

THE CITY RECORD.

OFFICIAL JOURNAL.

VOL. XVI.

NEW YORK, WEDNESDAY, FEBRUARY 1, 1888.

NUMBER 4,473.



LEGISLATIVE DEPARTMENT.

STATED MEETING.

BOARD OF ALDERMEN.

TUESDAY, January 31, 1888, 1 o'clock P. M.

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

PRESENT:

Hon. George H. Forster, President;

ALDERMEN

Daniel E. Dowling,
Vice-President,
Redmond J. Barry,
Philip B. Benjamin,
James F. Butler,
William Clancy,
Alfred R. Conkling,
James A. Cowie,
Patrick Divver,

James M. Fitzsimons,
Henry Gunther,
Philip Holland,
Cyrus O. Hubbell,
Patrick McCarthy,
James G. McMurray,
John J. Martin,
James J. Mooney,
John Murray,

Joseph Murray,
Patrick N. Oakley,
William P. Rinckhoff,
Walton Storm,
Richard J. Sullivan,
William Tait,
Henry Von Minden,
William H. Walker.

The minutes of the last meeting were read and approved.

MESSAGES FROM HIS HONOR THE MAYOR.

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

To the Honorable the Board of Aldermen:

The State of New York owes its pre-eminence among the States of the Union chiefly to the physical fact that within its territory the great Appalachian chain of mountains falls off, so that the communication between the Great Lakes and the ocean can be secured on grades so low as to offer but little resistance to the tide of commerce in both directions. The City of New York owes its pre-eminence among the cities of the Union to the fact that it has a great ocean harbor of unequal proportions and of inexhaustible possibilities. These great natural advantages were turned to account by the foresight, genius and energy of one man, whose monument is to be found in the Erie Canal and in the vast increase in the wealth of the city and State of his birth. The name of DeWitt Clinton, first graduate of Columbia College after the Revolution, Mayor of this city and Governor of this State, will always be held in grateful remembrance by the generations who enjoy the fruits of the incalculable benefits which he conferred upon the commonwealth in whose service he died. He certainly laid the foundations of prosperity upon an enduring basis; but since his day, the introduction of railways has lessened but not destroyed the natural advantages which New York possesses in its low grade lines over rival cities. The Erie Canal has not, however, lost its usefulness, and it should be preserved as a free highway for the commerce of the country, from motives of local pride as well as of self interest. So long as it is maintained in a state of efficiency, New York can carry on its commerce at lower cost than any other State, and the City of New York can never lose its primacy among the cities of the Union. There are certain fundamental conditions, however, which cannot be disregarded.

THE HARBOR.

The great harbor, through whose gates two-thirds of the commerce of the country comes and goes, must be carefully preserved and steadily improved so as to meet the demands upon its resources. The care of the harbor is entrusted to the Government of the United States, and inasmuch as the larger portion of the revenues from customs is collected at this port, it may be taken for granted that there will be no lack of appropriations not only to preserve the channels as they now exist but to improve them so as to meet the deeper draft of vessels in which the trade of the world is now carried on. Fortunately nature co-operates with the needs of man in the deepening of these channels. So far from filling up under natural causes, Godfrey's channel has, during the last hundred years, actually deepened between one and two feet. It is now certain that a depth sufficient for vessels drawing thirty feet of water can be secured by a moderate expenditure of money, and from this time forward there should be neither lack of means nor of effort to achieve this result.

THE DOCKS.

The harbor being thus improved, it remains only for the City to provide sufficient wharf accommodation for the handling and storage of merchandise, and such highways as may be necessary for cheap and convenient transportation. This duty resided originally in part in the State and in part in the City. So far as the State is concerned, it has transferred to the City all its rights to the land lying under water on Manhattan Island requiring improvement in order to afford the necessary facilities for commerce. Subject to the right, therefore, of the State to control expenditures on the part of the City, there is ample power in the local authorities to provide the facilities for commerce which are indispensable for its transaction and expansion. The Dock Department of this city is invested with sufficient power to provide all the accommodations and to make all the improvements which in the judgment of the citizens ought to be secured. As the law now stands, it is contemplated to construct a street upon the west side, having a width of two hundred and fifty feet, bounded on the river by bulkheads, supplemented by piers of large dimensions extending out to the pier-head line. This work has been begun and is partially executed. It has not, however, of late years, been pushed with energy, mainly because public opinion was not sufficiently fixed to warrant the large expenditure required, and it has never yet been decided whether the City should become the sole owner of the wharf property. In regard to ownership, there are three alternatives, either the City may own all the wharf property, or private individuals may own it all, subject to the control of the City as to the character of the improvements and the rates of wharfage; or there may be a mixed public and private ownership, with the control vested in officers appointed to protect the public interest. The time has now come when a definite and permanent policy should be determined upon. The wharves are at present inadequate for the demands of commerce. The very great change which has occurred in our day, in the mode of carrying on foreign trade, has compelled the appropriation of wharves and piers to special kinds of business and lines of vessels. The Atlantic ocean has become practically a steam ferry between this continent and Europe. The steamers must have definite landing places, from which all other kinds of business must be excluded. It is indispensable that the piers occupied by these steamers should be enclosed, so as to protect the merchandise from injury; and it has been necessary even to occupy the bulkheads with sheds for the temporary storage of goods. This, although lawful, was certainly not contemplated when the present plans were adopted. The result is that the local business of the City is put to very great inconvenience and increased cost. The materials required for building operations and other purposes are necessarily forced to inconvenient places, and very great and unnecessary expense incurred in carting them long distances through streets which are not in a fit condition for heavy business of this kind. It has been impossible to prevent this serious interference with what may be termed the secondary or subsidiary business of the City. Nothing but a very considerable enlargement of wharf facilities promptly undertaken

