directed by the statutes, Nos. 1, 2, 3, 6, requires that the action of the Comptroller, in respect to audit of the claim, should be first completed, and when certified to the Board of Estimate and Apportionment should become the basis of action by that body.

I am, sir, yours respectfully,

E. HENRY LACOMBE, Counsel to the Corporation.

Which was received and ordered to be printed in the minutes.

The Comptroller moved that the claim of the St. Mary's German Church be taken up for consideration at the next meeting of the Board.

Which was agreed to.

Henry R. Beekman, President of the Department of Public Parks, appeared before the Board and made a statement relative to the request for the transfer of an appropriation, made by the Department of Public Parks, dated February 4, 1886.

Whereupon the Comptroller offered the following resolution:

Resolved, That the sum of seven hundred and twenty-seven dollars be and the same is hereby transferred from the appropriation to the Department of Public Parks for 1885, entitled "Police—Salaries of Captains, Surgeons, Sergeants, etc.," the same being in excess of the amount required for the purposes and objects thereof, to the appropriation to the same Department for 1885, entitled "Riverside Park and Avenue—For the Improvement and Maintenance of," the amount of said appropriation being insufficient.

Which was adopted by the following vote:

Affirmative—The Mayor, Comptroller, President of the Board of Aldermen, and President of the Department of Taxes and Assessments—4.

James W. McCulloh, Secretary of the Aqueduct Commission, appeared before the Board, and made a statement relative to the purchase of land for the New Croton Aqueduct.

The Comptroller presented the following:

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE,
March 1, 1886.

To the Board of Estimate and Apportionment:

The Comptroller, to whom was referred, January 19, last, a communication from the Aqueduct Commissioners dated December 31, 1885, requesting the Board of Estimate and Apportionment to approve of an agreement made by them with the New York Life Insurance Company for the purchase of certain lands and easement rights required for the construction of the New Croton Aqueduct, in the Town of Greenburgh, Westchester County, respectfully reports that the sum of \$5,000 has been agreed upon as compensation in full, covering all damages of adjoining lands belonging to that company, for the taking of a parcel of land numbered 516 and 516½, comprising 9 345-1000 acres, to be conveyed in fee, and also easement in perpetuity for an aqueduct tunnel, of a parcel numbered 515, comprising 177-1000 of an acre, as shown upon a diagram accompanying the communication from the Aqueduct Commissioners.

In accordance with a resolution the Aqueduct Commissioners, adopted November 14, 1885, confirming the said agreement and requesting the Board of Estimate and Apportionment to approve of the same, a resolution of approval is herewith submitted, as provided by section 23 of chapter 490 of the Laws of 1883.

Respectfully,
EDWARD V. LOEW, Comptroller.

And offered the following resolution :

Resolved, That, pursuant to the provisions of section 23 of chapter 490 of the Laws of 1883, the Board of Estimate and Apportionment hereby approve of the agreement and proposed settlement made by the Aqueduct Commissioners with the New York Life Insurance Company, for the purchase of certain lands and easements rights required for the construction of the New Aqueduct, in the town of Greenburgh for the sum of five thousand dollars (\$5,000), covering all damages inflicted upon the adjoining lands of said insurance company, as described and specified in a communication from the Aqueduct Commissioners, and a resolution adopted at a meeting held November 14, 1885.

Which was adopted by the following vote :

Affirmative—The Mayor, Comptroller, and President of the Board of Aldermen—3.
Negative—The President of the Department of Taxes and Assessments—1.

The President of the Department of Taxes and Assessments presented the following :

LAW DEPARTMENT,
OFFICE OF THE COUNSEL TO THE CORPORATION,
NEW YORK, February 11, 1886.

CHARLES V. ADEE, Esq., Clerk of the Board of Estimate and Apportionment :

SIR—I am in receipt of your communication under date of February 10, 1886, enclosing resolution adopted by the Board of Estimate and Apportionment at its meeting on February 9, 1886, as follows :

“Resolved, That the Counsel to the Corporation be respectfully requested to furnish to this Board his opinion as to the legal right of this Board to compel the Board of Education to submit all plans and specifications for new school buildings, to be erected and paid for from appropriation made for said purpose, in the final estimate for the year 1886, for approval by this Board.”

You also enclose copy of an opinion given to the Board of Education by its counsel, Mr. R. G. Beardslee, upon the same question as that asked in the resolution.

Upon a careful examination of this opinion and of the various provisions of statute bearing on the subject, I am of the opinion that the Board of Estimate and Apportionment have not the legal right to compel the Board of Education to submit all plans and specifications for new school buildings to be erected and paid for from appropriations made for said purpose in the final estimate for the year 1886, for approval by said Board of Estimate.

I am sir, yours respectfully,

E. HENRY LACOMBE, Counsel to the Corporation.

Which was ordered on file.

R. T. B. Easton, and a delegation of tenants of Washington Market, appeared before the Board and made statements relative to an appropriation for a building for Gansevoort Market.

The Comptroller moved that when the Board adjourns, it do so to meet on Monday, March 8, 1886, at 2 o'clock P. M.

Which was agreed to.

On motion, the Board adjourned.

M. COLEMAN, Secretary.

LAW DEPARTMENT.

Statement and Return of Moneys received by WILLIAM A. BOYD, Corporation Attorney, for the month of February, 1886, rendered to the Comptroller, in pursuance of the provisions of Section 26, Article 1, Chapter V, of the Revised Ordinances of 1866 and of Sections 38, and 96 of Chapter 335 of the Laws of 1873.

DATE.	WHAT FOR.	JUDGMENTS.	PENALTIES.	COSTS.	TOTAL AMOUNT.
1886.					
Feb. 1	Violation Corporation Ordinances.....	.....	.....	\$2 50	\$2 50
" 2	" .....	.....	.....	12 50	42 50
" 3	" .....	.....	.....	4 63	9 63
" 4	" .....	.....	.....	38 00	53 63
" 5	" .....	.....	.....	5 00	7 50
" 6	" .....	.....	.....	5 00	7 50
" 8	" .....	.....	.....	3 00	12 13
" 9	" .....	.....	.....	2 50	7 50
" 10	" .....	.....	.....	15 00	25 05
" 11	" .....	.....	.....	3 00	5 13
" 12	" .....	.....	.....	11 00	15 63
" 13	" .....	.....	.....	21 00	6 39
" 15	" .....	.....	.....	6 00	4 26
" 16	" .....	.....	.....	29 50	20 76
" 18	" .....	.....	.....	18 00	33 15
" 19	" .....	.....	.....	12 00	23 39
" 20	" .....	.....	.....	6 00	10 63
" 23	" .....	.....	.....	12 00	24 00
" 24	" .....	.....	.....	15 00	29 13
" 25	" .....	.....	.....	25 00	40 00
" 27	" .....	.....	.....	.....	237 00
Total amount collected.....					\$678 03
Disbursements.....					\$54 38
Balance due the City.....					\$623 65

WILLIAM A. BOYD, Corporation Attorney.

Statement and Return of Moneys Received by RICHARD J. MORRISON, Public Administrator in the City of New York, for the Month of February, 1886, rendered to the Comptroller in pursuance of the provisions of Section 3, Part II., Chapter VI., Title VI., Revised Statutes; and Sections 38 and 96 of Chapter 335 of the Laws of 1873.

DATE.	ESTATE OF.	INTESTATE ESTATE.	COMMISSIONS.	TOTAL AMOUNT.
February 2....	Charl Rutenberg .....	.....	\$0 45	
" 2....	Emma Maschke .....	.....	30 45	
" 2....	Ann Granery .....	.....	14 29	
" 2....	Otto Meyer .....	.....	53 59	
" 2....	Delia O'Brien .....	.....	10 63	
" 18....	David Low .....	.....	\$82 76	11 16
" 18....	Ann Dunn .....	.....	\$92 09	48 51
" 18....	Jean Chatel .....	.....	.....	141 75
			\$674 85	\$310 83
				\$985 68

Dated March 1, 1886.

RICHARD J. MORRISON, Public Administrator.

The following schedules form a report of the transactions of the office of the Counsel to the Corporation for the week ending February 27, 1886 :

The Mayor, Aldermen and Commonalty of the City of New York are defendants, unless otherwise mentioned.

SCHEDULE "A."

SUITS AND SPECIAL PROCEEDINGS INSTITUTED.

SUPREME COURT.

In re petition of M. W. Bartlett—To vacate an assessment for regulating, grading, etc., One Hundred and Tenth street, from First avenue to Riverside Drive; confirmed January 8, 1886.
In re petition of Patrick McCabe—To vacate an assessment for regulating, grading, etc., One Hundred and Tenth street, from First avenue to Riverside Drive; confirmed January 8, 1886.
In re petition of Eugenia Levy and another—To vacate an assessment for regulating, etc., One Hundred and Tenth street, from First avenue to Riverside Drive; confirmed January 8, 1886.

In re petition of Joseph A. Lockwood—To vacate an assessment for regulating, etc., One Hundred and Tenth street, from First avenue to Riverside Drive; confirmed January 8, 1886.

In re petition of Henry A. Cram and ano., ex'rs., etc.—To vacate an assessment for regulating, etc., One Hundred and Tenth street, from First avenue to Riverside Drive; confirmed January 8, 1886.

In re petition of Charles Herchler—To vacate an assessment for regulating, etc., One Hundred and Tenth street, from First avenue to Riverside Drive; confirmed January 8, 1886.

In re petition of Ellen Johnson and ano.—To vacate an assessment for regulating, etc., One Hundred and Tenth street, from First avenue to Riverside Drive; confirmed January 8, 1886.

In re petition of Henry Meyer—To vacate an assessment for regulating, etc., One Hundred and Tenth street, from First avenue to Riverside Drive; confirmed January 8, 1886.

In re petition of Wm. A. Martin—To vacate an assessment for regulating, etc., One Hundred and Tenth street, from First avenue to Riverside Drive; confirmed January 8, 1886.

In re petition of Franklin P. Nesbit—To vacate an assessment for regulating, etc., One Hundred and Tenth street, from First avenue to Riverside Drive; confirmed January 8, 1886.

In re petition of Herman Schall—To vacate an assessment for regulating, etc., One Hundred and Tenth street, from First avenue to Riverside Drive; confirmed January 8, 1886.

In re petition of Margaretha A. Kauffeld—To vacate an assessment for regulating, grading, etc., One Hundred and Tenth street, from First avenue to Riverside Drive; confirmed January 8, 1886.

In re petition of Agatha Reinhard—To vacate an assessment for Tenth avenue regulating, etc., from Manhattan to One Hundred and Fifty-fifth street; confirmed November 12, 1885.

In re petition of Jane Donaldson—To vacate assessment for One Hundred and Forty-first street regulating, etc., from St. Nicholas to Tenth avenue; confirmed December 11, 1885.

In re petition of George Stone—To vacate assessment for One Hundred and Forty-first street regulating, etc., from St. Nicholas to Tenth avenue; confirmed December 11, 1885.

In re petition of William A. Sweeney—To vacate assessment for One Hundred and Forty-first street regulating, etc., from St. Nicholas to Tenth avenue; confirmed December 11, 1885.

BEFORE THE ASSESSMENT COMMISSION, APPOINTED UNDER CHAPTER 350 OF THE LAWS OF 1880.

In re petition of Kate F. Anner—For repayment of assessment for : 1. Seventh avenue regulating, etc.; 2. Seventh avenue paving, etc.; 3. Seventh avenue sewer, etc.

SCHEDULE "B."

JUDGMENTS ENTERED AND ORDERS OF THE GENERAL AND SPECIAL TERMS.

In re Thomas Rae, regulating and paving Third avenue, from Westchester avenue to One Hundred and Sixty-third street—Order entered to reduce assessment pursuant to settlement agreed upon between the Finance and Law Department.

In re George Bissell, Ninety-fifth street regulating, etc., Lexington to Fifth avenue—Order entered by consent dismissing petition.

