

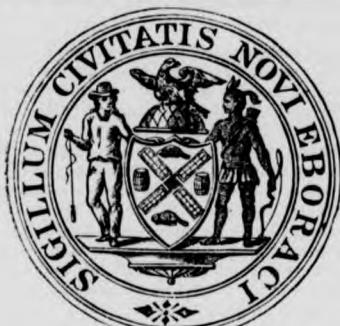
THE CITY RECORD.

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LEGISLATIVE DEPARTMENT.

From proceedings of the Board of Aldermen, March 5, 1874:

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 5th, 1874.

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

In my last message to the Common Council, I earnestly asked their attention to the pressing and vital necessity of cheapening the present cost of transporting on our State canals the immense agricultural products of our interior States, recently shown to have increased to a vast amount, but which are seriously threatened with large and ruinous diversion from our city, State and nation, by the completion, now near at hand, of the enlarged canals of Canada, carrying vessels of more than 1,000 tons burden from Lake Erie to Lake Ontario.

The annual report made to the State Legislature by the Hon. Nelson K. Hopkins, Comptroller of the State, which appeared soon after my message of January last, gave authentic and full particulars of these new channels of commerce, showing the fact that when completed, they will reduce to three dollars and fifty cents the cost of carrying a ton of wheat from Lake Michigan to Montreal, from which point these large sea-going vessels can pass directly on to Europe. On the other hand, the cost of transportation on our Erie canal with its present locks, not permitting the passage of vessels with cargoes exceeding the average of 215 or 220 tons, now amounts to six dollars and forty-two cents per ton of wheat. Of this latter sum only one dollar and five cents consists of the State tolls at the very moderate rate now fixed. It is, therefore, incontestable that if our State tolls were entirely taken off, the comparative cost of the two routes would continue to be three dollars and fifty cents by way of Montreal, and five dollars and fifteen cents by way of New York, showing a difference against us of two dollars and sixty-five cents per ton.

This plain statement thus derived from the report of the State Comptroller, should be sufficient to stop at once the exaggerated assertions of the efficacy of low tolls as affording a sufficient remedy for the evil in question or removing in any material degree our just cause of apprehension.

That it is highly desirable to reduce our State tolls to the lowest practicable limit consistent with the due preservation of the efficiency of the canals, and a proper provision for improving from time to time their capacity, as the great interest of commerce may demand, no one will deny. But surely all can now see that no reduction whatever in the tolls, nor even their total abolition, will now suffice to save our commerce from its rapidly approaching dangers.

Let me then reiterate and condense in a single phrase the one vital fact that the present is not a question of "low tolls" but of effective administration and an improved water way. The one can only quench the disease, the other will cure it. If we do not in time pay heed, we must lose the enormous and precious commerce of the West, which, steadily increasing for the last forty years, has furnished, and with a moderate amount of wisdom and forecast in the present generation, will permanently continue to furnish the very life blood of this great metropolis. It is only by a proper and speedy removal of all obstructions from the present channel, giving the full depth of seven feet, and such other facilities as may be deemed advisable, with a moderate and safe reduction of the tolls, that we can reduce the cost of transportation from the five dollars and fifteen cents, the present price, to a rate with which we can successfully compete with the Canadian canals, even if aided by all the power of the British Government.

But it is vitally necessary that we now awake to the fact that the pending amendment to the constitution, if adopted, will absolutely prevent the State, not only from enlarging the locks, but even from giving the present channel of the canals their full depth of seven feet. The act of 1862 having declared that the enlargement was completed in this year, this deepening would be a new work, which could only be done by a further amendment of the constitution.

It is evident that if we can preserve our fair portion of the immense commerce which is to pour in from the West in constantly augmenting volume, we need retain only a very moderate

toll on this greatly increased amount, possibly not exceeding fifty, or even thirty cents a ton, which could hardly fail to yield a net revenue of several millions, fully sufficient to meet the cost of any reasonable outlay incurred in making the necessary improvements.

It is under these circumstance that I cannot but express my surprise that the present Legislature has not only wholly omitted to institute any inquiry as to the expediency or cost of such improvements, but that under some strange delusion they have been induced to entertain a most inconsiderate and mischievous proposition, now ready for its final passage in both houses, to alter the State Constitution by a proposed amendment, which merely provides for a partial reduction of the present rate of tolls, (which practically would not exceed fifty cents per ton on wheat), but which, by a singular disregard of consequences, in effect relinquishes all the net revenue of our great trunk canals which have cost more than \$50,000,000, and which have actually yielded revenues in cash to the State Treasury within the last twenty-six years exceeding \$65,000,000. Surely we ought to recollect that these great works do not belong to this generation alone but that each succeeding generation, will have its exigencies and necessities, and will have great cause to complain if we do not reserve a certain portion, however small, of those rich revenues for the purpose of providing the means needed for any improvement of the canals themselves, and thus avoiding the necessity of imposing any further or future tax on the people of the State at large. We should bear in mind that the policy of the State in 1854 was the very opposite of that proposed by the present amendment, when the people by an immense majority amended the State Constitution and by authorizing loans of \$10,500,000, which were charged upon the surplus tolls assured the completion of the enlargement of the Erie and Oswego canals and the completion of the other works in the year 1862, and which by express enactment of the laws of 1862 was legally declared to be completed. If the policy of relinquishing the tolls as now proposed had then been in vogue, none of these works could have been finished to this day.

Without presuming to enter into the details of the wise and beneficial constitutional amendment, which the present exigencies really require and which may be adopted without imposing any burden upon the people and which will at the same time secure the needed improvements of the locks in time to meet the rival works of Canada, it may properly be suggested that such an amendment might readily be initiated by the present Senate in 1875, and passed by the succeeding Senate and Assembly early in 1876, and submitted to the people in time to secure the commencement of the necessary work on the 4th day of July 1876, an event of national importance which would well mark the commencement of the second century of American progress.

It should also be borne in mind that the interior States north of the Ohio river now furnish more than nine tenths of the tonnage carried to tide water on the Erie canal; that they have made no complaints of the rates of tolls established and reduced from time to time by this State; that their highest interests really requiring adequate facilities much more than "low tolls" they might well protest against the suicidal policy of throwing away the very revenues paid by themselves, and which New York, as their carrier and trustee, ought to retain in sufficient amount to make the necessary improvements in the canals.

We should also bear in mind that the two houses of Congress of the United States at this very moment are considering the necessity of cheapening transportation on the Erie canal and the other great water ways of the country. It has been the peculiar pride of the State of New York during the last fifty years to have constructed its great trunk canals, which are truly national in character and importance wholly without aid from any of its sister states or the Federal Government. The exceptional mistake committed during the excitement of the war in 1862 of requesting the Federal Government to contribute \$3,500,000 to the cost of enlarging the locks of our canals, to permit the passage of gunboats and munitions of war, was sufficiently rebuked by the derision heaped upon the measure by the representatives in Congress from our sister state of Pennsylvania. The State of New York should have, and can have no wish to repeat the experiment, and it would be lamentable indeed to be now driven a second time into such a false position by any reckless or hasty relinquishment of the tolls, which, if retained, would forever spare us from such a mortification.

It is one of the gravest features of the present subject, that the State, by its own Act, has called into being two very formidable rivals to its canal interests in the New York Central and Erie Railways, the owners of which being largely resident abroad, can have no great wish that the transportation on the State canals should be materially cheapened. If they are not seen openly urging the pending amendment, which practically emasculates the State, and depriving it of all proper vigor, and all further power of competition, they certainly will not be greatly grieved to see our great commonwealth paralyzed and prostrate at their feet. Without imputing any inordinate degree of cupidity to those potent corporations, it may be enough for

you and for all the people of the State to know and to discern the magnitude of their danger in the fact that while the tonnage of the Erie canal, reaching tide-water in 1872, was only 2,674,000 tons, the total tonnage carried by the two railways in the same year, of which at least one-half must have consisted of "through freights," amounted to 9,988,239 tons. To realize still more fully and vividly the prodigious and increasing amounts lost from year to year by the State treasury from these competitions, we need but to know that during the five years ending in 1872, the gigantic mass thus carried by these railways amounted to upwards of 40,000,000 tons, as is shown by the following table:

On Erie Railway. On N. Y. C. Railway.	
In 1868.	3,908,243
In 1869.	4,312,269
In 1870.	4,852,505
In 1871.	4,844,208
In 1872.	5,564,274
	23,481,439
	17,176,449
	23,481,439

Total in tons on the two railways.. 40,657,888

With no feeling of hostility to either of these great works which have contributed largely to the commercial prosperity of this city, I am nevertheless, bound, as its Executive, to warn you and our fellow-citizens that they must hardly expect any aid from these corporations in any measures for cheapening the Erie canal transportation, which would necessarily operate to reduce to the same rate the railway charges on the immense amounts of tonnage thus diverted by the railways.