will meet the imperative demands made by the rapid growth of the City in business and in construction. The law authorizes the expenditure of three million dollars per annum in the purchase of dock property and the building of wharves and piers; and this sum is probably as large an amount as can be profitably expended in any one year. The reason why the expenditure has not been going on during the past five years, as it ought to have been made, is to be found in the difficulty in securing from the owners of the wharf property a title upon terms which would be satisfactory to the Commissioners of the Sinking Fund, whose judgment on this point is, under the law, final. Moreover, certain legal questions were in controversy in the courts which would greatly affect the value of the property. The most important of these questions has been so decided by the General Term of the Supreme Court as to make probable that the City can now secure the ownership of the property upon terms which will warrant its acquisition. But there is no summary process by which the City can condemn the property and acquire possession, as is now done in the case of the aqueduct, upon the commencement of the proceedings for condemnation, leaving the amount to be paid to future determination by the courts. In order that the work may go on promptly, it will be necessary to secure such legislation, and I have caused a bill to be framed which will enable the City to acquire the title to wharf property in the same manner as it has been acquired for the New Aqueduct. The work of construction can then go on, and as to certain spaces between the improvements already made by the City there can be no doubt whatever that the property should be acquired by the City and no time lost in completing the widening of West street and building the new piers which are so necessary for the business of the City. The work of widening South street to 200 feet, as contemplated by the existing law, has not been begun. In my judgment it should not be undertaken until it is evident that it will be profitable for the City to become the sole owners of the dock property. I have not been able to procure sufficient information to enable me to express a definite opinion upon this subject; but the preponderance of testimony seems to be that it will be a profitable operation for the City to purchase all the waterfront at its present values and improve it with proper bulkheads and piers which can be rented at a rate to make the investment pay a larger rate of interest than that which is paid by the City upon the bonds issued for the purpose. If it be true that there would thus be a balance in favor of the City on the operation, this excess going into the Sinking Fund would ultimately liquidate the entire cost of the property and put the City into the possession of a magnificent source of income, which in coming generations would greatly reduce the burthens of taxation. There would be no doubt about the wisdom of the policy of thus acquiring the waterfronts, if we can always be sure of honest and prudent management, and can be protected against the undoubted power of the State to reduce the rates of wharfage so as to make the whole property unprofitable. If private interest be eliminated from the dock property, it will be arrayed against the City, instead of being exercised as it now is in its favor as a joint owner with it in the waterfront. This danger ought to be considered and if possible provided for by legislation, or by a constitutional amendment, which will secure to the City an adequate return for the vast expenditure which the execution of the policy of public ownership will involve. Until this question is settled it certainly will not be safe for the City to proceed with undue haste in the execution of this plan, which commends itself to my judgment as the wisest under all the circumstances. The City now owns one-third of the waterfront, and it certainly can increase its ownership to the extent of one-half without incurring the risks to which I have referred. There is, therefore, no reason for delay in extending the operations of the Department, so as to complete West street to its full width between the Battery and West Tenth street. I am in favor, therefore, of appropriating the full amount of three million dollars authorized to be expended during the present year, provided authority is secured for the summary proceedings to acquire title, which is necessary before the expenditure can be undertaken. I transmit herewith a communication from the Dock Department specifying the objects for which this money, if appropriated, will be expended.

Out of the increased accommodations thus provided, a reasonable extent should be reserved at convenient points for local use. I trust, however, that this will be left to the discretion of the Dock Department, and not made the subject of legislation at Albany. Irreparable damage to the general commerce of this City, upon which all its subsidiary business depends, would result from arbitrary enactments interfering with its proper transaction. We must never forget that if the sources of wealth are dried up, all the subsidiary channels will become also dry. I sympathize with the impatience of traders, who have been put to very great expense and inconvenience; but they must remember that they would have no existence at all but for the foreign commerce of the port, which must under any and all circumstances be promptly provided for.

THE STREETS.

Next in order, and fully equal in importance, for the cheap and easy conduct of business, is the provision for well-paved and well-cleaned streets. Very general and just complaint is made both as to the pavements and the obstructions which are to be found in the streets of this City, and particularly in the business portions below Fourteenth street. The lower part of the city, below Canal street, is in a deplorable condition, and it cannot be denied that it needs to be entirely repaved in the best possible manner. Sufficient experience has been gained to show that where the traffic is heavy no pavement will stand except it be made of stone of the right quality and dimension, placed upon a cement foundation. Of this kind of pavement the Fifth avenue presents a favorable type. Nothing less durable should be placed in the lower part of the city, and the whole of that portion of the city should be repaved in this manner as rapidly as the work can be done and the means be provided. By law, the amount which may be appropriated for repaving is limited to five hundred thousand dollars per annum, and the last Board of Estimate and Apportionment appropriated the whole of this amount. But the work which ought to be done at once will not cost less than three million dollars. It would not be just to put so large a sum in the tax levy of any one year, and therefore I recommend that authority be secured from the Legislature to issue bonds, to be known as "Repaving Bonds," to the extent of \$3,000,000, to be expended in repaving such portions of the city as may be most desirable. The interest on these bonds, and one-tenth of the principal, should be annually raised in the tax levy, and paid into the Sinking Fund for the Redemption of the City Debt. This would make an annual charge of about \$400,000, which, with the amount now authorized by law for repaving, would bring up the total annual charge to be inserted in the tax levy to \$500,000, instead of \$500,000, as at the present time. I am sure that this will be a measure of economy, and that the taxpayers will save annually in the facility of transit, in repairs and accidents, many times this sum.

But the warning must be given that this expenditure will be thrown away if the streets are to be torn up as they now are by the various corporations who claim and exercise the right to disturb them at pleasure for laying down pipes, conduits and other appliances, and for making repairs to the various underground communications which they control. The extent of this evil may be inferred from the following statement: During the year 1887, 98 miles of gas-mains were laid, 25.58 miles of trench opened for electrical subways, 4,791 lineal feet of steam-pipes laid, 3,790 feet of salt water pipes laid, 10,500 lineal feet of double rail tracks laid, 17,973 excavations made for house connections, 15.42 miles of water-pipe laid, 7.12 miles of sewers built, and many miles of excavations made for repairs of water-pipes and sewers, making a sum total so appalling as to furnish no analogy except in the results of a vast earthquake. The companies, controlling much of this work, have shown themselves to be perfectly reckless in their disregard for the rights of the public. One company in particular, the Steam Heating Company, is simply a nuisance, not merely because it breaks up the streets, but because it keeps them saturated with moisture which weakens the foundation of the pavement. If we were not the most patient people in the world, these violations of public right would long since have been brought to an end. The remedy undoubtedly for this state of things is the construction of adequate subways through the streets, an operation that will be slow and expensive. The cost of these subways must be met either from the public treasury and compensated for by an annual rental from the companies using them, or they must be constructed as the electrical subway now is being made, by a company who will collect a rental. The latter system is certainly very objectionable; but until a definite policy is adopted, the only alternative is for the City to restrain all parties whatsoever from opening the streets, except by its consent, and to insist that the relaying of the pavement shall be done exclusively by the City authorities, under contracts with responsible parties who will agree to keep the pavements so reconstructed in as good order as the remaining pavement for a term of at least three years. The cost of this operation should of course be defrayed by the companies which require the work to be done. The present system is absolutely intolerable, and I recommend therefore that authority be procured from the Legislature to place the work of relaying and reconstruction exclusively in the hands of the Department of Public Works. In this opinion I am fortified by the great experience and sound judgment of the present Commissioner of Public Works, and indeed I do not see how any unprejudiced observer can come to any other conclusion on the subject. The same provision should extend to making connections for the supply of water to private houses. The Fifth avenue pavement, which has been constructed at a cost of \$470,000, is now being destroyed under our eyes by this process, and unless during the present winter the matter is taken out of the hands of the plumbers, the money thus expended will be thrown away. Without this change in the law, I would not advise the repavement of the lower part of the city, because in a very short time it would be restored to its present almost impassable condition.