In re Isabella S. Connolly et al, executrix, etc., One Hundred and Fifty-second street regulating, St. Nicholas to Eleventh avenue—Order entered by consent dismissing petition.

In re Isabella S. Connolly et al, executrix, etc., One Hundred and Fifty-second street paving, St. Nicholas to Eleventh avenue—Order entered by consent dismissing petition.

In re N. Carman Combes, One Hundred and Seventy-third and One Hundred and Eighty-third streets underground drains—Order entered by consent dismissing petition.

In re Frederick DePeyster, Seventy-second street paving, Eighth avenue to North river—Order entered by consent dismissing petition.

In re Martin M. Kellogg, Ninety-sixth street regulating, Eighth avenue to Boulevard—Order entered by consent dismissing petition.

In re Benjamin F. Mannierre, One Hundred and Fifty-second street regulating, etc., Boulevard to Hudson river—Order entered by consent dismissing petition.

In re Cornelia H. B. Rogers, First avenue sewer, Ninety-second to One Hundred and Tenth street; Second avenue, between Ninety-fifth and One Hundred and Tenth streets and branches.—Order entered by consent dismissing petition.

In re Louis Stux, One Hundred and Fifty-second street regulating, Boulevard to Hudson river—Order entered by consent dismissing petition.

Matter Arthur Ingraham, as committee of Benjamin Wallace, lunatic—Order of discontinuance and abandonment of appeal without costs entered.

In the matter of the petition of Thomas Donoghue—Order entered denying motion to reopen proceeding to be released from imprisonment.

In re Ashbel H. Barney, Fifty-eighth street flagging, etc., Sixth to Seventh avenue—Order entered by consent dismissing the petition.

Matter Harriet F. S. Wheeler (Tinton avenue opening award)—Order of Barrett, J., entered, directing payment of the award (\$375) into court, and referring to Wm. H. Deady, Esq., to ascertain title.

In re Daniel R. Kendall, One Hundred and Twenty-third street regulating, etc.—Order entered to reduce assessment pursuant to settlement agreed upon between the Finance and Law Departments.

In re Ambrose K. Ely, One Hundred and Third street regulating, etc.—Order entered to reduce assessment pursuant to settlement agreed upon between the Finance and Law Departments.

In re Ambrose K. Ely and ano., One Hundred and Second street regulating, etc.—Order entered to reduce assessment pursuant to settlement agreed upon between the Finance and Law Departments.

In re Chas. M. Marsh, One Hundred and Fourth, One Hundred and Fifth, One Hundred and Sixth streets regulating, etc.—Order entered to reduce assessment pursuant to settlement agreed upon between Finance and Law Departments.

Catharine McSherry—Judgment entered in favor of plaintiff for \$305.25 after trial.

In re Thos. Murphy, Seventy-seventh street paving, Third avenue to Madison avenue—Order entered to reduce assessment pursuant to settlement agreed upon between the Finance and Law Departments.

In re Thos. Murphy, Lexington avenue regulating, etc., Sixty-sixth to Ninety-sixth street—Order entered to reduce assessment pursuant to settlement agreed upon between Finance and Law Departments.

In re Chas. E. Tripler, One Hundred and Tenth street regulating, etc., First avenue to Riverside Drive—Order entered vacating assessment after argument and upon decision of Larremore, J.

In re petition of Patrick Cunningham and another, One Hundred and Tenth street regulating, etc., First avenue to Riverside Drive—Order entered vacating assessment after argument and upon decision of Larremore, J.

In re petition of Manhattan Railway Company, One Hundred and Tenth street regulating, etc., First avenue to Riverside Drive—Order entered vacating assessment after argument and upon decision of Larremore, J.

Mayor, etc., vs. Eighth Avenue Railroad Company, No. 1—Order of discontinuance without costs entered by consent.

Mayor, etc., vs. Ninth Avenue Railroad Company—Order of discontinuance without costs entered by consent.

George Buhler—Order entered dismissing complaint with \$10 costs of motion.

In re Bennett J. King and another, executors, One Hundred and Tenth street regulating, etc., First avenue to Riverside Drive—Order entered vacating assessment after argument and upon decision of Larremore, J.

In re Charles B. Hart, Ninety-ninth street regulating, etc., Eighth to Eleventh avenue—Order entered reducing assessment pursuant to settlement agreed upon between the Finance and Law Departments.

Mary Emma Harris—Order entered directing Chamberlain to pay to petitioner \$2,281 54, to the credit of the proceeding.

Hubert O. Thompson—Judgment entered in favor of plaintiff for \$15,254 95.

Augusta Fuhr—Judgment in favor of plaintiff for \$592 84 entered after trial.

In re petition of Thomas Donoghue—Order denying motion entered as resettled.

SCHEDULE "C."

SUITS AND SPECIAL PROCEEDINGS TRIED OR ARGUED.

Henry Bergh vs. Mayor, etc., of N. Y.—Motion for leave to amend argued before Barrett, J.; decision reserved; H. J. Dean for the Mayor.

People ex rel. Zulia S. Navigation Co., vs. Tax Commissioners—Argued before Donohue J.; decision reserved; D. J. Dean for the Tax Commissioners.

Catharine McSherry—Tried before Allen, J., and jury; F. L. Wellman and T. B. Steele for the City; verdict for plaintiff for \$150.

Wm. M. Kingsland—Summed up case on both sides; finally submitted; requests for findings to be handed in by March 5; F. A. Irish for the City.

In the matter of the petition of Thomas Donoghue—Motion to release petitioner from jail limits made before Larremore, J.; motion denied; W. Carmalt for petitioner.

In re James Deering, Tenth avenue regulating, etc.—Submitted supplemental brief to Judge Larremore; case finally submitted; G. L. Sterling for the City.

In re Annie E. Brown, Tenth avenue regulating, etc.—Submitted supplemental brief to Judge Larremore; case finally submitted; G. L. Sterling for the City.

Association for Benefit Colored Orphans—Tried before Donohue, J.; Court took the papers; it was agreed in open Court that the testimony in the former case and motions made thereon should be considered as in this case; A. H. Masten for the City.

Augusta Fuhr—Tried before Lawrence, J. and jury; verdict for plaintiff for \$428; allowance of five per cent. granted; W. Hartwell for the City.
 Mayor, etc., vs. Albert S. Storer—Motion for extra allowance argued before Lawrence, J.; decision reserved; J. J. Townsend, Jr., for the City.
 Mayor, etc., vs. Fulton Market Fishmongers' Association—Motion for extra allowance argued before Lawrence, J.; decision reserved; J. J. Townsend, Jr., for the City.
 Thomas French vs. Board of Police—Papers submitted to Barrett, J.; G. M. Ogden for City.
 John A. Sheeran vs. Board of Police—Papers submitted to Barrett, J.; G. M. Ogden for City.
 Michael Hewman vs. Board of Police—Papers submitted to Barrett, J.; G. M. Ogden for City.
 People ex rel. New York Produce Exchange Safe Deposit and Storage Company vs. Tax Commissioners—Argued before Donohue, J.; D. J. Dean for the City; briefs to be submitted.
 Juliet street opening—Motion to appoint commissioners of estimate and assessment made before Barrett, J.; papers to be handed up early next week; L. McLoughlin.
 One Hundred and Seventy-third street opening—Motion to appoint commissioners of estimate and assessment made before Barrett, J.; papers to be handed up early next week; L. McLoughlin.

Matter Harriet T. S. Wheeler (Tinton avenue award opening)—Reference to ascertain title proceeded and closed; R. H. Smith for the City.
 John B. Healy—Reference proceeded and closed.
 In re Manhattan Elevated Railroad Company, One Hundred and Tenth street regulating, etc.—Heard before Larremore, J.; order entered vacating on authority of Lydia A. Stephens (26 Hun), after argument; G. L. Sterling for the City; J. A. Deering and J. C. Shaw for petitioners.
 In re Patrick Cunningham, One Hundred and Tenth street regulating, etc.—Heard before Larremore, J.; order entered vacating on authority of Lydia A. Stephens (26 Hun), after argument; G. L. Sterling for the City; J. A. Deering and J. C. Shaw for petitioners.
 In re Bennett J. King, One Hundred and Tenth street regulating, etc.—Heard before Larremore, J.; order entered vacating on authority of Lydia A. Stephens (26 Hun), after argument; G. L. Sterling for the City; J. A. Deering and J. C. Shaw for petitioners.
 Francis A. Bassler—Motion for leave to pay judgment into Court granted; order to be settled on notice.

E. HENRY LACOMBE, Counsel to the Corporation.

FINANCE DEPARTMENT.

Abstract of the transactions of the Bureau of the City Chamberlain for the week ending February 20, 1886.

OFFICE OF THE CITY CHAMBERLAIN,
 NEW YORK, February 25, 1886.

Hon. WM. R. GRACE, Mayor:

SIR—In pursuance of section 165 of the Consolidation Act of 1882, I have the honor to present herewith a report to February 20, 1886, of all moneys received by me and the amount of all warrants paid by me since February 13, 1886, and the amount remaining to the credit of the City on February 20, 1886.

Very respectfully,
 WM. M. IVINS, Chamberlain.

DR. THE MAYOR, ALDERMEN AND COMMONALTY OF THE CITY OF NEW YORK, in account with WM. M. IVINS, Chamberlain, during the week ending February 20, 1886. CR.