Although the railways may largely suffer from the rivalry of the new canals in Canada, they certainly will not seek to disarm it by any cheapening of the cost of canal transportation. It is hardly necessary to add my earnest convictions that if the canal tolls be now wholly relinquished it will become practically impossible to secure the passage hereafter of any constitutional amendment permitting them to be re-imposed for the uses of the State, to recover the trade of New York, which will then have become diverted. I would also respectfully suggest to our fellow-citizens in the rural counties that this, their own metropolis, enriched by western commerce, now pays at least one-half of the taxes of the State, and that they cannot wisely sanction any policy which shall prevent the State from saving its commerce and the taxable property of its citizens from depreciation.

It has become perfectly manifest that whether we are right or wrong as to the proposed remedy, for an imminent evil it is one which cannot any longer be ignored. By relying upon the results of the wisdom and foresight of the past, and what we have hitherto believed to be our immeasurably superior natural advantages, we are allowing, little by little, our trade to slip from our grasp. Our sister cities, less favorably placed in regard to harbor access by dint of terminal facilities and cheaper handling of the products of the West, and economical administration, offer inducements to Western shippers which have considerably overcome the vantagous ground which we once held.

Unless our merchants and civil authorities awake to their true danger, and by a concerted and united movement induce our Legislature to pay heed to the permanent commercial interests of this great metropolis and the State, we shall, between the upper millstone of excessive taxation, and the nether millstone of loss of trade and commerce, be ground into powder.

I have consulted with some of our city's largest produce dealers and find that a considerable proportion of the orders which are received from shippers direct its sending over lines for transportation to Europe, terminating in Philadelphia, Boston or other ports. The following extracts from a letter received from one of the largest dealers in grain and flour in this city, and copies of telegrams received by this dealer, will more fully show the fact:

NEW YORK, February 14, 1874.
Hon. W. F. Havemeyer, Mayor, &c.:

DEAR SIR—In accordance with a wish expressed to our Mr. Dows, we give you some idea as to the handling of grain in and out of the port of New York.

The movement of grain from Western points to Europe direct, via Philadelphia, Boston, Baltimore and Portland by the railroads has been large, and the business seems to be rapidly on the increase.

The facilities offered by the various roads to points outside of New York, and the inducements made in rebate freight and accommodations at terminus of the roads, are such as to draw owners from New York that would naturally come this way.

The same thing applies to provisions as well as grain.

We have bought on orders from exporters here large quantities of provisions and grain in the West for shipment on through bills of lading to Europe, via ports other than New York.

The saving to the exporters in way of freight and rebates made at points of shipment at seaboard are often such as to make the business a profitable one, compared to purchases in New York at same time.

We enclose a copy or style of telegrams re-

ceived by us from time to time sent us by agents of the different lines west.

"DAVID DOWS & CO.—We will take 40,000 bush. wheat from Milwaukee to Liverpool via Philada. at 85 cts gold, steamer of Feb'y 26th.
(Signed) JOHN SMITH."

"DAVID DOWS & CO.—We will take one thousand tierces lard via. Boston, steamer March 5th, at dollar five (105) gold per hundred pounds.
(Signed) JAMES JONES."

Opinions are very various as to the measures necessary to accomplish the cheapening of carriage of products on the canals. It is certain that a great percentage of reduction of the cost of transportation can be obtained at a very trifling cost. The enlarging of the three or four locks yet remaining unenlarged and the removal of the accumulations of dirt and deposits in the bottom of canals can be accomplished by practical men without involving any very large expenditure of money. Let this work be entered upon in a sensible way, and if we find, after substituting in the administration of the canals the rule of honest men for that of peculators and rings, that further improvements are required they can be made as soon as the capacity obtained by the small expenditure above suggested is filled. The very small expenditures required will not in any event be wasted, and may be found for many years quite adequate.

Having thus freely expressed my views of the impolicy and mischief of the pending amendment and its consequences, I will indulge the hope that my fellow-citizens will take all necessary and proper measures by public meetings, remonstrances and other measures to petition the Legislature not to inflict this great and wholly useless injury upon this city, which steps your honorable body can considerably accelerate and advance.

W. F. HAVEMEYER.

While the communication was being read, Alderman Monheimer moved to suspend the further reading, and that 500 copies be printed in document form.

Alderman McCafferty moved to refer the message to the Committee on Finance.

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

Which was decided in the negative by the following vote:

Affirmative—Aldermen Flanagan, Kehr, Koch, McCafferty—5.

Negative—The President, Aldermen Billings, Falconer, Gilon, Lysaght, Monheimer, Morris, Reilly, Van Schaick—9.

Alderman Monheimer moved that the Board do now adjourn.

Which was lost.

Alderman Kehr moved that the communication from the Mayor be received and printed in the minutes.

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

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Flanagan, Gilon, Kehr, Lysaght, McCafferty, Ottendorfer, Reilly, Van Schaick—9.

Negative—The President, Aldermen Billings, Falconer, Monheimer, Morris—5.

Subsequently Alderman Billings moved a reconsideration of the above vote.

Which was agreed to.

He then moved that 500 copies of the message from the Mayor be printed in document form.

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

Which was decided in the affirmative by the following vote—

Affirmative—The President, Aldermen Billings, Falconer, Gilon, Kehr, Lysaght, Monheimer, Morris, Ottendorfer, Reilly, Van Schaick—11.

Negative—Aldermen Flanagan, Koch, McCafferty—3.

(For which see document No—)

Also the following—

EXECUTIVE DEPARTMENT,
CITY HALL,
NEW YORK, March 5, 1874.

To the Honorable the Board of Aldermen:

GENTLEMEN:—In pursuance of the provisions of an act entitled "An Act to reorganize the local government of the City of New York," passed April 30, 1873, I hereby nominate to, and, subject to the consent of the Board of Aldermen, appoint

George H. Andrews,

Police Commissioner of the City of New York, in the place of Henry Smith, deceased, for the unexpired term of said Henry Smith, which terminates on the 11th day of April, 1877.

W. F. HAVEMEYER.

Which was laid on the table and ordered to be printed in the minutes.

Also the following:

COMMUNICATIONS FROM DEPARTMENT AND CORPORATION OFFICERS.

The President laid before the Board the following communication from the Department of Finance.

CITY OF NEW YORK,

DEPARTMENT OF FINANCE.

DEPARTMENTAL REPORT, Feb. 26, 1874.

To the Hon. the Board of Aldermen:

I herewith submit the returns made to this

Department by the Sixth and Eighth Avenue Railroad Companies, of their receipts from Jan. 1st to December 31st of the year 1873, as follows:

Month.	Sixth Ave. R. R. Co.	Eighth Ave. R. R. Co.
January	\$57,238 11	\$56,238 95
February	51,986 86	50,992 07
March	59,988 01	58,849 37
April	65,591 73	62,660 12
May	71,135 15	69,705 86
June	67,017 69	69,753 56
July	56,339 17	66,509 96
August	53,827 60	66,742 96
September	63,902 93	66,621 39
October	69,034 20	69,985 80
November	61,207 29	61,473 79
December	65,027 10	63,030 34
Total	\$742,288 84	\$765,564 96

AND. H. GREEN,
Comptroller.

Which was received and ordered to be printed in the minutes.

REPORTS.

G. O. 374.

The special committee appointed to investigate the circumstances connected with the burial of Nathaniel French, a planter in the Bahama Islands, and report the same to this Board, and if necessary report an ordinance to effectually prevent the recurrence of such outrages in the future, as were recited in a preamble, pages 189 and 160 of the Journal, respectfully

REPORT:

That they have made a thorough investigation of the case, and have learned much connected with the mode of burial in the city cemetery, and also in regard to the treatment of patients in the city's hospitals, but not directly connected with the particular case under consideration. The testimony elicited is deserving of the attention of the authorities, and goes to show that the evils complained of should be remedied, and measures should be taken to prevent the recurrence of like cases. Your committee, however, not having been appointed to investigate any other case than the one mentioned in the resolution, it does not feel warranted in making recommendations in regard to other cases brought incidentally to the notice of your committee.