Doubtless the change will be resisted by the companies, who have so long abused the public

patience; but it is proper here to say that these companies have acquired and can acquire no rights against the public which are not subject to the general police power that is inherent in society. I am aware that companies holding public grants claim to have vested rights; but there are no such things as vested rights which can interfere with the power of the community to do those things which are essential for its growth, its safety and its progress in civilization. Improvident grants may have been made; but, when they come in conflict with the superior rights of the people, indemnity may be claimed and awarded, but their existence cannot be pleaded as a bar to improvement. This proposition is true not only of those companies which have their works under the streets, but of all companies which occupy them for any purpose whatever. The only theory upon which the right of private corporations to use the public streets has ever been justified, is that they give greater facilities to the purpose for which the streets were created. In this way the city railways acquired the right to lay rails; but this right, from its very necessity, must be subject to the superior right of the community to determine the kind of rail to be used, and even to direct the removal of the rails, if the public interest shall require it. I have carefully examined the various grants made by the City to the street railway companies. I find that in some of them reservations are made which might possibly enable the Common Council to regulate the manner in which the right shall be exercised, both as to rails and as to the mode of transportation. In other cases no reservations at all have been made. In the case of the Broadway railroad the resolution simply requires the use of the most approved rail. This means, of course, the rail which is approved from time to time by the best judgment of the community, probably to be determined on evidence in the courts. But the right of the City to require the streets to be used in such manner as will from time to time promote the general convenience of the community, is unquestionable. A rail that would be a suitable one to-day may be unsuitable to-morrow, and experience may develop a better means of transportation through the streets, and the rights which private parties may have acquired cannot be urged as a bar to the exercise of the inherent and superior rights of the people. To take an extreme case, several of the leading avenues of the city are occupied by elevated railway structures. They are found to be indispensable at this time for the wants of the public. If, at some future time, a better means of transportation should be found, there can be no doubt that these companies could be required to adopt it, or if it should become necessary, they could be compelled to remove their structures from the streets altogether. The question of indemnity and compensation would be one for the courts to settle; but there can be no doubt whatever that if in the course of progress and of invention the community should require a better means of transport then devised, it would be justified and have the undoubted power to make the changes thus required. *Salus populi suprema lex.*

The streets of New York are gridironed with tracks. They cannot be removed, at this time certainly, without inflicting great inconvenience upon the public. They are necessary evils, but there is no justification whatever for two sets of rails in the same street, nor as in Fourteenth street and now in Fulton street for these rails to be laid side by side so as to make a trap for the destruction of vehicles. They destroy the pavement, and it will be difficult when the very best forms of rail have been adopted to keep the pavements in order. As a matter of fact, however, these tracks are generally laid with the very worst form of rail, designed to make as much obstruction as possible in the streets for the use of ordinary vehicles. This is contrary to law. The Court of Appeals has distinctly laid down the doctrine that the street railways have no superior rights in the streets and are bound to produce as little obstruction as may be possible consistently with the use of the tracks. The original grooved rail was far better than the present centre-bearing rail; but it is perfectly evident that the rail which is in use in turning corners and on switches, consisting of a plain plate with a narrow groove in it, would be far less obstruction to public travel and be perfectly safe for these railway companies to use. Other devices, a model whereof can be seen in the Mayor's office, even better than this grooved rail, are now in use in Paris and other European cities. These improved rails should be introduced here at once, and I recommend that one of the city railroads be required to relay its track with such a rail as may be approved by the Commissioner of Public Works. I believe this can be done by a simple ordinance of the Common Council; but I would not require all the companies to undertake the relaying until the demonstration has been made in some one case. The pavement in Broadway is substantially ruined by the existing track. I would therefore recommend that Broadway, between Fourteenth street and the Battery, should be selected as the place in which the new rails shall first be put down. The pavement should be relaid along the track by the Commissioner of Public Works in such manner as will make it certain that it is properly done. I think it will be found that the eight gutters which are now so obstructive to travel and dangerous to the axes of vehicles and the shoes of horses will at once disappear and with reasonable care of the pavement will never reappear. The justification for selecting this street is not merely the indispensable character of the thoroughfare, but is to be found in the contempt which the company exhibited for the requirement of the Common Council to lay the most approved rail, by selecting the rail most approved by the company and least approved by the public and universally condemned by experts. They cannot complain, therefore, of the very inconsiderable expense to which they will be put in complying with the original intention of the grant.

On most of the lines of street railway the time has come when cable traction should be substituted for horses. The difficulties with the latter are very serious. The sanding of the tracks is one of the chief embarrassments which the Department of Street Cleaning has to encounter. Moreover, the accidents to horses and the soiling of the streets are very serious evils. The cost of transportation is greater with horses than with cables after a certain volume of business has been reached. On the minor roads, of course, the substitution cannot be made; but on the leading lines there should be no time lost in requiring the change to be made. Inasmuch as this change will be profitable, however, to the railway companies, a portion of the saving should be secured for the City Treasury. I recommend that a careful investigation be made as to the amount of this saving, in order that the necessary consent of the Common Council may be given upon conditions which shall be fair to both parties. The value of the franchise will depend, of course, largely upon the volume of the business, and therefore the same percentage of the receipts could hardly be exacted in every case. But the companies should compensate the public for the use of the streets upon an equitable basis of division, and the Legislature should carefully guard the rights of the City and the interests of the taxpayers in any legislation authorizing the use of cable traction, which should be made to depend upon a rate of compensation satisfactory to the Commissioners of the Sinking Fund. The recommendation which I have made in favor of cable traction is not to be regarded as in any respect endorsing the attempt of a private company to appropriate seventy miles of the public streets against the protest of the municipal authorities and without adequate compensation for the privilege.

RAPID TRANSIT.

I shall waste no time in showing that the facilities for the rapid transit of passengers in this city are inadequate to its needs. The time has come when the growth of the city is seriously retarded by the want of proper means of access to and from the upper and lower portions of the city. Unless additional facilities are provided, the population which ought to increase at the upper end of the city will be driven to Long Island and New Jersey. Our rate of taxation depends upon the growth of the unoccupied portion of the city, particularly north of the Harlem river. This year \$55,000,000 are added to the assessed values of real estate. The result is that the rate of taxation will not be materially increased, although the appropriations are nearly four million dollars greater than the year before. This increase in value cannot go on unless the upper part of the island is provided with increased facilities of transport. Otherwise the result will be an increase in the rate of taxation. It therefore concerns the citizens as a whole to see that these increased facilities are provided, and it will be proper for the City itself to undertake to make the provision, because the citizens as a body will thus get the benefit of the increase in the value of property which these facilities will create. There are certain fundamental conditions, however, which must underlie any proposition to construct new rapid transit routes.

First—They must provide what the name implies, rapid transit, which means the ability to take passengers at the highest rate of speed yet attained on first-class railways, namely, forty to fifty miles an hour.

Second—To achieve this result the rails must be laid on an absolutely solid foundation, and this means that they must either be laid below the surface of the streets, or, if placed above, upon an embankment so solid as to be equal to the stability of an underground line.

Third—The route, when laid out, must be located where the public want to go, and not on a route which takes them away from the centres of business or unnecessarily lengthens the distance.