1886. Feb. 20.	To	1886. Feb. 13.	By	1886. Feb. 20.
	Additional Water Fund.....	\$343,393 40	By Balance.....	\$3,810,759 98
	Assessment Commission—Awards.....	184 70	Arrears of Taxes.....	\$43,668 31
	Commissioners of Excise Fund.....	525 00	Interest on Taxes.....	7,267 60
	Construction of Bridges over Harlem River.....	2,073 29	Fund for Street and Park Openings.....	492 52
	Croton Water Fund.....	123 32	Fund for Local Improvements.....	12,796 04
	Croton Water Rent—Refunding Account.....	35 00	Interest on Assessments.....	5,325 34
	Dock Fund.....	17,484 04	Charges on Arrears of Taxes.....	26 00
	Excise Licenses.....	1,153 14	Charges on Arrears of Assessments.....	1 50
	Fund for Local Improvements.....	15,857 92	Water Meter Fund No. 2.....	108 14
	Fund for Street and Park Openings.....	280 50	Taxes.....	97,538 19
	Morningside Park Improvement Fund.....	219 52	McLean.....	2,586 66
	Restoring and Repaving—Department of Public Works.....	954 50	Licenses.....	1,596 75
	Water Meter Fund No. 2.....	726 75	Dog License Fund.....	372 00
		\$383,667 78	Tapping Pipes.....	106 00
	Advertising.....	\$17 52	Water Meter Fund No. 2.....	192 46
	Aqueduct—Repairs, Maintenance and Strengthening.....	269 28	Restoring and Repaving.....	456 00
	Armories and Drill Rooms—Rent.....	6,250 00	Department of Public Works.....	16 00
	Armories and Drill Rooms—Wages.....	93 00	Department of Public Parks.....	110 00
	Assessment Commission—Awards.....	20,750 00	Matthews.....	23 79
	Assessment Commission—Expenses.....	566 76	Clarke.....	20,000 00
	Assessment Commission—Expenses.....	208 33	Comptroller.....	4 00
	Bureau of Permits.....	8 30	Coleman.....	509 20
	Bridges, etc., Mont Haven Canal.....	35 04	Britton.....	127 79
	Boulevards, Roads and Avenues.....	10 00	Keble.....	22 75
	Bronx River Bridges—Repairs and Maintenance.....	5 75	Squire.....	264 00
	Bronx River Works.....	358 69	Borden.....	600 98
	Contingencies—District Attorney's Office.....	85 52	Commissioners Sinking Fund.....	50,000 00
	Contingencies—District Attorney's Office.....	341 53		264,324 14
	Contingencies—Department of Public Works.....	220 05		
	Contingencies—Law Department.....	1,346 80		
	Contingencies—Mayor's Office.....	8 48		
	Contingencies—Mayor's Office.....	28 26		
	College of the City of New York.....	153 40		
	College of the City of New York.....	347 80		
	Cleaning Streets—Department of Street Cleaning.....	2,218 05		
	Cleaning Streets—Department of Street Cleaning.....	21,321 51		
	Civil Service of the City of New York.....	625 03		
	Election Expenses.....	5,013 45		
	Free Floating Baths.....	193 40		
	For Deficiencies of 1885 and Previous Years.....	425 00		
	For Deficiencies of 1885 and Previous Years.....	72 28		
	For Burial of Honorably Discharged Soldiers, Sailors and Marines.....	630 00		
	For Construction of Bridge over Harlem River above High Bridge.....	1,105 00		
	For Prosecuting Delinquents for Arrears of Personal Taxes.....	6 82		
	For Prosecuting and Presenting Evidence Relative to Frauds, etc., for Support of Children Committed by Police Magistrates.....	1,600 00		
	Fire Department Fund—Apparatus.....	12,282 57		
	Fire Department Fund—Apparatus.....	13,491 63		
	Fire Department Fund—Apparatus.....	1,134 65		
	Fire Department Fund—Salaries.....	2,460 09		
	Health Fund.....	22 50		
	Hospital for the Care of Contagious Diseases.....	2,483 12		
	Hospital Fund—North Brother Island.....	1,072 65		
	Harlem River Bridges—Repairs, Improvements and Maintenance.....	762 45		
	Institution for the Improved Instruction of Deaf Mutes.....	3,164 55		
	Incumbrances—Twenty-third and Twenty-fourth Wards, Removal of.....	7 04		
	Interest on the City Debt—Before January, 1885.....	1,605 00		
	Judgment's.....	130 77		
	Jurors' Fees.....	3,770 00		
	Jeannette Park.....	21 56		
	Lamps and Gas and Electric Lighting.....	3,350 25		
	Lamps and Gas and Electric Lighting.....	435 00		
	Laying Croton Pipes.....	10,148 46		
	Laying Croton Pipes.....	677 20		
	Maintenance—Twenty-third and Twenty-fourth Wards.....	800 80		
	Maintenance—Twenty-third and Twenty-fourth Wards.....	633 60		
	Maintenance and Government of Parks and Places—Supplies.....	5 00		
	Maintenance and Government of Parks and Places—Supplies.....	7,879 98		
	Maintenance and Government of Parks and Places—Museums.....	7 28		
	Maintenance and Government of Parks and Places—Police.....	14 96		
	Maintenance and Government of Parks and Places—Police.....	5,884 17		
	Maintenance and Government of Parks and Places—Zoological Department.....	68 75		
	Maintenance and Government of Parks and Places—Zoological Department.....	526 78		
	New York Institution for Instruction of Deaf and Dumb.....	3,070 03		
	Printing, Stationery and Blank Books.....	3,519 27		
	Public Buildings—Construction and Repairs.....	987 47		
	Public Charities and Correction—Salaries.....	46 72		
	Public Charities and Correction—Supplies.....	394 59		
	Public Charities and Correction—Supplies.....	14,247 20		
	Public Charities and Correction—Supplies.....	7,952 89		
	Public Instruction.....	7,000 00		
	Public Instruction.....	3,320 15		
	Public Instruction.....	265,832 95		
	Rents.....	7,375 00		
	Repairs and Renewal of Pavements, etc.....	318 77		
	Repairs and Renewal of Pavements, etc.....	806 00		
	Repairs and Renewal of Pipes, Stop-cocks, etc.....	4,035 48		
	Riverside Park and Avenue.....	246 98		
	Salaries—Board of Revision and Correction of Assessments.....	83 33		
	Salaries—Commissioners of the Sinking Fund.....	83 33		
	Salaries—Commissioners of Accounts.....	206 10		
	Salaries—City Court.....	165 66		
	Salaries—Judiciary.....	249 99		
	Salaries—Law Department.....	250 00		
	Sewers and Drains—Twenty-third and Twenty-fourth Wards.....	326 29		
	Sewers—Repairs and Cleaning.....	333 00		
	Sewers—Repairs and Cleaning.....	201 12		
	Surveying, Laying-out, etc.—Tax and Assessment Maps—Twenty- third and Twenty-fourth Wards.....	1,052 68		
	Surveys, Maps and Plans.....	1,013 81		
	Supplies for and Cleaning Public Offices.....	264 59		
	State Asylum for Insane Criminals at Auburn.....	292 50		
	St. Joseph's Institute for the Improved Instruction of Deaf and Dumb.....	3,934 81		
	Support of Prisoners in County Jail.....	813 00		
	Street Improvements—For Surveying, Monumenting and Number- ing Streets.....	75 00		
	To Defray Expenses of Proceedings in Street Openings.....	416 66		
	Balance.....	466,217 94		
		3,225,198 40		
		\$4,075,084 12		\$4,075,084 12

THE COMMISSIONERS OF THE SINKING FUNDS OF THE CITY OF NEW YORK, in account with WM. M. IVINS, Chamberlain, for and during the week ending February 20, 1886.

			SINKING FUND FOR THE REDEMPTION OF THE CITY DEBT.		SINKING FUND FOR THE PAYMENT OF INTEREST ON THE CITY DEBT.	
			DR.	CR.	DR.	CR.
1886.	By Balance, as per last account current.....					
Feb. 13	Assessment Fund.....	Cady.....	\$3,193 00	\$2,059,113 95		\$1,90,587 18
20	Street Improvement Fund.....	".....	3,997 52			
	Licenses.....	Byrnes.....	9 00			
	Market Rent and Fees.....	Kelso.....	2,466 75			
	Market Cellar Rent.....	".....	116 25			
	Interest on Deposits.....	Importers and Traders' National Bank.....	963 02			
	Dock and Slip Rent.....	Matthews.....	5,681 89			
	Street Vaults.....	Squire.....	174 36			
	Croton Water Rent and Penalties.....	Chambers.....	\$31,823 93			
	Croton Water Arrears and Interest.....	Cady.....	1,337 78			
	Croton Water Arrears.....	McLean.....	1,038 28			
	Court Fees and Fines.....	Breen.....	7 68			
	Ferry Rent.....	Kelso.....	2,873 25			
	Ground Rent.....	".....	270 00			
	House Rent.....	".....	533 28			
	To Sinking Fund Redemption.....			\$50,000 00		
	AVANCES.....			2,025,681 94	\$331,771 88	
				\$2,075,681 94	\$331,771 88	\$331,771 88
Feb. 20, 1886.	By Balances.....			\$2,025,681 94		\$331,771 88
	E. & O. E.					
	NEW YORK, February 20, 1886.				WM. M. IVINS, Chamberl	

APPROVED PAPERS.

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

Section 1. All power and authority possessed or exercised by or vested in the "Bureau of Permits" on the 20th day of January, 1886, in granting or issuing permits or licenses for dogs, gutter-bridges or hoistways, and all power and authority possessed or exercised by or vested in the Mayor of said city on said day to grant or issue licenses, except in cases where, by the statute of this State, such licenses are required to be granted or issued by the said Mayor, are hereby vested in a bureau of licenses. The said bureau of licenses shall consist of the First Marshal, appointed under article III., chapter I. of the Revised Ordinances, and such clerks and subordinates as may be necessary for the discharge of the duties of said bureau, and be appointed as hereinafter provided.

Sec. 2. Said clerks and subordinates shall be appointed by and shall be removable at the pleasure of the said Mayor, and subject to the appropriation for said bureau shall respectively, receive such compensation as shall, from time to time, be fixed and established by said Mayor.

Sec. 3. The power and authority hereby vested in the said Bureau of Licenses shall be exercised by them subject to the control and direction of the said Mayor.

Adopted by the Board of Aldermen, February 2, 1886.

Approved by the Mayor, February 2, 1886.

Resolved, That a lamp-post be erected and street-lamp lighted in front of No. 80 Greenwich street, under the direction of the Commissioner of Public Works.

Adopted by the Board of Aldermen, February 2, 1886.

Approved by the Mayor, February 9, 1886.

Resolved, That the Commissioner of Public Works be and he is hereby directed to cause to be removed the fire-hydrant now in front of No. 912 Seventh avenue, and have the same placed at the centre-line of the block on Seventh avenue, between Fifty-seventh and Fifty-eighth streets.

Adopted by the Board of Aldermen, February 2, 1886.

Approved by the Mayor, February 9, 1886.

Resignation of Francis J. Gallagher as a Commissioner of Deeds.

Resolved, That Eugene Van Schaik be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York, in place of Francis J. Gallagher, resigned.

Resignation accepted and resolution adopted by the Board of Aldermen, February 9, 1886.

Resolved, That Saturday, the twenty-seventh day of February, A. D. 1886, at twelve o'clock, M., and the chamber of the Board of Aldermen, be and are hereby designated as the time and place when and where the application of "The Broome and Delancey Street Cross-town Railroad Company" to the Common Council of the City of New York for its consent and permission for the construction, maintenance and operation of the street surface railroad proposed to be constructed by the said company as mentioned in their petition for such consent will be first considered, and that public notice be given by the Clerk of this Board, by publishing the same daily for fourteen days, excluding Sundays, in two daily newspapers published in this city, to be designated therefor by his Honor the Mayor according to the provisions of chapter 252 of the Laws of 1884, such advertising to be at the expense of the petitioner.

Adopted by the Board of Aldermen, February 9, 1886.

Approved by the Mayor, February 11, 1886, and the "New York Times" and the "New York Sun" were designated as the newspapers referred to in the resolution.

Whereas, The Legislative printing of the State has been taken from the legally appointed contractors by the majority in the Legislature, and given to a firm that were not the lowest bidders and who also discriminate against the union printers of this State; and

Whereas, In doing so the aforesaid majority have been guilty of a high-handed, illegal and arbitrary act; be it

Resolved, That in the name of the people of this city we denounce the same and call upon our representatives in the Legislature to take immediate steps to bring about a reconsideration of the action of the majority, with a view to having the legislative printing awarded to some firm which does not discriminate against the organized workmen of this State; and be it further

Resolved, That a printed copy of the foregoing preamble and resolution be duly authenticated by the signature of the Clerk of the Board and transmitted to each member of the State Legislature representing constituencies in this city.

Adopted by the Board of Aldermen, January 26, 1886.

Received from his Honor the Mayor, February 15, 1886, without his approval or objections thereto; therefore, as provided in section 75, chapter 410, Laws of 1882, the same became adopted.

Resolved, That the Commissioners of the Department of Public Charities and Correction be and they are hereby authorized and empowered to continue the present connections with the several institutions under their charge, during the year 1886, by telephone, without advertising the same for public competition, and contracting therefor, pursuant to the provisions of section 64, chapter 410, Laws of 1882.

Adopted by the Board of Aldermen, February 9, 1886.

Approved by the Mayor, February 15, 1886.

Resolved, That permission be and the same is hereby given to the Veteran Firemen's Association of the City of New York to place and keep two lamps inside the stoop-line in front of the headquarters of the Association, No. 53 East Tenth street, the work to be done and gas supplied at the expense of the Association, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

Adopted by the Board of Aldermen, February 9, 1886.

Approved by the Mayor, February 16, 1886.

Resolved, That the Commissioner of Public Works be and he is hereby authorized and directed to lay water-mains in Seventh avenue, between One Hundred and Tenth and One Hundred and Twenty-fourth streets, pursuant to section 356 of the New York City Consolidation Act.

Adopted by the Board of Aldermen, February 9, 1886.

Approved by the Mayor, February 16, 1886.