In regard to the case of Nathaniel French your committee have learned the following facts: He landed from the steamship City of Havana, at pier 3 North river, at about 12:30 on Friday, July 25, 1873, having in his possession a large sum of money in English gold coin. About 1:30 of the same day he was found in West street, nearly opposite pier 4, by officer Slattery, of the Twenty-seventh Precinct, apparently delirious, and the officer supposed him to be in a state of inebriety and was by him taken to the police station at the corner of Church and Liberty streets. No gold coin, and only \$4.20 in American currency was found upon his person. Mr. French had the appearance of a respectable man and wore a gold watch and chain, and when restored to consciousness, informed the officer of his name, residence, occupation, etc., who reported this information to the sergeant at the desk. A memorandum of the property taken from Mr. French appears on the books of the police station, and he was detained all night as a prisoner, to be taken before a magistrate, but no reference is thereon made of the information as to his identity given to the sergeant by officer Slattery. The next morning the property found on Mr. French was restored to him, a receipt therefor was taken by the officer in charge, and the prisoner was sent to the police court. On the way he was seized with a fit, was carried back to the station house, a surgeon was sent for, and Mr. French was ordered to be taken to the hospital. Upon arriving at the Park hospital, having been conveyed there from the station house in an ambulance, he was in possession of his watch and chain; he remained in that institution until the evening of the same day, in the meantime giving his name, occupation and birth-place, and that he had a relative residing in the Nineteenth ward in this city, when he was transferred to Bellevue hospital, his property being sent with him. He remained in Bellevue hospital until Monday, the 28th of July, when he was sent to the Charity hospital on Blackwell's Island, his property being retained at Bellevue, but information concerning such property was not sent to the Charity hospital. On Friday, August 1, the property of Mr. French was sent to the office of the Commissioners of Charities and Corrections, where it remained until January 31, 1874, two days after the appointment of your committee, when they were placed in possession of the Public Administrator, who, up to this time had not been informed that such property was in the possession of the Commissioners.

On Saturday, August 2, 1873, Mr. French died, in the Charity hospital, and a record was made on the books of that institution that "no money, property, or papers" was found in his possession, and that he was supposed to be without friends.

On the 7th of August the body of Mr. French was taken to the city cemetery, on Hart's Island, and was there interred in the bottom tier of a trench or pit, which was finally closed last October, after 665 bodies had been placed therein.

In January last the friends of Mr. French—having with difficulty ascertained his fate, and the place of his death and burial—applied to the Commissioners of Charities and Corrections for his remains, in order that they might be decently interred in Greenwood Cemetery, but a few days after were informed that it would not be advisable to open the trench again to search for the body, by reason of the large number of bodies buried in the pit.

A careful examination of the burial register of the bodies interred in the city cemetery has satisfied your committee that, under the present system, in use by the superintendent, it would not

be possible to learn with certainty the exact place where a particular person might have been buried. There is nothing to guide the search, except the date when the trench was opened, and the date of the interment. Should a number of persons be buried on the same day, which is invariably the case—the daily average at that season of the year being twenty—it might be necessary to disturb nearly all the bodies along the whole line of a trench, before reaching the one searched for, the only mark on the pine box coffins being made with a lumber-scribe, indicating only the figures that are on the burial permits, and entered in the register of burials kept in the office of the cemetery.

It is clear in the minds of your committee that there was sufficient evidence and property in the possession of the officials connected with the Department of Charities and Corrections to warrant the conviction that Mr. French's body would be sought after at some future time; that they could easily have ascertained that he had numerous friends in this city by merely tracing the circumstances attending his death, in the different institutions under their charge; but it does not appear that notice of his death was ever sent from the Charity hospital to Bellevue hospital, from which place he had been received, nor to the warden in charge thereof.

Your committee, therefore, after a careful examination of the facts in the case, are clearly of opinion that some other and better means should be adopted by the Commissioners of Charities and Corrections, in their management of the city cemetery, which will lead, with unerring certainty, and at the same time with little trouble or expense, to the identification of any body interred therein, and its resurrection, when desired by the relatives or friends of such deceased person. The finest sensibilities of our human nature are those that centre around the body of a deceased relative or friend, and to outrage them unnecessarily, if not legally a crime, is certainly reprehended by all possessing the common feelings of humanity. Your committee, therefore, with a view of "preventing the recurrence of such outrages in future," have prepared an ordinance prescribing the manner of making interments in the city cemetery, and also to provide for the due publication of the names and such other information connected with the death of every stranger or unknown person who may be under treatment in any of the public hospitals of the city, as may lead to their identification and re-clamations by their relatives or friends.

The power to regulate this subject is ample, as section 90 of chapter 335, Laws of 1873, provides that "whatever provisions and regulations other than those herein specially authorized, may become requisite for the fuller organization, perfecting and carrying out the powers and duties prescribed to any department by this act, shall be provided for by ordinance of the Common Council, who are hereby authorized to enact such necessary ordinances."

Your Committee, therefore, respectfully offer the following ordinance, and recommend its adoption:

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

SECTION 1. The Commissioners of Charities and Corrections are hereby instructed and required to advertise in THE CITY RECORD, on the day succeeding the death of any stranger or unknown person who may die in any of the institutions under their charge, a notice giving a full description of such person, and a statement of all the property found in his or her possession at the time such person became an inmate of any such institution, together with such other information as in the opinion of the officers in charge of any such institution would be most likely to lead to the identification of the person so dying.

SEC. 2. Hereafter all interments in the City cemetery on Hart's Island, shall be in trenches to be numbered consecutively commencing with number 1; every such trench shall contain 150 bodies no more, and each coffin shall be numbered by figures to be made of iron or other metal, or engraved into the lid or cover of such coffin so as to be indelible, in the manner shown in the annexed diagram, viz.: each trench shall be constructed, running in a direction from east to west; shall be of a size sufficient to contain the said number of 150 bodies, which shall be laid therein in the order following, to wit: No. 1 at the northeast corner; No. 2 adjoining, and so on in regular order until No. 25 is deposited, when a layer of earth shall be placed on the twenty-five coffins thus deposited; No. 26 shall then be placed at the southeast corner, directly in the rear and in a line with No. 1; No. 27 adjoining and so on until No. 50 is interred, which will be directly in the rear, and on a straight line with No. 25, then covered with a layer of earth, similar to those numbered from 1 to 25, thus completing the first stratum of coffins in the trench. No. 51 shall then be placed directly over No. 1; No. 52 over No. 2, and so on until No. 75 is interred over No. 25, then covered, as before, from 1 to 25; No. 76 being placed directly over No. 26; and so on in the regular order until No. 100 is interred directly over No. 50, thus completing the 2nd stratum of coffins; No. 101 shall then be placed directly over Nos. 1 and 51, and so on in regular order until No. 125 is placed directly over No. 75, then half the trench shall be permanently covered. No. 126 shall then be placed directly over Nos. 26 and 76, and so on in regular order until No. 150 is placed directly over Nos. 50 and 100, when the trench shall be considered full, and finally covered; a new trench to be numbered Trench No. 2 shall then be commenced and filled in the manner above provided and succeeded by trench No. 3, and so on for the future in this and all other of the city ceme-

teries. At the head of each tier of coffins shall be placed a proper and durable board or stone, with the numbers corresponding with the number on such coffins placed therein with figures made of iron or other durable metal, or engraved thereon in such a manner as to be indelible. Each trench, when completed, and the numbers placed at the head of each tier of coffins deposited in each trench, and shall be accessible, at all reasonable times for the inspection of the public or the use of any person desiring to ascertain the particular place in which any person may be buried. A duplicate copy of such register shall be kept in the office of the Commissioner of Charities and Corrections.

SEC. 3. A register of burials shall be kept by the Superintendent, or other person in charge of the city cemetery which shall be so arranged that the name of each person interred shall be numbered to correspond with the numbers on the head-boards of the tiers of coffins deposited in each trench, and shall be accessible, at all reasonable times for the inspection of the public or the use of any person desiring to ascertain the particular place in which any person may be buried. A duplicate copy of such register shall be kept in the office of the Commissioner of Charities and Corrections.

SEC. 4. This ordinance shall take effect immediately.

EDWARD GILON,
GEO. KOCH,
S. V. R. COOPER,
Special Committee.

Which was laid over.

REPORTS.

