

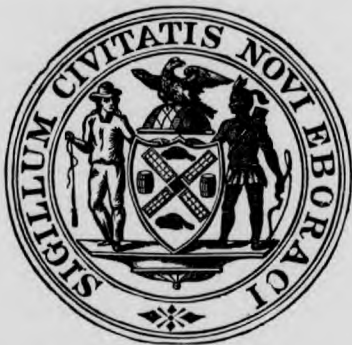
THE CITY RECORD.

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LEGISLATIVE DEPARTMENT.

STATED SESSION.

BOARD OF ALDERMEN.

MONDAY, February 16, 1885,
1 o'clock P. M.

The Board met in their chamber, No. 16 City Hall.

PRESENT:

Hon. Adolph L. Sanger, President;

ALDERMEN

Henry W. Jachne, Vice-President,	Bartholomew F. Kenney, Patrick H. Kerwin, Peter B. Masterson, Bankson T. Morgan, James B. Mulry, Joseph Murray, Owen McGinnis, Michael McKenna,	Arthur J. McQuade, Patrick N. Oakley, Edward F. O'Dwyer, John Quinn, Charles H. Reilly, Thomas Rothman, Thomas P. Walsh.
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The minutes of the meeting of February 9, 1885, were read and approved.

PETITIONS.

By the President—

Petition of John Coleman, in relation to his patent appliance for dissolving snow and ice.
Which was referred to the Committee on Streets.

By Alderman Quinn—

Petition of German House Owners' Association of the Twenty-second Ward, asking for several improvements of the streets and avenues in said ward.

GERMAN HOUSE-OWNERS' ASSOCIATION OF THE TWENTY-SECOND WARD,
NEW YORK, February 10, 1885.

To the Honorable the Board of Aldermen of the City of New York:

At a meeting of the German House Owners' Association of the Twenty-second Ward, held on the 26th day of January, 1885, it was unanimously

Resolved, To petition your Honorable Body to authorize the following improvements to be made by the Departments under whose supervision the same may lawfully come:

First—To pave Forty-fourth street, from the Tenth to Eleventh avenue, with Belgian pavement.
Second—To pave Forty-seventh street, from the Tenth to the Eleventh avenue with Belgian pavement.

Third—To build a sewer in Fifty-third street, from Tenth to Eleventh avenue.

In support of our petition we beg to submit the following facts: The old cobble-stone pavement in the aforesaid streets is in a wretched condition and entirely inadequate to the requirements of traffic in said streets, on both of which there is fully as much travel as on any street above Forty-second street. The further necessity for a sewer in Fifty-third street is apparent to every one acquainted with the neighborhood. The street has been recently cut through, but no sewer has thus far been built. The residents on the street (mostly of the poorer class) throw all their waste water, slops, etc., into the street, which will, on the approach of warm weather, undoubtedly produce sickness and contagious diseases.

In consideration of the urgent need of all the improvements herein submitted, we trust your Honorable Board will act favorably upon this our petition.

For which your petitioners will ever pray.

By order of the Association.

JOHN BAHRENBURG, President.

H. W. SCHMIDT, Secretary.

Which was referred to the Committee on Public Works.

REPORTS.

The Committee on Streets, to whom was referred the annexed resolution in favor of permitting W. W. Montgomery to erect a platform-scale at the foot of Forty-fourth street, North river, respectfully

REPORT:

That, having examined the subject, they see no reason why the request should not be granted. They therefore recommend that the said resolution be adopted.

Resolved, That permission be and the same is hereby given to William M. Montgomery & Co. to place and keep a platform-scale and small weigh-office on the south side of Forty-fourth street, twenty-five feet east of the bulkhead at North river, the said scale to be constructed flush with the surface of the street and to be no obstruction or impediment to the free use of said street by the public, 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.

ARTHUR J. MCQUADE,
PETER B. MASTERSON,
JOS. MURRAY,
CHARLES H. REILLY,
THOS. P. WALSH,

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

(G. O. 78.)

To the Honorable the Board of Aldermen of the City of New York:

The Committee on Docks, to which, at the meeting held January 26, 1885, was referred the preamble and resolution providing that the Clerk of the Common Council be authorized to sign and affix the Common Seal of the City of New York to an indenture of lease, dated July 25, 1884, of the ferries from the foot of Whitehall street to Staten Island and to Bay Ridge, to the Staten Island Rapid Transit Railroad Company, respectfully report as follows:

Your Committee, finding that the resolution was based upon a preamble declaring that these ferry leases were "duly sold at public auction to the Staten Island Rapid Transit Railroad Company," have considered that it was their duty to ascertain whether such was the fact, as well as to ascertain whether this Board was or was not possessed of a supervisory power over the leasing of the city ferries.

Your Committee have, accordingly, not only examined carefully into the various charters and statutes bearing upon the rights of this Board, but have also examined the official proceedings and notices of the Sinking Fund Commissioners and of the Comptroller with reference to the leasing of

these particular ferries, and have held three public meetings at which they have been attended by a very large number of citizens and tax-payers of Staten Island and of New York City, including a Committee of One Hundred appointed by a mass meeting of citizens of the North Shore of Staten Island to appear before your Committee and protest against the approval of these leases and the present management of the Staten Island ferries.

This committee of citizens presented to your Committee a series of resolutions adopted at such mass meeting, accompanied by a petition signed by several hundred citizens attending such meeting, a copy of which resolutions and petition is annexed to this report.

Your Committee have also examined under oath the auctioneer through whom such leasing was effected, the late Comptroller of the city, S. Hastings Grant, Esq., and Mr. J. Frank Emmons, President of the Staten Island Rapid Transit Railroad Company, and have also heard at length a number of citizens and taxpayers of Staten Island and New York City in reference to this matter.

Annexed to this report are to be found extracts from the statutes, official records, notices and various documents considered by your Committee; also the testimony taken under oath as above stated.

After careful consideration your Committee are of opinion:

First—That the refusal of Mr. Francis J. Twomey, Clerk of this Council, to affix his signature and the seal of the city to the said indenture of lease without the previous direction of the Common Council, was not only proper and fully justified by the various charters and statutes defining the powers of this Board with reference to the disposal of franchises of the City of New York, but was also justified by the facts connected with the leasing of these ferries.

Second—That the power conferred upon the Common Council of the City of New York by the charter granted in 1730, from the King of Great Britain through John Montgomerie, Lieutenant-Governor, etc., of the Province of New York, that this Council, or the major part of them (but no other person or persons whomsoever, without the consent, grant or license of the Common Council of this city), should at all times thereafter have the sole, full and whole power of settling, appointing, establishing, ordering and directing such ferries around Manhattan Island to Nassau Island and to any of the opposite shores, and also power to let, set or otherwise dispose of all or any of such ferries, has never been revoked or canceled by any subsequent charter or statute, and that it is still in force and possessed by this Common Council.

If this is not the fact it is impossible to explain the existence in the Charter of 1873, and in the Consolidation Act of 1882, of the various provisions quoted by your Committee therefrom in the appendix to this report, referring to the vote or ordinances or resolutions of this Board upon the alienation or leasing of real estate or franchises of this city. The Consolidation Act provides that the ordinances of this Council in force on April 1, 1870, and in force at the time of the passage of that act, should continue in full force, and that the Sinking Fund Commissioners should have the powers and duties assigned, designated and ratified by the then existing ordinances, and also power to lease in the manner provided by law, along with ferry franchises, the necessary wharf property.

Section 78 of the Revised Ordinances of 1880, originally adopted in 1844 (R. O. 1845), conferred upon the Sinking Fund Commissioners the power to lease the property of the Corporation, but reserved to the Common Council the right and power to have the lease submitted to it for its sanction before being executed.

By the Consolidation Act of 1882, this ordinance, as it then existed, was ratified by the Legislature and became a law, qualifying the powers of the Sinking Fund Commissioners in the leasing of franchises and real property, and upholding the supervisory power of the Common Council. This view harmonizes with the other provisions in the Consolidation Act with reference to the powers of the Common Council over the alienation and leasing of city property, and although until recently, in pursuance of a now admittedly mistaken policy, the Legislature of this State has been induced to deprive the citizens of this metropolis and their representatives, in many respects, of the right of self-government, your Committee are clearly of opinion that such encroachments have not extended to this particular power of the Common Council.

As the Clerk of this Board is one of its officers and agents, it was his duty to insist upon a recognition of the rights of the Common Council when this lease was presented to him, and to refuse to affix his signature or the seal of the city thereto until the lease had first been presented to and approved by this Board. The fact that the official recognition by this Board of said lease was finally requested goes far to confirm the views entertained by your Committee as to the rights and powers of this Board.

Upon this branch of the subject, therefore, your Committee report that the execution of said lease by Franklin Edson, late Mayor of this city, without first presenting the same to this Board and obtaining its approval thereof, was in violation of existing laws and ordinances and of the rights of this Body, and that it is the right and duty of this Council to examine the said lease and also into the circumstances connected with the awarding thereof, for the purpose of ascertaining whether this Common Council should approve of the same.

Third—Your Committee further beg leave to state that, in their opinion, the provisions of this lease and the circumstances connected with the awarding of the same are such as to require the disapproval of this Council.

In establishing this ferry to Staten Island in 1875, and also the ferry to Bay Ridge in 1877, the Common Council expressly required that both should be sold at auction to the highest bidder.

The charters and ordinances of this city, including the Consolidation Act of 1882, make the same express provision.

In the spring of 1884 the Comptroller was directed by the Sinking Fund Commissioners to lease these ferries "pursuant to the provisions of law and the ordinances of the Common Council, at public auction to the highest bidder."

There appears to have sprung up a rivalry as to the possession of the lease of the Staten Island Ferry between two corporations, one, the New York and Staten Island Steamboat Company, of which Honorable John H. Starin appears to be the principal representative, the other, the Staten Island Rapid Transit Railroad Company, of which Mr. Erastus Wiman appears to be the chief promoter.

The Comptroller first advertised to sell the Staten Island and Bay Ridge Ferries separately, exacting bids, in cash, of a certain yearly rent for the wharf property and bids of percentages of the gross receipts that might be derived from the operation of such ferries, for the leases of the ferry franchises. Shortly thereafter he changed his advertisement and offered to sell the two ferries together on one lease, requiring cash bids for the two franchises together, and a cash bid for the wharf property.

Still later he presented the subject of selling these two ferries together to the Sinking Fund Commission, and the leasing was postponed for further consideration. Several weeks later he reported to the Sinking Fund Commissioners that, as the two ferries run from the same point in New York City, he considered it advisable to dispose of the two franchises together under one lease, and that he also considered it more advantageous to the city to lease upon a percentage of the gross receipts rather than upon a fixed rental. (Why it was more advantageous to the city, upon his examination before your Committee, he seemed unable or unwilling to explain.) The subject appears to have been debated before the Sinking Fund Commissioners, and the Comptroller was authorized to act as he had suggested. He thereupon advertised that he would sell the two franchises together at an upset price of five per cent. of the gross receipts from ferriage of each of said ferries, and a yearly fixed rental of ten thousand dollars for the wharf property, and that the said franchises and wharf property would be sold to the person who would offer to pay the highest percentage on the gross receipts of said ferries and said fixed rental of wharf property.

Prior to the sale he was advised by Mr. John H. Starin, in writing, that the avowed purpose of the parties who were competing with him to obtain control of the Staten Island Ferry was not to maintain it in its present efficiency and frequency of trips, namely, twenty-one round trips per day, but to reduce it, as rapidly as their designs would warrant, to a merely nominal and unaccommodating line, in order that the traffic might be forced to pass on the ferry of the East Shore, which these parties then controlled, reaching it by means of a railway along the North Shore of Staten Island which they proposed to construct; that the system of leasing this ferry on percentages was most favorable to the plans of these monopolists, inasmuch as the lease did not require them to run more than two round trips per day; so that upon obtaining control of the ferry they could virtually shut it up, at very little expense to themselves and at great loss to the city, and compel all travelers to pass over the other ferry which they already controlled, and for which it appears they were paying the city only five per cent. of the gross receipts.

Mr. Starin asked that he be permitted to offer a cash bid against cash, and not percentage bids, as he would then know which bid, his own or other parties', was the highest, in fact, and that the city authorities would then be able to determine who was offering the highest actual income to the city for this ferry, and would know at once what revenue it would produce for years to come.

The Comptroller appears to have entirely disregarded this warning and ignored this eminently fair request, and proceeded to sell these two ferries together on July 17, 1884, upon the terms stated.

As a first result of endeavoring to sell two entirely distinct and disconnected ferries together as one piece of property, it was announced, at the commencement of the auction sale, by parties who desired to bid for the Bay Ridge Ferry, that they could not do so, inasmuch as they did not wish or had not power to operate the Staten Island Ferry. All competition, therefore, for the Bay Ridge Ferry, as such, seems to have been immediately driven off.

Mr. Starin protested against this method of selling, but offered to pay the city fifteen thousand dollars cash per annum for the wharf property, and eight per cent. of the gross receipts of the ferries to Staten Island and Bay Ridge; but, by direction of the Comptroller, the auctioneer refused to receive this bid, or any bid of more than ten thousand dollars for the wharf property, insisting that all competition should be in percentages of the gross receipts of the ferries.

The result was that the Comptroller awarded the lease to the Staten Island Rapid Transit Railroad Company upon a bid of ten thousand dollars annual rent in cash for the wharf property and fourteen and one-quarter per cent. of the gross receipts of the two ferries.

We were informed upon the hearing, by Mr. Starin's representative, that he was prepared to bid a very large amount in cash for the annual rental of these ferries, but that the system adopted prevented him from so doing, and that inasmuch as his company had intended, not to virtually discontinue the Staten Island Ferry, but to operate it to its full capacity, as theretofore, he was not placed upon the same level with the Rapid Transit Railroad Company in bidding, and could not compete with it in the offers of percentages of gross receipts, since it was the intention of the latter company to make the gross receipts very small, thereby reducing the rent to the city to a nominal amount; whereas it was the intention of his company to make the gross receipts as large as possible, thereby producing a very large rental to the city.

Your Committee consider that, in view of the warning given by Mr. Starin to the Comptroller, precautions should have been taken against the results which he predicted, by the insertion in the terms of sale and in the indenture of lease of provisions requiring the lessee to run, throughout the continuance of the lease, at least ten round trips per day to all the points on the North Shore of Staten Island to which said ferry had theretofore been operated. This would have been no hardship on the lessee if his bona fide intention was to operate that ferry in the manner in which, undoubtedly, it was originally intended by the Common Council that it should be operated. It would moreover have provided for a continuance of the ferry accommodations to the North Shore of Staten Island which had theretofore been enjoyed by the residents of that place, and which, from their expressions to your Committee, it appears they so highly prize; and it would further have tended to have put all the bidders at such sale, at least to some extent, upon an equal footing.

Not only, however, were all such precautions disregarded, but the statement contained in the warning letter of Mr. Starin to the Comptroller that at such sale neither he nor the city authorities could tell who was the highest bidder, in fact, appears to have been completely realized.

In his sworn testimony before your Committee, the Comptroller was asked the following question: "We understand you that it was more beneficial to the City of New York to receive ten thousand dollars a year and fourteen and one-quarter per cent., than to receive fifteen thousand dollars and eight per cent." And answered "That is a matter that at that time I could not tell."

He appears, therefore, to have awarded the lease to a bidder, although he was unable at the time to say whether the bid of such person or corporation was the highest bid. This your Committee is of opinion was in direct violation of the resolutions and ordinances of the Common Council and of the charters of the city, all of which require that such leases shall be awarded at public auction to the highest bidder, a provision which necessarily involves knowledge at the time of the sale on the part of the Comptroller, that the person to whom he awards the lease is, in fact, the highest bidder.

That it is the intention of the Staten Island Rapid Transit Railroad Company, at a very early date, to fulfill the predictions of Mr. Starin, and to thereby reduce the income of the city from the Staten Island Ferry to a very small amount, appears to your Committee to be clearly indicated by the circular letters of that company, extracts of which are annexed to this report; by the map which that company has laid before the public, a copy of which is hereto annexed; and by the unwillingness of the president of that company to explain to this Committee the intentions of the company as to the future conveyance of passengers and freight, although every opportunity was afforded to him and that company to explain its position and to justify the awarding of the lease to it.

Whatever may be the prevailing view as to the propriety or legality of leasing the franchises and property of this city upon percentages of gross receipts, your Committee is clearly of opinion that in this case no such method should have been adopted, and that, although for a short time the city may realize a comparatively large sum from such percentages, it is the intention of the Rapid Transit Railroad Company as quickly as the completion of its railroad on the shore of Staten Island will permit, to divert at least one-half of the present Staten Island Ferry fares to its railroad, and to account to the city for only a percentage of the remaining portion, and, if possible, by transporting the passengers upon its railroad over the old Staten Island Ferry, now controlled by it, at a percentage of five per cent. on the gross receipts, to thereby enormously reduce the rent of the city to be derived from this ferry.

Your Committee cannot perceive any substantial reason for compelling bidders for either the Staten Island or Bay Ridge Ferry to also bid for and agree to operate the other. Some plan for reconciling all differences as to the use of the ferry slip at the foot of Whitehall street could undoubtedly have been devised, and thus competition on the Bay Ridge Ferry have been rendered possible. The method adopted appears to have entirely nullified the directions of this Board and also of statute law that the Bay Ridge Ferry, as well as the Staten Island Ferry, should be sold to at public auction to the highest bidder.

These considerations have led your Committee to report that in their opinion the method of leasing these ferries was entirely illegal, improper and opposed to the best interests of the city, as well as unfair to the various persons who desired to bid at such auction sale; that the said indenture of lease of such ferries, which, by the resolution referred to your Committee, it was proposed should be approved by this Board, should be rejected, and the approval thereof by this Common Council and the affixing of the Common Seal of the City of New York thereto be withheld; and that the said resolution referred to your Committee be not adopted.

Your Committee beg leave to present, in pursuance of the foregoing views, certain resolutions which follow this report.

All of which is respectfully submitted.

Dated, NEW YORK, Monday, February 16, 1885.

ROBERT HALL,
FREDERICK FINCK,
THOS. CLEARY,
MICHAEL McKENNA, } Committee.

Resolved, That the action of Francis J. Twomey, Esq., Clerk of the Common Council of the City of New York, in refusing to sign and affix the Common Seal of said city to the indenture of lease, dated July 25, 1884, from the Mayor, Aldermen and Commonalty of the City of New York to the Staten Island Rapid Transit Railroad Company, of the ferries from the foot of Whitehall street to Bay Ridge and Staten Island, until said indenture of lease should have been presented to and approved by this Board, be and the same is hereby approved.

Resolved, That the approval by the Common Council of the City of New York of the said lease, and the affixing thereto of the Common Seal of the City of New York, be and the same are hereby withheld.

In the Matter
of
The lease of the Staten Island and Bay Ridge Ferries. }

EXHIBITS accompanying report of Committee, embracing extracts from statutes, official advertisements, circular letters of the Staten Island Rapid Transit Railroad Company and testimony taken under oath.

1730—Charter of the City of New York, granted by George II., King of Great Britain, through John Montgomerie, Lieut.-Governor, etc., of New York, contains the following: "And we do further, for us, our heirs and successors, give, grant and confirm unto the Mayor, Aldermen and Commonalty of the said City of New York, and their successors forever, that the Common Council of the said city for the time being, or the major part of them (but no other person or persons whomsoever, without the consent, grant or license of the said Common Council of the said city, for the time being, or the major part of them), from time to time and at all times hereafter shall and may have the sole, full and whole power and authority of settling, appointing, establishing, ordering and directing, and shall and may settle, appoint, establish, order and direct such and so many ferries around Manhattans Island, alias New York Island, for the carrying and transporting people, horses, cattle, goods and chattels from said Island of Manhattans to Nassau Island and from thence back to Manhattans, and also from the said Island of Manhattans to any of the opposite shores all round the same island, in such and so many places as the said Common Council, or the major part of them, shall think fit, who have hereby likewise full power to let, set, or otherwise dispose of all or any of such ferries to any person or persons whomsoever."

August 26, 1875—Resolution to establish a ferry to Staten Island, introduced in Board of Aldermen and referred to Committee on Ferries (see CITY RECORD of August 27, 1875, page 1397).

October 21, 1875—Committee reports in favor of resolution: "Resolved, That a ferry be and is hereby established to run from the bulkhead at the foot of Whitehall street, New York City, to Staten Island, the franchise to be sold at public auction to the highest bidder."

The following vote was taken: Affirmative, 16 votes; negative, 1 vote. (See CITY RECORD, October 22, 1875, page 1747.)

This resolution was approved by the Mayor, November 3, 1875. (See CITY RECORD, November 1875.)

NOTE.—The Board of Aldermen at that time was composed of twenty-two members, in pursuance of chapter 515, Laws of 1874, page 704.

The charter of the City of New York then in force, namely, chapter 33, Laws of 1873, page 483, article 2, section 14, page 486, provided "In case any ordinance or resolution involves the lease of real estate or franchises, the votes of three-fourths of all the members elected to each Board shall become necessary to its passage."

This charter provided for a Board of Assistant Aldermen, and hence the reference in this section to "each Board."

The act of 1874 provided that after the termination of the term of office of the Board of Assistant Aldermen, the Board of Aldermen shall alone constitute the Common Council and shall exercise the entire legislative powers of the said city.

Section 16 of the charter of 1873, page 487, provided "immediately after the adjournment of each meeting * * * it shall be the duty of the Clerk of such Board to prepare a brief abstract * * * of all resolutions and ordinances introduced or passed."