Whereas, Horatio Seymour, formerly Governor of the State of New York, died at Utica on Friday, the 12th instant, in the seventy-fifth year of his age; and

Whereas, The death of our illustrious fellow-citizen imposes upon this Common Council the duty of testifying to the high estimation in which he was held by the people of the city; be it therefore

Resolved, That the death of Horatio Seymour is deplored by this Common Council. The public has already manifested a just sense of the magnitude of the loss it has sustained. He possessed the power and the wisdom that coupled science with the daily avocations of men; the philosophy that encompassed mankind; the religion that excluded none from its peaceful fold. He was tireless in the pursuit of truth; humble in the practice of every virtue, and stern and unyielding in the dispensation of their inexorable laws, sensitive and tender as a child, yet his simplicity of manner and purity of heart made him the censor of every human vice. He was a mentor to the novice in public life; a guide to the most experienced in the affairs of state, a counsellor to the most wise; a shining example to the most upright and conscientious. A philosopher, a statesman, a sage, the characteristics of them all were so blended in him that he was the most versatile and brilliant public man of the age in which he lived. His death is an irreparable loss to his country, and particularly so to the great Democratic party, that in the gravest emergencies was guided and controlled by his counsel and advice, and of which he was an acknowledged leader.

Resolved, That in the general gloom and poignant grief for the death of Horatio Seymour, his surviving family should not be overlooked, and we hereby tender to them in their sore bereavement our most sincere commiseration.

Resolved, That the foregoing preamble and resolutions be entered at length in the minutes, and that a copy thereof be suitably engrossed, be verified by the corporate seal of the city, attested by the Clerk of the Common Council, and transmitted to the family of the illustrious deceased, as a slight testimony of the love and affection of the people and government of this city for his memory.

Resolved, That, as an additional mark of our respect for the memory of Horatio Seymour, this Board do now adjourn.

Adopted by the Board of Aldermen, February 16, 1886.

Approved by the Mayor, February 16, 1886.

Resolved, That permission be and the same is hereby given to Thomas A. Briggs to retain the platform-scale now in the carriage-way of Thirteenth avenue, about thirty-seven feet north of Twenty-fourth street; such permission to continue only during the pleasure of the Common Council.

Adopted by the Board of Aldermen, February 2, 1886.

Received from his Honor the Mayor, February 12, 1886, with his objections thereto.

In Board of Aldermen, February 23, 1886, taken up, reconsidered, as provided in section 75, chapter 410, Laws of 1882, and adopted, notwithstanding the objections of his Honor the Mayor, three-fourths of all the members elected voting in favor thereof.

Resolved, That permission be and the same is hereby given to Rev. James Worden, Pastor of the City Temple, in Eighty-sixth street, between First and Second avenues, to place and keep a transparency over the lamps located on the northwest corner of Eighty-sixth street and First avenue, and on the southwest corner of Eighty-sixth street and Second avenue; such permission to continue only during mission in said Temple, to terminate March 1, 1886.

Adopted by the Board of Aldermen, February 2, 1886.

Received from his Honor the Mayor, February 12, 1886, with his objections thereto.

In Board of Aldermen, February 23, 1886, taken up, reconsidered, as provided in section 75, chapter 410, Laws of 1882, and adopted, notwithstanding the objections of his Honor the Mayor, three-fourths of all the members elected voting in favor thereof.

Resolved, That Frank E. Towle, Jr., be and he is hereby appointed a City Surveyor for the City and County of New York.

Adopted by the Board of Aldermen, February 23, 1886.

Approved by the Mayor, February 26, 1886.

Resolved, That permission be and the same is hereby given to the West Twenty-third Street Presbyterian Church to place and keep transparencies over the street-lamps on the southwest corner of Seventh avenue and Twenty-third street, and on the southeast corner of Eighth avenue and Twenty-third street, during Thursday and Friday evening, February 25 and 26, 1886.

Adopted by the Board of Aldermen, February 23, 1886.

Approved by the Mayor, February 26, 1886.

Resolved, That the block of ground situated between Ninth and Tenth avenues, and Twentieth and Twenty-first streets, shall hereafter be known and designated as "Chelsea Square."

Adopted by the Board of Aldermen, February 23, 1886.

Approved by the Mayor, February 27, 1886.

Resolved, That permission be and the same is hereby given to C. A. Merritt to place and keep an ornamental lamp on the unused lamp-post owned by the city, located on the northwest corner of Broadway and Cedar street, provided the lamp and the gas consumed therein be furnished at his own expense, such permission to continue only during the pleasure of the Common Council.

Adopted by the Board of Aldermen, February 23, 1886.

Approved by the Mayor, February 27, 1886.

Resolved, That permission be and the same is hereby given to the Pastor of the Barachah Mission, to place and keep a transparency over the street-lamp northwest corner of Ninth avenue and Twenty-ninth street, the work to be done at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only for thirty days.

Adopted by the Board of Aldermen, February 23, 1886.

Approved by the Mayor, February 27, 1886.

Resolved, That the first new avenue west of Eighth avenue, from One Hundred and Forty-fifth to One Hundred and Fifty-fifth street, be regulated, graded, curbed and flagged a space four feet wide, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Adopted by the Board of Aldermen, February 23, 1886.

Approved by the Mayor, February 27, 1886.

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 February 20, 1886.

Barometer.

DATE.	7 A. M.	2 P. M.	9 P. M.	MEAN FOR THE DAY.	MAXIMUM.	MINIMUM.
FEBRUARY.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.
Sunday, 14	29.728	29.724	29.782	29.745	29.798	29.562
Monday, 15	29.890	29.692	29.768	29.783	29.898	29.582
Tuesday, 16	30.064	30.090	30.278	30.144	30.298	30.082
Wednesday, 17	30.302	30.300	30.096	30.199	30.322	30.054
Thursday, 18	30.010	30.008	30.050	30.023	30.054	30.002
Friday, 19	29.918	29.638	29.410	29.655	30.022	29.398
Saturday, 20	29.308	29.416	29.742	29.489	29.832	29.308

Mean for the week..... 29.803 inches.
Maximum " at 9 A. M., 17th..... 30.322 "
Minimum " at 7 A. M., 20th..... 29.308 "
Range " 1.014 "

Thermometers.

DATE.	7 A. M.	2 P. M.	9 P. M.	MEAN.	MAXIMUM.	MINIMUM.	MAXIMUM.
FEBRUARY.	Dry Bulb.	Wet Bulb.	Dry Bulb.	Wet Bulb.	Dry Bulb.	Wet Bulb.	In Sun.
Sunday, 14	35	34	45	44	43	41.0	40.3
Monday, 15	38	38	49	47	42	39	43.0
Tuesday, 16	29	28	31	31	23	27.6	27.3
Wednesday, 17	16	16	24	23	27	25	22.3
Thursday, 18	26	26	42	36	41	39	36.3
Friday, 19	37	36	46	43	40	38	41.0
Saturday, 20	33	29	20	18	15	12	22.6

Dry Bulb. Wet Bulb.
Mean for the week..... 33.4 degrees..... 31.8 degrees.
Maximum for the week, at 7 P. M., 15th..... 52. " at 7 P. M., 15th..... 50. "
Minimum " at 7 P. M., 20th..... 13. " at 12 P. M., 20th..... 10. "
Range " " 39. " 40. "

Wind.

DATE.	DIRECTION.	VELOCITY IN MILES.	FORCE IN POUNDS PER SQUARE FOOT.
FEBRUARY.	7 A. M.	2 P. M.	9 P. M.
Sunday, 14	WSW	SSE	SSW
Monday, 15	N	SE	W
Tuesday, 16	W	WNW	NNW
Wednesday, 17	NNW	WSW	SW
Thursday, 18	WSW	W	SW
Friday, 19	SSE	ESE	NW
Saturday, 20	W	NW	NW

Distance traveled during the week..... 1,643 miles.
Maximum force " 29 pounds.

DATE.	Hygrometer.	Clouds.	Rain and Snow.	Ozone.
JANUARY	FORCE OF VAPOUR.	RELATIVE HUMIDITY.	DEPTH OF RAIN AND SNOW IN INCHES.	
	7 A. M.	2 P. M.	9 P. M.	
Sunday, 14	.183	.275	.278	92
Monday, 15	.229	.297	.199	100
Tuesday, 16	.142	.174	.123	88
Wednesday, 17	.090	.112	.120	100
Thursday, 18	.141	.134	.123	100
Friday, 19	.190	.238	.203	90
Saturday, 20	.114	.076	.041	60

Total amount of water for the week..... .04 inches.
Duration for the week..... 3 hours, 50 minutes.

DANIEL DRAFER, Ph. D., Director.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

MEETINGS, FEBRUARY 8 TO 13, 1886.

Communications Received.

From Penitentiary. List of prisoners received during week ending February 6, 1886: Males, 54; females, 5. On file.
List of 33 prisoners to be discharged from February 14 to February 20, 1886. Transmitted to Prison Association.
From Lunatic Asylum, Blackwell's Island. History of 3 patients received during week ending February 6, 1886. On file.
From N. Y. City Asylum for Insane, Ward's Island. History of 2 patients received during week ending February 6, 1886. On file.
From City Prison. Amount of fines received during week ending February 6, 1886, \$240. On file.

Contracts Awarded.

John Cox & Co., for additional work at City Prison, for \$6,784. Sureties, John Regan, No. 113 Broome street; John M. Canda, No. 14 Vesey street.

Appointments.

February 6. Alexander C. Logan, Attendant, N. Y. City Asylum for Insane. Salary, \$240 per annum.
" 10. Patrick Travis, Driver, Bellevue Hospital. Salary, \$450 per annum.
" 10. Abraham L. Metz, Assistant Apothecary, Gouverneur Hospital.
" 10. Dennis McCarthy, Night Watchman, Bellevue Hospital. Salary, \$144 per annum.
" 10. J. H. Byrne, Orderly, Bellevue Hospital. Salary, \$240 per annum.
" 13. Nelson Boyce, Orderly, Charity Hospital. Salary, \$60 per annum.

Reappointed.

February 11. Philip H. Smith, Orderly, Bellevue Hospital. Salary, \$240 per annum.
" 11. A. F. Savory, Orderly, Hart's Island Hospital. Salary, \$240 per annum.

Resigned.

February 8. Mary McDonald, Keeper of Females, Workhouse.
" 10. George D. Kirwin, Assistant Apothecary, Gouverneur Hospital.

Relieved from Duty.

February 10. Ann Woods, Nurse, Hart's Island Hospital.

Dismissed.

February 10. William Kollmeyer, Orderly, Bellevue Hospital.
" 10. John Byrne, Orderly, Bellevue Hospital.
" 11. William Cosgrove, Night Watchman, Bellevue Hospital.
" 11. John Dermody, Orderly, Bellevue Hospital.

Transferred.

February 10. Mary Good, Attendant, Lunatic Asylum, to Nurse, Hart's Island Hospital.
G. F. BRITTON, Secretary.

EXECUTIVE DEPARTMENT.

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

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

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

In pursuance of the ordinance, approved April 30, 1877, and amended June 1, 1877, entitled, "An ordinance to prevent the danger of hydrophobia to any of the inhabitants of the City of New York," notice is hereby given that all Dogs found at large in the City of New York on and after January 1, contrary to such ordinance, will be seized and disposed of as provided therein.
The Dog Pound at the foot of Sixteenth street, East river, is hereby designated as the place where dogs so captured must be delivered to the Keeper thereof. The Pound will be open from eight o'clock A. M. until five o'clock P. M. daily, Sundays excepted, on and after the first day of January, 1886.

WM. R. GRACE,
Mayor.

OFFICIAL DIRECTORY.

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

EXECUTIVE DEPARTMENT.

Mayor's Office.
No. 6 City Hall, 10 A. M. to 3 P. M.
WILLIAM R. GRACE, Mayor; WILLIAM L. TURNER, Secretary and Chief Clerk.
Mayor's Marshal's Office.
No. 1 City Hall, 9 A. M. to 4 P. M.
THOMAS W. BYRNES, First Marshal.
GEORGE W. BROWN, JR., Second Marshal.

COMMISSIONERS OF ACCOUNTS.

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

AQUEDUCT COMMISSIONERS.