G. O. 372.

The Committee on Arts and Sciences to whom was referred the annexed resolution in favor of procuring for the Governor's room a portrait of the late Professor S. F. B. Morse. respectfully

REPORT :

That they are in favor of the adoption of the resolution, believing it to be the duty of the Government and people of this City, to add in this slight manner to the posthumous fame of the great American Scientist, who utilized, greatly to the advantage of the human race the subtle, yet powerful forces of electricity discovered by his great prototype, Benjamin Franklin. They also believe this slight evidence of the respect entertained for the Memory of Professor Morse, and this measurable expression of their appreciation of the benefits of his discoveries, should be accorded to his achievements by the Common Council of the City. Accordingly your committee recommend the adoption of the annexed resolution:

Resolved, That the Commissioner of Public Works be and is hereby authorized to have painted and framed an oil portrait of the late Professor Samuel F. B. Morse to be placed in the Governor's Room, City Hall, the same to be done at an expense not to exceed (\$2,500) twenty-five hundred dollars, to be taken from the appropriation for City Contingencies.

O. P. C. BILLINGS,
JOHN REILLY,
JOS. A. MONHEIMER,
Committee on Arts and Sciences.

G. O. 373.

The Committee on Railroads, to whom was referred the annexed petition of inhabitants and owners of property on the Eleventh avenue, between Forty-seventh and Fifty-first streets, and others in that vicinity, asking the Common Council to abate an evil occasioned by the blocking of the said Avenue, by the cars of the Hudson River Railroad Company, respectively

REPORT:

That, upon inquiry, your Committee have learned that the complaints of the residents, owners of property and men in business on the west side of the city, are well founded, and the annoyances to themselves and injury to their business, an evil that should be remedied. The Eleventh avenue, from Thirty-second to Fifty-ninth street, is entirely built up on both sides, and is densely populated, and a large amount of business is transacted west of the avenue, along the entire water front, which is the best in the city, particularly at, and in the vicinity of the Manhattan Market, at the foot of Thirty-fourth street. The interruption caused to this volume of trade, and the annoyance as well to those engaged in it, as to owners of property and residents, by the Hudson River Railroad Company, can be readily comprehended, when it is known that for hours at a time, and sometimes during the entire day and night, trains of its freight cars, numbering fifty cars to a train, occupy the centre of the Eleventh avenue, and completely barricade it, and prevents crossing at any of the intersecting streets. So little do the railroad officials appear to consult or care for the convenience of the public, at these points, that they will not even leave an opening at any of such crossings or intersections through their trains to admit of the passage of vehicles or other travel, across the said avenue.

The residents in the vicinity also complain, and with justice, of the annoyance to which they are subjected day and night by the noise of the trains as they pass and repass; the screeching of the steam whistle and escaping steam, and the turmoil and confusion along the whole line. Add to these, the danger to life inseparable from the exposed condition of the avenue, and the constant use thereof by locomotives and cars passing up and down the street, frequently at a high rate of speed, and there is a make up of discomforts and dangers, sufficient to render a residence on the avenue, or many of the adjoining streets, anything but desirable or agreeable. Like all other questions, particularly of this character however, this one has two sides. The Railroad Company have certain rights, and the petitioners are under obligations to it that should induce fair consideration of its interests by the complaining owners and residents. It has created and built up the very business they claim is now injured by its operation; a stoppage of the trains

of the company, at a point north of Fifty-ninth street, as some propose, the removal of the depots and a general suspension of the freight and passenger business of the company, south of that point, would, doubtless, remove the cause of complaint, but would also cause such a depreciation in the value of the property of the petitioners for business purposes, that hasty or inconsiderate action, tending to such a result, would be ultimately regretted; such a remedy would be worse for the petitioners than the disease they desire to cure.

Your Committee believe it is possible to reconcile the seemingly conflicting interests of the petitioners and the Railroad Company, and that the use of the Eleventh avenue, by the locomotives and cars, can be so managed as to interfere but slightly with the uses of the streets adjoining and intersecting, and even the avenue itself. The long and unbroken trains of cars, extending for several blocks, could be broken up into fragments, and a passage across the avenue given at every intersecting street. This would obviate the principal ground of complaint, and could be effected without much loss of time or money to the railroad company. The speed of locomotives and trains can be restricted to a degree compatible with the safety of the public, or that portion of it who use the avenue, thereby removing the greatest danger to life, and measurably remedying the annoyance caused by the rumbling trains of cars in rapid motion, while the noise of the steam whistle and escaping steam can be remedied by the employment by the Railroad Company of a man on horseback to proceed each moving train to warn all persons of its approach

By adopting these precautions against accidents, and complying with the above simple regulations, it is believed by the Committee, the chief causes of complaint of the petitioners will be removed, and the business of the railroad company be continued without serious injury or impediment; at least the experiment can be tried, and if mutually satisfactory to the company and the people, can be continued indefinitely. If not, then it will be time to consider and apply some other, and possibly more arbitrary measures. The following resolution is therefore respectfully offered for your adoption.

Resolved, That the Hudson River Railroad Company be, and is hereby required to restrict the running of their locomotives and cars, both freight and passenger, on all that portion of their railroad south of Fifty-ninth street, to a speed not exceeding five miles per hour; that the trains of cars on the Eleventh avenue, between Fifty-ninth and Thirty-second street, be disconnected at each intersecting street while not in motion, and a passage way across the said avenue, of a width corresponding to the width of every such street, be provided; that the said Hudson River Railroad Company be, and is hereby directed and required to cause a man to be mounted on horseback, who shall precede each train of cars, both freight and passenger, when in motion, up and down the said Eleventh avenue, at a distance of 200 feet in front of every locomotive, to warn all persons in or crossing the said avenue, of the approach of each train; that every violation of any of the provisions of this resolution, shall subject said Railroad Company, to a fine of one hundred dollars, to be sued for and collected, upon the complaint of any citizen, in the manner now provided by law for the collection of fines for violation of corporation ordinances, and the Commissioners of Police are hereby authorized and directed to cause the provision of the resolution to be rigidly enforced.

O. P. C. BILLINGS,
J. VAN SCHAICK,
OSWALD OTTENDORFER,
Committee on Railroads.

Which was laid over.

G. O. 389.

The Committee on Streets of the Board of Aldermen, to whom was referred the annexed resolution and ordinance for laying crosswalk across Forty-third, Forty-fourth and Forty-fifth streets, at the easterly intersections of Fourth avenue, be laid, under the direction of the Commissioner of Public Works, and that the accompanying ordinance thereto be adopted.

JOS. A. MONHEIMER,
ROBERT McCAFFERTY,
Committee on Streets.

Which was laid over.

G. O. 390.

The Committee on Streets of the Board of Aldermen, to whom was referred the annexed resolution and ordinance for curbing, guttering, &c., east side of Fourth avenue, between Forty-second and Forty-fifth streets, respectively

REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend the adoption of said resolution and ordinance.

Resolved, That on the east side of Fourth avenue between Forty-second and Forty-fifth streets curb and gutter stones be set, and the sidewalks be flagged and reflagged full width, where not already done, under the direction of the Commissioner of Public Works, and that the accompanying ordinance therefor be adopted.

JOS. A. MONHEIMER,
ROBERT McCAFFERTY,
Committee on Streets.

Which was laid over.

DEPARTMENT OF FINANCE.

Abstract of transactions of the Department of Finance for the week ending February 28, 1874.

DEPOSITS IN THE TREASURY.

On account of the Sinking Fund.....	\$129,079 43
" " " County Treasury.....	142,446 19
" " " City ".....	122,700 96
STOCKS AND BONDS ISSUED.	
7 per cent. Stocks.....	\$25,000 00
7 per cent. Bonds.....	93,000 00
	\$118,000 00

WARRANTS REGISTERED AND READY FOR PAYMENT.

Additional alterations of the Aqueduct.....	\$2,244 0
Aqueduct repairs and maintenance.....	508 79
Assessment Fund.....	21,670 00
Avenue A Improvement Fund.....	2,470 07
Boulevards, Roads and Avenues, maintenance of.....	837 17
Bureau of Municipal Correction expenses of.....	41 00
College of the City of New York.....	3,958 87
Commissioners of Excise Fund.....	52 50
Contingencies—Comptrollers Office.....	373 95
Croton Water Main Fund.....	21,137 77
Dock Fund.....	8,661 08
Fire Department Fund.....	4,896 80
Fourth Avenue Improvement Fund.....	62,211 64
Health Fund.....	3,163 21
Lamps and Gas.....	1,823 32
10th street Improvement Fund.....	9,964 71
155th street Improvement Fund.....	1,688 18
Printing, Stationery and Blank Books.....	3,129 17
Public Buildings, Construction and Repairs.....	318 78
Public Charities and Correction.....	19,535 56
Public Instruction.....	14,539 83
Refunding Assessments paid in error.....	123 51
Refunding Croton water rent paid in error.....	29 90
Refunding Taxes paid in error.....	470 29
Repairing and renewal of pipes, stop cocks, &c.....	578 25
Roads and Avenues and Sprinkling.....	500 00
Road or Public Drive, Boulevard Fund.....	18,246 84
Salaries Judiciary.....	86 65
Saint Nicholas Avenue Improvement Fund.....	83 94
Seventy-second Street Improvement Fund.....	5,636 61
State Taxes.....	100,000 00
Stationery Law and Blank Books.....	2,411 60
Supplies for and Cleaning Public Offices.....	812 45
Supplies for Gas, Dep't Public Parks.....	23,728 60
Tenth Avenue Improvement Fund.....	3,988 65
Wells and Pumps—Repairing and Cleaning.....	58 50
	\$339,355 06

MARKET PERMITS.