Fourth—The provision made must be not only adequate to the present demand of traffic, but must make reasonable provision for the future.

Fifth—In laying out these routes advantage ought to be taken of existing conditions and means of transportation now yet fully or properly utilized.

Sixth—The work must be done at the lowest possible cost, consistent with the best possible construction, so that the fares shall not exceed five cents.

Seventh—We must recognize the fact that the access by rail to the City of New York is practically controlled by the New York Central and Hudson River Railroad Company, and that the City has already expended the sum of three million dollars in providing this company with depressed tracks so that rapid transit might be secured north of the Grand Central Depot.

The New York Central Company has four tracks from the Harlem river to Forty-second street. Two of these are used for through trains; the other two are now used for what is called "rapid transit," but which is a misnomer, for the reason that the accommodations at the station will not permit the trains to be run with sufficient frequency to be of any great use to the public. These two tracks, however, when properly lighted, ventilated, and shut off from the other tracks, would be available for a system of transit which passes under the station and is continued to the City Hall. It is perfectly feasible by an underground tunnel beginning in the neighborhood of Fifty-fourth street, to pass under the station and under the present tunnel from Forty-second street to Thirty-second street; and thence along the centre of the Fourth avenue to Ninth street; thence into Lafayette place; thence under Lafayette place, and thence through a new street, connecting with the Elm street improvement, which has been the subject of much discussion. It will be remembered that the Fourth avenue, above Thirty-third street, is one hundred and forty feet in width, the additional forty feet having been provided for the tracks of the railway. In opening the new street from Lafayette place to the City Hall the same width might be adopted. This would enable the four tracks to be constructed in the centre of

the street through an open cut, for which fifty feet would be required, leaving ninety feet to be divided between the two sides, or forty-five feet of street and sidewalk on each side. From Lafayette place along Fourth avenue to Thirty-second street the four tracks would be made in a subway. The open cut portions of the route would, of course, require no provision for ventilation or light. The unopened portion would be lighted by electric lights and ventilated, as the Mersey tunnel now is, by fans properly constructed.

It will be observed that provision has thus been made for four tracks, extending from the Grand Central Station to the terminus of the Brooklyn Bridge. Between the City Hall and the Grand Central Depot two tracks will be used for express trains stopping only at the Grand Street Station. The other two tracks will be used for trains stopping at Grand street, Bleeker street, Astor place, Fourteenth street, Twenty-third street, Thirty-third street and Forty-second street. This train will take intermediate passengers who may desire to catch the trains at the Forty-second Street Station. Two of the tracks will then proceed to the Harlem river, making the necessary stops, and thence passing under the Harlem river will provide frequent transit for the eastern portion of the city and of the annexed district. The other two tracks will turn to the left, under Forty-sixth street, to Broadway, under which they will pass to Fifty-ninth street, at which point the Boulevard is reached. Here four tracks should be laid in an open cut, extending in time as far as may be desirable. Two of these tracks will be used for through trains and two for local distribution.

The scheme thus far developed looks to securing rapid transit between the City Hall and the annexed district on both the east and west sides of the Central Park. Above Fifty-ninth street provision is made for local distribution; but no provision has yet been indicated for local distribution between the City Hall and the lower part of the City, including the principal ferries. I regard provision for such local distribution, either without extra cost or at a small fare, to be indispensable. Local distribution made in tunnels is objectionable, for police and many other reasons. In fact, it would be necessary to station a police officer at every stopping place within the tunnel. Moreover, such distribution must necessarily be made at a moderate and not at a high rate of speed. To meet this requirement in the lower portion of the city it seems to me that the most convenient and satisfactory method is to be found in extending the route of the Fourth Avenue Railroad, from its present terminus at the Post Office to the Battery, through Broadway, on the existing tracks properly relaid. Over this route, cars propelled either by a cable or by electric storage batteries should run from the rapid transit terminus at the City Hall to the Battery. But this line would be altogether inadequate for the general distribution and for reaching the ferries, which I regard as an indispensable condition in the problem. To meet this requirement I would extend the Fourth avenue tracks from the corner of Grand and Centre streets, through Grand street to the Desbrosses Street Ferry on West street; along West street, taking in all the ferries to the Battery, and thence to the South Ferry; thence along South street to Wall street, through Wall street to William street, through William street to the Brooklyn Bridge, and thence under the Bridge to the City Hall terminus of the rapid transit by an underground connection which will not interfere with the streets. This route may be operated either by cable, or by electric storage batteries, so as to give the highest attainable rate of speed permissible on the surface and with cars at least twice the size of those now in use upon the street railways. By this means, passengers from the ferries may go in either direction to the rapid transit station at the corner of Grand and Elm streets, where all the rapid transit trains would stop. An extra charge not exceeding three cents to those desiring rapid transit tickets might be made for this subsidiary service. Rapid transit tickets should be limited to five cents for any distance on Manhattan Island, except for parlor cars, if it should be deemed advisable to furnish such cars.

As to the local distribution between the City Hall and the Grand Central Depot, the present facilities by street railways, operated by horses or cables, and by the elevated railways, are ample. The rapid transit routes, one for the west side and the other for the east side, which I have thus described would be operated, in the present state of knowledge, by steam engines, producing no smoke, condensing their steam, and running at the rate, if desired, of forty miles an hour or more. Above the Grand Central Depot there would necessarily be more frequent stops; but inasmuch as will be seen I propose that this road shall be operated by the New York Central Railroad Company, the local distribution can be provided for by them along the Madison avenue route, which they own. In like manner the rapid transit route on the west side can make arrangements with the street railways to distribute passengers locally, or make such frequent stops as may render this unnecessary. If in the future it shall be found that the local distribution by surface railways operated by cables or electric power shall be inadequate, it will be perfectly easy to supplement them by an elevated structure operated by cable traction or electric motors.

I think it will be conceded that these lines would do an enormous business, which would be very profitable even at five cents per passenger. If this be true, then the City has an additional reason for undertaking the construction of these roads, because a reasonable share of the profit can thus be secured to the treasury. The City can build the roads at less cost than any private company. The money can be borrowed at three per cent. whereas no other party could probably secure it at better than five per cent. per annum. The difference of two per cent. per annum invested so as to produce only three per cent. per annum would constitute a Sinking Fund, which would liquidate the principal of the debt in thirty-five years. As to the interest, it will be provided for in the manner which I am now going to suggest. I propose that the City of New York shall enter into a contract with the New York Central Railroad Company, by which the City shall provide for the construction of the railroad and pay for the same by the issue of its bonds bearing interest at the rate of three per cent. per annum; that the New York Central Railroad Company shall lease the property at annual rental of five per cent. of its cost, and shall operate the same, providing its own equipment, for the period of thirty-five years, when through the operation of the Sinking Fund the principal of the bonds shall have been paid off. In order to ensure the greatest economy in the cost of construction, the railroad company shall build the same for the City by contract, to be approved by a commission composed of the Mayor, the Comptroller and the Commissioner of Public Works. At the end of the time limited, the road will revert to the City absolutely, paid for and freed from debt, and a new bargain can then be made by which the profits of the business shall be fairly divided between the railroad company and the City and the rates of fare be reduced if deemed desirable. Arrangements should be made at the same time for connecting the west side tracks of the Hudson River Railroad Company with both of the lines described, by underground tunnels through such street as may be most convenient. The result will be three rapid transit routes, one along the river, which may be continued through West street on an elevated structure to the Battery, whenever it shall be found to be desirable, with a direct connection to the Grand Central Depot, which must always be the pivotal point for the distribution of passengers in this city.