Room 209, Stewart Building, 5th floor, 9 A. M. to 5 P. M.
THE MAYOR, President; JAMES W. McCULLOH, Secretary; BENJAMIN S. CHURCH, Chief Engineer.

LEGISLATIVE DEPARTMENT.

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

City Library.

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

DEPARTMENT OF PUBLIC WORKS.

Commissioner's Office.
No. 31 Chambers street, 9 A. M. to 4 P. M.
ROLLIN M. SQUIRE, Commissioner; WILLIAM V. SMITH, Deputy Commissioner.
Bureau of Chief Engineer.
No. 31 Chambers street, 9 A. M. to 4 P. M.
GEORGE W. BURNSALL, Chief Engineer.
Bureau of Water Register.
No. 31 Chambers street, 9 A. M. to 4 P. M.
JOHN H. CHAMBERS, Register.
Bureau of Street Improvements.
No. 31 Chambers street, 9 A. M. to 4 P. M.
GEORGE A. JEREMIAH, Superintendent.
Engineer-in-Charge of Sewers.
No. 31 Chambers street, 9 A. M. to 4 P. M.
STEVENSON TOWLE, Engineer-in-Charge.
Bureau of Repairs and Supplies.
No. 31 Chambers street, 9 A. M. to 4 P. M.
THOMAS H. McAVOY, Superintendent.
Bureau of Water Purveyor.
No. 31 Chambers street, 9 A. M. to 4 P. M.
ALSTON CULVER, Water Purveyor.
Bureau of Lamps and Gas.
No. 31 Chambers street, 9 A. M. to 4 P. M.
STEPHEN MCCORMICK, Superintendent.
Bureau of Streets.
No. 31 Chambers street, 9 A. M. to 4 P. M.
GEO. E. BARCOCK, Superintendent.
Bureau of Incumbrances.
No. 31 Chambers street, 9 A. M. to 4 P. M.
JOSEPH BLUMENTHAL, Superintendent.
Keeper of Buildings in City Hall Park.
MARTIN J. KRESE, City Hall.

FINANCE DEPARTMENT.

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

Auditing Bureau.

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

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

Bureau for the Collection of City Revenue and of Markets.

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

Bureau for the Collection of Taxes.

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

Bureau of the City Chamberlain.

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

Office of the City Paymaster.

No. 33 Reade street, Stewart Building.
MOOR FALLIS, City Paymaster.

LAW DEPARTMENT.

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

Office of the Public Administrator.
No. 49 Beekman street, 9 A. M. to 4 P. M.
RICHARD J. MORRISON, Public Administrator.

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

POLICE DEPARTMENT.

Central Office.

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

DEPARTMENT OF CHARITIES AND CORRECTION.

Central Office.

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

FIRE DEPARTMENT.

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

Headquarters.

Nos. 155 and 157 Mercer street.
HENRY D. PURROY, President; CARL JUSSEN, Sec-
retary.

Bureau of Chief of Department.
CHARLES O. SHAY, Chief of Department.

Bureau of Inspector of Combustibles.
PETER SEERY, Inspector of Combustibles.

Bureau of Fire Marshal.
GEORGE H. SHELTON, Fire Marshal.

Bureau of Inspection of Buildings.
ALBERT F. D'ONCH, Superintendent of Buildings.

Attorney to Department.
WM. L. FINTLEY, Nos. 155 and 157 Mercer street.

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

Central Office Fire Alarm Telegraph open at all hours.

Repair Shops.

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

Hospital Stables.

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

HEALTH DEPARTMENT.

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

DEPARTMENT OF PUBLIC PARKS.

No. 36 Union Square, 9 A. M. to 4 P. M.
HENRY R. BECKMAN, President; CHARLES DE F.
BURNS, Secretary.

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

Office of Superintendent of 23d and 24th Wards.
One Hundred and Forty-sixth street and Third ave-
nue, 9 A. M. to 5 P. M.

DEPARTMENT OF DOCKS.

Nos. 117 and 119 Duane street, 9 A. M. to 4 P. M.
JOSEPH KOCH, President; B. W. ELLISON, Secretary.
Office hours from 9 A. M. to 4 P. M. daily, except Sat-
urdays as follows: from September 12 to
June 15, from 9 A. M. to 3 P. M.; from June 15 to Sep-
tember 15, from 9 A. M. to 12 M.

DEPARTMENT OF TAXES AND ASSESSMENTS.

Staats Zeitung Building, Tryon Row, 9 A. M. to 4 P. M.
Saturdays, 9 P. M.

MICHAEL COLEMAN, President; FLOYD T. SMITH,
Secretary.
Office Bureau Collection of Arrears of Personal Taxes.
Brown-stone Building, City Hall Park, 9 A. M. to 4 P. M.
CHARLES S. BRADSHAW, Attorney; WILLIAM COM-
MERFORD, Clerk.

DEPARTMENT OF STREET CLEANING.

Nos. 31 and 33 Park Row, "World" Building, Rooms
8 and 9, 9 A. M. to 4 P. M.
JAMES S. COLEMAN, Commissioner; JACOB SEABOLD,
Deputy Commissioner; M. J. MORRISON, Chief Clerk.

CIVIL SERVICE SUPERVISORY AND EXAMIN-
ING BOARDS.

Room No. 11, City Hall.
EVERETT P. WHEELER, Chairman of the Advisory
Board; CHARLES H. WOODMAN, Secretary and Executive
Officer.

BOARD OF ESTIMATE AND APPORTIONMENT.

Office of Clerk, Staats Zeitung Building, Room 5.
The Mayor, Chairman; CHARLES V. ADEE, Clerk.

BOARD OF ASSESSORS.

Office, City Hall, Room No. 11, 9 A. M. to 4 P. M.
EDWARD GILON, Chairman; WM. H. JASPER, Secretary

BOARD OF EXCISE

Corner Bond street and Bowery, 9 A. M. to 4 P. M.
NICHOLAS HAUGHTON, President; JOHN K. PERLEY,
Secretary and Chief Clerk.

SHERIFF'S OFFICE.

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

REGISTER'S OFFICE.

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

COMMISSIONER OF JURORS.

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

COUNTY CLERK'S OFFICE.

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

DISTRICT ATTORNEY'S OFFICE.

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

THE CITY RECORD OFFICE.

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

CORONERS' OFFICE.

Nos. 13 and 15 Chatham street, 8 A. M. to 5 P. M. Sun-
days and holidays, 8 A. M. to 12.30 P. M.
MICHAEL J. H. MESSER, FREDERICK AND LEVY, FERDI-
NAND EDMAN, JOHN R. NUGENT, Coroners; JOHN T.
TOAL, Clerk of the Board of Coroners.

SUPREME COURT.

Second floor, New County Court-house, opens at 10.30 A. M.
NOAH DAVIS, Presiding Justice, JAMES A. FLACK,
Clerk, THOMAS F. GILROY, Deputy County Clerk.
General Term, Room No. 9, WILLIAM LAMB, Jr.,
Clerk.
Special Term, Part I., Room No. 10, THOMAS J. DUNN,
Clerk.
Special Term, Part II., Room No. 18, FREDERICK C.
LACE, Clerk.
Chambers, Room No. 11, WALTER BRADY, Clerk.
Circuit, Part I., Room No. 12, SAMUEL BARRY, Clerk.
Circuit, Part II., Room No. 14, FRANCIS S. McAVOY,
Clerk.
Circuit, Part III., Room No. 13, JOHN VON GLAHN,
Clerk.
Circuit, Part IV., Room No. 15, J. LEWIS LYON, Clerk.
Judges' Private Chambers, Rooms Nos. 19 and 20, ED-
WARD J. KNIGHT, Librarian.

SUPERIOR COURT.

Third floor, New County Court-house, 11 A. M.
General Term, Room No. 35.
Special Term, Room No. 33.
Chambers, Room No. 33, 10 A. M. to 4 P. M.
Part I., Room No. 34.
Part II., Room No. 35.
Part III., Room No. 36.
Judges' Private Chambers, Room No. 30.
Naturalization Bureau, Room No. 32.
Clerk's Office, Room No. 31, 9 A. M. to 4 P. M.
JOHN SEDGWICK, Chief Judge; THOMAS BOKSE, Chief
Clerk.

COURT OF COMMON PLEAS.

Third floor, New County Court-house, 11 A. M.
Assignment Bureau, Room No. 23, 9 A. M. to 4 P. M.
Clerk's Office, Room No. 22, 9 A. M. to 4 P. M.
General Term, Room No. 24, 11 o'clock A. M. to ad-
journment.
Special Term, Room No. 21, 11 o'clock A. M. to ad-
journment.
Chambers, Room No. 21, 10.30 o'clock A. M. to ad-
journment.
Part I., Room No. 25, 11 o'clock A. M. to adjournment.
Part II., Room No. 26, 11 o'clock A. M. to adjournment.
Part III., Room No. 27, 11 o'clock A. M. to adjournment.
Naturalization Bureau, Room No. 23, 9 A. M. to 4 P. M.
CHARLES P. DALY, Chief Justice; NATHANIEL JARVIS,
Jr., Chief Clerk.

COURT OF GENERAL SESSIONS.

No. 32 Chambers street. Part I. and II. Courtrooms
at 11 o'clock A. M.
FREDERICK SMYTH, Recorder; HENRY A. GILDER-
SLEEVE and RUFUS B. COWING, Judges of the said Court.
Terms, first Monday each month.
JOHN SPARKS, Clerk. Office, Room No. 11, 10 A. M. till
4 P. M.

CITY COURT.

City Hall.
General Term, Room No. 20.
Trial Term, Part I., Room No. 20.
Part II., Room No. 19.
Part III., Room No. 15.
Special Term, Chambers, Room No. 21, 10 A. M. to 4 P. M.
Clerk's Office, Room No. 10, City Hall, 9 A. M. to 4 P. M.
DAVID McADAM, Chief Justice; JOHN REID, Clerk.

OYER AND TERMINER COURT.

New County Court-house, second floor, southeast cor-
ner, Room No. 12. Court opens at 10.15 o'clock A. M.
Clerk's Office, Brown-stone Building, City Hall Park,
second floor, northwest corner, Room No. 11, 10 A. M.
to 4 P. M.

COURT OF SPECIAL SESSIONS.

At Tombs, corner Franklin and Centre streets, daily
at 10.30 A. M., excepting Saturday.
Clerk's Office, Tombs.

DISTRICT CIVIL COURTS.

First District—First, Second, Third, and Fifth Wards
southwest corner of Centre and Chambers streets
MICHAEL NORTON, Justice.
Clerk's office open from 9 A. M. to 4 P. M.
Second District—Fourth, Sixth, and Fourteenth Wards
corner of Pearl and Centre streets, 9 A. M. to 4 P. M.
CHARLES M. CLANCY, Justice.

Third District—Ninth and Fifteenth Wards, southwest
corner Sixth avenue and West Tenth street. Court open
daily (Sundays and legal holidays excepted) from 9 A. M.
to 4 P. M.
GEORGE W. PARKER, Justice.

Fourth District—Tenth and Seventeenth Wards, No.
30 First street, corner Second avenue. Court opens 9 A. M.
daily; continues to close of business.
ALFRED STECKLER, Justice.

Fifth District—Seventh, Eleventh, and Thirteenth
Wards, No. 154 Clinton street.
JOHN H. MCCARTHY, Justice.

Sixth District—Eighteenth and Twenty-first Wards,
No. 63 Union place, Fourth avenue, southeast corner of
Eighteenth street. Court opens 9 A. M. daily; continues
to close of business.
WILLIAM H. KELLY, Justice.

Seventh District—Nineteenth and Twenty-second
Wards, No. 151 East Fifty-seventh street. Court opens
every morning at 9 o'clock (except Sundays and legal
holidays), and continues to the close of business.
AMBROSE MONELL, Justice.

Eighth District—Sixteenth and Twentieth Wards, south-
west corner of Twenty-second street and Seventh avenue.
Court opens at 9 A. M. and continues to close of business.
Clerk's office open from 9 A. M. to 4 P. M. each court day.
FREDERICK G. GENEVY, Justice.