He shall at once transmit the same to the person appointed to supervise the publication of the CITY RECORD. No resolution or ordinance providing for or contemplating the alienation or appropriation or leasing any property of the city * * * shall be passed or adopted by either Board until at least five days after such abstract of its provisions shall have been published. No such ordinance or resolution shall be approved by the Mayor until three days after such abstract shall have been so published after its passage.

The Consolidation Act of 1882, chapter 410, section 29, page 7, provides "the Board of Aldermen shall constitute the Common Council, and except as otherwise as especially provided, shall exercise the legislative powers of the said city."

Section 34, page 8, provides for certain departments, among others, the Finance Department.

Section 74 provides "In case any ordinance or resolution involves * * * the lease of real estate or franchises, the votes of three-fourths of all the members elected to the Board shall be necessary to its passage."

Section 76 provides that "the Clerk of the Board of Aldermen shall by virtue of his office be Clerk of the Common Council; he shall keep the seal of the city and his signature shall be necessary to all leases by the city of its property."

Section 80, page 21, "no resolution or ordinance providing for or contemplating the alienation or appropriation or leasing any property of the city * * * shall be passed or adopted by the Board until at least five days after such abstract of its provisions shall have been published."

Section 81 provides, "the Board of Aldermen shall have no power * * * to make a lease of any real estate belonging to the city or take or make a lease of any franchise save at a reasonable rent and for a period not exceeding five years, unless specially authorized so to do by act of the Legislature."

Section 84 provides, "the ordinances of the Common Council in force on the first day of April, 1870, and in force at the time of the passage of this act, and all ordinances passed and adopted since the first day of May, 1870, and in force at the time of the passage of this act are hereby continued in full force, subject to modification, amendment or repeal by the Common Council."

Section 101 provides that "the Common Council and the several members thereof are hereby declared trustees of the property, funds and effects of said city and county respectively, so far as such property, funds and effects are or may be committed to their management or control."

Section 170. "There shall continue to be a Board of Commissioners of the Sinking Fund, composed of the Mayor, Recorder, Chamberlain, Comptroller and the Chairman of the Finance Committee of the Board of Aldermen, with all the powers and duties now assigned, designated and ratified by existing ordinances. The said board shall, except as in this act otherwise specially provided, have power to sell or lease for the highest marketable price or rental at public auction or by sealed bids, and always after public advertisement and appraisal, under the direction of said board, any city property except wharves or piers, but not for a term longer than ten years."

Section 180. "The Commissioners of the Sinking Fund possess the power and they are authorized to lease in the manner provided by law along with the franchise of a ferry within said city, such wharf property, including wharves, piers, bulkheads, and structures thereon, and slips, docks and water-fronts adjacent thereto, used or required for the purposes of such ferry now owned or possessed or which may be hereafter owned or acquired by said city."

Section 715. (Relating to wharves, piers and bulkheads and the Department of Docks.) "All leases, other than for districts appropriated by said Department to special commercial interests, shall be made at public auction to the highest bidder."

Revised Ordinances of 1880 of the City of New York, section 78, page 39: "Whenever, in the judgment of said Comptroller, it shall be more advisable to lease property belonging to the corporation, it shall be his duty to communicate the same, with his reasons therefor, to the Commissioners of the Sinking Fund, and, if they concur with him, they are hereby authorized and empowered to lease the same in such manner as they may deem most fit for the interest of the city, conforming in such leasing to the provisions of the act entitled 'An act further to amend the charter of New York,' passed April 12, 1857, and upon the production of a certificate signed by a majority of said Commissioners, of whom the Comptroller shall be one, it shall be the duty of the said Mayor and Clerk of the Common Council to execute such lease under their hands and the seal of the city, said lease to be submitted to the Common Council for their sanction before being executed."

The act referred to in the foregoing ordinance is chapter 446, Laws of 1857, page 874. The provisions in that act relating to the leasing of property of the city of this description are found in section 41, page 888: "All ferries, docks, piers and slips shall be leased, and all leases and sales of public property and franchises * * * shall be made by public auction and to the highest bidder who will give adequate security. No lease hereafter given (except as the same may be required by covenants of the corporation already existing) shall be for a longer period than ten years, and all ferry leases shall be revocable by the Common Council for mismanagement or neglect to provide adequate accommodations. All persons acquiring any ferry lease or other franchise or grant under the provisions of this act shall be required to purchase at a fair appraised valuation the boats, buildings and other property of the former lessees or grantees actually necessary for the purposes of such ferry grant or franchise. Previous notice of all sales referred to in this act shall be given under the direction of the Comptroller in the newspapers employed by the corporation and for thirty days in each of the daily newspapers so employed."

Meeting of the Board of Aldermen, October 31, 1882, CITY RECORD, November 1, 1882, page 2083.

The Committee on Ferries and Franchises, to whom was referred the annexed petition of men in business in New York City, residing on Staten Island, for an additional ferry, from Pier 1, N. R., to Staten Island, respectfully

REPORT:

That your Committee learned, from investigation, that great necessity for more enlarged ferry facilities between the points above named now exists, and this necessity is constantly increasing. To accommodate the increased population of Staten Island, and maintain efficiently the means necessary to enable residents in that suburb of our city to reach their places of business in the morning and their homes in the evening, increased ferry facilities are indispensable. In the opinion of your Committee, therefore, it will be mutually advantageous to ourselves and our neighbors on Staten Island to grant the prayer of the petitioners, and accordingly the following resolution is respectfully offered for your adoption:

Resolved, That a ferry be and is hereby established to run from Pier 1, N. R., and the adjoining bulkhead in the City of New York, to Staten Island, opposite the said City of New York, and the Commissioners of the Sinking Fund are hereby authorized and directed to sell at public auction, to the highest responsible bidder or bidders, the right to operate the ferry hereby established, on such terms and conditions, and subject to such restrictions and regulations, as may be prescribed by said Commissioners.

FERDINAND LEVY,
PATRICK KENNEY,
AUGUSTUS FLEISHBEIN, } Committee
on
Ferries and Franchises.

Alderman Kirk moved to amend by providing that the fare for each foot passenger shall not exceed five cents.

Alderman McClave, as an amendment to the amendment, moved that the report of the Committee be adopted.

Alderman Strack moved that the subject be laid on the table.

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

Which was decided in the negative by the following vote, on a division called by Alderman Strack, viz:

Affirmative—The President, Aldermen Brady, Fleishbein, Hall, Kirk, Levy, Martin, O'Neil, and Strack—9.

Negative—Aldermen Duffy, Finck, Hawes, Kenney, McClave, McLean, Roosevelt, Seaman, Waite, and Wells—10.

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

Which was decided in the negative by the following vote, viz:

Affirmative—Aldermen Finck, Levy, McClave, McLean, and Seaman—5.

Negative—The President, Aldermen Brady, Duffy, Fleishbein, Hall, Hawes, Kenney, Kirk, Martin, O'Neil, Roosevelt, Strack, Waite, and Wells—14.

Alderman Roosevelt moved to amend by inserting the words "that the Commissioners of the Sinking Fund be requested to fix the fare at five cents for foot passengers."

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

Which was decided in the affirmative by the following vote, viz:

Affirmative—Aldermen Duffy, Finck, Fleishbein, Hawes, Kenney, McClave, McLean, Roosevelt, Seaman, and Waite—10.

Negative—The President, Aldermen Brady, Hall, Kirk, Levy, Martin, O'Neil, Strack, and Wells—9.

Alderman McClave moved to amend by inserting the following:

That the Commissioners of the Sinking Fund be instructed to insert five cents as the rate of fare upon this and all other ferries running between New York and Staten Island as fast as their terms expire.

The President ruled the motion out of order as not being germane to the question.

Alderman Kirk offered the following as an amendment:

No sale or transfer of the right to operate the ferry hereby established shall be made by the lessees thereof without the consent of the Common Council.

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

Alderman Hall moved that the subject be laid over until the next meeting of the Board.

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

Which was decided in the negative by the following vote, on a division called by Alderman McClave, viz.:

Affirmative—The President, Aldermen Brady, Fitzpatrick, Fleishbein, Hall, Kirk, Martin, O'Neil, Seaman, and Strack—10.

Negative—Aldermen Duffy, Finck, Hawes, Kenney, Levy, McClave, McLean, Roosevelt, Waite, and Wells—10.

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

Which was decided in the affirmative by the following vote, viz.:

Affirmative—Aldermen Duffy, Finck, Fleishbein, Hawes, Kenney, Levy, McClave, McLean, Roosevelt, Seaman, Waite, and Wells—12.

Negative—The President, Aldermen Brady, Fitzpatrick, Hall, Kirk, Martin, O'Neil, and Strack—8.

Meeting of the Commissioners of the Sinking Fund, March 7, 1884; present, the Mayor, Recorder, Comptroller and Chairman of the Finance Committee, CITY RECORD, March 11, 1884, page 539:

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE,
March 7, 1884.

To the Commissioners of the Sinking Fund:

GENTLEMEN—The leases of a number of ferries on the East and Hudson rivers have expired or will expire on the first of May next, a list of which is herewith presented, together with a resolution for the action of the Commissioners of the Sinking Fund authorizing the sale of new leases at public auction.

Several of these ferries use and require wharf property belonging to the city which will be leased along with the franchises, as provided by section 180 of the New York City Consolidation Act of 1882, as follows:

"Section 180. The commissioners of the sinking fund possess the power, and they are authorized to lease, in the manner provided by law, along with a franchise of a ferry within said city, such wharf property, including wharves, piers, bulkheads, and structures thereon, and slips, docks and water-fronts adjacent thereto, used or required for the purposes of such ferry, now owned or possessed, or which may be hereafter owned or acquired by said city, or to which the corporation of said city is or may become entitled, or which it may become possessed."

Respectfully,

S. HASTINGS GRANT, Comptroller.

List of Ferries for Leasing from May 1, 1884.

EAST RIVER FERRIES.

1. Ferry from Pier 1, East river, foot of Whitehall street, to Staten Island.
2. Ferry from foot of Whitehall street to Bay Ridge, Long Island.
3. Ferry from Seventh street to Hunter's Point, Long Island.
4. Ferry from Ninety-second street to Astoria, Long Island.

HUDSON RIVER FERRIES.

5. Ferry from Cortlandt street to Jersey City, New Jersey.
6. Ferry from Desbrosses street to Jersey City, New Jersey.
7. Ferry from Barclay street to Hoboken, New Jersey.
8. Ferry from Chambers street to Pavonia, New Jersey.
9. Ferry from Christopher street to Hoboken, New Jersey.
10. Ferry from Twenty-third street to Pavonia, New Jersey.
11. Ferry from Canal street to Fort Lee, New Jersey.

Resolved, That, pursuant to the provisions of law, and the ordinances of the Common Council, relating to the leasing of ferry franchises and of wharf property belonging to the city, used and required for ferry purposes, the Comptroller be and he is hereby authorized, empowered and directed to take the necessary measures to appraise, fix and determine the minimum yearly rental of the franchises, and of the wharf property belonging to the corporation, if any, used and required by each of the ferries named in the report of the Comptroller of this date for ferry purposes, and after due advertisement, to sell at public auction to the highest bidders, leases of such franchises and wharf property, for and during such periods, and upon such terms and conditions, as the Comptroller shall deem advisable, with reference to each ferry referred to and designated in his report, this day presented.

The report was accepted, and, on motion, the resolution was adopted.

Corporation Notice, Finance Department, CITY RECORD, April 16, 1884, page 864:
CORPORATION SALE OF FERRY LEASES.

THE FRANCHISES OF CERTAIN FERRIES ON THE NORTH AND EAST RIVERS will be sold by the Commissioners of the Sinking Fund, along with the wharf property belonging to the Corporation of the City of New York, if any, used for ferry purposes, at public auction, at the Comptroller's office, at the time and on the terms and conditions as hereinafter stated and set forth.

TERMS OF SALE.

Bids for the franchise, only, of each ferry will be received, and the wharf property belonging to the city, if any, will be subject to a fixed yearly rent in addition to the rental to be paid for the franchise or license to operate the ferry.

The minimum rate at which the ferry franchise will be sold and the yearly rent of the wharf property belonging to the city, if any, used for ferry purposes by the several ferries, will be announced at the time of the sale.

The highest bidder will be required to pay the auctioneer's fee of \$10, and to deposit with the Comptroller, at the time of sale, twenty-five per cent. of the yearly rental of the wharf property, if any, and twenty-five per cent., also, of an estimated amount to be paid yearly for the franchise of each ferry, to be credited on the first quarter's rent, or be forfeited to the city if the lease is not executed by the purchaser when notified that it is ready for execution.

Lessees will be required to give bonds in double the amount of the yearly rental, with two sufficient sureties, to be approved by the Comptroller, conditioned for the faithful performance of the covenants and conditions of the lease, and the payment of the rent quarterly, and in advance for the fixed rent payable on the wharf property.

The leases will contain the usual covenants and conditions in conformity with the provisions of law and the ordinances of the Common Council relative to ferries; that the lessee will maintain and operate the ferry during the whole term, and will provide ample accommodation in the way of safe and capacious boats and frequency of trips, as to the sufficiency of which accommodation the decision of the Mayor and Comptroller shall be final; also conditions that the lessees of the ferries will dredge the ferry slips as required by the Department of Docks, and that, during the terms of the leases, they will at all times, well and sufficiently repair, maintain and keep in good order all and singular the floats, racks, fenders, bridges and other fixtures at the landing places, and in the event of any damage to the bulkheads or piers, from collision by their ferry-boats or otherwise, from any accident or negligence on their part, they will immediately repair and restore said wharf property to its previous condition free of cost and expense to the City of New York; and also, that if at any time during the terms of the leases the Department of Docks shall require any of the wharf property used for ferry purposes, in order to proceed with the water-front improvement in the vicinity of the ferry landings, the said lessees shall surrender and vacate the premises without any claim upon the city for any damages whatever, upon written notice being given to the lessees three months in advance of the intention of said Department. Sworn returns of the amount of ferry receipts shall be made to the Comptroller when required by him, and the books of account of the ferries shall be subject to his inspection.

The rates of ferriage shall not be increased over those now charged, during the terms of the leases.

On Tuesday, the 22d day of April, 1884, at noon, the sale will be held of the following

EAST RIVER FERRIES:

1. The ferry from foot of Whitehall street, New York, to Bay Ridge, Long Island, for the term of nine years from May 1, 1884.
2. The ferry from foot of Whitehall street, New York, to the North Shore, Staten Island, for the term of nine years from May 1, 1884.
3. The ferry from foot of East Seventh street, New York, to Hunter's Point, Long Island, for the term of nine years from May 1, 1884.
4. The ferry from foot of East Ninety-second street, New York, to Long Island City (Astoria), Long Island, for the term of five years from May 1, 1884.

On Wednesday, the 23d day of April, 1884, at noon, the sale will be held of the following

NORTH RIVER FERRIES:

5. The ferry from foot of Cortlandt street, New York, to Jersey City, State of New Jersey, for the term of two years from May 1, 1884.

6. The ferry from foot of Barclay street, New York, to Hoboken, State of New Jersey, for the term of ten years from May 1, 1884.

7. The ferry from foot of Chambers street, New York, to Pavonia avenue, Jersey City, State of New Jersey, for the term of ten years from May 1, 1884.

8. The ferry from foot of Desbrosses street, New York, to Jersey City, State of New Jersey, for the term of ten years from May 1, 1884.

9. The ferry from foot of Canal street, New York, to Fort Lee, State of New Jersey, for the term of ten years from May 1, 1884.

10. The ferry from foot of Christopher street, New York, to Hoboken, State of New Jersey, for the term of ten years from May 1, 1884.

11. The ferry from foot of West Twenty-third street, New York, to Jersey City, State of New Jersey, for the term of ten years from May 1, 1884.

A copy of the form of lease which the purchaser will be required to execute, and which form is one of the terms of sale, can be seen at the office of the Comptroller on and after April 10, 1884.

The right to reject any bid is reserved, if it is deemed for the interest of the city.

S. HASTINGS GRANT, Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, March 28, 1884.

Corporation Notice, Finance Department, April 22, 1884, CITY RECORD, April 23, 1884, page 916.
FINANCE DEPARTMENT.

FERRIES TO STATEN ISLAND AND BAY RIDGE, LONG ISLAND, TO BE SOLD AT PUBLIC AUCTION, ON TUESDAY, APRIL 29, 1884.

THE FRANCHISES OF THE FERRIES FROM THE CITY OF NEW YORK TO Staten Island and Bay Ridge, Long Island, will be sold together, along with Pier No. 1, East river, and the bulkhead easterly thereof, belonging to the Corporation and used for ferry purposes, to the highest bidder at public auction, on Tuesday, the twenty-ninth day of April, 1884, at noon, at the Comptroller's office, by direction of the Commissioners of the Sinking Fund.

TERMS OF SALE.

The franchises of the ferry to Staten Island and the ferry to Bay Ridge, Long Island, will be sold together, on a lease for the term of nine years from the first day of May, 1884, along with the said wharf property foot of Whitehall street.

Bids will be received for the franchises together, at an upset price of \$5,000 for the two franchises.

The rent of the wharf property is appraised and fixed at \$10,000, in addition to the amount bid for the franchises.

The highest bidder will be required to pay the auctioneer's fee of \$10, and to deposit with the Comptroller, at the time of sale, twenty-five per cent. of the yearly rental of the wharf property and twenty-five per cent., also, of the amount to be paid yearly for the franchises of the ferries, to be credited on the first quarter's rent, or be forfeited to the city if the lease is not executed by the purchaser when notified that it is ready for execution.

The lessee will be required to give bonds in double the amount of the total yearly rental, with two sufficient sureties, to be approved by the Comptroller, conditioned for the faithful performance of the covenants and conditions of the lease, and the payment of the rent quarterly in advance.

The lease will contain the usual covenants and conditions in conformity with the provisions of law and the ordinances of the Common Council relative to ferries; that the lessee will maintain and operate the ferry during the whole term and will provide ample accommodation in the way of safe and capacious boats and frequency of trips, as to the sufficiency of which accommodation the decision of the Mayor and Comptroller shall be final; also conditions that the lessee of the ferries will dredge the ferry slip as required by the Department of Docks, and that, during the term of the lease, he will at all times, well and sufficiently repair, maintain and keep in good order all and singular the floats, racks, fenders, bridges and other fixtures at the landing place, and in the event of any damage to the bulkheads or piers from collision by the ferry-boats or otherwise, from any accident or negligence on the part of the lessee, he will immediately repair and restore said wharf property to its previous condition, free of cost and expense to the City of New York; and also, that if at any time during the term of the lease the Department of Docks shall require any of the wharf property used for ferry purposes, in order to proceed with the water-front improvement in the vicinity of the ferry landing, the said lessee shall surrender and vacate the premises, without any claim upon the city for any damages whatever, upon written notice being given to him three months in advance of the intention of said Department. Sworn returns of the amount of ferry receipts shall be made to the Comptroller when required by him, and the books of account of the ferries shall be subject to his inspection.

The rates of ferriage shall not be increased over those now charged, during the term of the lease.

A copy of the form of lease which the purchaser will be required to execute, and which form is one of the terms of sale, can be seen at the office of the Comptroller.

The right to reject any bid is reserved, if it is deemed for the interest of the city.

S. HASTINGS GRANT, Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, April 22, 1884.

Proceedings Sinking Fund Commissioners, April 28, 1884, CITY RECORD, May 1, 1884, page 972.

The Comptroller submitted the following report on sale of ferries, viz.:

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE,
April 28, 1884.

To the Commissioners of the Sinking Fund:

GENTLEMEN—The following ferries were offered for sale on Tuesday, April 22, as advertised, under a resolution of the Commissioners of the Sinking Fund, adopted March 7 last, viz.:

East River Ferries.

1. Ferry from Whitehall street to Staten Island, for nine years from May 1, 1884.
 2. Ferry from Whitehall street to Bay Ridge, Long Island, for nine years from May 1, 1884.
- The sale of both these ferries was postponed to Tuesday, April 29, 1884, in order to sell them together instead of separately.
3. Ferry from East Seventh street to Hunter's Point, L. I., for nine years from May 1, 1884.
 4. Ferry from East Ninety-second street to Astoria, L. I., for five years from May 1, 1884.

No bids were received for these ferries and they were withdrawn.

The following ferries were offered for sale on Wednesday, April 23, as advertised, under the same resolution, viz.:

North River Ferries.

5. Ferry from Cortlandt street to Jersey City, New Jersey, franchise only, for the term of two years from May 1, 1884.

No bid was received and it was withdrawn.

6. Ferry from Barclay street to Hoboken, New Jersey, for the term of ten years from May 1, 1884.

The franchise was sold to the Hoboken Land and Improvement Company, for a yearly rent of seven thousand five hundred dollars (\$7,500).

7. Ferry from Chambers street, North river, to Pavonia avenue, Jersey City, for the term of ten years from May 1, 1884.

The franchise was sold to the New York, Lake Erie and Western Railroad Company, for a rental of five per cent. of the gross ferriage collected in the City of New York.

8. Ferry from Desbrosses street to Jersey City, New Jersey, for the term of ten years from the 1st of May, 1884.

No bid was received and it was withdrawn.

9. Ferry from Canal street to Fort Lee, New Jersey, for the term of ten years from May 1, 1884.

This ferry was withdrawn from the sale on account of the place of landing and rent of the wharf property not being fully determined.