This work should be done as to provide subways for water and gas pipes, and all other purposes which now require the surface of the streets to be torn up. One of the greatest evils now afflicting the city will thus be removed from the great thoroughfares of travel and transportation used for these lines of transit.

I have made some examinations as to the cost of this undertaking, and I do not think that the line between the Grand Central Depot and the City Hall would cost more than ten million dollars, upon which the interest would be three hundred thousand dollars per annum, and the rental paid to the City would be five hundred thousand dollars per annum. The experience of the Manhattan Elevated Railway is sufficient to prove that on five cent fares which will be established in the lease, this rent would be very easily earned, so that the transaction, both for the City and the railway company, would seem to be a safe one.

Since I have been in office the opening of Elm street has been earnestly pressed, and I have been subjected to criticism because I was not ready promptly to assent to the views of the persons who were in favor of that enterprise. The fact is, that to have carried out the plan submitted to the Board of Street Openings would simply have been to turn over this avenue, which is essential for the rapid transit route to be constructed by the City or under its control, to a private corporation, which would forever have had a monopoly of this exceedingly valuable and important privilege. Besides, on the scale proposed, it would not have met the demands of the public for rapid transit upon both sides of the island. The scheme which I have been considering, and have now explained, will give an avenue which will adequately relieve Broadway, and which will, at the same time, provide the four tracks indispensable for real rapid transit. As to the extension of Elm street to the south, there never has been sufficient evidence to enable an intelligent man to decide whether it would repay the cost or not, but if public opinion shall require such an extension, it can be made without reference to the railroad system which seems to me to be indispensable for the public accommodation.

It has already been stated that it will be perfectly feasible to construct over the open cuts and the tunnels which I have indicated an elevated railway for local distribution; but I have purposely refrained from making any such recommendation, because at the present time it is not necessary to go to this expense, and I doubt whether it ever will be necessary, after the real rapid transit is introduced, to put any more elevated structures in the streets. The existing ones will connect themselves with the actual rapid transit in such way as to provide for all the local distribution which may be required upon both sides of the city.

It will be observed that I have thus suggested a comprehensive plan for rapid transit, which is feasible, without touching Broadway below Forty-sixth street. I have done so in deference to the strong public opinion which has heretofore prevailed against the appropriation of that thoroughfare to railway purposes. But I should fail in my duty to the public and to myself if I did not frankly state that the problem would be simplified and the difficulties and cost greatly lessened if the two west side tracks could be continued down Broadway to the Battery, instead of deflecting at Forty-sixth street to the Grand Central Depot. If this plan could be adopted, the east and west lines would come into contact at Union Square and at the City Hall Park, where exchange stations could be established for passengers desiring to go through to the depot without stopping, or who might desire to stop at local stations on either line. The width of new Elm street, on which only two tracks would be laid, could then be reduced to one hundred feet, saving much cost and valuable property. There are other difficulties when four tracks are placed side by side which will thus be avoided without going to serious expense which otherwise would be necessary.

I shall be greatly disappointed if the owners of property on Broadway, when they come to consider the advantages of the substitution of two tracks for the four tracks proposed by other plans, do not come to the conclusion to advocate this settlement of the question. In that event stations should be

made at Astor place, Grand street, Walker street, the Post-office, Wall street and Bowling Green. At the latter point it would intersect the surface ferry line heretofore proposed, which might then be extended to Fulton Ferry, omitting altogether the line through Wall and William streets, and the extension of the Fourth avenue surface line to the Bowling Green. No one can fail to recognize the great advantage of this line to all concerned. A two-track line will endanger no property and will tend to preserve the availability of Broadway for the kind of business which has heretofore given value to the property on that great thoroughfare. If, therefore, the owners of property should come to the conclusion, as I have done, that not only no harm will result to their interests, but that they will be positively secured and protected by the building of the two-track subway line under Broadway, from the Battery to Fifty-ninth street, and of a four-track open cut line along the Boulevard, I shall feel that the very best possible solution of the difficult problem of rapid transit for this city has been reached.

Whether the railroad company will be willing to enter into such a contract and lease I do not know. I have considered and formulated the plan solely with reference to the interests of the City, with a full comprehension of the vantage ground occupied by the railroad company in the possession of the four tracks into the City on the east side and of two tracks on the west side, which properly utilized will enable rapid transit to be secured at a reasonable outlay, involving no taxation and keeping the ownership of the new routes in the municipality. I believe, however, that it will be advantageous for the railroad company to make the lease on the terms and conditions proposed, which are only possible because of the exceptionally high credit of the City, and the absolute financial responsibility of the railroad company. If the general plan which I have outlined shall seem to commend itself to popular favor, I will open negotiations with the officers of the railroad company, before any application is made to the Legislature to secure the requisite authority to proceed with the undertaking. This authority will hardly be refused when it becomes apparent that the City will, without taxation or ultimate cost to itself, secure the construction and ownership of the main trunk avenues of travel in this city, which, at the end of thirty-five years, may be made the source of a magnificent revenue, or greatly reduce the cost of transit for its citizens. There will be no construction company, no stock, and no fictitious capital, by which the City will be deprived of its just dues and its valuable franchises. Whatever value there may be in this operation will enure altogether to the benefit of the public, except so far as the railroad company may, during its lease of thirty-five years, make a profit by carrying passengers at five cents in its own equipment, after paying a rental of five per cent. on the actual cost of these lines of railway. Pending the settlement of this question it is earnestly to be hoped that the Legislature will refrain from any legislation affecting the grants claimed by corporations or individuals to build so-called rapid transit lines in this city.

In making this recommendation, I do not assume to myself any superior knowledge, except such as may come from a careful study for many years of the subject of transportation in cities; nor do I think that my opinion is entitled to greater weight than that of any other citizen who may have taken the trouble to inform himself upon the subject. My official position, however, requires me to form an opinion and to make a definite recommendation. This duty has not been lightly performed. I have carefully examined every plan which has been submitted. I have gone over the subject with the most competent engineers, and I have come to the conclusion that the plan submitted is the best one under the circumstances which is attainable. It is open to objections. There is no plan which will not be open to objection. I think it will be found on examination that this plan presents fewer difficulties and overcomes more difficulties than any other one which has yet been submitted to public consideration. In case it is carried out, the cost of widening Elm street may be either entirely assumed by the City, or such portion of the cost be assessed upon the property as would be properly chargeable to it. The best judgment I can form on this subject is that it would be fair for the City to assume one-half of the cost of widening Elm street, and assess one-half upon the property benefited.