MARKET.	NO. OF STAND.	FROM WHOM.	TO WHOM.
Washington.....	55	John Harpell.....	Daniel Keil.
West Washington (Broad avenue).....	58	Charles A. Snyder.....	Geo. M. Snyder.
West Washington (De Voe avenue)	8	E. H. Read.....	John Nix.
West Washington (Broad avenue)	63	Isaac Huylar.....	Samuel H. Wood.
West Washington (Fulton Row).....	27	John Voss.....	John D. Johnson.
Union.....	11	Amelia Guttenstein.....	Ferdinand Reinheimer.
West Washington (De Voe avenue)	30	Frederick Graf.....	John Chivis.

CONTRACT FILED.

DEPARTMENT.	CONTRACTOR.	DESCRIPTION OF WORK.
Fire Department.....	Patrick Mullins.....	For building an Engine House on 10th avenue, between 154th and 155th streets, \$11,000.
Public Parks.....	North American Neuchatel Rock Paving Co. of the City of New York.....	For furnishing all the materials, and paving all the walks at Union Square.

ORDERS OF COURT, ETC.

COURT.	PLAINTIFF OR RELATOR.	AMOUNT.	DESCRIPTION OF CLAIM.	ATTORNEY.
Supreme ..	John F. Dawson.....	17,113 13	Judgment for work done in Putnam Co. in 1871.....	
Supreme ..	Benjamin Wood.....	1,315 80	Advertising in N. Y. Daily News sheriff's notice of General Election in 1873.....	J. H. Strahan.
Supreme ..	Benjamin Wood.....	180 00	For advertising in N. Y. Daily News in 1873.....	J. H. Strahan.
Supreme ..	Nelson J. Waterbury.....	1,000 00	For preparing bill for grades of streets between Chamber, Bleeker, Bowery and Broadway, in 1870.....	P. D. Kenney.
Supreme ..	M. Kirkpatrick.....	4,500 00	For gold badges to Common Council in 1870.....	Ormsby & Shaw.
Com Pleas	James L. Smith.....	818 40	Bill for advertising in N. Y. Courier in 1873	J. L. Lawrence.
Com Pleas	Sigismund Voyti.....	1,053 00	Bill for advertising in O'Estrieche Pos in 1872	Henry Wehle.
Supreme ..	Daniel Day.....	321 00	For services as officer of Oyer and Terrier in 1871.....	Fellows & Brooks.
Superior ..	Wm. T. McGrath, assignee	238 75	Notice of execution of judgment for goods furnished Department of Public Charities and Correction in 1871.....	
Supreme ..	John P. Luhrman.....	120 00	Why mandamus should not issue directing the Comptroller to deposit that amount with the City Chamberlain, award to unknown owners Nos. 225, 333 and 336, opening 129th, 130th and 131st streets ..	John Hardy.
Supreme ..	Edward Austin and Samuel Colgate, trustees.....	5,521 76	Notice of judgment for value of buildings taken for Church street extension in 1860.....	Strong & Spear.
Supreme ..	James Bagley.....	12,317 25	As assignee of J. H. Brady, for repairing pavement of Broadway in 1869.....	P. D. Kenney.
Supreme ..	Joseph W. Bartlett.....	1,333 66	For lamps furnished in 1873.....	J. H. Strahan.
Supreme ..	Wm. M. McGuire.....	500 00	For services to Board of City Canvassers in 1868.....	J. H. Dukes.
Supreme ..	Arch J. Fullerton	500 00	For services to Board of City Canvassers in 1868.....	
Supreme ..	Isaac J. Drake.....	500 00	For services to Board of City Canvassers in 1868.....	
Supreme ..	J. F. Oasley, assignee	500 00	For services of T. P. Smith, Board of City Canvassers in 1868.....	
Supreme ..	" "	500 00	For services of F. Barrington, Board of City Canvassers in 1868.....	
Supreme ..	" "	500 00	For services of G. Bouscine, Board of City Canvassers in 1868.....	
Supreme ..	" "	750 00	For services of F. J. Twomey, Board of City Canvassers in 1868.....	
Supreme ..	" "	350 00	For services of J. H. Munn, Board of City Canvassers in 1868.....	
Supreme ..	" "	400 00	For services of Cornelius Callahan, Board of City Canvassers in 1868.....	
Supreme ..	" "	500 00	For services of Geo. W. Betts, Board of City Canvassers in 1868.....	
Com Pleas	George Cuddy.....	207 58	Notice of judgment for services as attendant and Marine Court, January, 1872.....	E. Sandford.
Com Pleas	James M. Lyddy.....	197 36	Services as 2d assistant teacher in Grammar School 27 in 1872, and services as 3d assistant teacher in Grammar School 18 in 1873.....	D. R. Lyddy.
Superior ..	Wm. T. McGrath.....	10 00	Costs on notice of judgment.....	Johnson & Ward.
Supreme ..	Leopold Bohn.....	121 97	Notice of judgment for costs on vacation of assessment.....	Johnson & Ward.

CLAIMS FILED.

NAME OF CLAIMANT.	AMOUNT.	DESCRIPTION OF CLAIM.	ATTORNEY.
James Gorreys, administrator.....	\$416 67	Salary from November 11 to December 31, 1871, as Superintendent of Market Rents and fees.....	
German Savings Bank.....	4,409 50	Principal and interest on mortgage for \$4,200 on property owned by Fire Department at 3d avenue and 148th street (Morrisania).....	
Christopher Keyes.....	3,566 85	Due on contract for regulating One hundred and twelfth street, from 2d avenue to Harlem river.....	Johnson & Ward.
Christian E. Detmold.....	For value of building No. 105 Liberty street, taken for Church street extension in 1865.....	De Forest & Lord.
James Knight.....	20,000 00	Damages for injuries received by falling into hole in Hudson street, near Morton street.....	Brown, Hall & Vanderpoel.

The Comptroller approved of the sureties upon the following proposals, viz.: The Harlem Gaslight Company, for furnishing gas and lighting certain public lamps, and for performing certain service specified in the proposal. Sureties—John H. Browning, No. 7 East 48th street; Thomas Rutter, 84th street and East river.

For building engine house on 10th avenue, between 154th and 155th streets. Contractor—Patrick Mullins, 121st street, near 1st avenue. Sureties—Thomas Handibode, corner Willis avenue and Northern Boulevard, N. Y.; John J. McGuire, No. 433 East 121st street.

For furnishing 150 tons of pig lead to the Department of Public Works. Principal—The Schoenborg Smelting and Refining Co. Sureties—George Euler, No. 31 Avenue B; James M. Conner, Greenville, N. J.

The Comptroller attended the following opening of bids at the Department of Docks:

For furnishing granite to build 16 arches of the new pier, No. 1, North River.

For building two steam dredges.

DESIGNATION OF SALARIES.

Henry M. Garvin and Charles U. O'Connell, clerks in Auditing Bureau, \$1500 each per annum, from March 1, 1874.

Stephen Angell, Examiner of printing, stationery and advertising claims, for time actually employed \$1.50 per hour from February 1, 1874.

REINSTATEMENT.

Isaac Wolf, Temporary clerk in Bureau for Collection of Taxes, from March 1, 1874.

APPOINTMENT.

Patrick Burns, cartman at Washington market (temporarily).

RESIGNATION.

Henry S. Olcott, Examiner of contested accounts to date, February 1, 1874.

91 official communications and letters were transmitted.

AND. H. GREEN,
Comptroller.

BOARD OF EDUCATION.

STATED SESSION,
March 4, 1874.

Present—Wm. H. Neilson, Esq., President, and Commissioners Baker, Dowd, Farr, Halsted, Jenkins, Kelly, Klamroth, Lewis, Mathewson, Patterson, Seligman, Townsend, Traud, Vermilye, West and Wetmore—17.