10. Ferry from Christopher street to Hoboken, New Jersey, for the term of ten years from May 1, 1884.

The franchise was sold, along with the wharf property belonging to the city, used for ferry purposes, as follows, viz.:

For the franchise, a yearly rent of.....	\$5,000 00
For the wharf property, a yearly rent of.....	17,500 00
	<hr/> \$22,500 00

11. Ferry from West Twenty-third street to Jersey City, for the term of ten years from May 1, 1884.

This ferry was withdrawn to determine more definitely the proper rental to be charged for the wharf property.

Respectfully,

S. HASTINGS GRANT, Comptroller.

Report accepted, ordered on file, and printed in the minutes.

The Comptroller submitted the following report on sale of new ferries, viz.:

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE,
April 21, 1884.

To the Commissioners of the Sinking Fund:

GENTLEMEN—Three new ferries have recently been established by resolutions of the Common Council, herewith submitted, and I present a resolution to authorize arrangements to be made for the sale of the franchises thereof, and any wharf property belonging to the city which may be used for ferry purposes at either of said ferries.

Respectfully,

S. HASTINGS GRANT, Comptroller.

Resolved, That the Comptroller be and he is hereby authorized and directed to make arrangements to sell at public auction, as soon as may be practicable, the franchises of the following ferries recently established by the Common Council, along with the wharf property belonging to the city, if any, used for ferry purposes at either of said ferry landings in the City of New York, viz.:

1. Ferry to be run to and from the slip between Piers Nos. 2 and 3, East river, in the City of New York, and a point between Twenty-eighth and Thirty-ninth streets at Gowanus Bay in the Eighteenth Ward of the City of Brooklyn, in the County of Kings and State of New York, established by resolution passed by the Board of Aldermen, notwithstanding the objections of his Honor the Mayor, three-fourths of all the members voting in favor thereof, March 18, 1884.

2. Ferry to run to and from the foot of Fourteenth Street, North river, in the City of New York, and a point in the northerly portion of Hoboken at or near the foot of Twelfth street, in the County of Hudson and State of New Jersey, established by resolution of the Board of Aldermen, approved by the Mayor, March 31, 1884.

3. Ferry to run to and from the foot of East Twenty-third street, East river, in the City of New York, and the foot of Broadway in the City of Brooklyn, E. D., established by resolution of the Board of Aldermen, approved by the Mayor, April 17, 1884.

On motion of the Recorder, the following resolution was adopted, viz.:

Resolved, That the report be accepted and resolution adopted with the exception of so much of said report and resolution as refers to the proposed ferry to be run from Piers 2 and 3, East river, and that the Comptroller be requested to obtain the opinion of the Counsel to the Corporation in respect to said ferry before taking further action in the premises.

The Comptroller submitted several petitions in relation to ferry to Staten Island, advertised to be sold, together with ferry to Bay Ridge, L. I., at public auction, on Tuesday, April 29, 1884.

After a brief discussion, on motion of the Recorder, it was

Resolved, That the sale be postponed thirty (30) days, and that the subject be referred to the Comptroller, to report upon the propriety of selling said ferries together or separately.

Proceedings Sinking Fund Commissioners, May 20, 1884, CITY RECORD, May 24, 1884, page 1163:

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE,
May 20, 1884.

To the Commissioners of the Sinking Fund:

GENTLEMEN—At the last meeting of the Board, held on the 28th of last month, a resolution was adopted postponing the sale of the ferry to Staten Island and to Bay Ridge, Long Island, from the foot of Whitehall street, for thirty days from April 29, and referring the subject to the Comptroller, to report upon the propriety of selling said ferries together or separately.

Under the advice of the Counsel to the Corporation, and by authority of the Commissioners of the Sinking Fund, the franchise of the ferry to Bay Ridge, Long Island, was advertised for sale on the 29th day of April, 1884, together with the franchise of the ferry to the North Shore, Staten Island, along with the wharf property required and used by the Staten Island ferry at the foot of Whitehall street, and the minimum rental at which the franchises of both ferries should be offered for sale was appraised at five thousand dollars per annum, the rent of the wharf property being appraised and fixed at ten thousand dollars per annum, in addition to the rental to be paid for the franchises.

The ferry to Bay Ridge has heretofore been and is now run from Pier No. 1 and the bulkhead adjoining, occupied and used by the ferry to the North Shore, Staten Island, and the ferry to Bay Ridge was established to run from the same point. For this reason I consider it advisable to dispose of the franchises of the two ferries together, under one lease, along with the wharf property.

I have concluded, however, that a percentage of the gross receipts of these ferries will be more advantageous to the interests of the city than a fixed sum for the rental of the franchises, and present a resolution to authorize the sale of the ferries accordingly.

Respectfully,

S. HASTINGS GRANT, Comptroller.

Resolved, That the Comptroller be and is hereby authorized and directed to sell the franchise of the ferry to Bay Ridge, Long Island, and the franchise of the ferry to the North Shore, Staten Island, together, under one lease, along with the wharf property required and used by the Staten Island Ferry, and that the franchises be offered for sale at a minimum rental of five per cent. of the ferriage from each of the ferries, and a yearly fixed rent of ten thousand dollars for the wharf property, in addition to the percentage of gross receipts from ferriage to be paid for the franchises.

Augustus Prentice, Esq., of Staten Island; Erastus Wiman, President of the Staten Island Railway and Ferry Company, and A. H. Man, Esq., representing the Highland Steamboat Company, were heard on the subject.

The Chairman of the Finance Committee of the Board of Aldermen moved that the sale be postponed one month, in order to ascertain if the said ferries cannot be leased separately, which was not adopted; the Mayor, Recorder and Comptroller voting in the negative, and the Chairman of the Finance Committee of the Board of Aldermen in the affirmative.

On motion of the Recorder, the report was accepted, and the accompanying resolution adopted; the Mayor, Recorder and Comptroller voting in the affirmative, and the Chairman of the Finance Committee of the Board of Aldermen in the negative.

Corporation Notice, Finance Department, May 24, 1884, CITY RECORD, May 26, 1884, page 1177:

FINANCE DEPARTMENT.

FERRIES TO STATEN ISLAND AND BAY RIDGE, LONG ISLAND, TO BE SOLD AT PUBLIC AUCTION, ON THURSDAY, MAY 29, 1884.

THE FRANCHISES OF OPERATING THE FERRIES FROM THE CITY OF NEW York to Staten Island and to Bay Ridge, Long Island, as established by the Common Council November 3, 1875, and June 4, 1877, respectively, will be offered for sale together, for the term of EIGHT YEARS AND ELEVEN MONTHS FROM JUNE 1, 1884, together with the right to occupy and use the wharf property now occupied and used for ferry purposes, at the foot of Whitehall street, by the ferry to the North Shore of Staten Island, for said period, at public auction, on Thursday, the twenty-ninth day of May, 1884, at noon, at the Comptroller's office, by direction of the Commissioners of the Sinking Fund.

The said franchises will be offered at an upset price of FIVE per cent. of the gross receipts from ferriage of each of said ferries and a yearly fixed rental of TEN THOUSAND DOLLARS (\$10,000) for the wharf property, to be paid in addition to the percentage of gross receipts from ferriage.

The said franchises and use of wharf property will be sold to the person who will offer to pay the highest percentage on the gross receipts of the said ferries, not less than the aforesaid percentum and said fixed rental for said wharf property.

CONDITIONS OF SALE.

The highest bidder will be required to pay the auctioneer's fee of \$10, and to deposit with the Comptroller, at the time of sale, twenty-five per cent. of the yearly rental of the wharf property and twenty-five per cent., also, of the estimated amount to be paid yearly for the franchises of the ferries, to be credited on the first quarter's rent, or be forfeited to the city if the lease is not executed by the purchaser when notified that it is ready for execution.

The lessee will be required to give bonds in double the amount of the total yearly rental, with two sufficient sureties, to be approved by the Comptroller, conditioned for the faithful performance of the covenants and conditions of the lease and the payment of the rent quarterly in advance, as therein provided.

The lease will contain the usual covenants and conditions in conformity with the provisions of law and the ordinances of the Common Council relative to ferries; that the lessee will maintain and operate the ferry during the whole term and will provide ample accommodation in the way of safe and capacious boats and frequency of trips, as to the sufficiency of which accommodation the decision of the Mayor and Comptroller shall be final; also conditions that the lessee of the ferries will dredge the ferry slip as required by the Department of Docks, and that, during the term of the lease he will at all times well and sufficiently repair, maintain, and keep in good order all and singular the floats, racks, fenders, bridges and other fixtures at the landing-place, and in the event of any damage to the bulkheads or piers from collision by the ferryboats or otherwise, from any accident or negligence on the part of the lessee, he will immediately repair and restore said wharf property to its previous condition free of cost and expense to the City of New York; and also, that if at any time during the term of the lease the Department of Docks shall require any of the wharf property used for ferry purposes, in order to proceed with the water-front improvement in the vicinity of the ferry landing, the said lessee shall surrender and vacate the premises without any claim upon the city for any damages whatever, upon written notice being given to him three months in advance of the intention of said Department. Sworn returns of the amount of ferry receipts

shall be made to the Comptroller when required by him, and the books of account of the ferries shall be subject to his inspection.

The rates of ferriage shall not be increased over those now charged, during the term of the lease, and when the ferriage is five cents or less, the ferriage of all passengers carried at such reduced rates shall be returned and accounted for to the city at a rate not less than five cents for each of such passengers.

A copy of the form of lease which the purchaser will be required to execute, and which form is one of the terms of sale, can be seen at the office of the Comptroller.

The right to reject any bid is reserved, if it is deemed for the interest of the city.

S. HASTINGS GRANT, Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, May 24, 1884.

Corporation Notice, Finance Department, May 24, 1884, CITY RECORD, July 17, 1884, page 1621.

FINANCE DEPARTMENT.

FERRIES TO STATEN ISLAND AND BAY RIDGE, LONG ISLAND, TO BE SOLD AT PUBLIC AUCTION, ON THURSDAY, MAY 29, 1884.

SALE POSTPONED TO JULY 17, 1884.

THE FRANCHISES OF OPERATING THE FERRIES FROM THE CITY OF NEW York to Staten Island and to Bay Ridge, Long Island, as established by the Common Council, November 3, 1875, and June 4, 1877, respectively, will be offered for sale together, for the term of EIGHT YEARS AND ELEVEN MONTHS FROM JUNE 1, 1884, together with the right to occupy and use the wharf property now occupied and used for ferry purposes, at the foot of Whitehall street, by the ferry to the North Shore of Staten Island, for said period, at public auction, on Thursday, the twenty-ninth day of May, 1884, at noon, at the Comptroller's office, by direction of the Commissioners of the Sinking Fund.

The said franchises will be offered at an upset price of FIVE per cent. of the gross receipts from ferriage of each of said ferries and a yearly fixed rental of TEN THOUSAND DOLLARS (\$10,000) for the wharf property, to be paid in addition to the percentage of gross receipts from ferriage.

The said franchises and use of wharf property will be sold to the person who will offer to pay the highest percentage on the gross receipts of the said ferries, not less than the aforesaid percentum and said fixed rental for said wharf property.

CONDITIONS OF SALE.

The highest bidder will be required to pay the auctioneer's fee of \$10, and to deposit with the Comptroller, at the time of sale, twenty-five per cent. of the yearly rental of the wharf property and twenty-five per cent. also of the estimated amount to be paid yearly for the franchises of the ferries, to be credited on the first quarter's rent, or be forfeited to the city if the lease is not executed by the purchaser when notified that it is ready for execution.

The lessee will be required to give bonds in double the amount of the total yearly rental, with two sufficient sureties, to be approved by the Comptroller, conditioned for the faithful performance of the covenants and conditions of the lease, and the payment of the rent quarterly in advance, as therein provided.

The lease will contain the usual covenants and conditions in conformity with the provisions of law and the ordinances of the Common Council relative to ferries, that the lessee will maintain and operate the ferry during the whole term, and will provide ample accommodation in the way of safe and capacious boats and frequency of trips, as to the sufficiency of which accommodation the decision of the Mayor and Comptroller shall be final; also conditions that the lessee of the ferries will dredge the ferry slip as required by the Department of Docks, and that, during the term of the lease, he will at all times well and sufficiently repair, maintain and keep in good order all and singular the floats, racks, fenders, bridges and other fixtures at the landing places, and in event of any damage to the bulkheads or piers from collision by the ferry-boats or otherwise, from any accident or negligence on the part of the lessee, he will immediately repair and restore said wharf property to its previous condition free of cost and expense to the City of New York; and also, that if at any time during the term of the lease the Department of Docks shall require any of the wharf property used for ferry purposes, in order to proceed with the water-front improvement in the vicinity of the ferry landing, the said lessee shall surrender and vacate the premises without any claim upon the city for any damages whatever, upon written notice being given to him three months in advance of the intention of said Department. Sworn returns of the amount of ferry receipts shall be made to the Comptroller when required by him, and the books of account of the ferries shall be subject to his inspection.

The rates of ferriage shall not be increased over those now charged, during the term of the lease, and when the ferriage is five cents or less, the ferriage of all passengers carried at such reduced rates shall be returned and accounted for to the city at a rate not less than five cents for each of such passengers.

A copy of the form of lease which the purchaser will be required to execute, and which form is one of the terms of sale, can be seen at the office of the Comptroller.

The right to reject any bid is reserved, if it is deemed for the interest of the city.

S. HASTINGS GRANT, Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, May 24, 1884.

NOTICE.—The above sale was postponed from May 29, 1884, to June 12, 1884, on account of a temporary injunction granted by the Supreme Court, restraining the Comptroller from making said sale; also from June 12, 1884, to June 26, 1884; from June 26, 1884, to July 3, 1884, and from July 3, 1884, to July 17, 1884, pending the decision of the Court upon a motion to make permanent the said injunction. The said injunction has now been dissolved and vacated by order of Mr. Justice Lawrence, dated July 10, 1884.

The ferries advertised to be sold as above, will be sold, therefore, at 12 o'clock, noon, on Thursday, the 17th day of July, 1884, at the office of the Comptroller of the City of New York, on a lease for the term of EIGHT YEARS AND NINE MONTHS, FROM AUGUST 1, 1884.

S. HASTINGS GRANT, Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, July 11, 1884.

January 26, 1885—Resolutions in the Common Council, CITY RECORD, January 27, 1885.

MOTIONS AND RESOLUTIONS RESUMED.

By the President—

Whereas, On the 17th day of July, 1884, at the Comptroller's Office in the City of New York, there was duly sold at public auction to the Staten Island Rapid Transit Company, a corporation organized and acting under the laws of the State of New York, for the term of eight years and nine months from August 1, 1884, the franchises of operating the ferries from and to Pier Number One, East river, and the bulkhead easterly thereof, in the City of New York, and to and from Staten Island, and to and from Bay Ridge, Long Island, together with the wharf property belonging to the Mayor, Aldermen and Commonalty of the City of New York, assigned to be used, or which has been customarily used in connection, and for the purpose of said ferry; and

Whereas, There has been executed in duplicate, on or about the 25th day of July, 1884, an indenture of lease of such franchises and wharf property, pursuant to such sale by his Honor the then Mayor of the City of New York; and

Whereas, At a meeting of the Board of Commissioners of the Sinking Fund, held August 25, 1884, there were duly adopted the following resolutions:

"Resolved, That the Clerk of the Common Council be requested to affix the Common Seal of the city to leases of ferries and other city property, which have been authorized and directed by the Commissioners of the Sinking Fund to be made and executed, as provided by law, in accordance with the opinion of the Counsel to the Corporation, dated August 9, 1884, furnished by him to this Board under a resolution adopted July 28, 1884, as follows, to wit:

"In my opinion, therefore, the Clerk of the Common Council should sign leases made by lawful authority, and, as a corporation lease should be made under seal, and, as he is the official custodian of the city seal, he should affix it to all such leases.

"It is not necessary for him to swear that the seal was affixed by authority or order of the Common Council, but he should swear that it is affixed 'by authority of law.'

"Resolved, That the Secretary be directed to send to the Clerk of the Common Council a copy of the foregoing resolution, together with a copy of the said opinion of the Counsel to the Corporation."

Resolved, That the Clerk of the Common Council be and he hereby is authorized to affix the Common Seal of the City of New York to the above-mentioned lease; and that he also be and he hereby is authorized, as such Clerk, to sign such lease; and that he be and he hereby is authorized to swear that such seal was affixed as aforesaid by "authority of law."

Alderman Reilly moved to refer to the Committee on Ferries and Franchises.

Alderman Hall moved, as an amendment, to refer to the Committee on Docks.

Which was accepted by Alderman Reilly.

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

Which was decided in the affirmative.

Copy map accompanying circular of Rapid Transit Railroad Company.

Copy letter in behalf of John H. Starin to S. Hastings Grant, Comptroller:

No. 2 WALL STREET, NEW YORK, July 16, 1884.

Hon. S. HASTINGS GRANT, Comptroller:

DEAR SIR—Mr. J. H. Starin desires me to acknowledge the receipt of your communication

stating the rental demanded by the city authorities for the Staten Island North Shore Ferry, which is about to be leased at public auction for a term of nearly nine years.

The value of the ferry is seriously depreciated by the requirement that whoever seeks to operate it must agree to run a ferry to Bay Ridge, from the same landing place in this city, throughout the year, which as everyone knows, cannot be done except at a very considerable loss.

Mr. Starin is unable to perceive any substantial reason for thus injuriously affecting the Staten Island Ferry, nor can he understand the reasons which have led the Sinking Fund Commissioners to demand a rental for this ferry, thus lessened in value, several thousand dollars greater than the rent fixed last year for the ferry to the eastern shore of Staten Island, it being the fact that the latter ferry does the largest business, over a route several miles shorter and maintains less landing places and employs fewer boats.

The large amount of capital which Mr. Starin has for years past invested in property especially adapted to operating this North Shore ferry, the experience which he has necessarily obtained in the management of this and other similar lines, the fulfillment of all his engagements with the city as its tenant and the widespread reluctance of the people of Staten Island to change in the management of this ferry—he respectfully submits—entitle him and his views in this matter to something more than ordinary or passing consideration.

He is well aware that certain parties who have sought to obtain a monopoly of ferriage between Staten Island and New York are extremely desirous of wresting the management of this ferry from him and that their avowed purpose if this can be accomplished, is not to maintain the ferry in the present efficiency and frequency of trips, but to reduce it, as rapidly as their designs will warrant, to the condition of a merely nominal and unaccommodating line, in order that the traffic may be forced to pass on the ferry of the East Shore which these parties now control, reaching it by means of a railway along the North Shore which they propose to construct.

The system of leasing the North Shore ferry for a percentage of what fares may be collected upon it is evidently most favorable to the plans of these would-be monopolists, for if they, when in possession reduce the number of round trips—at present 21—to two, which is the requirement of the proposed lease, they may and probably would collect a very small amount in fares, but, under this elastic system, they would be obliged to pay the city very little.

That they rely upon thus circumventing the city and also defeating at the sale all bona fide bidders who contemplate running the ferry, as at present, to accommodate the public, is beyond question.

Mr. Starin cannot believe that the Sinking Fund Commissioners, with the knowledge of these facts, will proceed in disposing of this ferry in such a manner as to virtually close an avenue of communication of so many years existence and of so important a character or that they will render the schemes of these proposed monopolists comparatively easy of accomplishment, particularly when, as is so very evident, not only will the traveling public be made to suffer, but the revenue of the city from this source will be in all probability seriously decreased.

He therefore suggests that at this sale he be permitted to offer a cash bid against cash and not percentage bids, as he will then know which bid, his own or other parties', is the highest in fact, and as the city authorities will then be able to determine who is offering the highest actual income to the city for this ferry, and will know at once what revenue it will produce for years to come.

The vicious character of "unbalanced bids" lies in the unknown quantity which enters into them, and a brief study will convince the Commissioners that the same point of difficulty is to be found in the system here referred to.

There are other points in the proposed lease which appear disadvantageous to all bona fide bidders and to which Mr. Starin would be pleased to call attention if it were desired of him.

At present he considers that he has done enough in calling attention to two of the main points involved, and trusts that what he thus presents will be received as offered in good faith, as it certainly is intended to be.

Very respectfully yours,
JAMES MCNAMEE, Counsel.

Extracts from Indenture of Lease to which the seal of the city is desired to be affixed as aforesaid:

Indenture, made the twenty-fifth day of July, in the year of our Lord one thousand eight hundred and eighty-four, between the Mayor, Aldermen and Commonalty of the City of New York, parties of the first part, and The Staten Island Rapid Transit Railroad Company, a corporation organized and acting under and by virtue of the laws of the State of New York, party of the second part.

Whereas, Under and in pursuance of section 170 of chapter 401 of the Laws of 1882, and the Ordinances of the Common Council of the City of New York, an appraisal was duly made, under the direction of the Board of Commissioners of the Sinking Fund of the franchises of the ferries from and to Pier No. 1, East river, and the bulkhead easterly thereof, in the City of New York, and to and from Staten Island, and to and from Bay Ridge, Long Island, together with the wharf property belonging to the said parties of the first part, assigned to be used, or which has been customarily used in connection with, and for the purposes of, said ferries.