Objections will be made by those who have not fully studied the subject to the fact that considerable portions of the routes indicated are in subways. These objections are based upon the character of the underground tunnels in operation in London, which are not properly lighted and ventilated. The conditions for proper ventilation are now perfectly well understood and are easy of accomplishment. The tunnel for each track must be a separate aperture, so that the train of cars will act as a piston to drive out the air, leaving the void to be supplied by fresh air forced in by fans. But so long as the tunnels are operated by steam engines they will be more expensive to ventilate. There is every reason, however, to believe that the use of steam engines can be dispensed with. The electric motor is being daily improved, and what is known as the "fireless engine," propelled by superheated water or by compressed air, is in successful operation in various places in Europe and in this country. I have no doubt myself that the steam engine will pass out of use in cities within a very few years; but, in the present state of knowledge, whatever plan is made must be made with reference to the use of steam motors. There is no difficulty in condensing the steam. There will be no smoke, because only anthracite fuel would be used, and the products of combustion can be carried off without difficulty by aid of ventilating fans. Between the open cuts and the tunnels, there will be only the change from daylight to the electric-light, which happily is now so perfected that what would ten years since have been an insuperable objection to the use of tunnels is now altogether removed.

THE ANNEXED DISTRICT.

I have not discussed the comparative merits of elevated and depressed railways, for the simple reason that what this city needs is the most expeditious means of transit. The depressed system allows of a velocity sixty-six per cent. greater than that of the elevated road, and hence makes about three times as much area available for habitation within the same time limits of transit. Our object should be to develop as much of the annexed district as possible, in order to get the benefit of taxation upon the increased value of property, which, according to the best authority, "increases as the square of the velocity of the travel." Elevated roads, therefore, which cannot compete in speed with the depressed railways, unless they are constructed upon solid embankments, at a cost which would be prohibitory, would fail of the great object which the municipality must always keep in view, the increase in the area and values subject to taxation.

The inhabitants of the annexed district have been disposed to complain of the neglect of the City authorities in opening streets, and providing other improvements essential to its growth. It must be remembered that such improvements can only be made at the expense of the property within the area immediately benefited, and that if carried on much in advance of actual requirements only result in the practical confiscation of the property. In my judgment, the rapid transit system is an essential prerequisite to the development of the annexed district. When the time of communication is reduced, the property will come into immediate request, so that the improvements may be made without becoming burdensome or ruinous to the owners. The private and public interests are, therefore, in entire harmony in executing as soon as possible a practical scheme of rapid transit, which will place the Twenty-third and Twenty-fourth Wards as near in point of time as Brooklyn and Jersey City now are to the City Hall.

THE TENEMENT-HOUSE.

New York is peculiar, among our American cities, for the extent and character of its tenement-house population. Prior to the Irish famine of 1846 and the European revolutions of 1848, which brought to this city a great influx of foreigners, the tenement-house system may be said to have had no existence, although it was not unusual for several families to occupy a single house. But the overcrowded dwellings now so familiar in the lower portion of the city were unknown. The evils of the system need not to be rehearsed here, but many efforts have been made by benevolent and conscientious people to provide clean, commodious and healthy dwellings for the wage-earning portion of our population. A few model tenement houses have been erected, which leave but little to be desired in the appointments for health and comfort, and it is to be hoped that, either through private enterprise seeking a moderate return for the capital invested or through some endowment fund similar to the Peabody Trust in London, the necessary provision for better and more comfortable homes may be secured. But nothing so effective for the relief of those who live by their daily labor can be devised as the creation of cheap rapid transit to those portions of the city where land is plenty and the surroundings healthful and attractive. The system of separate dwellings for each family alone realizes the true ideal of home life. This consideration, if there were no other arguments, ought to be conclusive as to the policy and necessity of securing, without delay, the new avenues of travel.

CONCLUSION.

With its noble harbor protected from injury, and the channels of approach straightened and deepened; with its wharves and docks made adequate for the easy transfer of the vast commodities of the country; with its streets properly paved and cleaned, and protected from destructive upheavals; with cheap, easy and rapid transit throughout its length and breadth; with salubrious and attractive parks in the centres of dense population; with an ample supply of pure water, now nearly provided; with a system of taxation so modified that the capital of the world may be as free to come and go as the air of heaven, the imagination can place no bounds to the future growth of this city in business, wealth and the blessings of civilization. Its imperial destiny as the greatest city in the world is assured by natural causes, which cannot be thwarted except by the folly and neglect of its inhabitants. Law and order are the fundamental conditions of social and industrial progress. They must be asserted and maintained at all hazards. Hence the police must be efficient and the courts of justice be vigilant and incorruptible. Upon them depends the security of property, the preservation of the rights and liberties of the people, and the ability of a vast population with diverse interests to live together in peace and harmony. Upon the strict enforcement of the law, the prompt rendition of justice, and the unremitting preservation of order, therefore, depends the future, for weal or woe, of the City of New York.

There is no longer any lack of public spirit among its citizens. We have already, in the Astor Library, the Cooper Union, the Lenox Library, now opened freely to the public, in the collections in the Museum of Art and the Museum of Natural History, in the many hospitals and other charitable institutions, the monuments of the liberality of the past generation. The last year has, however, been especially memorable for the growing disposition of our opulent citizens to apply their

means to public uses. The College of Physicians and Surgeons has just entered upon a model structure, provided by the munificence of the late William H. Vanderbilt. His sons and daughters have vied with each other in making additions to the useful adjuncts of this institution. One of them has built a free circulating library, another one has opened an admirable institute for railway employees, and made generous contributions to the Museum of Art. To this institution has also been given by Judge Hilton the masterpiece of Rosa Bonheur, and a magnificent collection of pictures has been bequeathed by the late Miss Catharine L. Wolfe. Miss Catharine W. Bruce has endowed a free circulating library, thus imitating the beneficent example of Mr. Oswald Ottendorfer, whose charities have been diversified in many directions. The Cancer Hospital has been completed mainly through the generosity of the late Mrs. John Jacob Astor, with unequalled appliances for the treatment of this fell disease. Mr. D. O. Mills has erected ample accommodations for the trained nurses at Bellevue, thus supplementing the previous gifts of Mr. and Mrs. William H. Osborn. But above all, the stupendous trust for giving to the people of this city free and abundant access to the fountains of knowledge, will form an imperishable monument to the enlightened patriotism and catholic sympathies of the late Samuel J. Tilden.

The contemplation of these great public benefactions, the record of a single year—incentives as they are to other and greater gifts to come, destined to make New York the home of refinement, art and charity—and the heroism and devotion to duty which recent occurrences have called forth among those who have been less favored by fortune, may well fill us with a just pride, make us realize, that with all its defects, we are the citizens of "no mean city," and incite us to the conscientious discharge of the responsible trusts confided to us by the people.