Absent—Commissioners Beardslee, Brown, Hoe, and Man—4.

The minutes of the last session were adopted.

COMMUNICATIONS FROM TRUSTEES.

The President laid before the Board communications from several Boards of Trustees asking that absences of teachers be excused.

Referred to Committee on Teachers.

From the Fourth Ward—Making nominations of Principal and Vice Principal of Female Department Grammar School No. 1.

Referred to the Committee on Teachers.

From the Twenty-second Ward—Nominating E. H. Boy as Principal of Grammar School No. 9.

Referred to the Committee on Teachers.

Communications from the Third, Thirteenth, Nineteenth, Twenty-second and Twenty-fourth Wards, relative to hiring premises for school purposes.

Referred to the Committee on Buildings.

From Sixth, Seventeenth, and Nineteenth Wards—Relative to furniture and repairs of furniture.

Referred to the Committee on School Furniture.

From Twelfth and Twenty-fourth Wards—Relative to Janitor's salaries.

Referred to the Committee on Buildings.

From Nineteenth and Twenty-second Wards—For authority to purchase lots for buildings.

Referred to the Committee on Sites and New Schools.

From several Wards relative

DEPARTMENT OF PUBLIC WORKS.

NEW YORK, February 28, 1874.

In accordance with section 110, chapter 335, of the laws of 1873, the Department of Public Works makes the following report of its transactions during the week ending this day:

Public moneys Received and Deposited with the City Chamberlain.

For Croton Water Rent.....	\$3,345 80
" Penalties on Croton Water Rent.....	102 00
" Tapping Croton Pipes.....	77 00
" Vault Permits.....	115 50
" Sewer Permits.....	385 00
" Sewer Pipe sold to Contractors.....	686 00
Total	\$4,801 38

Contracts entered into.

For constructing receiving basins at southwest corner Beekman and South streets, and at northwest corner Beekman and South streets. Contractors, Thos. and J. D. Crimmins, of 1157 Second avenue. Surety, Abraham Dowdney, of 246 E. 61st street.

Croton water was introduced in 56th street, between 10th and 11th avenues; 9th avenue, between 82d and 83d streets, and 33d street, between 1st avenue and East River.

190 Receiving basins and 325 lineal feet of sewers have been cleaned.

29 Permits to place building material on streets have been issued.

There is an increase in the laboring force of the Department of 5 men, and a decrease of 1 team.

The total amount of requisitions drawn by the Department upon the Finance Department during the week is \$154,828.38.

GEO. M. VAN NORT,
Commissioner of Public Works.

HEALTH DEPARTMENT.

HEALTH DEPARTMENT,
NEW YORK, March 3, 1874.
No. 301 Mott street.

The Board of Health met this day.

Orders.

262 orders for the abatement of nuisances were made.

Suits for Penalties.

The attorney was directed to commence suits for non-compliance with the orders of the Board in 43 cases.

Reports Received.

From the Sanitary Superintendent:
Weekly report of the operations of the Sanitary Bureau.

Weekly report on contagious diseases.

Monthly report on contagious diseases.

Monthly report on slaughter houses.

Monthly report on operations at offal dock and manure dumps.

On application for permits.

Weekly report on modification and suspension of orders.

On dumping of garbage and ashes upon lots on 75th street, between 2d and 3d avenues.

On dangerous condition of building on 4th avenue, between 136th and 137th streets.

On streets and sewers.

On resignation of Paul F. Munde, M. D.

From the Register of Records:

Weekly letter on mortality.

Weekly mortuary report.

From the Attorney:

Monthly report.

Opinion in respect to applications of Solomon and Jenny Hausman, and J. Cappals to record births.

Communications from City Departments.

From the Police Departments:

Weekly report of the Sanitary Co. of Police.

From the Comptroller:

Weekly statement.

Bills Audit.

Francis Swift, removing night soil, for week ending Feb. 27, 1874.....	\$634 62
Francis Swift, removing offal, &c., for week ending Feb. 27, 1874.....	288 46
C. Golderman.....	45 81
Joshua Dyson.....	46 21
George Boucsein.....	389 74

Resignation.

Paul F. Munde, sanitary inspector.

Permits Granted.

To keep 6 cows at e. s. Terrace Place, 1st h. s. of Finley street.

To keep 6 cows at s. s. Brook avenue, near 3d avenue.

To slaughter cattle at w. s. Railroad avenue, between 167th and 168th streets.

To slaughter cattle at n. s. Brook avenue, 200 ft. west of 3d avenue.

To keep 6 chickens at 333 E. 21st street.

To keep chickens at 255 Avenue A.

To keep 3 chickens at 339 E. 21st street.

Hearing.

The Board gave a hearing to the parties engaged in the business of slaughtering animals, and the consideration of the subject was adjourned for one week.

Communications Received.

From Francis A. Walker—In respect to charts, &c., for statistical bureau at Vienna.

From C. H. Housley—In respect to nuisance in Clark street.

From Edward Curtis, M. D.—Accepting position of Honorary Microscopist to this Board.

From C. J. Canda—Application to register birth of a child.

From Charles T. Bunting—Application to remove dead bodies from cemetery in Houston street, between Bowery and Christie street, to Westburg, L. I.

Complaint in respect to house No. 9 W. 22d street.

Reports Referred to other Departments for the Necessary Action.

To the Department of Buildings:

On condition of building n. e. corner of 136th street and 4th avenue.

To the Department of Public Works:

On sewerage and waste water at w. s. 4th avenue, 85th and 86th street.

On condition of street at intersection of 43d street and 1st avenue.

On condition of street at intersection of 42d street and 1st avenue.

Resolutions.

Whereas, The Board of Police have failed to prevent the dumping of garbage and offensive refuse on the east side of the city, notwithstanding the earnest communications from this Board therefore, it is

Resolved, That the Board of Police be requested to cause at once the arrest of every person violating the section 87 of the Sanitary Code by dumping garbage and refuse anywhere within the city limits, and that a copy of this resolution be forwarded to the Board of Police by the Secretary.

Whereas, It appears from a report of the Sanitary Superintendent that garbage and ashes are being dumped from street carts upon lots on the south side of 75th street, between 2d and 3d avenues, New York.

Resolved, That a copy of such report be forwarded to the Board of Police, and that said Board be respectfully requested and ordered forthwith to stop and prevent the dumping of garbage and unclean ashes within the limits of the City of New York.

That the two temporary clerks who were appointed on the 20th of January to canvass for records of births and marriages are directed to report to the Register of Records, and perform whatever duties they do in such canvassing under the direction of that officer.

That the Register of Records be authorized to grant permits for the removal of the remains of dead bodies, (under the direction of the Sanitary Superintendent,) from cemetery in Houston street, between Bowery and Christie street to Westburg L. I.

SANITARY BUREAU.

The following is a record of the work performed in the Sanitary Bureau for the week ending Feb. 28, 1874:

The total number of inspections made by the inspectors was 1,949, as follows, viz.: 6 public buildings, 949 tenement houses, 238 private dwellings, 81 other dwellings, 31 manufactories and workshops, 14 stores and warehouses, 75 stables, 1 dangerous building, 26 slaughter houses, 2 breweries, 5 dumping grounds, 2 gut cleaning establishments, 3 manure dumps, 5 fat boiling establishments, — picking establishment, 94 sunken and vacant lots, 44 yards, courts and areas, 67 cellars and basements, 98 waste pipes and drains, 97 privies and water closets, 65 street gutters and sidewalks, 4 dangerous stairways, 4 cisterns and cesspools, 34 other nuisances, together with 4 visits of the sanitary inspectors to cases of contagious disease.

The number of report's thereon received by the inspectors was 476.

During the past week 32 complaints have been received from citizens, and referred to the inspectors for investigation and report.

The disinfecting corps have visited 74 premises where contagious diseases were found, and have disinfected and fumigated 69 houses, 69 privy sinks, together with clothing, bedding, &c.

One case of small-pox was removed to the hospital, and one dead body to the Morgue, by the ambulance corps.

Permits have been granted to consignees of 36 vessels to discharge cargoes on vouchers from the health officer of the Port.

58 permits have been granted to scavengers to empty, clean and disinfect privy sinks.

The following number of cases of contagious diseases were reported for the week ending February 28, 1874: cerebro spinal meningitis, 2; typhoid fever, 3; scarlet fever, 112; measles, 89; diphtheria, 47, and smallpox, 2.