And Whereas, The minimum yearly rental for which the said ferry franchises, or licenses to operate said ferries, together with the said wharf property, should be used and enjoyed, was appraised and set by the Commissioners of the Sinking Fund at five per centum of the gross receipts for ferriage that should yearly thereafter accrue to each of the said ferries together with the further sum of ten thousand dollars, to be paid quarter-yearly to the Corporation;

And Whereas, After such appraisal the Comptroller of the City of New York, by direction of the said Board of Commissioners of the Sinking Fund, caused due public advertisement to be made in the CITY RECORD, that the franchises of the said ferries, together with the right to use and enjoy said wharf property for the purposes of such ferries for the term of eight years and nine months from August 1, 1884, would be sold at public auction to the highest bidder, at the office of the Comptroller in the City of New York;

And Whereas, At a sale at public auction of said ferry franchises or licenses to operate said ferries, together with the right to use and enjoy said wharf property for the purposes of such ferries, made in pursuance of the said advertisement at the Comptroller's office, in the City of New York, on the seventeenth day of July, 1884, the party of the second part bid or offered to pay for such franchises or licenses to operate said ferries, together with the right to use and enjoy said wharf property for the purposes of such ferries, yearly and every year of such term, a sum equal to fourteen and one-quarter per centum of the gross receipts for ferriage upon or over said ferries during such year, together with the further sum of ten thousand dollars, which was the largest sum, price or yearly rental bid or offered for said franchises or licenses to operate said ferries, together with the right to use and enjoy said wharf property for the purposes of such ferries.

Lease to run eight years and nine months, from August 1, 1884; yearly rent "of a sum equal to fourteen and one-quarter per centum of the gross receipts during such year, for the transportation of persons, horses, cattle, vehicles, goods and chattels over and upon the said ferries, together with the further sum of ten thousand dollars." * * * "The number of daily trips to be made between the said points shall be such as the Mayor and Comptroller of the said city may, from time to time prescribe, but in no case and in no season of the year to be less than two round trips, one in the morning and one in the evening, on the Staten Island Ferry, nor less than one round trip on each week day of the year on the Bay Ridge Ferry." * * * "And it is hereby further mutually covenanted and agreed by and between to these presents, and these presents are upon the express understanding, that nothing herein contained shall be construed to interfere in any manner * * * with the right to grant any future ferries to and from New York City elsewhere, wheresoever, except to and from the specified points of the ferries hereby demised." * * *

In witness whereof, to these presents in duplicate, the parties of the first part have caused their common seal to be affixed, and the party of the second part has caused its corporate seal to be affixed, and its President and Secretary has set their hands the day and year first above written.

FRANKLIN EDSON, Mayor.

(Seal) THE STATEN ISLAND RAPID TRANSIT RAILROAD COMPANY,
Rapid Transit R. R. Co. By J. FRANK EMMONS, President.

WM. KEUTGEN, Secretary.

Execution by Rapid Transit Company proved July 25, 1884, by J. Frank Emmons and William Keutgen before a Notary Public.

Copy extracts from circular letter dated September 13, 1884:

A SOUND SECURITY.

The Thirty-Year Six Per Cent. Sinking Fund Bonds of the Staten Island Rapid Transit Railroad Company, New York.

Issue—One Million Dollars, First Mortgage Bonds, of \$1,000 each to Bearer, with option of Registration.

Trustee—The United States Trust Company of New York.

The Staten Island Rapid Transit Railroad Company now exclusively controls all the traffic between the City of New York and Staten Island, one of its chief suburbs. This island constitutes the County of Richmond, forms the west shore of the Bay of New York, has a population of nearly 50,000, rapidly increasing, contains an area of fifty-eight square miles, and is within five miles of one of the most crowded cities in the world.

By the acquirement of the only ferry franchises existing, at a percentage of receipts which makes the City of New York a general partner in the enterprise, possession is obtained of two slips or piers at the foot of Broadway at the Battery, and at the terminal depot of the entire elevated railway system, spreading out like a drag-net to one hundred and seventy-four different stations in the city. This gives to the company an entrance to New York of a most desirable character, at a point of land, in the city, nearest to the island, while the company has possession, on the island, of

the point of land nearest to the city. The ferriage is thereby reduced to the shortest possible distance.

Inasmuch as the two streams of traffic, hitherto divided with large profit between two ferry lines, can be merged into one volume, the advantages in point of economy, frequency and rapidity, are apparent. But while these two ferry lines have had a large profit, it has been at the expense of a delivery service, by boat, along the two shores of Staten Island—a distance of eleven miles—in a slow, infrequent, cumbrous and most expensive manner. The purpose of the railroad, constructed along the shore, is to perform this delivery service in a frequent, rapid and economical way, by being operated from its centre, and from the point of connection with the company's ferry boats plying with threefold frequency to and from New York City. In addition to the traffic to Staten Island, this company by its franchises also controls the entire ferry business to Bay Ridge, the point of railway connections with Manhattan Beach, Sea Beach, Sheepshead Bay and other principal points on Coney Island. * * *

"In this case successful competition is next to impossible. In possession of the only existing franchises of the city ferries to Staten Island, which the city is bound to maintain in their integrity; with the landings at the best possible point in the city, with the shortest ferry route with possession by lease for ninety-nine years of the railroad across the Island, and, by the construction of the railroad around the shore of the bay, it would be impossible to conceive of a position for control of traffic at once more strategic or impregnable. * * * The bonds now offered constitute a first permanent charge upon the portion of the Rapid Transit railroad already constructed. * * * Applications for the bonds may be sent to Erastus Wiman, No. 314 Broadway. Checks should be made payable to the United States Trust Company, who, under the terms of the mortgage are custodian of the proceeds of the bonds, and disburse them only on certificate of Engineer and under order of the Board of Directors, September 13, 1884."

Copy extracts from circular letter dated December 27, 1884:

"THE STATEN ISLAND RAPID TRANSIT RAILROAD COMPANY.
Incorporated April, 1880.

President—J. Frank Emmons, etc.

To the Stockholders of the Staten Island Railway Company:

You are respectfully reminded that a dividend of one dollar per share on the stock of this company is due and payable," etc. "I am glad to inform you that the arrangement between the two companies is working very satisfactorily. The progress made by the Rapid Transit Railroad Company in the construction of its road has been most substantial during the last quarter. It is expected that by the 1st of May next the line along the North Shore of the Island will be completed as far as Elm Park, and that the tunnel, which now separates the Rapid Transit track on the East Shore from the North Shore construction will be also finished. This will enable both shores of the island to be served simultaneously by one line of boats. * * *

Faithfully yours,

ERASTUS WIMAN, President of Staten Island Railway Co.

NEW YORK, December, 27, 1884."

"Inasmuch as the two streams of Staten Island traffic, hitherto divided with large profit, between two ferry lines, are now to be merged into one volume, the advantages in point of economy, frequency, and rapidity are apparent."

Oral evidence taken February 10, 1885, by the Committee on Docks:

William Van Tassel, being duly sworn, testified as follows:

I am the auctioneer who sold the lease of the Staten Island and Bay Ridge Ferries, July 17, 1884. I received instructions from the Comptroller on July 17, 1884, to sell these ferries for \$10,000 for the dockage for an upset price of five per cent. of the gross receipts and to recognize no other bids. A bid of fourteen or fifteen thousand dollars for the dock and eight per cent. of the receipts was offered, but I was told not to receive the bid. The lease was knocked down three times in one hour; first to William H. Hooker, who did not qualify, for twenty and one quarter per cent.; second, to C. H. Townsend, who did not qualify, for sixteen and a half per cent.

S. Hastings Grant, being duly sworn, testified:

That he was the Comptroller of the City of New York in July, during 1884; that he authorized the sale of the Staten Island Ferry under the conditions advertised; that he advertised first to sell the ferry lease on a percentage of the gross receipts; that he then changed the advertisement so that the advertisement of April 29 shows that the amount to be charged for the two franchises was five thousand dollars, and then the rent of the wharf property was to be ten thousand dollars additional.

By Mr. Hall—

Q. Was that the first advertisement?

A. That was not the first advertisement; the first one does not state the amount that was to be charged for the franchise; that was to be named on the day of sale.

Q. Did you change your advertisement so as to call for cash bids alone?

A. Cash bids; they were to put up an amount in cash proportionate to the bids.

Q. Why did you make that change?

A. I expect that was to be done in any case; there is always to be a deposit made in proportion to the amount of the sale.

Q. Why did you change the advertisement?

A. I considered it to the best interests of the city.

Q. Did you then change your advertisement again, so as to call for percentage bids?

A. I did, sir.

Q. Why did you make that second change?

A. Because I considered it for the best interest for the city.

Q. Why did you think it would benefit the city to have the rent from this ferry dependent upon what the lease might bring?

A. What the lease might receive you mean in the way of percentage.

Q. Yes.

A. The more I thought of it the more I felt it was the most equitable way the lease could be made.

Q. Did Erastus Wiman ever speak to you on the subject?

A. Speak to me on what subject?

Q. The subject of leasing this ferry.

A. Yes; I had a conference with him.

Q. How often did he speak to you about it?

A. I don't know; he may have been in there two or three times; I had conferences with both him and Mr. Starin and his representative.

Q. Where?

A. At the Comptroller's office.

Q. What did he say?

A. I can't remember anything he said in particular now.

Q. Do you remember anything at all of the subject matter?

A. I suppose he wished to know when the ferry was to be sold, and came in for information in regard to the matter of the sale—the terms of the sale.

Q. Were you not informed before you leased this ferry that there was danger that in a short time it would not be operated as before, but would be so used to force trade to pass over to other Staten Island ferries?

A. I was not so informed; I had such an intimation, but I did not receive anything that I could consider information—not such information as would cause me to change the terms of the advertisement.

Q. Why did you not have some provision inserted in the terms of the lease which would protect the possibility of such a result as specified—in the landings to be touched at and the number of round trips to be made every day?

A. I did not consider it necessary; the terms of the lease were sufficient to protect the city in all such matters.

Q. What protection did the city have, and what protection could the people on Staten Island have against a corporation getting a lease or franchise of that kind and not having inserted how many trips a day should be made?

A. So far as naming landings on the other side was concerned that was out of our power; all we could do was to lease the ferry to Staten Island; so far as the number of trips was concerned the lease contains a provision that the number of trips should be satisfactory to the Mayor and Comptroller of the city, not as to the absolute number, but a number such as should be satisfactory to the Mayor and Comptroller.

Q. While you were there did you have any complaint from these people on Staten Island about how they were treated?

A. Not after this lease was made.

Q. Were you not before the lease was awarded informed by some one in behalf of Mr. J. H. Starin that a bona fide bidder could not tell at this sale which percentage bid would be the highest in fact?

A. I don't remember of any such information as that.

Q. Why was the check for the rent for the franchise of this ferry, also the check for the rent of wharf used by the ferry for the three months from May 1 to August 1, 1884, returned to Mr. Starin or to the New York and Staten Island Steamboat Company?

A. I did not wish to have any possible complication arising between the city and the former lessee.

Q. Just previous to your coming on the stand the auctioneer was here; he stated that he was informed by you not to recognize any bid over ten thousand dollars a year as the upset price, and while there was fifteen thousand dollars bid you told him not to recognize it—is that a fact?

A. Certainly.

Q. And eight per cent.?

A. Eight per cent. on the gross receipts—certainly; it was not in conformity with the terms of the advertisement; it would not have been proper for him to entertain any bid different from the terms of the advertisement.

Q. We understand you that it was more beneficial to the City of New York to receive ten thousand dollars a year and fourteen and one-quarter per cent. than to receive fifteen thousand dollars a year and eight per cent.?

A. That is a matter that at that time I could not tell; the result showed that it was; the result shows that the sale as made was decidedly better for the city than the one that was proposed to be made; it was so by the figures for the last six months—five thousand dollars better for six months than it would have been on the proposed bid.

Q. Were you ever informed by any person connected with this Rapid Transit Company, that they did not want to use this ferry after the 1st of May, 1885?

A. No, sir.

Q. Nobody ever gave you any such information?

A. No, sir.

Q. You know it to be a fact that they did run boats to the adjoining slip, do you not?

A. There was a lease of a ferry to the adjoining slip made by the city.

Q. To the same company?

A. Yes, sir.

Q. Where they pay the city five per cent. on their gross receipts?

A. I know that the adjoining slip was leased previously to these same parties—something I have nothing to do with.

Q. You have no knowledge whether they use the slip where they pay fourteen and one-half or whether they use the slip that pays five per cent.?

A. I have not.

By Mr. McNamee:

Q. May I ask the Comptroller one question, did you not receive the letter of which that is a copy (showing witness letter), or appears to be a copy, before that sale, from me?

A. I think I did; yes, I received a letter—I believe this is the same letter, so far as I can judge it is; I judge without examining it closely and comparing it with the one I did receive; I think it is a copy; Mr. McNamee says it is.

J. Frank Emmons, sworn by the Chairman, testified as follows:

By Mr. Hall:

Q. Where do you live?

A. New Brighton, Staten Island.

Q. Were you President of the Staten Island Rapid Transit Company during 1884, and are you still the President?

A. Yes, sir.

Q. Did your Company have a lease or assignment of a lease from the Staten Island Railway Company which was in force during 1884?

A. Yes, sir.

Q. Did not that lease or assignment provide for a transfer into the possession of your company of the lease of the Staten Island Railway Company from the City of New York to the old Staten Island ferry?

A. That I can't answer, sir.

Q. Wouldn't you be likely to know, Mr. President?

A. I can find out, sir, but I could not answer it without referring.

Q. Could you enlighten the Committee on that subject within a little while?

A. Yes, sir; I have no reason not to answer, and I can find out and answer.

Q. Do not the landing places of the two Staten Island ferries in New York City immediately adjoin each other?

A. Yes, sir.

Q. And is there not a passage way so that the passengers can pass from one landing place to the boats lying in the slip of the other?

A. Well, hardly, Mr. Alderman; there is one place that was cut for convenience in case of distress, that is sometimes used; but there is no public place, no inviting way marked off at all.

Q. So that two or three or half a dozen might go through without going overboard?

A. No, sir; the boat would have to be in the slip; it would go from what is termed the East Shore on to a middle slip; you could not go way through into the North Shore business.

Q. Without going overboard?

A. Yes, I could do it, by knowing the way; it is not a public way.

Q. Why did your company want a ferry from New York to Staten Island?

A. In pursuance of our business.

Q. It had a lease or an agreement to lease one of these ferries, didn't it?

A. Yes, sir.

Q. Describe the method of transporting passengers on Staten Island to and from the City of New York?

A. We have four boats running on the North Shore, three boats running on the East Shore; they are regular ferryboats, sir—in the regular manner of running a ferry.

Q. Regular trips?

A. Regular trips.

Q. Did your company intend to pursue that same line of business when the belt line of railroad is completed on Staten Island?

A. It is a matter of future business; future business is matter of the future; we have done it, and it is a matter of the future.

Q. You can answer that question; it seems to me that a gentleman that has got such an enterprise as that should certainly have some idea whether you calculate to continue that ferry or whether you do not?

A. We continue to run the ferry.

Q. Do you propose to continue it after the first of May, 1885?

A. Yes, sir.

Q. To the comfort and convenience of the citizens of Staten Island?

A. Yes, sir; we do.

Q. Why is it that there is so much complaint in regard to your company at the present time not accommodating, but, on the contrary, discommoding the residents of Staten Island?

A. The inhabitants of the North Shore never had four boats running in the winter time, never had such frequent trips between New York and the North Shore of Staten Island, or the East Shore of Staten Island that they have the present winter; we are running four boats and in the winter there was never but three boats run.

Q. Have you heard of the complaint of any of the citizens stating that some of these boats were not fit for people to ride on; that they were dangerous, not fit for the transportation of human beings?

A. Yes, sir; we have seen complaints in a newspaper on the North Shore; in answer to that, the boats all hold a government license; we are all under heavy penalties if a boat can be condemned at one moment's notice by the United States; they hold the power to condemn any boat we are running.

Q. Now we are going to try to get into some of the private affairs of your Company if we can, but it seems to me you do not give us much information?

A. We give you all we have got.

Q. Is it not the plan of your Company to run both of these ferries until the end of both of the City leases, to the same landings on Staten Island to which they have heretofore been run, and to run as many round trips per day as heretofore?

A. It is a pretty long question.

Q. We will take a short answer.

A. I am sorry to trouble you, but I would like to get a second time.

Q. Is it part of your plan to run both of these ferries until the end of both of the City leases?

A. Yes, sir.

Q. To the same landing on Staten Island to which they have heretofore been run, and to run as many round trips per day as heretofore to those points—is that your plan?

A. Yes and no, both; it is a matter of the future.

Q. We would like to know. This Committee is going to make a report on this matter, and we do not want to place you in a false light.

A. We intend to give the people of Staten Island transportation the quickest, to and from New York, that they ever heard of before, or ever dreamed of—that will be the upshot of it. It is very difficult to say whether we will keep the same landings and run the same boats; we can't accommodate these people unless we give them quick transportation, good boats and good landings; and we propose to do it.

Q. That is a kind of mixed up answer?

A. The question is mixed up, Alderman.

Q. The question is, whether you propose to give these people the same accommodations?

A. Give them more accommodations.

Q. The same number of trips, or more, to the same points as you have heretofore?

A. Yes, sir; more points—more frequent stopping-places.

Q. What rate of fare does your company propose to charge for transporting passengers?

A. Five cents for the boats and five cents for the cars, if we have cars, and if we continue the boats, it will be ten cents the round trip between New York and Staten Island, taking up Elm Park, which is a distance of twelve miles from New York.

Q. What do you propose to charge between Staten Island and New York City when the railroad is completed?

A. Ten cents the double trip.

Q. Ten cents for the ferry?

A. If the railroad is completed, and if we use the ferry, we charge five cents for the ferrage and five cents for the cars, making the round trip cost ten cents.

Q. When the railroad is in operation will not part of the fare which is now paid for ferry transportation be taken by your company for transportation on land?

A. That I can't answer; that would have to be considered; I can't answer the question; that is a thing for the future; that is a conundrum. Is it going to be a stormy day to-morrow or are we going to have this blizzard from the southwest, or are we not?

Q. You ought to know certainly what your affairs should be.

A. I can't answer it surely, but I think in one of the leases of the city—if my memory serves me—we shall not charge less—we have got to charge up to five cents to the city, but we cannot charge less than five cents; the fare cannot be less than five cents. I think that is in the lease; that is to protect the city; they put it in.

Q. What is the fare?

A. Ten cents round trip—eleven tickets for a dollar. People earning five or six dollars or less get a reduction—get books—something like five or six cents a trip.

Q. After that you pay to the city five per cent. on the gross receipts?

A. Yes, sir; on one side five per cent.—on the east side; and on the north side fourteen and one-quarter.

Q. Do you propose to run your boats to the North Shore so as to pay fourteen and a quarter per cent.?

A. That is a thing of the future; we have the Bay Ridge ferry; last year they received on the Bay Ridge business fourteen and a quarter per cent.; their receipts last year were more than they ever received—for the six months more than ten years they ever had the ferry before.

Q. You are speaking a great deal about the future, what do you mean by the future—five or ten years hence, or a year hence?

A. The future is five or ten years as you say.

Q. What do you mean by the future?

A. I mean to-morrow as the future.

Q. Will you be kind enough to state to this Committee what time you think this railroad will be in operation; can you give the Committee any idea on that?

A. I think, sir, next fall; we have been hoping for several years when time comes on and these interruptions and disappointments—

Q. You are thoroughly conversant in regard to property; do you think it is advantageous for the company or for the city to pay a percentage on leasing property in the City of New York, on getting a lease? Wouldn't it be better to rent it to the highest bidder?

A. My own judgment is, the percentage is the fairer for all parties concerned and more money in it.

Q. Then according to your answer you propose to charge—the city gets five per cent. on the gross receipts; your fare now is ten cents; you are going to reduce that fare to five; won't all that business be done—you won't do any business here at the slip where you pay fourteen and one-quarter per cent.?

A. The business will be so large we shall have to in my judgment.

Q. You would prefer as president of this company to run those boats where they only pay five per cent. to the city instead of fourteen and a quarter?

A. It would be more money in our pockets.

Q. Then really after the fall or the first of May I have been informed by some gentlemen—that at the first of May you would have this railroad in operation and after that you won't have use for as many of these slips as you have got now?

A. I think the slip will be used and the city will receive as large a percentage as they have in times past.

Q. Is it true that you have got part of that pier leased as a saloon, and liquor is sold on it?

A. Not to my knowledge.

Q. Have you been there lately?

A. Yes, sir; I am there every day.

Q. And only run a boat from that slip occasionally here for the last couple of weeks; two or three times a day for the last couple of weeks?

A. Oh, no, sir.

Q. How many times a day have you run?

A. I hardly think we missed one or two trips from either one of the slips; we have been having very severe weather, but we have been very fortunate; we have only missed a few trips; we make some eighteen or twenty round trips a day, sir; more than we have ever had; come down and see us and we will show you.

Q. Did you ever have any conversation with Comptroller Grant a month previous to the sale of this slip?

A. No, sir.

Q. Did you and Mr. Wiman go to his office, through a gentleman by the name of McDaniels, and have any conversation in regard to this matter?

A. No, sir; I answer for myself.

Q. Have you ever spoken to a gentleman by the name of McDaniels in the Comptroller's office about it?

A. No, sir.

By a member of the Committee:

Q. You are simply answering for yourself?

A. I said I never.

By Mr. Hall:

Q. I asked him whether he and Mr. Wiman went together?

A. I say "No" to that; I never went.

Q. Do you know a gentleman by the name of Mr. McDaniels in that office?

A. Only by name.

Q. Don't know him personally?

A. No, sir.

Q. You don't know him to be a relative or in some way connected with Mr. Wiman?

A. No, sir.

Q. (By a member of the Committee.) There has been a complaint made here before the Committee that there were no accommodations for passengers going to Staten Island and we thought it was very strange there were poor accommodations for the people living down there—that there were ladies and gentlemen left here and they did not even have any mode of sending word to their families, could not get a telephone or a telegraph message; I thought that was very strange in a ferry company run so well that people would be left sitting there for two hours, and doubting and dreading and not knowing what time they would get home?