MAYOR'S OFFICE, January 31, 1888.

ABRAM S. HEWITT, Mayor.

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

The message having been read, the President offered the following:

Resolved, That so much of the message of his Honor the Mayor as refers to the subject of rapid transit be considered by the Committee on Railroads, and that they fix an early day to hear the people of New York City on the subject, and give notice of the time and place of such hearing in the CITY RECORD, and that they report on the subject at an early day to this Board.

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

By Alderman Tait—

Resolved, That the foregoing message of his Honor the Mayor be entered at length in the minutes, that five hundred copies thereof be printed in pamphlet form, and that the several subjects contained therein be referred by the President, severally, to the appropriate committees of this Board.

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

Which was decided in the affirmative.

By the same—

Resolved, That five hundred copies of the three messages of his Honor the Mayor of January 10, January 17 and January 31, bound in one pamphlet, be printed in pamphlet form, in addition to the copies already ordered.

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

Which was decided in the affirmative.

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

MAYOR'S OFFICE, NEW YORK, January 27, 1888.

To the Honorable the Board of Aldermen:

I have the honor to transmit herewith a petition, signed by very reputable citizens, in favor of testing the proposed steel tramways in one of the leading avenues of the city. This petition is addressed to the Mayor and Commissioner of Public Works, who are without authority in the premises; but I presume the Commissioner of Public Works would be authorized to act if the Common Council should see fit to adopt a resolution requesting the trial to be made.

ABRAM S. HEWITT, Mayor.

To the Mayor and Commissioner of Public Works:

Your petitioners, who are interested in securing relief to Fifth avenue from the heavy wagon traffic which now crowds it, to the great detriment of the residents and the driving public, and to the injury of the municipality in the rapid destruction of a costly pavement, while earnestly supporting, upon grounds of the highest public interest, the petition of the wagon owners for a prompt trial of metal wheelways, respectfully ask your attention to the situation in Fifth avenue as an additional reason for the construction of such ways, if practicable, and for their location, primarily, upon routes suited to the great volume of long distance, north and south, traffic which now goes out of its way to reach Fifth avenue.

It is plain, from the condition of the pavement of the avenue at Thirty-fourth street and vicinity, which was laid in 1884, and is already badly worn, though protected during two years by the closure of the street for repaving, that, with the avenue open throughout, and the steady increase of thorough traffic due to the rapid growth of the northern sections of the city, a very few years' wear will ruin the whole line unless relief is afforded.

The entire repavement of other avenues nearer the river-fronts would give relief, but would require some years to complete, and would, meanwhile, drive still more travel to Fifth avenue by blocking the others, whereas the laying of tramways on those avenues could proceed rapidly without blocking them, and would at once begin to attract the travel.

The time requisite for a preliminary test of the plan would be very little, the advantages of metal ways over stone or wood, in reduced traction and wear, being well established, and the only question being whether the rails of the tramway meet the other requirements of a street surface, which could be decided at once when a short experimental section is laid.

In view of the importance of the general subject and of the special considerations stated, your petitioners respectfully ask for such action in the premises as may seem to you proper and expedient.

W. S. Currier, 626 Fifth avenue.

George Bliss, 387 Fifth avenue.

D. O. Mills, 634 Fifth avenue.

Ogden Mills, 51st avenue and 69th street.

John W. Ellis, 20 West 57th street.

Law. Turnure, 417 Fifth avenue.

H. R. Bishop, 881 Fifth avenue.

E. L. Winthrop, 23 East 33d street.

F. Bronson, 174 Madison avenue.

Hawk & Wetherbee, Windsor Hotel.

John H. Watson, 671 Fifth avenue.

Columbia Bank, Joseph Fox, President, 501 Fifth avenue.

Hotel Bristol, 500, 502 and 504 Fifth avenue.

W. E. Woolley, Manager.

J. B. Brewster & Co., 5th ave. and 42d st.

O. R. Jennings, 48 Park avenue.

D. Phoenix Ingraham, 42 Cedar street.

F. B. Tilghman, 929 Madison avenue.

J. W. Davis, 33 West 49th street.

W. H. Granbery, 29 West 53d street.

J. A. Bostwick, 800 Fifth avenue.

H. Knickerbocker, 830 Fifth avenue.

B. I. H. Trask, 15 East 67th street.

Horace L. Hotchkiss, 12 East 67th street.

T. C. Eastman, 6 East 70th street.

J. H. Beach, 25 East 57th street.

W. H. Starbuck.

Alex. Masterton, 9 Broad street.

S. J. Harriott, 5 East 66th street.

Ernest Groesbeck, 1207 Park avenue.

Thomas Rutter, 814 Fifth avenue.

William W. Heaton, 27 West 50th street.

Robertus Rodgers, 414 Madison avenue.

R. H. Halsied, 31 Broad street.

W. H. Rolston, 20 Broad street.

H. S. Wilson, 25 West 35th street.

L. L. Benedict, 109 West 55th street.

William Baylis, 7 West 47th street.

A. S. de Ficomia, 28 West 36th street.

John C. Tappin, 307 Lexington avenue.

William H. Duff, 425 Madison avenue.

Which was ordered to be printed in the minutes, published in full in the CITY RECORD, and referred to the Committee on Street Pavements.

INVITATIONS.

By the President—An invitation was received from the "Société Culinaire Philanthropique" to attend their Twenty-second Annual Ball, at the Metropolitan Opera House, Fortieth street and Broadway, on Thursday evening, February 2, 1888.

Which was accepted.

PETITIONS.

By Alderman John Murray—Petition of property-owners on Edgecomb avenue, between One Hundred and Forty-third and One Hundred and Forty-fifth streets, for a change of grade, as follows:

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

We, the undersigned owners of real property situated upon the easterly and westerly sides of Edgecomb avenue, between One Hundred and Forty-third and One Hundred and Forty-fifth streets, in the City of New York, and whose holdings constitute two-thirds and upwards (in quantity) of all the real property abutting said avenue, between said streets, do respectfully petition your Honorable Body to so alter the now established grade of the said Edgecomb avenue as to conform to the grade hereby proposed and laid down upon the accompanying diagram.

Frederick Grasmuck.

Edmund Coffin.

Leonard McClaurey.

John W. Brady.

Henry Alexander.

Mrs. Francisco Lewis, by Henry Alexander,

attorney.

A. A. Rockwell, per J. V. Rockwell, attorney.

Mattie A. Link.

Amelia Bader.

Which was referred to the Committee on Public Works.

By the same—

Petition of property-owners and residents for the paving of Sixty-second street, from Tenth to Eleventh avenue.

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

We, the undersigned, respectfully beg leave to represent that we are the owners of property situated on West Sixty-second street, between Tenth and Eleventh avenues, as indicated below; that the sewer and water pipes have been duly laid, and the said block is in all respects ready for paving, which is earnestly desired by your petitioners.

We therefore pray your Honorable Board to direct by resolution that said block be paved, and your petitioners will ever pray.