Ninth District—Twenty-first Ward, No. 225 East One Hun-
dred and Twenty-fifth street.
HENRY P. MCGOWAN, Justice.

Clerk's office open daily from 9 A. M. to 4 P. M. Trial
days Tuesdays and Fridays. Court opens at 9.15 A. M.

Tenth District—Twenty-third and Twenty-fourth
Wards, corner of Third avenue and One Hundred and
Fifty-eighth street.
Office hours, from 9 A. M. to 4 P. M. Court opens at
9 A. M.
ANDREW J. ROGERS, Justice.

Eleventh District—No. 919 Eighth avenue; Twenty-
second Ward, and all that part of the Twelfth Ward
lying south of One Hundred and Tenth street and west
of Sixth avenue. Court open daily (Sundays and legal
holidays excepted) from 9 A. M. to 4 P. M.
LEO C. DESSAR, Justice.

POLICE COURTS.

Judges—MAURICE J. POWER, J. HENRY FORD, JACOB
PATTERSON, JR., JAMES T. KILBRETH, JOHN J.
GORMAN, HENRY MURRAY, SOLOM B. SMITH, ANDREW
J. WHITE, CHARLES WELDE, DANIEL O'REILLY, PATRICK
G. DUFFY.

GEORGE W. CREIGER, Secretary.
Office of Secretary, Fifth District Police Court, One
Hundred and Twenty-fifth street, near Fourth avenue.

First District—Tombs, Centre street.

Second District—Jefferson Market.

Third District—No. 60 Essex street.

Fourth District—Fifty-seventh street, near Lexington
avenue.

Fifth District—One Hundred and Twenty-fifth street,
near Fourth avenue.

Sixth District—One Hundred and Fifty-eighth street
and Third avenue.

NEW PARKS.

PELHAM BAY PARK.

NOTICE IS HEREBY GIVEN TO ALL OWNERS
of lands and persons interested in lands or buildings
included within the area of Pelham Bay Park, that,
the property owners having closed their case, the case
on the part of the city will be opened on Friday, March
5, 1886, at 2 o'clock P. M., at No. 45 William street,
Room 17.

Dated New York, March 2, 1886.

LUTHER R. MARSH,
GEORGE W. QUINTARD,
J. SEAEVER PAGE,
Commissioners.

ARTHUR BERRY,
Clerk

JURORS.

NOTICE

IN RELATION TO JURORS FOR STATE
COURTS.

OFFICE OF THE COMMISSIONER OF JURORS,
ROOM 127, STEWART BUILDING,
CHAMBERS STREET AND BROADWAY,
NEW YORK, June 1, 1885.

APPLICATIONS FOR EXEMPTIONS WILL BE
heard here, from 10 to 3 daily, from all persons
hitherto liable or recently serving who have become
exempt, and all needed information will be given.

Persons "enrolled" as liable must serve when called
or pay their fines. No mere excuse will be allowed or
interference permitted. The fines if unpaid will be en-
tered as judgments upon the property of the delinquents.
All good citizens who are called to the court of justice,
and secure reliable and respectable juries, and equalize their
duty by serving promptly when summoned, allowing their
clerks or subordinates to serve, reporting to me any
attempt at bribery or evasion, and suggesting names for
enrollment. Persons between sixty and seventy years of
age, summer absentees, persons (temporarily ill), and
United States and District Court jurors are not exempt.

Every man must attend to his own notice. It is a mis-
demeanor to give any jury paper to another to answer.
It is also punishable by fine or imprisonment to give or
receive any present or bribe, directly or indirectly, in
relation to a jury service, or to withhold any paper or
make any false statement, and every case will be fully
prosecuted.

CHARLES REILLY,
Commissioner of Jurors

DEPARTMENT OF TAXES AND
ASSESSMENTS.

DEPARTMENT OF TAXES AND ASSESSMENTS,
STAATS ZEITUNG BUILDING,
NEW YORK.

IN COMPLIANCE WITH SECTION 817 OF THE
City Consolidation Act of 1882, it is hereby adver-
tised that the books of "The Annual Record of the As-
sessed Valuations of Real and Personal Estate of the
City and County of New York for the year 1886, will
be open for examination and correction from the second
Monday of January, 1886, until the first day of May,
1886.

All persons believing themselves aggrieved must make
application to the Commissioners of Taxes and Assess-
ments, 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 persons assessed, to
the said Commissioners, between the hours of 10 A. M.
and 2 P. M., at this office, during the same period.

MICHAEL COLEMAN,
EDWARD C. DONNELLY,
THOMAS L. FEITNER,
Commissioners of Taxes and Assessments.

SUPREME COURT.

In the matter of the application of the Counsel to the Cor-
poration of the City of New York, for and in behalf of the
Mayor, Aldermen and Commonality of the City of
New York, under and in pursuance of chapter 496 of
the Laws of 1885, to acquire title to the additional
lands required for Riverside Park, as defined, laid out
and established by said act.

PURSUANT TO THE PROVISIONS OF CHAP-
ter 496 of the Laws of 1885, and of all other statutes
in such cases made and provided, notice is hereby given
that an application will be made to the Supreme Court
of the State of New York, at a Special Term of said Court,
to be held at the Chamber thereof, in the County Court-
house, in the City of New York, on Friday, the twenty-
sixth day of March, 1886, at the opening of the Court
on that day, or as soon thereafter as counsel can be heard
thereon, for the appointment of Commissioners of Es-
timate and Assessment in the above entitled matter. The
nature and extent of the improvement hereby intended,
is the acquisition of title, in the name and behalf of
the Mayor, Aldermen and Commonality of the City of
New York, to all the additional lands and premises, with
the buildings thereon and appurtenances thereto belong-
ing, require for Riverside Park, as laid out and estab-
lished by chapter 496 of the Laws of 1885, passed June 11,
1885, being the following-described lots, pieces or parcels
of land, viz:

PARCEL A.

Beginning at a point in the western line of Twelfth
avenue, distant 20.1/16 feet southerly from the intersection
of the western line of Twelfth avenue and the western
prolongation of the northern line of Eighty-sixth street.
1st. Thence northeasterly along the western line of
Twelfth avenue for 22.1/16 feet to the southern line of
Eighty-seventh street;

2d. Thence northeasterly along the southern line of
Eighty-seventh street for 34.1/16 feet;

3d. Thence southerly on the arc of a circle whose
centre lies northeasterly of the last described course,
and whose radius, drawn through the western extremity
of the preceding course, forms an angle of 81° 45'
southerly with said course and is 2.967 feet for 54.1/16
feet;

4th. Thence southerly on a line tangent to the pre-
ceding course for 76.1/16 feet;

5th. Thence curving to the right southerly on the arc
of a circle tangent to the preceding course whose
radius is 6.033 feet, for 93.1/16 feet, to the point of
beginning.

PARCEL B.

Beginning at the intersection of the western line of
Twelfth avenue with the northern line of Eighty-seventh
street.

1st. Thence northeasterly along the western line of
Twelfth avenue for 72.1/16 feet to the southern line of
Ninetieth street;

2d. Thence northeasterly along the southern line of
Ninetieth street for 40.1/16 feet;

3d. Thence southerly on the arc of a circle whose
centre lies southeasterly of the last described course, and
whose radius, drawn through the western extremity of
the preceding course, forms an angle of 7° 05' 20" south-
wardly of the said course, and is 2.967 feet, for 73.1/16
feet to the northern line of Eighty-seventh street;

4th. Thence southeasterly along the northern line of
Eighty-seventh street for 41.1/16 feet, to the point of begin-
ning.

PARCEL C.

Beginning at the intersection of the western line of
Twelfth avenue with the northern line of Ninetieth
street.

1st. Thence northeasterly along the western line of
Twelfth avenue for 152.1/16 feet;

2d. Thence deflecting to the left 80° 02' 44" north-
westerly for 6.1/16 feet;

3d. Thence deflecting to the left 90° southwesterly for
71.1/16 feet;

4th. Thence curving to the left southwesterly on the
arc of a circle tangent to the preceding course, and whose
radius is 84.1/16 feet, for 84.1/16 feet to the northern line of
Ninetieth street;

5th. Thence southeasterly along the northern line of
Ninetieth street for 31.1/16 feet, to the point of beginning.

PARCEL D.

Beginning at a point in the western line of Twelfth
avenue, distant 79.1/16 feet southerly from the southern
line of One Hundred and Fourteenth street, measured
at right angles to the same.

1st. Thence northeasterly along the western line of
Twelfth avenue for 67.1/16 feet;

2d. Thence deflecting to the left 12° 10' 14" northerly
for 75.1/16 feet;

3d. Thence deflecting to the left 174° 29' 46" southerly
for 34.1/16 feet, to a point of curve;

4th. Thence curving to the right southerly, on the arc
of a circle tangent to the preceding course, and whose
radius is 10.333 feet, for 108.1/16 feet, to the point of beginning.

PARCEL E.

Beginning at a point in the western line of Twelfth
avenue, distant 41.1/16 feet southerly from the southern
line of One Hundred and Twenty-second street, measured
at right angles to the same.

1st. Thence northeasterly along the western line of
Twelfth avenue for 150.1/16 feet;

2d. Thence deflecting to the left 7° 56' 20" northeast-
erly for 254.1/16 feet, to the southern side of One Hundred
and Twenty-second street;

3d. Thence northeasterly along the southern line of
One Hundred and Twenty-second street for 24.1/16 feet;

4th. Thence deflecting to the left 91° 46' 30" south-
westerly for 41.1/16 feet, to a point of curve;

5th. Thence curving to the right southerly, on the arc
of a circle tangent to the preceding course whose
radius is 5.033 feet, for 4.1/16 feet, to the point of begin-
ning.

PARCEL F.

Beginning at the intersection of the western line of
Twelfth avenue with the northern line of One Hundred
and Twenty-second street.

1st. Thence northeasterly along the western line of
Twelfth avenue for 83.1/16 feet;

2d. Thence deflecting to the right 7° 56' 20" northeast-
erly for 155.1/16 feet, to the southern side of One Hundred
and Twenty-second street;

3d. Thence southerly, on the arc of a circle whose
centre lies easterly of the last described course, and
whose radius, drawn through the northern extremity of
the preceding course, forms an angle of 174° 51' 34"
southerly with said course, and is 1.967 feet, for 45.1/16
feet to a point of tangency;

4th. Thence southerly on a line tangent to the pre-
ceding course for 51.1/16 feet to the northern line of
One Hundred and Twenty-second street;

5th. Thence southeasterly along the northern line of
One Hundred and Twenty-second street for 21.1/16 feet, to
the point of beginning.

DEPARTMENT OF PUBLIC WORKS.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
ROOM 6, NO. 31 CHAMBERS STREET,
NEW YORK, February 26, 1886

TO CONTRACTORS.

BIDS OR ESTIMATES, ENCLOSED IN A SEALED envelope, with the title of the work and the name of the bidder thereon, will be received at the office, until Thursday, March 11, 1886, at 12 o'clock, at which place and hour they will be publicly opened by the head of the Department and read, for

FURNISHING THE DEPARTMENT OF PUBLIC WORKS, WITH THREE THOUSAND (3,000) GROSS TONS, 2,000 POUNDS TO A TON, OF EGG SIZE, LEHIGH AND WILKESBARRE COMPANY'S BEST WILKESBARRE COAL.

Bidders for the above contracts must be regularly engaged in the business and well prepared for furnishing the materials for the same, and must be able to furnish satisfactory evidence to that effect.

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 a 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 for the same. The amount of 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 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 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 be enclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and be retained by the City of New York, as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of his deposit will be returned to him.

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

Blank forms of bid or estimate, the proper envelopes in which to inclose the same, the specifications and agreements, and any further information desired, can be obtained at the office of the Chief Engineer, Room 10, No. 31 Chambers street.

ROLLIN M. SQUIRE,
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
ROOM 6, NO. 31 CHAMBERS STREET,
NEW YORK, February 24, 1886.