185 loads of night soil were removed by the night scavengers from the privy vaults of the city.

The amount of meat condemned by the officers as unfit for human food during the week ending Feb. 28, 1874, was: sheep, 2 carcasses; veal, (bob) 45 carcasses; veal, (cut) 40 pounds; beef, 48 pounds; poultry, 142 pounds, and fish, 1,910 pounds.

Bureau of Vital Statistics.

During the week ending February 28, 1874, there were issued from this Bureau 487 burial permits for city deaths, 16 for bodies in transitu, and 44 for the interment of still-born infants. There were recorded 487 deaths, 187 marriages, 494 births, — still-births, 16 applications for transit permits, and 43 returns from Coroners. There were 19 searches of the registers of births, marriages, and deaths, and 4 transcripts of marriage record, — of birth, and 21 of death were issued from this Bureau. Five cases were referred to Coroners.

By order of the Board.

EMMONS CLARK,
Secretary.

HEALTH DEPARTMENT OF THE CITY OF
NEW YORK, Bureau of Vital Statistics,
March 3, 1874.

To the Secretary of the Board of Health:

During the last week of February, there were

487 deaths reported in this city, against 536 that were verified the previous week, and against 519 that were reported in the fourth week of February last year. The rate of mortality continues to exhibit a more favorable state of the public health than at the same period of the year last year or even in the last five years. The gain of life this winter has been conspicuously in children under 5 years of age, notwithstanding the excessive prevalence of diphtheria and scarlatina this winter.

The total number of deaths of children under years of age, in the first eight weeks of the winter of 1874, was 1797 or an average of 224.6 each week. The mean mortality yearly in the corresponding period of the previous 5 years, of children under 5 years old, was 238.4.

Last week there were 47 deaths from diphtheria and scarlatina, 8.3 from phthisis pulmonalis, 57 from pneumonia and 17 from bronchitis. There were only 72 deaths in the public institutions against an average exceeding 100 in the corresponding week of the past 5 years.

The extremes of temperature marked during the week, presented the maximum at 72 degrees Fahr, at 4 P. M., February 23d and the minimum at 22 degrees on Thursday morning, the range being 50 degrees. The snow fall measured 7½ inches, the atmosphere was dry and no immediate increase occurred in the rate of mortality.

Respectfully submitted,
ELISHA HARRIS, M. D.,
Registrar of Vital Statistics.

NEW YORK BRIDGE CO.

Statement of the receipts and expenditures of the New York Bridge Company for the month ending February 28, 1874.

RECEIPTS.

For rent.....	\$2,250 00
For material sold.....	573 06

\$2,823 06

EXPENDITURES.

Salaries of Engineers and Assistants.....	\$1,526 65
Salaries of Officers and Clerks.....	874 99
Interest on bond and mortgage.....	1,750 00
Rents of stone yards, &c.....	2,075 00
T. G. Douglas, stone cutting on N. Y. Tower	625 00
Noone & Madden, lime stone.....	6,845 00
Insurance on property in New York and Brooklyn.....	971 33
Jonathan Beers, timber.....	342 72
George Pool & Sons, oil, putty, glass, &c.....	12 71
Murphy & Co., iron swivels.....	63 80
Labor pay roll, ending 5th.....	629 79
Labor pay roll, ending 10th.....	650 19
Ebenezer Smith, tool handles.....	5 04
George Pool & Sons, oil, turpentine, &c.....	1 83
J. O. Morse, water gauge.....	0 75
Egleston Bro's & Co., iron.....	3 25
G. Yahn, use of ground for guy post.....	20 00
G. H. Norfolk, medicines.....	

SUPREME COURT.—IN THE MATTER OF THE application of the Department of Docks, for and in behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to the acquirement of right and title to certain bulkhead or wharf property south of and adjoining the foot of Barrow street, on the North river, in the City of New York.

The Commissioners of the Department of Docks, in the name and in behalf of the Mayor, Aldermen and Commonalty of the City of New York, pursuant to the provisions of the act of the Legislature of the State of New York, entitled "An act to amend an act, entitled 'An act to reorganize the City of New York,' passed April 5, 1870," passed April 18, 1871, three-fifths being present; and of an act of said Legislature, entitled "An act to reorganize the local government of the City of New York," passed April 30, 1873; and of an act of said Legislature, entitled "An act to amend an act, entitled 'An act to reduce several laws relating particularly to the City of New York, into one act,'" passed April 20, 1879; and of an act of said Legislature, entitled "An act to reduce several laws relating particularly to the City of New York, into one act," passed April 9, 1881; and of an act of said Legislature, entitled "An act relative to improvements touching the laying out of streets and roads in the City of New York, and for other purposes," passed April 3, 1877. Hereby give notice that they will apply through the Counsel to the Corporation of the City of New York to the Supreme Court in the First Judicial District of the State of New York, at a special term of said Court, to be held in the New Court House, in the City of New York, on Monday, the twenty-third day of March, 1874, at eleven o'clock in the forenoon on that day, or as soon thereafter as Counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above entitled matter. The nature and extent of the improvement hereby intended is the acquiring of right and title to seventy-five feet and nine inches of bulkhead or wharf property south of and adjoining the foot of Barrow street, on the North River, in the City of New York, as said parcel of bulkhead or wharf property is shown and delineated on a map made by Charles K. Graham, Engineer-in-Chief, and now on file in the Department of Docks, in the City of New York.

Dated New York, March 2, 1874.

E. DELAFIELD SMITH,
Counsel to the Corporation.

SUPREME COURT.—IN THE MATTER OF THE application of the Mayor, Aldermen and Commonalty of the City of New York, relative to the opening of "Fort Washington Ridge Road," between the Boulevard on the west, Eleventh avenue and Kingsbridge road on the east, and running from Eleventh avenue at One hundred and fifty-ninth street, in a generally northerly direction, to a point on said Kingsbridge road near Inwood street, with a branch thereof running easterly to said Kingsbridge road, as laid out by the Department of Public Parks in the City of New York.

Pursuant to the statutes in such cases made and provided, the Department of Public Works, for and in behalf of the Mayor, Aldermen and Commonalty of the City of New York, hereby give notice that the Counsel to the Corporation of the City of New York, will apply on their behalf to the Supreme Court of the First Judicial District of the State of New York, at a special term of said Court, to be held at the chambers thereof, in the Court House, in the City of New York, on Monday, the twenty-third day of March, 1874, at eleven o'clock in the forenoon of said day, or as soon thereafter as Counsel can be heard thereon, for the appointment of a Commissioner of Estimate and Assessment in the above entitled matter, in the place and stead of Henry H. Anderson, Esq., heretofore, on the 9th day of February instant, appointed by said Court a Commissioner of Estimate and Assessment in the above entitled matter, but who, on being notified of his appointment as such Commissioner, declined to act in the matter. The nature and extent of the improvement hereby intended is the opening of "Fort Washington Ridge Road," between the Boulevard on the west, Eleventh avenue and Kingsbridge road on the east, and running from Eleventh avenue at One hundred and fifty-ninth street in a generally northerly direction to a point on said Kingsbridge road near Inwood street, with a branch running easterly to said Kingsbridge road, in the City of New York, as the same is shown and delineated on a certain map made by William H. Grant, civil and topographical engineer, filed in the office of the Register of the City and County of New York, on the 7th day of April, 1873.

Dated New York, March 2, 1874.

E. DELAFIELD SMITH,
Counsel to the Corporation.

DEPARTMENT OF TAXES AND ASSESSMENTS.

NO. 32 CHAMBERS STREET,
NEW YORK, January 5, 1874.

NOTICE IS HEREBY GIVEN THAT THE BOOKS of Annual Record of the assessments upon the Real and Personal Estate of the City and County of New York, for the year 1874, will be open for inspection and revision, on and after Monday, January 15th, 1874, and will remain open until the 30th day of April, 1874, inclusive, for the correction of errors and the equalization of the assessments of the aforesaid real and personal estate.

All persons believing themselves aggrieved must make application to the Commissioners during the period above mentioned, in order to obtain the relief provided by law.

By order of the Board,

ALBERT STORER,
Secretary

POLICE DEPARTMENT.

CENTRAL DEPARTMENT OF MUNICIPAL POLICE,
PROPERTY CLERK'S OFFICE, 300 MULBERRY STREET,
NEW YORK, February 25, 1874.

OWNERS WANTED BY THE PROPERTY CLERK 300 Mulberry street, Room 39, for the following property now in his custody without claimants: Several lots furniture, billiard table, lot cotton, trunks, harness, revolvers, tea, wine, boats, rubber, lead, oride jewelry, theatrical clothing, and several lots of cash.