A. Mr. Alderman, it was on Wednesday night, sir; it was on the East Shore boat. The pilot of that boat has been in the employ of the ferry some fourteen or sixteen years; we never insist upon their running trips; they have to use their own judgment and their best judgment whether it is right and proper to run the risk of the lives of passengers, in making the round trip; the North Shore boat run out—made that 12 o'clock trip; I was on that boat; I had been to Boston, and had returned, and went home that night on the North Shore boat; now, then, the East Shore boat did not make that trip; the ice is bad, and has been; we never had a winter—so seafaring men say—for twenty years as we had last winter, and our East Shore boats lost one trip; this winter the weather has again been severe, and the Captain in charge of that boat told us the next day that he did not consider it safe for the ice to return to the city for that trip; in reference to why notice was not sent in to the people that there was a possibility of that boat not coming up, I was told that the boats had been slow, and the boat was expected in; we expected the boat in up to half-past one o'clock; the Captain says he did not consider it safe for life; that covers the whole ground; this man is one of the most careful and one of the best pilots we have—went out of that ferry as a boy and he says it was not safe to make that trip; that is my answer to that; we would have given a great deal to have prevented the discommoding of our passengers; some of them are my personal friends; I have a fondness for any man on the North Shore.

Q. I asked that question to see if it was in consequence of ice, fog or inclement weather that caused the delay or absence of a boat that night, and a gentleman from Staten Island here asserted that there was no such difficulty that night, that it was entirely due to dereliction of duty or negligence.

A. I told you our record of last winter which you will find out was one of the most severe winters for twenty years—we have not had such a winter for fog and ice as last winter; this winter we have lost more than one trip; our orders are to make a passage and we spare no expense; when our men say it is not safe to make a trip, I for one shall not take the responsibility of telling them to make it when we have got women and children, and perhaps my wife and my children may be on the boat.

By Mr. McNamee:

Q. Was there not some time ago a gangway cut through the piles forming the rack of the Staten Island Railway Company's slip so that a large gang plank could be put on to the boats lying in the company's slip and the passengers pass to from on to the Pier 1, East river.

A. I understand what you mean; that slip is there but it does not go into the North Shore business; it was cut down for the Bay Ridge as you know; it is not used now; it is never used now.

Q. It is perfectly possible to use it?

A. It is, but it is not cut for use; to be in constant use it would be made in an entirely different manner.

Q. It has been used in that way?

A. It has been used; it goes on to a middle pier; you can't get into the North Shore pier proper.

Q. You can pass from Pier 1, East river, through this gangway right on to the boats in the other slip?

A. Through the freight department; yes, sir.

Q. Is there not a wire of the Baltimore & Ohio Telegraph Company which leads from the main landing place of the Staten Island Railway Company on Staten Island right up into the office of the Company at the slip at New York City?

A. I think not, but I am not sure; I can find that out and readily answer; we do not use it; it is not in use; I think not, but I am not sure; I just as lief answer you as not.

By a Member of the Committee:

Q. Can you give any idea what causes so much dissatisfaction with your Company at Staten Island?

A. You know it is very hard to accommodate some people; they can't be accommodated; if you would let them live up at Mr. Vanderbilt's house on Fifth avenue they would not be satisfied.

Q. There seems to be so many?

A. It is impossible for me to answer that; I would do it with the greatest pleasure; we have no free passes this year at all; you know how hard it is to please your constituents or the public.

Q. It seemed there was no dissatisfactions they had before.

A. Oh yes, there was; I have been down there twenty years and I think there is more general satisfaction among the people take them as a whole, at the moment, than has ever been on the North Shore for twenty years; that is my judgment.

By Mr. Hall:

Q. Do you think the people of Staten Island is any harder to please than the people of Jersey City?

A. No, sir; I don't know why it should be.

Q. How many trips a day do you make on the North Shore?

A. I think it is eighteen round trips a day.

Q. What time do you start out in the morning?

A. Five-forty; it is a mere matter of time table; we leave Elm Park on the first trip at five-twenty in the morning; then we leave New York for the first trip down at a quarter of seven; our last trip down is twelve o'clock at night; and our last trip up is leaving at ten forty-five, which we leave Port Richmond.

Q. How often do you run—every half hour or hour?

A. About every forty minutes in the busiest part of the day; we have four boats and we keep them turning around as fast as we can; we can't get them around faster than every forty minutes.

Q. Then I understand you leave New York at a quarter of seven on the first trip?

A. Yes, sir; the last trip is twelve o'clock at night.

Q. The parties employed on Staten Island having no other way to get down than quarter of seven or seven o'clock in the morning; have to go down there and stay over night?

A. If we had any number of people we would accommodate them; the first trip up in the morning is people doing business in New York and living at the Island.

Q. Suppose people in New York wanted to do business on Staten Island; have they got to depend on the ferry taking them down at quarter to seven?

A. That is the only way; the boat on the other side leaves at ten minutes of six.

Q. The people of Staten Island, or the people of New York wanting to go to Staten Island, why not have them accommodated as well as people in Brooklyn, or Jersey City, or in other points; suppose a man wants to do business on Staten Island, and wants to get down there at seven o'clock in the morning, he is sure to be late?

A. Yes, sir; if he comes on that boat; if we found people wanting that, we would accommodate them; it is like every other business; we are trying to build up business, hold that business, and increase that business; we have got to give them facilities; we are giving them better facilities, more boats, than they have ever had on the North Shore this winter.

By a Member of the Committee:

Q. If you are giving so much better accommodation and greater facilities than they have received heretofore, it is something very extraordinary—how can you account for it—that there were so many men up here before this Committee denouncing the accommodation and crying out for relief? Can you account for that in any way—a most respectable number of men here?

A. In answer to that, Mr. Starin, as I understand, it is represented here by counsel; this is, I judge, part of his plan; how does that strike you in answer to it? I am not prepared to answer it.

Q. He must have very efficient counsel if he could get two or three hundred here?

A. He has; he is a very smart fellow—very able man.

Q. It struck me very strange, there were so many complaints about accommodations?

A. We have cut off our passes too; we have no passes at all; in old times, there was a great many had; we have none out now.

By Mr. Hall:

Q. The majority of the gentlemen I saw here before, looked like men who would be willing to pay their fare?

A. It would astonish you if you could get to the bottom of all things.

The Committee expressed themselves willing to hear any persons in reference to the matter under discussion, and thereupon heard

Theodore T. Anderson who spoke in favor of the Rapid Transit Company; also Mr. Erastus Wiman, and W. A. Anderson, who spoke to the same purpose.

On the other side of the question, and in opposition to the Staten Island Rapid Transit Company, were heard Mr. Thomas Humphreys and Mr. John C. Bailey.

Whereupon the Committee adjourned, to report to the Board of Aldermen on Monday next.

DOWN WITH FERRY MONOPOLY!

A Large and Enthusiastic Meeting of Citizens in favor of Reform!

Griffith Hall, Port Richmond, unable to hold the audience.

A call was issued for a meeting of citizens at Griffith Hall, Port Richmond, on Wednesday evening, who were opposed to the removal or reduction of ferry facilities on the North Shore of Staten Island, and to the present ferry monopoly; to arrange for a presentation of grievances to the Board of Aldermen of New York City, and request them to grant at least one additional ferry franchise for the North Shore.

The New Brighton brass band marched through the streets of West Brighton, Port Richmond, and Elm Park, and by eight o'clock, Griffith Hall was densely packed with citizens who were anxious to have a reform in ferry matters, while nearly two hundred were unable to gain admission.

Mr. Thomas Humphrey was called to the chair, and Messrs. George D. Swartwout and Ira Bamber appointed secretaries.

Mr. Humphrey addressed the meeting as follows:

FELLOW CITIZENS—We are met here together to present our ferry grievances to the Board of Aldermen of New York City, and to request them to grant an additional ferry franchise. You all know what our grievances are—poor boats, and in one case, at least, an unsafe boat; docks which are long distances away from our most populated places, and which have to be reached through filth and dirt. Boats not sufficiently heated, and in some places reeking with filth. Increased rates of fare and general mismanagement. We want this state of affairs changed. We want competition, so that one ferry will compete with the other ferry to please the people and get their patronage. We want the New York Board of Aldermen to assist us, and for this purpose it is necessary to send a committee to wait on them to-morrow. We have been promised everything by the Rapid Transit people; but they have taken it out in promises.

The following resolutions were presented by the Chairman and read by the Secretary:

Whereas, Since the Staten Island Rapid Transit Railroad Company secured the lease and franchise of the North Shore ferry, the people of the North Shore of Staten Island have suffered in health, wealth and comfort. When the transfer was made to the Rapid Transit Company, they did not own or have boats fit for the service, nor docks at Staten Island, and the service was, in consequence very inefficient, and remains so still. They chartered boats and built docks; but at least two of their boats are unfit for such traffic, and all of them are dirty, cold and uncomfortable. Their docks are in out-of-the-way places, and the patrons of the line have to travel long distances, through dirty thoroughfares, and down long flights of stairs to reach them. The fare has also been increased. Under Mr. Starin's management regular travelers commuted for \$3.50 per month, or about six and one-half cents per trip. This has been discontinued under the new management, and passengers have now to pay ten cents a trip, or buy eleven tickets for one dollar; and

Whereas, It is necessary to the best interests of Staten Island, and necessary also, in order that the surplus population of New York may find cheap homes and reasonable rents, that there should be more frequent communication between Staten Island and New York, and that the fare should be cheaper; and

Whereas, To secure this, it is necessary that there should be competing ferry lines between New York and Staten Island; and

Whereas, The circumstances connected with the sale of the franchise, in first advertising for bids on a percentage basis, then changing to a specified sum, then changing again to a percentage basis, leads us to believe that the sale was not conducted for the best interests of New York and Staten Island; now, be it

Resolved, That a Committee of Fifty be appointed to wait on the Committee on Docks of the Board of Aldermen, at their meeting to be held at the City Hall, New York, on Thursday, February 5, at two P. M., to lay our grievances before them, and request that at least one additional ferry franchise be granted to run boats between New York and the North Shore of Staten Island; and that the terms of sale be for a specified yearly sum, and not on the percentage basis; and be it

Resolved, That said Committee on Docks be requested to report against affixing the corporate seal of the City of New York on the lease granted by the Commissioners of the Sinking Fund to

Erastus Wiman (otherwise the Rapid Transit Railroad), until they investigate the whole case, and are satisfied the sale was just and legal; and

Resolved, That in case they find the sale was not just and legal, they be requested to have a resale of said lease and franchise, and that the terms thereof be a specified yearly sum, and not a percentage of the gross receipts.

Mr. Charles Renton moved that the resolutions be adopted, which was done unanimously and by a rising vote.

Mr. Renton also moved that the meeting vote on the names to be appointed on the committee, so that it may be fully understood who will serve. Carried.

The following gentlemen were appointed to serve on the committee—the number being increased to one hundred:

A. Prentice.
Daniel Pelton.
Read Benedict.
John E. Haynes.
E. C. Badeau.
C. C. Jones.
J. L. Houseman.
John P. Kohler.
J. H. Van Clief.
Wm. Perry.
Charles Smith.
Thomas White.
Mulford Simonson.
James Davidson.
Lester A. Scofield.
Moses Greenwald.
Frank Golden.
Jacob Hatfield.
Jos. W. Scott.
John Steele.
George Thackery.
M. E. Wygant.
George Washburn.
Charles Meeder.
Asel Meyer.
George Pero.
Wm. Driscoll.
Joseph Heil.
John H. Treadwell.
E. F. Simonson.
E. W. Gould.
Robert Lawson.
David Barry.
John H. W. Cole.

W. J. Sloan.
Edward Burfield.
Robert Moore.
R. H. Rickaby.
Andrew Murray.
Isaac Noye.
Richard C. Johnston.
Edward Housman.
R. H. Dissoway.
Henry Egbert.
J. G. Ballentine.
Isaac Winant.
Thomas J. Butler.
Wm. H. Van Pelt.
James E. Morgan.
William Ricard.
John C. Brady.
C. W. Hunt.
D. A. Robinson.
William Bamber.
G. P. Wright.
W. H. Van Name.
Garrett Van Pelt.
G. A. Ross.
Ira Bamber.
Daniel Lake.
David Decker.
J. S. Clarke.
T. J. Baldwin.
Moses Corson.
Edward Ford.
Samuel Decker.
John Braston.

Charles Renton.
David Jones.
Thomas Morgan.
Joseph Drew.
A. S. Gale.
G. D. Swartwout.
William Williamson.
Thomas Steers.
Lot C. Alston.
Albert Greenwald.
Wm. H. Fountain.
John Coy.
George McKeller.
J. Alston.
Robert Humphrey.
Frank Wilson.
R. P. Brown.
John B. Springer.
Walter Brennan.
Stephen Squires.
Edward Sheridan.
Baldwin Heil.
C. J. Good.
Dr. LaGrange.
Charles Terry.
Abram Welsh.
Thos. Fitzgerald.
John H. Price.
George W. Campbell.
P. C. Laforge.
C. E. Griffith.
Wm. W. Lake.
P. B. Wells.

Alderman Hartman moved that the report and accompanying papers be laid over and printed in full in the CITY RECORD.

Vice-President Jaehne moved, as an amendment, that the report and accompanying papers be printed in full in the CITY RECORD, and laid over until the Committee on Ferries and Franchises reported on the proposition to establish two additional ferries to Staten Island.

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

Which was decided in the affirmative.

(G. O. 79.)

In the Matter
of
The Lease of the Staten Island and Bay Ridge Ferries.

To the Common Council of the City of New York:

The Committee on Docks, to which, at the meeting held January 26, 1885, was referred the preamble and resolution providing that the Clerk of the Common Council be authorized to sign and affix the Common Seal of the City of New York to an indenture of lease dated July 25, 1884, of the ferries from the foot of Whitehall street to Staten Island and to Bay Ridge, to the Staten Island Rapid Transit Railroad Company, respectfully begs leave to present as a report additional to its report already presented to this Board, that your Committee is of opinion that the facts set forth in its first report and the appendix thereto call upon this Board to take affirmative action with respect to said lease for the purpose of rectifying the errors which your Committee in its said report have already pointed out.

For that purpose your Committee recommend that the awarding of said lease be promptly set aside and that it be again offered at public auction; that bids for specified sums of money only be received, and that the lessee be required to run at least ten round trips each day from the landing place in the City of New York to points in New Brighton, West Brighton, Port Richmond and Elm Park, on the North Shore of Staten Island. To that end your Committee beg leave to present the following resolution:

Resolved, That under the powers possessed by the Common Council of the City of New York to establish and regulate ferries from Manhattan Island to any of the opposite shores, the Commissioners of the Sinking Fund of the City of New York and the Corporation Counsel thereof are hereby directed to take immediate steps to set aside the award on July 17, 1884, by the then Comptroller of the City of New York to the Staten Island Rapid Transit Railroad Company of a lease of the ferries to Bay Ridge and to Staten Island, from the foot of Whitehall street, and to offer the same again for leasing, separately, at public auction, to the highest bidder, and that, at such public auction, no bids, except of specified sums of money be received for either the ferry franchises or for the wharf property to be used in connection therewith, and that the terms of sale and the indenture of lease of the Staten Island Ferry shall contain provisions and covenants that the lessee will throughout the existence of said lease run at least ten round trips on each day from the landing place in the City of New York to points in New Brighton, West Brighton, Port Richmond and Elm Park, on the North Shore of Staten Island.

All of which is respectfully submitted.

ROBERT HALL,
FREDERICK FINCK,
THOS. CLEARY,
MICHAEL McKENNA, } Committee.
on
Docks.

Dated February , 1885.

Which was laid over until the Committee on Ferries and Franchises report on the proposition to establish two additional ferries to Staten Island, on motion of Alderman Reilly.

MOTIONS AND RESOLUTIONS.

By Alderman O'Dwyer—

Resolved, That the name of Charles Griffin, recently appointed a Commissioner of Deeds, be and is hereby corrected so as to read Charles H. Griffin.

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

Which was decided in the affirmative.

By the President—

Resolved, That Charles A. Erb 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 the same—

Resolved, That Isaac Rothschild 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 Vice-President Jaehne—

Resolved, That Henry L. Joyce 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 Morgan—

Resolved, That William Nichols 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 Finck—

Resolved, That Henry O. Koenig 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 21, 1885.

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

Which was decided in the affirmative, as follows:

Affirmative—The President, Vice-President Jaehne, Aldermen Brown, Cleary, Cowie, De Lacy, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—23.

By Alderman Hartman—

Resolved, That John E. Kingston 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 the same—
Resolved, That James H. Eagan 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 the same—
Resolved, That Henry Zeimer 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 Walsh—
Resolved, That James E. Gaffney 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 Brown—
Resolved, That Charles Koleman 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 McQuade—
Resolved, That Samuel Ballenberg 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 Hall—
Resolved, That Philip Cummings 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 the same—
Resolved, That David M. Levy 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 Quinn—
Resolved, That Edmund H. Magee 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 Mulry—
Resolved, That George Corbett 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 the same—
Resolved, That James Murray 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 Hartman—
Resolved, That an improved iron drinking-fountain, for man and beast, be placed at or near the southwest corner of the Southern Boulevard and Lincoln Avenue, under the direction of the Commissioner of Public Works.
Which was referred to the Committee on Public Works.

(G. O. So.)

By the same—
Resolved, That the Commissioners of the Department of Public Parks be and they are hereby authorized and directed to cause the two large trees now standing in the centre of the sidewalk on the west side of North Third Avenue, between One Hundred and Thirty-ninth and One Hundred and Fortieth streets, to be cut down flush with the flagging, and taken away, so as to remove a serious impediment to the free use of the street by the public.
Which was laid over.

By Alderman Murray—
Resolved, That the Commissioner of Public Works be and he is hereby requested to include in the list of streets to be repaved this year, as provided in chapter 476, Laws of 1875, Avenue B, from Fourteenth to Nineteenth street; Fifteenth street, from Avenue A to Avenue C; Nineteenth street, from Second Avenue to Avenue A.
The President put the question whether the Board would agree with said resolution.
Which was decided in the affirmative.

(G. O. St.)

By Alderman Morgan—
Resolved, That, in pursuance of section 3314 of the Code of Civil Procedure, it is hereby directed that the sum of two dollars (\$2) for each day's attendance be and is hereby allowed to each grand and trial juror who has served since the 31st day of October, 1884, or shall hereafter serve in the Court of Oyer and Terminer, or Court of General Sessions of the Peace, held in the City and County of New York.
Which was laid over.

By Alderman Hartman—
Resolved, That section 261 of Article XXVI. of chapter 8 of the Revised Ordinances be amended by adding thereto at the end thereof the following: "and no pawnbroker shall charge any fee whatever for exhibiting to any holder of a ticket of any article pledged; and it shall be the duty of every such pawnbroker to show such article on the presentation of any such ticket."
Which was referred to the Committee on Law Department.

By the same—
Resolved, That One Hundred and Sixty-fourth street, from Boston Avenue to Trinity Avenue (or Delmonico place), be regulated, graded, curbed and flagged, under the direction of the Commissioners of the Department of Public Parks; and that the accompanying ordinance therefor be adopted.
Which was referred to the Committee on Public Works.

By Alderman Masterson—
Resolved, That permission be and the same is hereby given to Valentine Couch to place and keep a watering-trough on the northwest corner of Tenth Avenue and Sixty-seventh street, the work to be done and water 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.
The President put the question whether the Board would agree with said resolution.
Which was decided in the affirmative.

(G. O. St.)

By the President—
Resolved, That the Comptroller be and he is hereby authorized and directed to draw his warrant in favor of the following-named persons, for the sums set opposite their names, respectively, for services rendered to the Board of County Canvassers, and charge the same to the appropriation for "Election Expenses":

John N. Outwater, Accountant.....	\$350 00
S. A. Sanderson, Tabulator.....	80 00
Theodore A. Kirk, ".....	80 00
Patrick Moore, Recapitulator.....	60 00
Patrick Burns, Sergeant-at-Arms.....	60 00
Edward C. Simon, Assistant to Tabulators.....	40 00
Patrick A. Whitney, ".....	40 00
James W. Bell, ".....	40 00
William Guilfoyle, ".....	40 00
Thomas J. Kenny, ".....	40 00
Emanuel A. Schwarz, ".....	40 00
Bernard McIntyre, ".....	40 00
William T. O'Brien, ".....	40 00
John Nimphius, ".....	35 00
James W. McGowan, ".....	35 00
Abraham Feeley, Clerk to Committee on Corrected Returns.....	35 00
S. L. Phillips, Clerk.....	35 00
John Stack, ".....	35 00
Henry A. Van Pelt, Clerk.....	35 00
John Rafferty, ".....	35 00
William P. McDonald, ".....	35 00
H. P. Trainor, Clerk.....	33 00
Nicholas Langdon, Clerk.....	35 00
Simon Gavin, ".....	35 00
George Corbet, ".....	35 00
James Hughes, ".....	35 00
Albert C. Waite, ".....	35 00
William M. Taylor, ".....	35 00
Charles Kane, ".....	35 00
James Corrigan, ".....	35 00

Charles H. De Lamater, Clerk.....	\$35 00
Michael Flanagan, ".....	35 00
John McCormick, ".....	35 00
Bryan Henry, ".....	35 00
Horatio Sands, ".....	35 00
John Turner, ".....	35 00
Daniel Englehardt, ".....	35 00
George Levy, ".....	35 00
George M. Steinhardt, ".....	35 00
John Fagan, ".....	35 00
Jacob Ramsay, Jr., Messenger.....	35 00
Denis H. Foley, ".....	35 00
Emanuel Siess, ".....	35 00
Which was laid over.	