TO CONTRACTORS.

BIDS OR ESTIMATES ENCLOSED IN A SEALED envelope, with the title of the work and the name of the bidder enclosed thereon, shall be received at the office of the Department, until Tuesday, March 9, 1886, at which place and hour they will be publicly opened by the head of the Department and read, for the following:

NO. 1. LAYING WATER-MAINS IN NINTH, EIGHTH, ST. NICHOLAS, MADISON AND NINTH AVENUES, AND ONE HUNDRED AND FORTY-FIFTH, ONE HUNDRED AND SIXTY-SEVENTH, NINETY-SEVENTH, SIXTY-SEVENTH, SEVENTY-SEVENTH AND SEVENTEENTH STREETS.

NO. 2. LAYING WATER-MAINS IN FAIRMOUNT, COLUMBIA, TREMONT, PROSPECT AND RIVERDALE AVENUES, AND IN KINGSBRIDGE ROAD.

Bidders for the above contracts must be regularly engaged in the business and well prepared for furnishing the materials for the same, and must be able to furnish satisfactory evidence to that effect.

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 a 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 for the same. The amount of 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 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.

holder 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 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 be enclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and be retained by the City of New York, as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of his deposit will be returned to him.

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

Blank forms of bid or estimate, the proper envelopes in which to inclose the same, the specifications and agreements, and any further information desired, can be obtained at the office of the Chief Engineer, Room 10, No. 31 Chambers street.

ROLLIN M. SQUIRE,
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
NEW YORK, January 26, 1886.

TO THE PUBLIC.

THE CHIEF ENGINEER OF THE CROTON Aqueduct reports to me to-day that during the past twenty days the water in the city reservoirs has gone down three feet three inches, equal to 98,000 gallons, showing that this amount of water was used and wasted over and above the supply received through the Croton Aqueduct and the Bronx river conduit. The Department has no means to stop this enormous waste, which is caused by consumers keeping faucets open day and night to prevent freezing in the service-pipes, and can only make this most urgent appeal to stop it, and to notify them that unless it is stopped the pressure in the water-mains will be so much reduced that in a few days the water will not rise to the basements and cellars in thousands of buildings.

Respectfully,
ROLLIN M. SQUIRE,
Commissioner of Public Works.

POLICE DEPARTMENT.

POLICE DEPARTMENT—CITY OF NEW YORK,
OFFICE OF THE PROPERTY CLERK, ROOM NO. 9,
NO. 300 MULBERRY STREET,
NEW YORK, 1885.

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

JOHN F. HARRIOT,
Property Clerk.

FINANCE DEPARTMENT.

REAL ESTATE RECORDS.

THE ATTENTION OF LAWYERS, REAL ESTATE AGENTS, MONEY ADVISORS, AND MAKING loans upon real estate, and all who are interested in providing themselves with facilities for reducing the cost of examinations and searches, is invited to these Official Indices of Records, containing all recorded transfers of real estate in New York from 1853 to 1887, prepared under the direction of the Commissioners of Records.

Grants, grantees, suits in equity, insolvents and Sheriffs' sales, in volumes bound, price, \$100 00
The same in 25 volumes, half bound, 50 00
Complete sets, folded, ready for binding, 15 00
Records of Judgments, 25 volumes, bound, 10 00
Orders should be addressed to "Mr. Stephen Angell, Room 25, Stewart Building."

EDWARD V. LOEW,
Comptroller.

FIRE DEPARTMENT.

HEADQUARTERS
FIRE DEPARTMENT, CITY OF NEW YORK,
155 AND 157 MERCER STREET,
NEW YORK, February 18, 1886.

TO CONTRACTORS.

SEALED PROPOSALS FOR FURNISHING A second size Clapp & Jones steam fire-engine, with drop tube boiler, will be received by the Board of Commissioners at the head of the Fire Department, at the office of said Department, Nos. 155 and 157 Mercer street, in the City of New York, until 11 o'clock A. M., Wednesday, March 3, 1886, at which time and place they will be publicly opened by the head of said Department and read.

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

For information as to the style and construction of the engine and time of delivery, bidders are referred to the specifications which form part of these proposals.

The engine to be delivered to the Fire Department in complete working order, with a guarantee that the material and workmanship are of the best character, and to replace, at the expense of the contractor, such parts, if any, as may fail, if such failure is properly attributable to defective material or inferior workmanship. Said engine shall have a full and complete trial of its working powers at New York, under the superintendence of a competent engineer.

The damages to be paid by the contractor for each day that the contract may be unfulfilled after the time specified for the completion thereof shall have expired, are, by a clause in the contract, fixed and liquidated at twenty-five (\$25) dollars per day.

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

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

The Fire Department reserves the right to decline any and all bids or estimates if deemed to be for the public interest. No bid or estimate will be accepted from, or

contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

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

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders of the City of New York, with their respective places of business or residence, to the effect that if the contract is awarded to the person making the estimate, they will, on its being so awarded, become bound as 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 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 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 a surety in good faith and with the intention to execute the bond required by law. The adequacy and sufficiency of the security offered is to be approved by the Comptroller of the City of New York before the award is made and prior to the signing of the contract.

No estimate will be considered unless accompanied by either a certified check upon one of the National Banks of the City of New York, drawn to the order of the Comptroller, or money, to the amount of one hundred and fifty dollars (\$150). Such check or money must not be enclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and be retained by the City of New York, as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of his deposit will be returned to him.

The person or persons to whom the contract may be awarded need not 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 reawarded and relet, as provided by law.

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

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

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

HEADQUARTERS FIRE DEPARTMENT,
CITY OF NEW YORK,
155 AND 157 MERCER STREET,
NEW YORK, February 18, 1886.

TO CONTRACTORS.

SEALED PROPOSALS FOR FURNISHING SIX four-wheeled hose tenders, will be received by the Board of Commissioners at the head of the Fire Department, at the office of said Department, Nos. 155 and 157 Mercer street, in the City of New York, until 11 o'clock A. M., Wednesday, March 3, 1886, at which time and place they will be publicly opened by the head of said Department and read.

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

For information as to the style and construction of the tenders and time of delivery, bidders are referred to the specifications which form part of these proposals.

The tenders are to be delivered to the Fire Department in complete working order, with a guarantee that the material and workmanship are of the best character, and to replace at the expense of the contractor, such parts, if any, as may fail, if such failure is properly attributable to defective material or inferior workmanship.

The damages to be paid by the contractor for each day that the contract may be unfulfilled after the time specified for the completion thereof shall have expired, are, by a clause in the contract, fixed and liquidated at twenty-five (\$25) dollars per day.

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

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

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

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

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders of the City of New York, with their respective places of business or residence, to the effect that if the contract is awarded to the person making the estimate, they will, on its being so awarded, become bound as 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 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 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 a surety in good faith and with the intention to execute the bond required by law. The adequacy and sufficiency of the security offered is to be approved by the Comptroller of the City of New York before the award is made and prior to the signing of the contract.

No estimate will be considered unless accompanied by either a certified check upon one of the National Banks of the City of New York, drawn to the order of the Comptroller, or money, to the amount of one hundred and fifty dollars (\$150). Such check or money must not be enclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the per-

sons 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 be retained by the City of New York, as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of his deposit will be returned to him.

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

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

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

HEADQUARTERS
FIRE DEPARTMENT, CITY OF NEW YORK,
155 AND 157 MERCER STREET,
NEW YORK, February 18, 1886.

TO CONTRACTORS.

SEALED PROPOSALS FOR FURNISHING TWO Hayes' Extension Ladder Trucks, will be received by the Board of Commissioners at the head of the Fire Department, at the office of said Department, Nos. 155 and 157 Mercer street, in the City of New York, until 11 o'clock A. M., Wednesday, March 3, 1886, at which time and place they will be publicly opened by the head of said Department and read.

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

For information as to the style and construction of the trucks and time of delivery, bidders are referred to the specifications which form part of these proposals.

The trucks are to be delivered to the Fire Department in complete working order, with a guarantee that the material and workmanship are of the best character, and to replace, at the expense of the contractor, such parts, if any, as may fail, if such failure is properly attributable to defective material or inferior workmanship.

The damages to be paid by the contractor for each day that the contract may be unfulfilled after the time specified for the completion thereof shall have expired, are, by a clause in the contract, fixed and liquidated at twenty-five (\$25) dollars per day.

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

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

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

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

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders of the City of New York, with their respective places of business or residence, to the effect that if the contract is awarded to the person making the estimate, they will, on its being so awarded, become bound as 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 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 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 a surety in good faith and with the intention to execute the bond required by law. The adequacy and sufficiency of the security offered is to be approved by the Comptroller of the City of New York before the award is made and prior to the signing of the contract.

No estimate will be considered unless accompanied by either a certified check upon one of the National Banks of the City of New York, drawn to the order of the Comptroller, or money, to the amount of one hundred and fifty dollars (\$150). Such check or money must not be enclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the per-

sons 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, the amount of his deposit will be returned to him.

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

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

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

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

HEADQUARTERS
FIRE DEPARTMENT, CITY OF NEW YORK,
155 & 157 MERCER STREET,
NEW YORK, February 15, 1886.

TO CONTRACTORS.

SEALED PROPOSALS FOR FURNISHING A
Third Street Steam Engine, to be used by the
by the Board of Commissioners at the head of the Fire
Department, at the office of said Department, Nos. 155
and 157 Mercer Street, in the City of New York, until 11
o'clock A. M., Wednesday, March 3, 1886, at which time
and place they will be publicly opened by the head of said
Department and read.

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

For information as to the style and construction of the
engine and time of delivery, bidders are referred to the
specifications which form part of these proposals.

The engine to be delivered to the Fire Department in
complete working order, with a guarantee that the material
and workmanship are of the best character, and to
replace, at the expense of the contractor, such parts, i.
any, as may fail, if such failure is properly attributable to
defective material or inferior workmanship. Said engine
shall have a full and complete set of working powers
at New York, under the superintendence of a competent
engineer.

The damages to be paid by the contractor for each day
that the contract may be unfulfilled after the time speci-
fied for the completion thereof shall have expired, and
by a clause in the contract, fixed and liquidated at twenty-
five (\$25) dollars per day.

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

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

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

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

Each bid or estimate shall be accompanied by the con-
sent, in writing, of two householders or freeholders of the
City of New York, with their respective places of business
or residence, to the effect that the offer made by the
person or persons making the estimate, they will, on its
being so awarded become bound as sureties for its faithful
performance, in the sum of two thousand and two hundred
dollars (\$2,200), and that if he shall omit or refuse to
execute the same, they will be held jointly and severally
responsible to the Corporation for the amount of the differ-
ence between the sum that will be awarded to him or
them in its completion and that which the Corporation may
be obliged to pay to the person or persons to whom the con-
tract may be awarded at any time after the letting of the
contract, and 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 sign-
ing the same, that he is a householder or freeholder in
the City of New York, and is worth the amount of the
security required for the completion of this contract,
over and above all his debts of every nature, and over
and above his liabilities, as surety or otherwise, and
that he has offered himself as a surety in good faith
and with the intention to execute the bond required by
law. The adequacy and sufficiency of the security offered
is to be approved by the Comptroller of the City of New
York before the award is made and prior to the signing of
the contract.

No estimate will be considered unless accompanied
by either a certified check upon one of the National
Banks of the City of New York, drawn to the order
of the Comptroller, or money, to the amount of one hun-
dred and ten dollars (\$100). Such check or money must
not be inclosed in the sealed envelope containing the
estimate, but must be handed to the officer or clerk of
the Department who has charge of the Estimate-
box, and no estimate can be deposited in said box
until such check or money has been examined by said
officer or clerk, and found to be correct. All such
checks, except the one of the successful bidder, will be
returned to the persons making the same within three
days after the contract is awarded. If the successful
bidder shall refuse or neglect, within five days after
notice that the contract has been awarded to him to
execute the same, the amount of the deposit made by
him shall be forfeited to and retained by the City of
New York, as liquidated damages for such neglect or
refusal; but if he shall execute the contract within the
time aforesaid, the amount of his deposit will be re-
turned to him.