C. A. ST. JOHN,
Property Clerk.

PROPERTY CLERK'S OFFICE,
CENTRAL DEPARTMENT OF THE METROPOLITAN POLICE,
300 Mulberry street, NEW YORK, Jan. 26, 1874.

OWNERS WANTED BY THE PROPERTY CLERK 300 Mulberry street, room 39, for the following property now in his custody without claimants: One boat and lot of iron, lot of leaf tobacco, lot of tea, revolvers, drum boots, clothing, and several small lots of money.

C. A. ST. JOHN,
Property Clerk.

LEGISLATIVE DEPARTMENT.

OFFICE CLERK OF THE COMMON COUNCIL,
No. 8 CITY-HALL.

THE STATED SESSIONS OF THE BOARD OF Aldermen will be held on Thursday of each week, at 3½ o'clock, P. M., in the chamber of the Board, room No. 5, City Hall.

JOSEPH C. PINCKNEY,
Clerk

THE CITY RECORD.

COPIES OF THE CITY RECORD CAN BE OBTAINED AT No. 2, City Hall, (N. W. corner basement). Price five cents each.

DEPARTMENT OF DOCKS.

DEPARTMENT OF DOCKS,
346 and 348 Broadway,
New York, March 5, 1874.

TO CONTRACTORS.

PROPOSALS FOR BUILDING ONE STEAM FLOATING DERRICK OF A CAPACITY FOR LIFTING TEN TONS.

SEALED PROPOSALS FOR BUILDING ONE Steam Floating Derrick as above will be received at the office of the Department of Docks until 11 o'clock, A. M., of Tue day, March 17th, 1874, at which time the bids will be publicly opened and read.

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

The time allowed for doing the work is thirty days from the date of signing the contract.

Any bidder for this contract must be known to be well prepared for the business, and must have satisfactory testimonials to that effect.

No proposal will be considered unless 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 under that proposal, they will, on its being so awarded, become bound as sureties for its faithful performance; which consent must be verified by the justification of each of the persons, signing the same, for double the amount of security required.

The Department of Docks reserves the right to decline any and all proposals, if deemed to be for the public interest; and no proposal 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 security or otherwise, upon any obligation to the Corporation.

Blank forms of proposals and further information can be obtained by application at the office of the Department.

Proposals must be endorsed as above, and addressed to "Commissioner Budd, Treasurer of Department of Docks."

JACOB A. WESTERVELT,
WILLIAM GARDNER,
WILLIAM BUDD,
Commissioners of the Department of Docks.

DEPARTMENT OF DOCKS,
346 and 348 Broadway,
NEW YORK, February 25, 1874.

TO CONTRACTORS.

PROPOSALS FOR BUILDING A STEAM TUG.

SEALED PROPOSAL FOR BUILDING A STEAM tug will be received at the office of the Department of Docks, until 11 o'clock A. M. of Monday, March 9, 1874, at which time the bids will be publicly opened and read.

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

The time allowed for doing the work is ninety days from the date of signing the contract.

Any bidder for this contract must be known to be well prepared for the business, and must have satisfactory testimonials to that effect.

No proposal will be considered unless 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 under that proposal, they will, on its being so awarded, become bound as sureties for its faithful performance; which consent must be verified by the justification of each of the persons signing the same, for double the amount of security required.

The Department of Docks reserves the right to decline any and all proposals, if deemed to be for the public interest; and no proposal 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 security or otherwise, upon any obligation to the Corporation.

Blank forms of proposals and further information can be obtained by application at the office of the Department.

Proposals must be endorsed as above, and addressed to "Commissioner Budd, Treasurer of Department of Docks."

JACOB A. WESTERVELT,
WILLIAM GARDNER,
WILLIAM BUDD,
Commissioners of the Department of Docks.

CORPORATION NOTICES.

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

No. 1. For regulating, grading, setting curb and gutter, 120th street from 3d to 6th avenue.

No. 2. For building underground drains between 73d and 81st streets and between 1st and 5th avenues.

No. 3. For building sewer in 1st avenue between 3d and 6th streets and between 9th and 10th streets.

No. 4. For building sewer in 10th street between 5th and 8th avenues.

No. 5. For building sewer in Elm street between Grand and Broome streets.

No. 6. For building sewer in 5th avenue between 40th and 41st streets.

No. 7. For building sewer in 10th avenue between Lawrence and 130th street.

No. 8. For alteration of sewer in Thomas street between Church street and West Broadway.

No. 9. For building sewer in 11th and 12th streets between 1st avenue and avenue A.

No. 10. For building sewer in Little West 12th street between 10th avenue and Hudson river.

The limits embraced by such Assessment, include all the several Houses and Lots of Ground, vacant Lots, pieces and parcels of Land, situated on

No. 1. Both sides of 120th st., from 3d to 6th ave., to the extent of half the block on the intersecting streets.

No. 2. The property bounded by 73d and 81st streets and 1st and 5th avenues.

No. 3. Both sides of 1st avenue between 3d and 6th sts., and between 9th and 10th streets.

No. 4. North side of 10th st., between 5th and 8th avenues and west side of St. Nicholas ave., between 110th and 111th streets.

No. 5. Both sides of Elm street between Grand and Broome streets.

No. 6. The property known as Ward Nos. 1, 2, 3, 4.

No. 7. West side of 10th avenue, between Lawrence and 130th streets.

No. 8. Both sides of Thomas street between Broadway and West Broadway.

No. 9. Both sides of 11th and 12th streets between 1st avenue and avenue A to the extent of half the block on the intersecting streets.

No. 10. Both sides of Little West 12th street between 10th and 13th avenues, east side of 13th avenue between Gansevoort and Little West 12th street.

All persons whose interests are affected by the above named Assessments, and who are opposed to the same, or either of them, are requested to present their objections in writing to Thomas B. Asten, Chairman of the Board of Assessors, at their office, No. 19 Chatham street, within thirty days from the date of this notice.

THOMAS B. ASTEN,
JOHN McHARG,
MUNSON H. TREAT WELL,
VALENTINES. WO DRUFF,
Board of Assessors.

THE CITY RECORD.

OFFICE CLERK OF THE COMMON COUNCIL,
No. 8 CITY-HALL.

THE STATED SESSIONS OF THE BOARD OF Aldermen will be held on Thursday of each week, at 3½ o'clock, P. M., in the chamber of the Board, room No. 5, City Hall.

JOSEPH C. PINCKNEY,
Clerk

FINANCE DEPARTMENT.

BUREAU FOR THE COLLECTION OF ASSESSMENTS,
ROTUNDA COURT HOUSE,
NEW YORK, February 16th, 1874.

NOTICE TO PROPERTY HOLDERS

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

Confirmed Jan. 30, 1874—Paving 24th st., bet. 10th and 11th aves.

" " " Paving 31st st., bet. 2d ave. and East River.

" " " Paving 31st st., bet. 4th and 5th aves.

" " " Paving 32d st., bet. 2d ave. and East River

" " " Paving 47th st., bet. 3d and 4th aves.

" " " Paving 52d st., bet. 2d ave. and East River.

" " " Paving 60th st., bet. 1st and 3d aves.

" " " Paving 70th st., bet. 4th and 5th aves.

" " " Paving 83d st., bet. 3d and 5th aves.

" " " Paving 87th st., bet. 2d and 4th aves.

" " " Underground drains bet. 56th and 57th sts., 4th and Lexington aves.

" " " Underground drains bet. 57th and 58th sts., 5th and Madison aves.

" " " Sewer in Ave. A, bet. 59th and 61st sts., with branches in 59th st.

" " " Sewer in 104th st., bet. 2d and 3d aves.

" " " Sewer in Greenwich st., bet. Leroy and Morton sts.

" " " Sewer in Dry Dock st., bet. 10th and 12th sts.

" " " Sewer in Horatio st., continuation through Greenwich ave., etc.

" " " Sewer in Hudson st., E. S. bet. Vandam and Charlton sts.

" " " Sewer in Lexington ave., bet. 60th and 70th sts.

" " " Sewer in Broadway, bet. 27th and 28th sts.

" " " Basin N. E. cor. Pearl st. and Peck slip.

" " " Basin N. E. cor. Lexington ave.

" " " Regulating and grading 117th st., from 7th to 8th aves.

" " " Regulating and grading 121st st., from 7th to 8th aves.

" " " Regulating and grading curb and gutter in 40th st., from 1st to 2d aves.