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, February 16, 1885.

To the Honorable the Board of Aldermen:

I return, without my approval, the resolution of the Board of Aldermen, adopted February 9, 1885, that two lamp-posts be erected and lamps placed thereon and lighted in front of the Bellevue Hospital Medical College.

This is a private institution, having no connection with Bellevue Hospital. Since the passage of a resolution by the Board of Aldermen, in 1874, prohibiting the lighting of extra lamps at public expense, no lamps of this character have been lighted. It seems to me unwise to erect and maintain lamps in front of private institutions at public expense.

W. R. GRACE, Mayor.

Resolved, That two lamp-posts be erected and street-lamps placed thereon and lighted in front of the Bellevue Hospital Medical College, Nos. 338 and 340 East Twenty-sixth street, under the direction of the Commissioner of Public Works.

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, February 16, 1885.

To the Honorable the Board of Aldermen:

I return, without my approval, the resolution of the Board of Aldermen, adopted February 2, 1885, praying the Legislature to pass a bill introduced in the Assembly by Mr. Roesch, to except honorably discharged soldiers and sailors of the late war, and old exempt firemen, from the provisions of the Civil Service laws.

Section 4 of chapter 410 of the Laws of 1884, gives to those who have served in the Army or Navy of the United States, and who have been honorably discharged therefrom, a preference for appointment to positions in the Civil Service, both of the State and of the cities affected by the act, over other persons of equal standing. While I am disposed to admit in their fullest extent the claims upon our gratitude of those who have served their country faithfully and well, I do not think it advantageous to make changes of this character in the plan for improving the Civil Service of this city, which has yet to demonstrate its fitness for accomplishing the ends desired. I am, therefore, disposed to withhold my approval of this resolution solely for the reason, and for no other, that I desire to give the system of Civil Service examinations, as it now exists, a fair and impartial trial.

W. R. GRACE, Mayor.

Whereas, This Common Council approves of the provisions, and favors the adoption, of the bill introduced in the Assembly by the Hon. Geo. F. Roesch, of the Tenth District, being an act entitled "An act to except honorably discharged soldiers and sailors of the late war, and old volunteer exempt firemen of the Cities of New York and Brooklyn from the provisions of the Civil Service laws;" be it therefore

Resolved, That this Common Council respectfully prays the Legislature of this State to enact the said law, and the Clerk of this Board is hereby instructed to transmit a copy of this preamble and resolution to his Excellency the Governor, the President of the Senate, the Speaker of the Assembly and to each representative from this city in the Legislature, who are hereby earnestly yet respectfully requested to use every honorable effort to secure the passage of the said law.

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 Walsh—

Resolved, That the Commission for Lighting the City, to wit: The Mayor, the Comptroller, and the Commissioner of Public Works, be and are hereby requested to furnish this Board of Aldermen with the following information relative to the lighting of the streets, avenues and public places of this city, viz:

What streets or parts of streets and public places are now lighted with electric-lights, with the number of said lights; also, the cost per annum for each light and the aggregate cost of same?

What number of gas-lamps are displaced or discontinued by the use of electric-lights; the cost per annum for each gas-lamp, and the aggregate cost of same?

What system of electric-lights are in use for lighting the city?

What advantages are obtained from electric-lights which cannot be obtained from gas-lamps?

What disadvantages, if any, are occasioned by the use of electric-lights?

What proportion of the present mileage of lighted streets is now lighted by electric lights, and what proportion is lighted by gas, and what is the percentage of the total cost of lighting?

Have any objections been made by property-owners to the use of electric-lights?

Which was referred to the Committee on Lamps and Gas.

COMMUNICATIONS FROM THE DEPARTMENTS AND CORPORATION OFFICERS.

The President laid before the Board the following communication from the Counsel to the Corporation:

LAW DEPARTMENT,
OFFICE OF THE COUNSEL TO THE CORPORATION,
NEW YORK, February 14, 1885.

FRANCIS J. TWOMEY, Esq., Clerk of the Common Council:

MY DEAR SIR—Enclosed please find a request from the Senate Special Committee to Investigate Gas Companies for the use of the Aldermanic Chamber, which the Committee requested me to forward.

Will you be so good as to see that it is presented to this Board at its next meeting.

The Committee proposes to meet on Friday and Saturday next, at 11 o'clock.

Yours very truly,

FRANCIS M. SCOTT, Assistant to Corporation Counsel.

NEW YORK, February 14, 1885.

To the Honorable the Board of Aldermen of the City of New York:

The Special Committee of the Senate appointed to inquire into the relation of lighting companies to the public and the cost, charge and character of the supply furnished, hereby request that you will permit them to use the chamber of your Board for such meetings as may be held in the city.

Yours, etc.,

EDWARD B. THOMAS, Chairman.

Alderman Morgan moved that the request of Senator Thomas be granted.

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

Which was decided in the affirmative.

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

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, February 17, 1885.

To the Honorable Board of Aldermen:

Weekly statement, showing the appropriations made under the authority contained in section 189, New York City Consolidation Act of 1882, for carrying on the Common Council from January 1 to December 31, 1885, both days inclusive, and of the payments made up to and including the date hereof, for and on account of each appropriation, and the amount of unexpended balances.

Titles of Appropriations.	Amount of Appropriations.	Payments.	Amount of Unexpended Balances.
City Contingencies.....	\$1,000 00	\$1,000 00
City Contingencies—Expenses of a Public Reception of the Bartholdi Statue.....	5,000 00	5,000 00
Contingencies—Clerk of the Common Council.....	250 00	250 00
Salaries—Common Council.....	71,000 00	\$5,834 64	65,165 36

EDWARD V. LOEW, Comptroller.

Which was ordered on file.

MOTIONS AND RESOLUTIONS AGAIN RESUMED.

By Alderman Hartman—

Resolved, That Rule 1 of this Board be amended to read as follows :

At the hour appointed for the meeting of the Board the President, or in his absence the Vice-President, shall take the chair, and the members shall be called to order. And that Rule 2 be amended to read as follows : In case the President or Vice-President shall not attend, the Clerk, on the appearance of a quorum, shall call the Board to order, when a President pro tem. shall be appointed by the Board for that meeting, or until the appearance of the President or Vice-President. And that Rule 4 be amended to read as follows : Whenever the President may wish to leave the chair, he shall call upon the Vice-President to preside; but, in the absence of the Vice-President, he shall have the power to substitute a member to act in his place, provided that such substitution shall not continue beyond the day on which it is made.

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

Which was decided in the affirmative.

UNFINISHED BUSINESS.

Alderman Oakley called up G. O. 9, being resolution and ordinance, as follows :

Resolved, That an additional course of flagging, four feet wide, be laid on the south side of One Hundred and Twenty-first street, between Lexington and Fourth avenues, and the present flagging, where sunken or broken, be relaid, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

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 Brown, Cleary, De Lacy, Finck, Hartman, Kenney, Kerwin, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—21.

Alderman Oakley called up G. O. 20, being a resolution and ordinance, as follows :

Resolved, That the roadway of One Hundred and Forty-fifth street, from North Third avenue to St. Ann's avenue, be paved with Belgian or trap-block pavement, and that crosswalks be laid at the terminating avenues where required, under the direction of the Commissioners of the Department of Public Parks; and that the accompanying ordinance therefor be adopted.

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 Brown, Cleary, De Lacy, Finck, Hartman, Kenney, Kerwin, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—20.

Alderman Mulry called up G. O. 19, being a resolution and ordinance, as follows :

Resolved, That One Hundred and Second street, from the Ninth avenue to the Riverside Drive, be regulated and graded, the curb-stones be set and the sidewalks be 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.

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 Brown, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—20.

Alderman Mulry called up G. O. 43, being a resolution, as follows :

Resolved, That a free drinking-hydrant be placed on Marcher's avenue, west side, three hundred feet north of Highbridge street, under the direction of the Commissioner of Public Works.

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 Brown, Cleary, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—21.

Vice-President Jaehne called up G. O. 38, being a resolution, as follows :

Resolved, That the Commissioner of Public Works be and he is hereby authorized to lay water-mains in the Kingsbridge road, from One Hundred and Fifty-fifth to One Hundred and Ninetieth street, pursuant to the New York City Consolidation Act of 1882, sections 189 and 194.

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 Brown, Cleary, Finck, Hartman, Kenney, Kerwin, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—20.

Vice-President Jaehne called up G. O. 40, being a resolution, as follows :

Resolved, That Croton water-pipes be laid in Tiebout avenue, from High Bridge road to Clark street, and large fire-hydrants connected therewith, as provided in chapter 381, Laws of 1879.

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 Brown, Cleary, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—21.

Alderman McGinnis called up G. O. 27, being a resolution, as follows :

Resolved, That the Commissioner of Public Works be and he is hereby authorized to lay water-pipes in the Kingsbridge road, from the Williamsbridge road to High Bridge, pursuant to the New York City Consolidation Act of 1882, sections 189 and 194.

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 Brown, Cleary, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—20.

Alderman McGinnis called up G. O. 31, being a resolution, as follows :

Resolved, That Croton-mains be laid in Hull avenue, from the Southern Boulevard to Suburban street, as provided in chapter 381, Laws of 1879.

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 Brown, Cleary, De Lacy, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—21.

Alderman Morgan called up G. O. 57, being a resolution, as follows :

Resolved, That a twelve-inch water-pipe, with large fire-hydrants connected therewith, be laid in Worth street, from Broadway to Baxter street, as provided in sections 189 and 194 of the Consolidation Act of 1882.

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 Brown, Cleary, De Lacy, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—21.

Alderman Morgan called up G. O. 66, being a resolution, as follows :

Resolved, That a twelve-inch water-pipe, with large fire-hydrants connected therewith, be laid in Thirteenth street, from Third to Eleventh avenue, and in Twenty-second street, from Third to Eleventh avenue, as provided in sections 189 and 194 of the Consolidation Act of 1882.

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, Aldermen Brown, Cleary, De Lacy, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—20.

Alderman Finck called up G. O. 41, being a resolution, as follows :

Resolved, That Croton water-mains be laid in One Hundred and Seventieth street, from North Third avenue to Railroad avenue, and large fire-hydrants be connected with said mains; the work to be done as provided in chapter 381, Laws of 1879.

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, Aldermen Brown, Cleary, De Lacy, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—20.

Alderman Finck called up G. O. 65, being a resolution, as follows :

Resolved, That the rooms in the County Court-house set apart for the use and occupation of the Judges of the Superior Court of the City of New York be altered, painted and fitted up and furnished at an expense not to exceed the sum of four thousand five hundred dollars, to be charged to the appropriation for "Supplies for and Cleaning Public Offices," for the year 1885, without advertising for estimates or contracting therefor; the work to be done and supplies furnished under the direction of the Commissioner of Public Works, in a manner satisfactory to the Judges of said Court and subject to their approval; the said sum being the amount appropriated for that purpose in the tax levy for the year 1885.

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, Aldermen Brown, Cleary, De Lacy, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—21.

Alderman Kenney called up G. O. 8, being a resolution, as follows :

Resolved, That Croton-mains be laid and fire-hydrants erected in Anthony avenue, from Tremont avenue (or One Hundred and Seventy-seventh street) to Washington place (otherwise known as Popham street); in Washington place, from Anthony avenue to Fleetwood avenue; in Fleetwood avenue, from Washington place to One Hundred and Seventy-sixth street, formerly Orchard street; in One Hundred and Seventy-sixth street, from Fleetwood avenue to Morris avenue, and in Morris avenue, from One Hundred and Seventy-sixth street to Washington place, as provided in chapter 381, Laws of 1879.

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, Aldermen Brown, Cleary, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—20.

Alderman Kenney called up G. O. 21, being a resolution and ordinance, as follows :

Resolved, That One Hundred and Forty-seventh street, from North Third avenue to St. Ann's avenue, be regulated and graded, the curb-stones set and sidewalks flagged a space four feet wide through the centre thereof, under the direction of the Commissioners of the Department of Public Parks; and that the accompanying ordinance therefor be adopted.

The President then 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 Brown, Cleary, De Lacy, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—21.

The President called up G. O. 63, being a resolution, as follows :

Resolved, That a crosswalk of two courses of bridge-stone be laid across Forty-second street, opposite the entrance to the Harmonie Social Club, under the direction of the Commissioner of Public Works.

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, Aldermen Brown, Cleary, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—19.

Alderman Rothman called up G. O. 59, being a resolution and ordinance, as follows :

Resolved, That One Hundred and Seventh street, from Boulevard to Tenth avenue, be regulated, graded, curb-stones set and sidewalks 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.

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, Aldermen Brown, Cleary, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—19.

Alderman Rothman called up G. O. 45, being a resolution, as follows :

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps lighted in High Bridge street, from Anderson avenue to Claremont avenue, and in Claremont avenue, from High Bridge street to Devoe street, under the direction of the Commissioner of Public Works.

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, Aldermen Brown, Cleary, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—20.

Alderman De Lacy called up G. O. 50, being a resolution, as follows :

Resolved, That the grade of Sixty-fifth street, from First avenue to Avenue A, be changed so as to conform to the red lines and figures on the accompanying diagram, under the direction of the Commissioner of Public Works.

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, Aldermen Cleary, De Lacy, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—19.

Alderman De Lacy called up G. O. 53, being a resolution, as follows :

Resolved, That the Croton-mains now in Eightieth street, between Second and Third avenues, be connected with the nearest high-service water-pipes, under the direction of the Commissioner of Public Works.

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, Aldermen Brown, Cleary, De Lacy, Finck, Hartman, Kenney, Kerwin, Masterson, Mulry, Murray, McGinnis, McKenna, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—20.

Alderman McQuade called up G. O. 75, being a resolution, as follows :

Resolved, That the Commissioner of Public Works be and he is hereby authorized and directed to cause the lamp-post and lamp now in front of No. 1091 First avenue to be moved from its present location and placed a distance of three feet further north, as it is at present located an obstruction to the free use of the sidewalk by the owner of the premises.

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, Aldermen Cleary, De Lacy, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—19.

Alderman McQuade called up G. O. 76, being a resolution, as follows :

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps placed thereon and lighted in Eighty-seventh street, from Avenue B to the East river, under the direction of the Commissioner of Public Works.

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, Aldermen Brown, Cleary, De Lacy, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—21.

Alderman Murray called up G. O. 23, being a resolution and ordinance, as follows :

Resolved, That the roadway of One Hundred and Fifty-fifth street, from Eighth avenue to McComb's Dam lane, be regulated, graded, curbed and 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.

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 Brown, Cleary, De Lacy, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—21.

Alderman Murray called up G. O. 34, being a resolution, as follows :

Resolved, That the Commissioner of Public Works be and he is hereby authorized to lay water-pipe in Ninety-ninth street, from the Boulevard to West End avenue, pursuant to the New York City Consolidation Act of 1882, sections 189 and 194.

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 Brown, Cleary, De Lacy, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—21.

MOTIONS AND RESOLUTIONS AGAIN RESUMED.

Alderman Finck moved that when the Board adjourns it do so to meet on Tuesday, the 24th instant, at 1 o'clock P. M.

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

Which was decided in the affirmative.

UNFINISHED BUSINESS RESUMED.

Alderman Quinn called up G. O. 29, being a resolution, as follows :

Resolved, That the Commissioner of Public Works be and he is hereby authorized to lay water-pipes in Ninety-fifth street, from Ninth to Tenth avenue, pursuant to the New York City Consolidation Act of 1882, sections 189 and 194.

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, Aldermen Brown, Cleary, De Lacy, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—20.

MOTIONS AND RESOLUTIONS AGAIN RESUMED.

Alderman De Lacy 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 negative, on a division called by Alderman Hartman, as follows :

Affirmative—Vice-President Jahne, Aldermen Brown, Cowie, De Lacy, O'Dwyer, and Walsh—6.
Negative—The President, Aldermen Cleary, Finck, Hartman, Kenney, Kerwin, Masterson, Mulry, Murray, McGinnis, McKenna, McQuade, Quinn, Reilly, and Rothman—15.

UNFINISHED BUSINESS AGAIN RESUMED.

Alderman Quinn called up G. O. 62, being a resolution and ordinance, as follows:
Resolved, That the vacant lots on the north side of Seventy-fourth street, commencing one hundred feet west from First avenue, and running westerly about one hundred and seventy-five feet; also the vacant lots on First avenue, west side, commencing about seventy-five feet north from Seventy-fourth street, and running north about one hundred feet, be fenced in, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.
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, Aldermen Brown, De Lacy, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—20.

MOTIONS AND RESOLUTIONS AGAIN RESUMED.

Alderman Finck 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 negative, on a division called by Alderman Hartman, as follows:
Affirmative—The President, Aldermen Finck, Mulry, McQuade, and Walsh—5.
Negative—Aldermen Brown, Cleary, De Lacy, Hartman, Kenney, Kerwin, Masterson, Morgan, Murray, McGinnis, McKenna, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—16.

UNFINISHED BUSINESS AGAIN RESUMED.

Alderman Masterson called up G. O. 17, being a resolution, as follows:
Resolved, That the Commissioner of Public Works be and he is hereby authorized to lay water-pipes in One Hundred and Thirty-first street, from Sixth to Seventh avenue, pursuant to New York City Consolidation Act of 1882, sections 189 and 194.
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, Aldermen Brown, Cleary, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—19.

Alderman Masterson called up G. O. 64, being a resolution, as follows:
Resolved, That Croton-mains be laid in Sixty-sixth street, from Eighth to Ninth avenue, as provided in chapter 381, Laws of 1879.
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, Aldermen Brown, Cleary, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—19.

Alderman Kerwin called up G. O. 15, being a resolution, as follows:
Resolved, That the sidewalks on both sides of Ninety-sixth street, from the westerly line or side of Fourth avenue to the easterly line or side of Fifth avenue, be and they are hereby fixed and established at a uniform width of thirty feet, and the carriageway of said street, between the said Fourth and Fifth avenues, at a width of forty feet.
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, Aldermen Brown, Cleary, De Lacy, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, Oakley, O'Dwyer, Quinn, Reilly, and Walsh—20.

Alderman Kerwin called up G. O. 30, being a resolution, as follows:
Resolved, That Croton water-mains be laid in One Hundred and Thirty-sixth street, between Sixth and Seventh avenues, as provided in chapter 381, Laws of 1879.
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, Aldermen Brown, Cleary, De Lacy, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, and Walsh—21.

MOTIONS AND RESOLUTIONS AGAIN RESUMED.

Alderman Walsh 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, on a division called by Alderman Hartman, as follows:
Affirmative—The President, Aldermen Brown, Cleary, De Lacy, Finck, Kenney, Kerwin, Morgan, Mulry, Oakley, Quinn, Rothman, and Walsh—15.
Negative—Aldermen Hartman, Masterson, Murray, McGinnis, McKenna, McQuade, O'Dwyer, and Reilly—8.
And the President announced that the Board stood adjourned until Tuesday, the 24th instant, at 1 o'clock P. M.

FRANCIS J. TWOMEY, Clerk.

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, 9 A. M. to 3 P. M.
WILLIAM R. GRACE, Mayor; RICHARD J. MORRISON, Secretary; WILLIAM L. TURNER, 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.

Permit Bureau Office.
No. 13 City Hall, 9 A. M. to 4 P. M.
HENRY WOLTMAN, Registrar.

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 78, Tribune Building, 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.
ADOLPH L. SANGER, 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; DAVID LOWBER SMITH, Deputy Commissioner.

FINANCE DEPARTMENT.

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

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.
ALGERNON S. SULLIVAN, 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.
JACOB HESS, 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.
CORNELIUS VAN COTT, President; CARL JUSSEN, Secretary.

HEALTH DEPARTMENT.

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

DEPARTMENT OF PUBLIC PARKS.

No. 36 Union Square, 9 A. M. to 4 P. M.
JOHN D. CRIMMINS, President; EDWARD P. BARKER, Secretary.

Civil and Topographical Office.

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

Office of Superintendent of 23d and 24th Wards.
One Hundred and Forty-sixth street and Third avenue, 9 A. M. to 5 P. M.

DEPARTMENT OF DOCKS.

Nos. 117 and 119 Duane street, 9 A. M. to 4 P. M.
LUCIUS J. N. STARK, President; JOHN T. CUMING, Secretary.

Office hours from 9 A. M. to 4 P. M. daily, except Saturdays; on Saturdays as follows: from September 15 to June 15, from 9 A. M. to 3 P. M.; from June 15 to September 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, 3 P. M.
THOMAS B. ASTEN, President; FLOYD T. SMITH, Secretary.

Office Bureau Collection of Arrears of Personal Taxes.
Brown-stone Building, City Hall Park, 9 A. M. to 4 P. M.
CHARLES S. BEARDSLEY, Attorney; WILLIAM COMBERFORD, Clerk.

DEPARTMENT OF STREET CLEANING.

Nos. 31 and 32 Park Row, "World" Building, Rooms 8 and 9, 9 A. M. to 4 P. M.
JAMES S. COLEMAN, Commissioner; A. H. ROGERS, Deputy Commissioner; M. J. MORRISON, Chief Clerk.