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

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

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

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

HEADQUARTERS
FIRE DEPARTMENT, CITY OF NEW YORK,
155 & 157 MERCER STREET,
NEW YORK, May 19, 1885.

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

By order of
HENRY D. PURROY, President.
RICHARD CROKER,
ELWARD SMITH,
Commissioners.
CARL JUSSEN,
Secretary.

THE CITY RECORD.

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

DEPARTMENT OF PUBLIC CHAR- ITIES AND CORRECTION.

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

TO CONTRACTORS.

PROPOSALS FOR GROCERIES, DRY
GOODS, HARDWARE, TIN AND OIL.

SEALED BIDS OR ESTIMATES FOR FURNISH-

ing

6,500 pounds Dairy Butter, sample on exhibition
Thursday, March 11, 1886.

2,000 pounds Cheese.

10,000 pounds Dried Apples.

10,000 pounds Oat Meal, price to include packages.

20,000 pounds Rice.

30,000 pounds Brown Sugar.

5,000 pounds Granulated Sugar.

100 pounds Pure Ground Pepper, 1/2-lb. packages.

100 bags Coarse Meal (100 pounds net each).

100 bags Bran (50 pounds net each).

30 bushels Oats.

25 kits Mackerel, first quality, No. 1, 20 pounds

100 Prime quality City Cured Smoked Hams, to

average about 14 pounds each.

50 dozen Sea Foam.

3,000 dozen Fresh Eggs, all to candled.

500 barrels good, sound Irish Potatoes, to weigh 168

pounds net per barrel.

100 barrels Prime Russia Turnips, 135 pounds net

per barrel.

100 barrels Prime Carrots, 120 pounds net per barrel.

50 barrels Prime Red Onions.

300 bales long bright Rye Straw, tare not to exceed

3 pounds each; weight charged as received

at Blackwell's Island.

50 bales Prime quality Timothy Hay, tare and

weight same as on straw.

DRY GOODS.

50 dozen White Spool Cotton, No. 30.

100 dozen Basting Cotton.

200 packs Pins.

HARDWARE AND TIN.

6 dozen Garden Rakes.

5 dozen Sicks.

6 dozen Spades.

10 dozen Scythe Stones.

1 dozen Screw Wrenches, 6 10-in., 6 12-in.

1 dozen Carving Knives.

1,000 pounds Prime quality Block Tin.

OIL.

10 barrels White Standard Kerosene Oil, 150 test.

—will be received at the Department of Public Charities
and Correction, in the City of New York, until 11 o'clock
A. M. of Friday, March 12, 1886. The person or per-
sons making any bid or estimate shall furnish the same in
a sealed envelope, indorsed "Bid or Estimate for Gro-
ceries, Dry Goods, Hardware, Tin and Oil," and shall
present the same, with their names, and the date of pre-
sentation, to the head of said Department, at the
said office, on or before the day and hour above named,
at which time and place the bids or estimates received
will be publicly opened by the President of said Depart-
ment and read.

THE BOARD OF PUBLIC CHARITIES AND CORRECTION
RESERVES THE RIGHT TO REJECT ALL BIDS OR ESTIMATES
IF DEEMED TO BE FOR THE PUBLIC INTEREST, AS PRO-
VIDED IN SECTION 44, CHAPTER 410, LAWS OF 1882.

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

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

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

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

Each bid or estimate shall contain and state the name
and place of residence of each of the persons making the
same; the names of all persons interested with him or
them therein; and if no other person be so interested,
it shall distinctly state that fact; also that it is made without
any connection with any other person making an estimate
for the same purpose, and is in all respects fair and with-
out collusion or fraud; and that no member of the Com-
mon Council, Head of Department, Chief of a Bureau,
Deputy thereof or Clerk therein, or any 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, the verification must be made and
subscribed by all the parties interested.

Each bid or estimate shall be accompanied by the con-
sent, in writing, of two householders or freeholders in
the City of New York, with their respective places of
business or residence, to the effect that the offer made
by the person or persons making the estimate, they will,
on its being so awarded, become bound as their sureties
for its faithful performance; and that if he shall omit
or refuse to execute the same, they shall pay to the Cor-
poration any difference between the sum to which he would
be entitled on its completion and that which the Cor-
poration may be obliged to pay to the person or persons
to whom the contract may be awarded at any time after the
letting of the contract, and in each case to be calculated upon the es-
timated 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 sign-
ing the same, that he is a householder or freeholder in
the City of New York, and is worth the amount of the security
required for the completion of this contract, over and
above all his debts of every nature, and over and above
his liabilities, as 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 23 of

chapter 7 of the Revised Ordinances of the City of New
York, if the contract shall be awarded to the person or
persons for whom he consents to become surety. The
adequacy and sufficiency of the security offered, to be ap-
proved by the Comptroller of the City of New York.

No bid or estimate will be considered unless accom-
panied by either a certified check upon one of the Na-
tional Banks of the City of New York, drawn to the
order of the Comptroller, or money to the amount of five
per centum of the amount of the security required for the
faithful performance of the contract. Such check or
money must not be inclosed in the sealed envelope con-
taining the estimate, but must be handed to the officer
or clerk of the Department who has charge of the Es-
timate-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 de-
posits, except that of the successful bidder, will be re-
turned to the persons making the same, within three days
after the contract is awarded. If the successful bidder shall
refuse or neglect, within five days after notice that
the contract has been awarded to him, to execute the
same, the amount of the deposit made by him shall be
forfeited to and retained by the City of New York, as
liquidated damages for such neglect or refusal; but if he
shall execute the contract within the time aforesaid, the
amount of his deposit will be returned to him.

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

The quality of the articles, supplies, goods, wares, and
merchandise must conform in every respect to the sam-
ples of the same, respectively, at the office of the said
Department. Bidders are cautioned to examine the
specifications for particulars of the articles, etc., re-
quired, before making their estimates.

Bidders will write out 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 Com-
ptroller, in accordance with the terms of the contract, from
time to time, as the Commissioners may determine.

Bidders are informed that no deviation from the spec-
ifications will be allowed, unless under the written in-
struction of the Commissioners of Public Charities and Cor-
rection.

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

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

Dated, New York, March 1, 1886.

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

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

NEW YORK, February 24, 1886.

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

At Morgue, Bellevue Hospital, from foot of Roosevelt
street—Unknown man, aged about 40 years; 5 feet 8
inches high; dark brown hair; clean shaven. Had on
blue flannel coat, dark striped pants and vest, blue check
calico shirt, blue flannel woolen undershirt and drawers, red
socks, laced shoes.

Unknown man, from foot of Forty-fifth street, North
river, aged about 30 years; 5 feet 8 inches high. Had
on black diagonal sack coat and vest, dark gray mus-
tache, blue flannel shirt, white knit undershirt and
drawers, red socks, gaiters.

At Workhouse, Blackwell's Island—John Mack, aged
27 years; committed November 21, 1885.

William Graham; aged 31 years; committed February
9, 1886.

At Homeopathic Hospital, Ward's Island—Edward
Flanagan, aged 50 years; 5 feet 3 inches high; gray
eyes and hair. Had on worn admittal black sack coat
and pants, blue check jumper, gaiters, black derby hat.

Henry Thompson, colored, aged 27 years; 5 feet 9
inches high; black eyes and hair. Had on when ad-
mitted overcoat, black admittal sack coat and vest, light
striped pants, boots, black derby hat.

Margaret Meyer, aged 39 years; 5 feet 1 inch high;
brown eyes and hair. Had on when admitted black and
white check shawl, blue striped calico skirt, black sack
rubber cloak, laced shoes, black hat.

Charles Frost, aged 65 years; 5 feet 5 inches high;
gray eyes and hair. Had on when admitted black coat,
gray vest, brown check pants, laced shoes, white derby
hat.

Nothing known of their friends or relatives.

By order,
G. F. BRITTON,
Secretary.

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

NEW YORK, February 19, 1886.

THE UNDERSIGNED WILL SELL AT PUBLIC

Auction, for account of the Commissioners of Public
Charities and Correction, at their office, No. 66 Third
avenue, on Thursday, March 4, 1886, at 11 o'clock A.
M., the following articles, viz:

About—

13,000 pounds Mixed Rags.

10,000 pounds Scrap Iron.

300 pounds Old Copper.

175 Syrup Barrels.

20 Iron house Barrels.

500 barrels Salt (broken).

1,250 barrels Bones.

320 barrels Coal Tar.

—to be delivered at the foot of East Twenty-sixth street,
and to be paid for as follows:

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

R. E. CLEARY,
Storekeeper.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
COMMISSIONER'S OFFICE.

No. 66 THIRD AVENUE.

NEW YORK, February 16, 1886.

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

At Morgue, Bellevue Hospital, from Chambers street
Hospital—Unknown man, aged about 45 years; 5 feet 8
inches high; dark hair mixed with gray, blue eyes, dark
moustache, no clothing.

At Workhouse, Blackwell's Island—Ann Brown, aged
55 years; committed November 25, 1885.

John Lynch, aged 58 years; committed December 18,
1885.

Henry Wertenberg, aged 55 years; committed Novem-
ber 24, 1885.

Nothing known of their friends or relatives.

By order,
G. F. BRITTON,
Secretary.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
COMMISSIONER'S OFFICE.

No. 66 THIRD AVENUE.

NEW YORK, February 16, 1886.

BOARD OF EDUCATION.

SEPARATE SEALED PROPOSALS WILL BE
received by the Board of School Trustees of the
Twelfth Ward, at the Hall of the Board of Education,
No. 146 Grand street, until Monday, March 8, 1886, and
until 4 o'clock P. M. on said day, for the steam-heating
apparatus required for Grammar School Building No. 83,
on East One Hundred and Tenth street, near Third
avenue, and for the addition to Grammar School Building
No. 43, corner One Hundred and Twenty-ninth street
and Tenth avenue.

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

The party submitting proposals, and the parties pro-
posing to become sureties, must each write his name,
place of residence and place of business on said proposal.
Two responsible and approved sureties, residents of this
city, are required in all cases.

No proposal will be considered from persons whose
character or antecedent dealings with the Board of Edu-
cation render their responsibility doubtful.

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

GEO. W. DEBEVOISE,
ANDREW L. SOULARD,
JOHN WHALEN,
DAVID H. KNAPP,
ROBERT E. STEEL,
School Trustees, Twelfth Ward.

Dated New York, February 20, 1886.

CORPORATION NOTICE.

PUBLIC NOTICE IS HEREBY GIVEN TO THE
owner or owners, occupant or occupants of all
houses and lots, improved or unimproved lands affected
thereby, that the following assessment has been com-
pleted and is lodged in the office of the Board of Assess-
ors, for examination by all persons interested, viz:

List 2156, No. 1. Alteration and improvement to sewers
in Madison avenue, between Fifty-seventh and Fifty-
ninth streets, and in Fifty-seventh street, east and west
of Madison avenue.

The limits embraced by such assessment includes all
the several houses and lots of ground, vacant lots, pieces
and parcels of land situated within the following area:

No. 1. Both sides of Madison avenue, between Fifty-
seventh and Fifty-ninth streets, and on both sides of Fifty-
seventh street, between Fourth and Fifth avenues.

All persons whose interests are affected by the above-
named assessment, 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. 11 1/2 City Hall, within thirty days
from the date of this notice.

The above-described list will be transmitted, as pro-
vided by law, to the Board of Revision and Correction of
Assessments for confirmation, on the 2d day of April,
ensuing.

EDWARD GILON, Chairman.

PATRICK M. HAVERTY,

CHAS. E. WENDT,

VAN BRUGH LIVINGSTON,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 11 1/2 City Hall,

NEW YORK, March 1, 1886.

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 assessment has been com-
pleted and is lodged in the office