CIVIL SERVICE ADVISORY AND EXAMINING BOARDS.

No. 23 East Twentieth street.
EVERETT P. WHEELER, Chairman of the Advisory Board; CHARLES H. WOODMAN, Secretary and Executive Officer.

BOARD OF ASSESSORS.

Office, City Hall, Room No. 11½, 9 A. M. to 4 P. M.
JOHN R. LYDECKER, 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.
ALEXANDER V. DAVIDSON, Sheriff; JOEL O. STEVENS, Under Sheriff; DAVID MCGONIGAL, Order Arrest Clerk.

REGISTER'S OFFICE.

East side City Hall Park, 9 A. M. to 4 P. M.
JOHN REILLY, Register; J. FAIRFAX McLAUGHLIN, Deputy Register.

COMMISSIONER OF JURORS.

No. 17 New County Court-house, 9 A. M. to 4 P. M.
GEORGE CAULFIELD, Commissioner; JAMES E. CONNER, Deputy Commissioner.

COUNTY CLERK'S OFFICE.

Nos. 7 and 8 New County Court-house, 9 A. M. to 4 P. M.
PATRICK KEENAN, County Clerk; H. S. BEATTIE, 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. Sundays and holidays, 8 A. M. to 12.30 P. M.
PHILIP MERKLE, FERDINAND LEVY, BERNARD F. MARTIN and WILLIAM H. KENNEDY, Coroners; JOHN T. TOAL, Clerk of the Board of Coroners.

DEPARTMENT OF PUBLIC PARKS

CITY OF NEW YORK,
DEPARTMENT OF PUBLIC PARKS,
36 UNION SQUARE,
December 26, 1884.

PROPERTY-OWNERS INTERESTED IN THE proposed change of the grades of the streets and avenues intersecting and crossing the tracks of the Harlem Railroad Company, in the Twenty-third and Twenty-fourth Wards, are requested to call at the office of the Topographical Engineer of the Department of Public Parks, at the Arsenal building, Sixty-fourth street and Fifth avenue, Central Park, and examine plans, as prepared by the Department of Public Parks, showing a system of proposed overgrade crossings, and make known their views in relation to the same with the view of securing such legislation as may be necessary in order to secure such change of grades.

By order of the Department of Public Parks.
E. P. BARKER,
Secretary.

DEPARTMENT OF PUBLIC WORKS.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, Nov. 1, 1884.

PUBLIC NOTICE IS HEREBY GIVEN TO property-owners of the City of New York that, by the New York City Consolidated Act of 1882, among other matters relating to Croton water rates and affecting all properties liable for Croton water charges, is embraced the following, in "Title 2, Duties and Powers of the Department of Public Works as to Procuring and Distributing Water":

§ 350. The Commissioner of Public Works shall, from time to time, establish scales of rents. * * * * * Such rents shall be collected from the owners or occupants of all such buildings, respectively, which shall be situated upon lots adjoining any street or avenue in said city in which the distributing water-pipes are or may be laid, and from which they can be supplied with water, said rents shall become a charge and lien upon such houses and lots, respectively, as provided by law.

It becomes my duty to state that on and after the first day of April, 1885, all extra charges, such as steam-engines, bakeries, barbers, bathing-tubs, boarding-houses, boarding-schools, building purposes, horses, horse-troughs, hotels, porter-houses, taverns, etc., printing offices, stone cutting or dressing, slaughter-houses, dyeing, water-closets and urinals, laundries, restaurants, soda fountains, extra families, oyster and coffee saloons, water by meter measurement, meters and meter setting, and all other purposes for which the use of Croton water is chargeable according to law, are liens, and unless paid on or before the 30th day of April next must be returned to the Clerk of Arrears, with the amount due on each lot.

HUBERT O. THOMPSON,
Commissioner of Public Works.

DEPARTMENT OF DOCKS.

DEPARTMENT OF DOCKS,
117 AND 119 DUANE STREET,
NEW YORK CITY.

NOTICE TO MARINERS IN THE PORT OF NEW YORK, PILOTS, AND ALL OTHERS TO WHOM IT MAY CONCERN.

PLEASE TAKE NOTICE THAT THIS DEPARTMENT has placed off the Battery and south of Pier, new 1, North river, two wooden floats or buoys, cubical in shape, six feet on each side, painted black, and anchored on a line bearing S. 7½° east from southwest corner of Pier, new 1, North river, the first float being anchored about 209 feet and the second about 335 feet distant therefrom.

By order of the Board.
JOHN T. CUMING,
Secretary.

AQUEDUCT COMMISSION.

COMMISSIONERS OF APPRAISAL OF REAL ESTATE
TO BE TAKEN FOR THE NEW
AQUEDUCT WITHIN THE COUNTY OF NEW YORK.

EVERY OWNER OR PERSON IN ANY WAY interested in any real estate between the Harlem river and the northern boundary of the City and County of New York, intended to be taken or entered upon and used and occupied for the purposes of the new Aqueduct; also any owner or person interested in any real estate contiguous thereto, and which may be affected by the construction, and maintenance of said aqueduct, or of any of the works connected therewith, is hereby required to present his claim to the Commissioners of Appraisal appointed for the purpose of appraising such lands and easements, or ascertaining such damages, at the offices of said Commissioners, Room 803, in the Mutual Life Insurance Building, No. 32 Nassau street, in the City of New York.

All said claims may be filed on and after the first day of October, 1884. The maps showing the location of the Aqueduct, and the lands and interests to be acquired will be on file at the said offices on and after that date.

E. ELLERY ANDERSON,
HENRY F. SPAULDING,
ROBERT MURRAY,
Commissioners

DEPARTMENT OF TAXES AND ASSESSMENTS.

DEPARTMENT OF TAXES AND ASSESSMENTS,
STAATS ZEITUNG BUILDING,
NEW YORK.

IN COMPLIANCE WITH SECTION 847 OF THE City Consolidation Act of 1882, it is hereby advertised that the books of "The Annual Record of the Assessed Valuations of Real and Personal Estate" of the City and County of New York, for the year 1885, will be open for examination and correction from the second Monday of January, 1885, until the first day of May, 1885.

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

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

THOMAS B. ASTEN,
EDWARD C. DONNELLY,
THOMAS L. FEITNER,
Commissioners of Taxes and Assessments.

POLICE DEPARTMENT.

POLICE DEPARTMENT—CITY OF NEW YORK,
OFFICE OF THE PROPERTY CLERK (Room No. 39),
No. 300 MULBERRY STREET,
NEW YORK, 1884.

OWNERS WANTED BY THE PROPERTY Clerk of the Police Department of the City of New York, No. 300 Mulberry street, Room No. 39, for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc., also small amount money taken from prisoners and found by patrolmen of this Department.

JOHN F. HARRIOT,
Property Clerk

FIRE DEPARTMENT.

HEADQUARTERS
FIRE DEPARTMENT, CITY OF NEW YORK,
155 AND 157 MERCER STREET,
NEW YORK, February 16, 1885.

SEALED PROPOSALS FOR FURNISHING THIS Department with the following articles, to wit:

3,000 tons Egg Coal.
1,500 tons Stove Coal.
500 tons Nut Coal.

—to be of the best quality of Pittston, Scranton, or Lackawanna Valley, weigh 2,000 pounds to the ton, and be well screened and free from slate, 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., Saturday, February 28, 1885, at which time and place they will be publicly opened by the head of said Department and read.

All of the coal is to be delivered and weighed upon scales furnished by the Department (which are to be transported from place to place by the contractor), in the presence of an Inspector to be designated by the Department for that purpose, at the various houses, etc., of the Department, in such quantities and at such times as may be from time to time directed.

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

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 articles 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 articles to which it relates.

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

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

Each bid or estimate shall be accompanied by the consent in writing, of two householders or freeholders of the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for its faithful performance in the sum of ten thousand dollars (\$10,000); and that if he shall omit or refuse to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled on its completion and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the work by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of this contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety, or otherwise; and that he

has offered himself as a surety in good faith and with the intention to execute the bond required by law. The adequacy and sufficiency of the security offered is to be approved by the Comptroller of the City of New York before the award is made, and prior to the signing of the contract.

No estimate will be considered unless accompanied by either a certified check upon one of the national banks of the City of New York, drawn to the order of the Comptroller, or money, to the amount of five hundred dollars (\$500). Such check or money must not be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the Estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited 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.

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

The form of the agreement showing the manner of payment for the coal may be seen and forms of proposals may be obtained at the office of the Department.

CORNELIUS VAN COTT,
HENRY D. PURROY,
RICHARD CROKER,
Commissioners.

HEADQUARTERS
FIRE DEPARTMENT, CITY OF NEW YORK,
155 & 157 MERCER STREET,
NEW YORK, NOV. 21, 1883.

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
CORNELIUS VAN COTT, President.
HENRY D. PURROY,
RICHARD CROKER,
Commissioners

CARL JUSSEN,
Secretary

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE.

TO CONTRACTORS.

PROPOSALS FOR FLOUR.

SEALED BIDS OR ESTIMATES FOR FURNISHING and delivering free of all expense at the Bakehouse dock, Blackwell's Island (east side), 4,000 barrels extra Wheat Flour, in lots of 500 to 1,000 barrels, one-half of each quality, as follows:

- 2,000 barrels of sample marked No. 1.
- 2,000 barrels of sample marked No. 2.

—will be received at the office of the Department of Public Charities and Correction, No. 66 Third Avenue, in the City of New York, until 3 o'clock A. M., of Saturday, February 28, 1885. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Flour," and with his or their name or names, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the President of said Department, and read.

The contractor shall furnish a certificate of inspection by the Flour Inspector of the New York Produce Exchange, also an award from the Committee on Flour of the Exchange that the flour offered is equal to the standards of the Department and which certificate shall accompany each delivery of flour, the expense of such inspection and award to be borne by the contractor, also certificate of weight and tare to be furnished with each delivery.

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

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

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

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

Any bidder for this contract must be known to be engaged in and well prepared for the business, and must have satisfactory testimonials to that effect; and the person or persons to whom the contract may be awarded will be required to give security for the performance of the contract by his or their bond, with two sufficient sureties, each in the penal amount of fifty (50) per cent. of the ESTIMATED amount of the contract.

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

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for its faithful performance; and that if he shall omit or refuse to execute the same, they shall pay to the Corporation any difference between the sum to which he would be entitled on its completion and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the work by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of this contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety, or otherwise; and that he has offered himself as a surety in good faith and with the intention to execute the bond required by section 12 of

chapter 7 of the Revised Ordinances of the City of New York, if the contract shall be awarded to the person or persons for whom he consents to become surety. The adequacy and sufficiency of the security offered to be approved by the Comptroller of the City of New York.

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

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

The quality of the articles, supplies, goods, wares, and merchandise must conform in every respect to the samples of the same, respectively, at the office of the said Department. Bidders are cautioned to examine the specifications for particulars of the articles, etc., required, before making their estimates.

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

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

Payment will be made by a requisition on the Comptroller, issued on the completion of the contract, or from time to time, as the Commissioners may determine.

Bidders are informed that no deviation from the specifications will be allowed, unless under the written instruction of the Commissioners of Public Charities and Correction.

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, February 17, 1885.
THOMAS S. BRENNAN,
HENRY H. PORTER,
JACOB HESS,
Commissioners of the Department of
Public Charities and Correction.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE.

TO CONTRACTORS.

PROPOSALS FOR GROCERIES, DRY GOODS, HARDWARE, ROPE AND LUMBER.

SEALED BIDS OR ESTIMATES FOR FURNISHING

GROCERIES.

- 7,500 pounds Dairy Butter; sample on exhibition Thursday, February 26, 1885.
- 10,000 pounds Brie, to include packages.
- 2,000 pounds Cheese.
- 200 pounds Farina (one pound papers).
- 8,000 pounds Wheaten Grits, including packages.
- 50,000 pounds Brown Sugar.
- 500 barrels good sound Irish Potatoes, to weigh 168 pounds net per barrel, to be delivered at Blackwell's Island.
- 150 barrels Prime Carrots, 120 pounds net per barrel.
- 150 barrels Prime Russia Turnips, 135 pounds net per barrel.
- 50 barrels Prime Red Onions.
- 10 barrels first quality Salt Soda, to average about 350 pounds (in original packages).
- 100 bags Bran, 50 pounds each.
- 100 prime city cured Smoked Tongues, to average 6 pounds each.
- 33,000 fresh Eggs, all to be candled.

DRY GOODS.

- 100 pairs colored Blankets.
- 10,000 yards dark Calico.
- 40,000 Needles, 10,000 each No. 3, 4, 5, 6.
- 200 pounds Machine Thread, dark blue, No. 50.
- 100 pieces Crinoline.

HARDWARE.

- 1 dozen Butcher's Cleavers, 7 pounds.
- 2 dozen Butcher's Steels.
- 1 gross Razors.
- ½ gross Trimmers, 8-inch.
- 4 gross Spectacles.
- 20 gross Patent Peg Awns.
- 10 gross Sewing Awns.

ROPE.

- 20 coils, best quality, Manila Rope, 9-thread.
- 4 " " " 2-in.
- 4 " " " 2½-in.
- 4 " " " 3-in.
- 1 " " " 3½-in.

LUMBER.

- 75,000 feet B. M., 1-in. good Shipping Box Boards, 12 to 15 inches wide, 12 to 16 feet long, dressed one side.
- 250 Hemlock Joists, 3 x 4 in. x 13 feet.
- 250 Hemlock Wall Strips, 2 x 4 in. x 13 feet.
- 10,000 feet, prime quality Georgia Yellow Pine Flooring, 1½ x 3½ in., dressed, tongued and grooved.
- 500 pieces Spruce Flooring, 1½ x 9 in. by 13 feet, dressed, tongued and grooved.
- 500 good merchantable Worked Pine Boards, tongued and grooved, 1 x 10 in. by 13 feet.

All Lumber to be delivered at Blackwell's Island.

—will be received at the office of the Department of Public Charities and Correction, in the City of New York, until 9:30 o'clock A. M., of Friday, February 27, 1885. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Groceries, Dry Goods, Hardware, Rope and Lumber," with his or their name or names, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the President of said Department, and read.

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

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

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

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

Any bidder for this contract must be known to be engaged in and well prepared for the business, and must have satisfactory testimonials to that effect; and the person or persons to whom the contract may be awarded will be required to give security for the performance of the contract by his or their bond, with two sufficient sureties, each in the penal amount of fifty (50) per cent. of the estimated amount of the contract.

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

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for its faithful performance; and that if he shall omit or refuse to execute the same, they shall pay to the Corporation any difference between the sum to which he would be entitled on its completion, and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the work by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of this contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety, or otherwise; and that he has offered himself as a surety in good faith and with the intention to execute the bond required by section 12 of chapter 7 of the Revised Ordinances of the City of New York, if the contract shall be awarded to the person or persons for whom he consents to become surety. The adequacy and sufficiency of the security offered to be approved by the Comptroller of the City of New York.

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

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

The quality of the articles, supplies, goods, wares, and merchandise must conform in every respect to the samples of the same, respectively, at the office of the said Department. Bidders are cautioned to examine the specifications for particulars of the articles, etc., required, before making their estimates.

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

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

Payment will be made by a requisition on the Comptroller, issued on the completion of the contract, or from time to time, as the Commissioners may determine.

Bidders are informed that no deviation from the specifications will be allowed, unless under the written instruction of the Commissioners of Public Charities and Correction.

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

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

Dated New York, February 16, 1885.
THOMAS S. BRENNAN,
HENRY H. PORTER,
JACOB HESS,
Commissioners of the Department of
Public Charities and Correction.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
COMMISSIONERS' OFFICE,
No. 66 THIRD AVENUE,
NEW YORK, February 6, 1885.

IN ACCORDANCE WITH AN ORDINANCE OF the Common Council, "In relation to the burial of strangers or unknown persons who may die in any of the public institutions of the City of New York," the Commissioners of Public Charities and Correction report as follows:

At Charity Hospital, Blackwell's Island—Frank Flecker; aged 62 years; 5 feet 5 inches high; gray hair, brown eyes. Had on when admitted gray coat, black pants, white shirt, derby hat, slippers.

At Workhouse, Blackwell's Island—Samuel Prynes; aged 38 years; committed December 9, 1884.

George DeMott; aged 33 years; committed November 25, 1884.

Rosanna Hustis aged 66 years; committed December 28, 1884.

Martha Watson, aged 57 years; committed October 15, 1884.

At Lunatic Asylum, Blackwell's Island—Alvine Moll; aged 22 years; 5 feet 3 inches high; brown eyes and hair.

At Homeopathic Hospital, Ward's Island—Mary Neeland; aged 60 years; 4 feet 11 inches high; gray eyes, brown hair. Had on when admitted black shawl, dark skirt and saccage, laced shoes.

Thaddeus O'Brien; aged 64 years; 5 feet 6 inches high; gray eyes and hair. Had on when admitted black coat and vest, blue overcoat, gaiters, black hat.

Patrick O'Leary; aged 32 years; 5 feet 9 inches high; blue eyes, brown hair. Had on when admitted black coat, blue pants and vest, laced shoes, brown derby hat.

James Howard; aged 36 years; 5 feet 9 inches high; brown eyes, black hair. Had on when admitted black coat and vest, dark striped pants, gaiters, black derby hat.

Mary Kelly; aged 47 years; 5 feet 3 inches high; gray eyes, black hair. Had on when admitted white striped shawl, red calico wrapper, black hood.

At Hart's Island Hospital—Mary Dolan; aged 63 years.

Nothing known of their friends or relatives.

By order.
G. F. BRITTON,
Secretary.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
COMMISSIONERS' OFFICE,
No. 66 THIRD AVENUE,
NEW YORK, February 11, 1885.

IN ACCORDANCE WITH AN ORDINANCE OF the Common Council, "In relation to the burial of strangers or unknown persons who may die in any of the public institutions of the City of New York," the Commissioners of Public Charities and Correction report as follows:

At Workhouse, Blackwell's Island—Ann Slater; aged 60 years; committed January 5, 1885.

Sarah Waters; aged 59 years; committed December 11, 1884.

Francis Bowen; aged 59 years; committed January 27, 1885.

George Goettizer; aged 62 years; committed January 31, 1885.

At Lunatic Asylum, Blackwell's Island—Caroline Banter; aged 50 years; 5 feet 1½ inches high; gray hair, brown eyes.

At Homeopathic Hospital, Ward's Island—Thomas Bennett; aged 21 years; 5 feet 9 inches high; blue eyes, red hair. Had on when admitted dark coat, blue flannel vest, gray pants, gaiters, black derby hat.

At Randall's Island Hospital—John Deacon; aged 65 years; 5 feet 6 inches high; gray hair, blue eyes.

Nothing known of their friends or relatives.

By order.
G. F. BRITTON,
Secretary.

CORPORATION NOTICE.

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

List 2129, No. 1. Receiving-basins on the northeast and southeast corners of Frankfort and Cliff streets.

List 2130, No. 2. Setting curb and flagging sidewalks four feet wide on One Hundred and Seventy-fifth street, from Tenth avenue to Kingsbridge road.

List 2135, No. 3. Fencing vacant lots on the east side of Fourth avenue, between Sixty-fourth and Sixty-fifth streets, and on south side Sixty-fifth street, between Fourth and Lexington avenues.

List 2137, No. 4. Receiving-basins on the northwest corner of One Hundred and Fourth street and Fourth avenue and northwest corner of One Hundred and Seventeenth street and Lexington avenue.

List 2138, No. 5. Sewer in Ninety-fifth street, between Eighth and Ninth avenues.

List 2140, No. 6. Sewer in Avenue B, between Fourth and Fifth streets.

List 2143, No. 7. Sewer in Lexington avenue, between One Hundred and Eighth and One Hundred and Ninth streets.

List 2089, No. 8. Sewer in Riverside avenue, between Ninety-second and One Hundred and Sixth streets.

List 1902, No. 9. Sewer in Riverside avenue, between One Hundred and Sixth and One Hundred and Eleventh streets.

List 2145, No. 10. Sewer in One Hundred and Forty-sixth street, between Boulevard and Tenth avenue, and in Tenth avenue, west side, between One Hundred and Forty-sixth and One Hundred and Forty-seventh streets.

List 1854, No. 11. Sewer in Twelfth and Riverside avenues, between One Hundred and Twenty-second and Manhattan streets.

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

No. 1. Property bounded by Cliff and Pearl streets Hague and Ferry streets.

No. 2. Both sides of One Hundred and Seventy-fifth street, between Tenth avenue and Kingsbridge road.

No. 3. East side of Fourth avenue, between Sixty-fourth and Sixty-fifth streets, and south side Sixty-fifth street, between Fourth and Lexington avenues.

No. 4. North side of One Hundred and Fourth street, between Fourth and Madison avenues, and extending fifty feet on the west side of Fourth avenue, north of One Hundred and Fourth street; also, north side of One Hundred and Seventeenth street, between Lexington and Fourth avenues, and east side of Fourth avenue, between One Hundred and Seventeenth and One Hundred and Eighteenth streets.

No. 5. Both sides of Ninety-fifth street, between Eighth and Ninth avenues.

No. 6. Both sides of Avenue B, between Fourth and Fifth streets.

No. 7. Both sides of Lexington avenue, between One Hundred and Eighth and One Hundred and Ninth streets.

No. 8. Property situated between Ninety-second and One Hundred and Sixth streets, West End avenue and Hudson river.

No. 9. Property situated between One Hundred and Sixth and One Hundred and Eleventh streets, Boulevard and Hudson river.

No. 10. Both sides of One Hundred and Forty-sixth street, between Boulevard and Tenth avenue, and west side Tenth avenue, between One Hundred and Forty-sixth and One Hundred and Forty-seventh streets.

No. 11. Property situated between One Hundred and Twenty-second and One Hundred and Twenty-seventh streets, Clermont avenue and Hudson river, and also property situated between One Hundred and Twenty-seventh and Manhattan streets, Boulevard and Riverside avenue.

All persons whose interests are affected by the above-named assessments, and who are opposed to the same, or either of them, are requested to present their objections in writing to the Board of Assessors, at their office, No. 11½ City Hall, within thirty days from the date of this notice.

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation, on the 16th day of March ensuing.

JOHN R. LYDECKER,
JOHN W. JACOBUS,
JOHN MULLALLY,
HENRY A. GUMBLETON,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 11½ CITY HALL,
NEW YORK, February 12, 1885.

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

List 1378, No. 1. Regulating, grading, setting and resetting curb, flagging and reflagging and paving with Telford pavement, in One Hundred and Tenth street, from First avenue to Riverside Drive.

List 1408 A, No. 2. Tree planting on Eastern Boulevard, One Hundred and Tenth street, from First avenue to Riverside Drive.

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

No. 1. Both sides of One Hundred and Tenth street, from First avenue to Riverside Drive and to the extent of one-half the block at the intersecting avenues.

No. 2. Both sides of One Hundred and Tenth street, from First avenue to Riverside Drive.

All persons whose interests are affected by the above-named assessments, and who are opposed to the same, or either of them, are requested to present their objections in writing to the Board of Assessors, at their office, No. 11½ City Hall, within thirty days from the date of this notice.

JOHN R. LYDECKER,
JOHN W. JACOBUS,
JOHN MULLALLY,
HENRY A. GUMBLETON,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 11½ CITY HALL,
NEW YORK, February 12, 1885.

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

List 1378, No. 1. Regulating, grading, setting and resetting curb, flagging and reflagging and paving with Telford pavement, in One Hundred and Tenth street, from First avenue to Riverside Drive.

List 1408 A, No. 2. Tree planting on Eastern Boulevard, One Hundred and Tenth street, from First avenue to Riverside Drive.

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

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation, on the 12th day of March ensuing.

JOHN R. LYDECKER,
JOHN W. JACOBUS,
JOHN MULLALLY,
HENRY A. GUMBLETON,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 11½ CITY HALL,
NEW YORK, February 10, 1885.

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

List 2122, No. 1. Setting curb and flagging and gutter stones on and along the western sidewalk of St. Ann's avenue, from seventy-five feet northerly from One Hundred and Thirty-ninth to One Hundred and Forty-first street.

List 2133, No. 2. Sewer in One Hundred and Seventh street, between Third and Lexington avenues.

List 2139, No. 3. Sewer in Broadway, west side, between Battery place and Morris street.

List 2028, No. 4. Sewer in Riverside avenue, between Seventy-sixth and Ninety-second streets and outlet through Riverside Park and Ninety-first street to Hudson river.

List 1855, No. 5. Sewer in Riverside avenue, between One Hundred and Eleventh and One Hundred and Twenty-second streets, with outlet through Riverside Park and One Hundred and Fifteenth street to Hudson river.

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

No. 1. West side of St. Ann's avenue, from One Hundred and Thirty-ninth to One Hundred and Forty-first street.

No. 2. Both sides of One Hundred and Seventh street, between Third and Lexington avenues.

No. 3. West side of Broadway, between Battery place and Morris street.

No. 4. Property situated between Seventy-sixth and Ninety-second streets, West End avenue and Hudson river.

No. 5. Property situated between One Hundred and Tenth and One Hundred and Twenty-second streets, Boulevard and Hudson river.

All persons whose interests are affected by the above-named assessments, and who are opposed to the same, or either of them, are requested to present their objections in writing to the Board of Assessors, at their office, No. 11½ City Hall, within thirty days from the date of this notice.

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation, on the 12th day of March ensuing.

JOHN R. LYDECKER,
JOHN W. JACOBUS,
JOHN MULLALLY,
HENRY A. GUMBLETON,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 11½ CITY HALL,
NEW YORK, February 10, 1885.

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

List 1512, No. 1. Regulating, grading, setting curb and gutter stones, and flagging Forty-second street, from Second avenue to the East river.

List 1590, No. 2. Paving Forty-second street, from First avenue to the East river.

List 1604, No. 3. Construction of retaining walls, arch, steps, railing, and for the filling and grading necessary for the support and protection of the forty-foot roadway excavated in the centre of Forty-second street, between First and Second avenues.

List 1848, No. 4. Regulating and paving with granite-block pavement Forty-second street, from Second to First avenue, and setting curb and gutter stones, and flagging sidewalks therein.

List 1853, No. 5. Sewer in Twentieth street, between Fourth avenue and Irving place, from end of present sewer in Twentieth street, east of Irving place.

List 1905, No. 6. Sewer in Eighty-second street, between Eighth and Tenth avenues.

List 1928, No. 7. Regulating, grading, setting curb-stones and flagging One Hundred and Fifty-ninth street, from Tenth to Eleventh avenue.

List 2006, No. 8. Sewer in Tenth avenue, east side, between One Hundred and Fourteenth and One Hundred and Sixteenth streets, with branch in One Hundred and Sixteenth street.

List 2058, No. 9. Regulating and grading One Hundred and Seventy-fifth street, between Tenth avenue and Kingsbridge road.

List 2075, No. 10. Regulating, grading, setting curb-stones and flagging One Hundred and Thirty-sixth street, from Fifth to Eighth avenue, except between Sixth and Seventh avenues.

List 2091, No. 11. Crosswalks in East One Hundred and Fifty-eighth street, at the intersection of Melrose, Courtland, College and Railroad avenues.

List 2092, No. 12. Sewer in Chatham street, between New York and Brooklyn Bridge and Frankfort street, with alterations and improvements to sewer in Frankfort street, between Chatham and William streets.

List 2093, No. 13. Sewer in One Hundred and Fourth street, between Eighth and Ninth avenues.

List 2118, No. 14. Crosswalks in Lincoln avenue, at the southerly intersection of Southern Boulevard and at the intersection of each street from the Southern Boulevard to and including One Hundred and Thirty-seventh street, also, across each street within the aforesaid limits at the intersection of Lincoln avenue.

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

No. 1. Both sides of Forty-second street, from Second avenue to East river.

No. 2. Both sides of Forty-second street, from First avenue to East river and to the extent of half the block at the intersection of First avenue.

No. 3. Both sides of Forty-second street, from Fifth avenue to East river; both sides of Forty-first and Forty-third streets, from Second avenue to East river; both sides of First and Second avenues, from Fortieth to Forty-fourth street.

No. 4. Both sides of Forty-second street, from Fifth avenue to East river; both sides of Forty-first and Forty-third streets, from Second avenue to East river; both sides of First and Second avenues, from Fortieth to Forty-fourth street.

No. 5. Both sides of Twentieth street, between Irving place and Fourth avenue.

No. 6. Both sides of Eighty-second street, between Eighth and Tenth avenues; east side of Ninth avenue, between Eighty-first and Eighty-second streets; east side of Tenth avenue, between Eighty-second and Eighty-third streets.

No. 7. Both sides of One Hundred and Fifty-ninth street, between Tenth and Eleventh avenues.

No. 8. East side of Tenth avenue, between One Hundred and Fourteenth and One Hundred and Sixteenth streets; north side of One Hundred and Fourteenth street, between Morningside avenue and Tenth avenue; both sides of One Hundred and Sixteenth street, between Morningside avenue and Tenth avenue, and east side of Tenth avenue extending 100 feet 11 inches north of One Hundred and Sixteenth street.

No. 9. Both sides of One Hundred and Seventy-fifth street, between Tenth avenue and Kingsbridge road, and to the extent of half the block at intersecting avenues.

No. 10. Both sides of One Hundred and Thirty-sixth street, from Fifth to Eighth avenue, except between Sixth and Seventh avenues.

No. 11. To the extent of half the block at the intersections of Melrose, Courtland, College and Railroad avenues with One Hundred and Fifty-eighth street.

No. 12. Easterly side of Chatham street, between Frankfort street and north end of New York and Brooklyn Bridge.

No. 13. Both sides of One Hundred and Fourth street, between Eighth and Ninth avenues, and to the extent of half the block at the intersection of Eighth and Ninth avenues.

No. 14. To the extent of half the block at the intersections of Lincoln avenue with the Southern Boulevard, One Hundred and Thirty-fourth, One Hundred and Thirty-fifth, One Hundred and Thirty-sixth, and One Hundred and Thirty-seventh streets.

All persons whose interests are affected by the above-named assessments, and who are opposed to the same, or either of them, are requested to present their objections in writing to the Board of Assessors, at their office, No. 11½ City Hall, within thirty days from the date of this notice.

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation, on the 28th day of February ensuing.

JOHN R. LYDECKER,
JOHN W. JACOBUS,
JOHN MULLALLY,
HENRY A. GUMBLETON,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 11½ CITY HALL,
NEW YORK, January 26, 1885.

HEALTH DEPARTMENT.

HEALTH DEPARTMENT—CITY OF NEW YORK,
No. 301 MOTT STREET,
NEW YORK, January 30, 1885.

PROPOSALS FOR ESTIMATES FOR EXTENSION OF SEA WALL ON NORTH BROTHER ISLAND.

PROPOSALS FOR ESTIMATES FOR EXTENSION of sea wall on North Brother Island, City and County of New York, will be received by the Commissioners of the Health Department, at their office, No. 301 Mott street, until 2:30 o'clock P. M. of the 17th day of February, 1885, at which time and place they will be publicly opened and read by said Commissioners.

Any person making an estimate for the above work shall furnish the same in a sealed envelope to the head of said Health Department, indorsed "Estimate for Extension of Sea Wall on North Brother Island, City and County of New York," and also with the name of the person or persons presenting the same, and the date of its presentation.

Any bidder for this contract must be known to be engaged in and well prepared for the business, and must have satisfactory testimonials to that effect; and the person or persons to whom the contract may be awarded will be required to give security for the performance of the contract by his or their bond, with two sufficient sureties, each in the penal sum of \$6,000.

Bidders are required to submit their estimates upon the following express conditions, which shall apply to and become part of every estimate received:

1st. Bidders must satisfy themselves by personal examination of the location of the proposed work, and by such other means as they may prefer, as to the accuracy of the estimate, and shall not at any time after the submission of an estimate, dispute or complain of the statement of quantities, nor assert that there was any misunderstanding in regard to the nature or amount of the work to be done.

2d. Bidders will be required to complete the entire work to the satisfaction of the Health Department, and in substantial accordance with the specifications of the contract and the plans therein referred to. No extra compensation beyond the amount payable for the work before mentioned, which shall be actually performed, at the prices therefor to be specified by the lowest bidder, shall be due or payable for the entire work.

Bidders will state in their estimates a price for the whole of the work to be done, in conformity with the approved form of contract and the specifications therein set forth, by which price the bids will be tested. This price is to cover all expenses of every kind involved in or incidental to the fulfillment of the contract, including any claim that may arise through delay, from any cause, in the performing of the work thereunder.

Bidders will distinctly write out, both in words and in figures, the amount of their estimates for doing this work.

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 the 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 it, and as in default to the Corporation, and the contract will be re-advertised and relet, and so on until it be accepted and executed.

Bidders are required to state in their estimate their names and places of residence, the names of all persons interested with them therein; and if no other person be so interested, the estimate shall distinctly state the fact; also that the estimate is made without any connection with any other person making an estimate for the same 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; which estimate must be verified by the oath, in writing, of the party making the estimate, that the several matters stated therein are in all respects true. Where more than one person is interested, it is requisite that the verification be made and subscribed by all the parties interested.

Each estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person or persons making the estimate, they will, on its being so awarded, become bound as his or their sureties for its faithful performance; and that if said person or persons shall omit or refuse to execute the contract, they will pay to the Corporation of the City of New York any difference between the sum to which said person or persons would be entitled on its completion, and that which said Corporation or the Health Department may be obliged to pay to the person to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the work to be done by which the bids are tested; the consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of the contract and stated in the proposals, over and above his debts of every nature, and over and above his liabilities as bail, surety and otherwise; and that he has offered himself as 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, after the award is made and prior to the signing of the contract.

No estimate will be received or considered unless accompanied by either a certified check upon one of the National Banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such check or money must not be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the Estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk, and found to be correct. All such deposits, except that of the successful bidder, will be returned by

the Comptroller 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 by the Comptroller.

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

Bidders are requested, in making their bids or estimates, to use a blank prepared for that purpose by the Department, a copy of which, together with the form of the agreement, including specifications, and showing the manner of payment for the work, can be obtained upon application therefor at the office of the Department.

The Department reserves the right to reject any or all estimates not deemed beneficial to or for the public interest.

Plans may be examined, and specifications and blank forms for bids or estimates obtained, by application to the Secretary of the Board, at his office, No. 301 Mott street, New York.

ALEXANDER SHALER,
WOOLSEY JOHNSON,
WILLIAM M. SMITH,
STEPHEN B. FRENCH,
Commissioners.

SUPREME COURT.

In the matter of the application of the Department of Public Works, for and in behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to the opening of One Hundred and Sixtieth street, between Kingsbridge road and Eleventh avenue, in the City of New York.

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

First—That we have completed our estimate and assessment, and that all persons interested in these proceedings, or in any of the lands affected thereby, and who may be opposed to the same, do present their objections in writing, duly verified, to us at our office, No. 73 William street (third floor), in the said city, on or before the second day of March, 1885, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said second day of March, 1885, and for that purpose will be in attendance at our said office on each of said ten days at 2½ o'clock P. M.

Second—That the abstract of the said estimate and assessment, together with our maps, and also all the affidavits, estimates and other documents which were used by us in making our report, have been deposited in the office of the Department of Public Works, in the City of New York, there to remain until the third day of March, 1885.

Third—That the limits embraced by the assessment aforesaid are as follows, to wit: All those lots, pieces or parcels of land, situate, lying and being in the City of New York, which, taken together, are bounded and described as follows, viz.: Westerly by the easterly line or side of Eleventh avenue; northerly by the centre line of the blocks between One Hundred and Sixtieth and One Hundred and Sixty-first streets, from the easterly line or side of Eleventh avenue to the westerly line or side of Kingsbridge road; easterly by the westerly line or side of Kingsbridge road; and southerly by the centre line of the blocks between One Hundred and Fifty-ninth and One Hundred and Sixtieth streets from the westerly line or side of Kingsbridge road to the easterly line or side of Eleventh avenue, excepting therefrom all the streets and avenues within said area.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, at the City Hall, in the City of New York, on the twentieth day of March, 1885, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, January 21, 1885.

JOHN WHALEN,
J. DANA JONES,
E. HOGAN,
Commissioners.

ARTHUR BERRY, Clerk.

In the matter of the application of the Department of Public Works, for and in behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to the opening of One Hundred and Sixty-first street, between Tenth and Eleventh avenues, in the City of New York.

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

First—That we have completed our estimate and assessment, and that all persons interested in these proceedings, or in any of the lands affected thereby, and who may be opposed to the same, do present their objections in writing, duly verified, to us at our office, No. 73 William street (third floor), in the said city, on or before the 2d day of March, 1885, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said 2d day of March, 1885, and for that purpose will be in attendance at our said office on each of said ten days at three o'clock P. M.

Second—That the abstract of the said estimate and assessment, together with our maps, and also all the affidavits, estimates and other documents which were used by us in making our report, have been deposited in the office of the Department of Public Works, in the City of New York, there to remain until the 3d day of March, 1885.

Third—That the limits embraced by the assessment aforesaid are as follows, to wit: All those lots, pieces or parcels of land, situate, lying and being in the City of New York, which, taken together, are bounded and described as follows, viz.: Westerly by the easterly line or side of Eleventh avenue; northerly by a straight line drawn from a point on the easterly line or side of Eleventh avenue, ninety-nine feet eleven inches northwardly from the northerly line of One Hundred and Sixty-first street easterly to a point on the westerly line or side of Tenth avenue, distant ninety-nine feet eleven inches northerly from the northerly line of One Hundred and Sixty-first street; easterly by the westerly line or side of Tenth avenue; and southerly by the centre line of the block between One Hundred and Sixtieth and One Hundred and Sixty-first streets, from Tenth avenue to Eleventh avenue, excepting therefrom all of the streets and avenues within said area.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, at the City Hall, in the City of New York, on the 23d day of March, 1885, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, January 21, 1885.

JOHN WHALEN,
J. DANA JONES,
E. HOGAN,
Commissioners.

ARTHUR BERRY, Clerk.

FINANCE DEPARTMENT.

PROPOSALS FOR \$1,500,000 ADDITIONAL WATER STOCK OF THE CITY OF NEW YORK.

EXEMPT FROM CITY TAXATION.

SEALED PROPOSALS WILL BE RECEIVED AT the office of the Comptroller of the City of New York until Thursday, the 26th day of February, 1885, at 2 o'clock P. M., when they will be publicly opened by the Comptroller in the presence of the Commissioners of the Sinking Fund, or such of them as shall attend, for the whole or any part of an issue of One Million Five Hundred Thousand Dollars, Registered Stock, denominated **ADDITIONAL WATER STOCK OF THE CITY OF** New York, the principal payable on the first day of October, 1901, and the interest thereon, at the rate of three and one-half per centum per annum, payable semi-annually, on the first day of April and October, in each year.

The said stock is authorized by chapter 490 of the Laws of 1883, an act entitled

"An act to provide new reservoirs, dams and a new aqueduct, with the appurtenances thereto, for the purpose of supplying the City of New York with an increased supply of pure and wholesome water."

Pursuant to section 34 of said act, and as authorized by an Ordinance of the Common Council, approved by the Mayor, October 2, 1880, and as provided by section 137 of the New York City Consolidation Act of 1882, the said stock will be

FREE FROM CITY AND COUNTY TAXATION, under a resolution passed by the Commissioners of the Sinking Fund, September 3, 1883.

For the redemption of said stock a sinking fund has been created by the Commissioners of the Sinking Fund, under a resolution adopted February 6, 1885, by raising annually a sum sufficient with the accumulation of interest thereon, to meet and discharge the amount of the principal at maturity, as provided by the Amendment of the State Constitution adopted at the general election held November 4, 1884.

Proposals will be received for any amount of said stock in sums of One Thousand Dollars, or multiples thereof.

CONDITIONS.

Section 140, New York City Consolidation Act of 1882, provides that "The Comptroller, with the approval of the Commissioners of the Sinking Fund, shall determine what, if any, part of said proposals shall be accepted, and upon the payment into the City Treasury of the amounts due by the persons whose bids are accepted, respectively, certificates therefor shall be issued to them as authorized by law"; and also "that no proposals for bonds or stocks shall be accepted for less than the par value of the same."

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

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

EDWARD V. LOEW,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, February 12, 1885.

NOTICE OF POSTPONEMENT OF SALE OF LANDS AND TENEMENTS FOR UNPAID TAXES AND CROTON WATER RENTS IN THE CITY OF NEW YORK.

PURSUANT TO SECTION 928 OF THE NEW York City Consolidation Act of 1882, the Comptroller of the City of New York hereby gives Public Notice that the sale at public auction of lands and tenements in said city for unpaid taxes levied in the year 1880, and Croton Water Rents laid for the year 1879, and now remaining due and unpaid, which sale is advertised to be held at the County Court-house, in the City Hall Park, in the City of New York, on Monday, December 22, 1884, at 12 o'clock noon, has been and is hereby postponed by him until Monday, May 11, 1885, to be held on that day at the same hour and place.

A pamphlet containing a detailed statement of the property advertised for sale may be obtained at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents.

EDWARD V. LOEW,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, Dec. 20, 1884.

NOTICE OF POSTPONEMENT OF SALE OF LANDS AND TENEMENTS FOR UNPAID ASSESSMENTS FOR LOCAL IMPROVEMENTS IN THE CITY OF NEW YORK.

PURSUANT TO SECTION 928 OF THE NEW York City Consolidation Act of 1882, the Comptroller of the City of New York hereby gives PUBLIC NOTICE that the sale at public auction of lands and tenements in said city for unpaid assessments laid and confirmed during the year 1879 and prior thereto, for local improvements, which sale is advertised to be held at the County Court-house, in the City Hall Park, in the City of New York, on Monday, November 24, 1884, at 12 o'clock noon, has been and is hereby postponed by him until Monday, May 25, 1885, to be held on that day at the same hour and place.

A pamphlet containing a detailed statement of the property advertised for sale may be obtained at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents.

S. HASTINGS GRANT,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, Nov. 15, 1884.

REAL ESTATE RECORDS.

THE ATTENTION OF LAWYERS, REAL Estate Owners, Monetary Institutions engaged in 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 the City of New York from 1653 to 1857, prepared under the direction of the Commissioners of Records.

Grants, grantees, suits in equity, insolvents' and Sheriff's sales, in 61 volumes, full bound, price \$100 00
The same in 25 volumes, half bound, price 50 00
Complete sets, folded, ready for binding, price 15 00
Records of Judgments, 25 volumes, bound, price 10 00
Orders should be addressed to Mr. Stephen Angell, Comptroller's Office, New York County Court-house.

EDWARD V. LOEW,
Comptroller.

THE CITY RECORD.

COPIES OF THE CITY RECORD CAN BE obtained at No. 2 City Hall (northwest corner basement). Price three cents each.