J. B. SMITH, owner of four houses and twenty-seven lots, and corner Tenth and Eleventh avenue houses.
GEORGE C. ANGELL, owner of eight houses.
HUGH McQUADE, owner of four houses.
W. C. LESTER, half owner of four lots.
LAURENCE E. BLAKE, owner of four lots.

Which was referred to the Committee on Street Pavements.

By Alderman Holland—

Petition of the American Brotherhood of Steamboat Pilots, Harbor No. 1, for the masking or shading of the electric lights on the river front on the side facing the rivers.

Which was referred to the Committee on Ferries and Franchises.

By Alderman Dowling—

Petition of William J. Rigney, Inspector of Vinegar, to have his compensation fixed as provided in chapter 634, Laws of 1887.

Which was referred to the Committee on Finance.

REPORTS.

(G. O. 59.)

The Committee on Public Works, to whom were referred the annexed resolution and ordinance in favor of fencing the vacant lots on block bounded by Ninety-third and Ninety-fourth streets, Eighth and Ninth avenues, respectively

REPORT:

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

Resolved, That the vacant lots in block bounded by Ninety-third to Ninety-fourth street, Eighth to Ninth avenue, be fenced in, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

DANIEL E. DOWLING, } Committee
REDMOND J. BARRY, } on
PATRICK DIVVER, } Public Works.
JOHN MURRAY,
JOSEPH MURRAY,

Which was laid over.

(G. O. 60.)

The Committee on Public Works, to whom were referred the annexed resolution and ordinance in favor of fencing the vacant lots on block bounded by Seventy-eighth and Seventy-ninth streets, Ninth and Tenth avenues, where not already done, respectively

REPORT:

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

Resolved, That the vacant lots on the block bounded by Seventy-eighth and Seventy-ninth streets, Ninth and Tenth avenues, be fenced in, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

DANIEL E. DOWLING, } Committee
REDMOND J. BARRY, } on
PATRICK DIVVER, } Public Works.
JOHN MURRAY,
JOSEPH MURRAY,

Which was laid over.

(G. O. 61.)

The Committee on Public Works, to whom were referred the annexed resolution and ordinance in favor of fencing the vacant lot, northeast corner Seventh avenue and One Hundred and Twenty-third street, respectively

REPORT:

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

Resolved, That the vacant lot on the northeast corner of Seventh avenue and One Hundred and Twenty-third street be fenced in, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

DANIEL E. DOWLING, } Committee
REDMOND J. BARRY, } on
PATRICK DIVVER, } Public Works.
JOHN MURRAY,
JOSEPH MURRAY,

Which was laid over.

(G. O. 62.)

The Committee on Public Works, to whom were referred the annexed resolution and ordinance in favor of fencing vacant lots on block bounded by One Hundred and Fourteenth and One Hundred and Fifteenth streets, Madison and Fifth avenues, respectively

REPORT:

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

Resolved, That the vacant lots below grade in block bounded by One Hundred and Fourteenth to One Hundred and Fifteenth street, Madison to Fifth avenue, be fenced in, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

DANIEL E. DOWLING, } Committee
REDMOND J. BARRY, } on
PATRICK DIVVER, } Public Works.
JOHN MURRAY,
JOSEPH MURRAY,

Which was laid over.

(G. O. 63.)

The Committee on Public Works, to whom were referred the annexed resolution and ordinance in favor of fencing the vacant lots on block bounded by One Hundred and Twelfth and One Hundred and Thirteenth streets, Eighth and Manhattan avenues, respectively

REPORT:

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

Resolved, That the vacant lots below grade, in block bounded by One Hundred and Twelfth to One Hundred and Thirteenth street, Eighth to Manhattan avenue, be fenced in, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

DANIEL E. DOWLING, } Committee
REDMOND J. BARRY, } on
PATRICK DIVVER, } Public Works.
JOHN MURRAY,
JOSEPH MURRAY,

Which was laid over.

(G. O. 64.)

The Committee on Public Works, to whom were referred the annexed resolution and ordinance in favor of fencing the vacant lots on block bounded by One Hundred and Sixth and One Hundred and Seventh streets, Boulevard and Tenth avenue, respectively

REPORT:

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

Resolved, That the vacant lots in block bounded by One Hundred and Sixth and One Hun-

ded and Seventh streets, Boulevard, Tenth avenue, be fenced in, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

DANIEL E. DOWLING, } Committee
REDMOND J. BARRY, } on
PATRICK DIVVER, } Public Works.
JOHN MURRAY,
JOSEPH MURRAY,

Which was laid over.

(G. O. 65.)

The Committee on Public Works, to whom was referred the annexed resolution in favor of laying Croton-mains in One Hundred and Fortieth street, from Eighth to Edgecomb avenue, respectfully

REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said resolution be adopted.

Resolved, That Croton-mains be laid in One Hundred and Fortieth street, from Eighth avenue to Edgecomb avenue, pursuant to section 356 of the New York City Consolidation Act, where not already laid.

DANIEL E. DOWLING, } Committee
REDMOND J. BARRY, } on
PATRICK DIVVER, } Public Works.
JOHN MURRAY,
JOSEPH MURRAY,

Which was laid over.

(G. O. 66.)

The Committee on Street Pavements, to whom were referred the annexed resolution and ordinance in favor of paving One Hundred and First street, from Eighth avenue to the Boulevard, with trap-blocks, respectfully

REPORT:

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

Resolved, That the carriage-way of One Hundred and First street, from Eighth avenue to the Boulevard, be paved with trap-block pavement, and that crosswalks be laid at the intersecting and terminating avenues, where not already done, under the direction of Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

JOSEPH MURRAY, } Committee
WALTON STORM, } on
RICHARD J. SULLIVAN, } Street Pavements.
JAMES A. COWIE,
JOHN MURRAY,

Which was laid over.

(G. O. 67.)

The Committee on Street Pavements, to whom were referred the annexed resolution and ordinance in favor of regulating, grading, etc., Manhattan avenue, from One Hundredth to One Hundred and Fifth street, respectively

REPORT:

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

Resolved, That Manhattan avenue, from One Hundredth to One Hundred and Fifth street, be regulated and 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.

JOSEPH MURRAY, } Committee
JAMES A. COWIE, } on
RICHARD J. SULLIVAN, } Street Pavements.
WALTON STORM,
JOHN MURRAY,

Which was laid over.

(G. O. 68.)

The Committee on Street Pavements, to whom were referred the annexed resolution and ordinance in favor of regulating, grading, etc., One Hundred and Sixty-first street, from Tenth to St. Nicholas avenue, respectfully

REPORT:

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

Resolved, That One Hundred and Sixty-first street, from Tenth to St. Nicholas avenue, be regulated and graded, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

JOSEPH MURRAY, } Committee
JAMES A. COWIE, } on
RICHARD J. SULLIVAN, } Street Pavements.
WALTON STORM,
JOHN MURRAY,

Which was laid over.

(G. O. 69.)

The Committee on Street Pavements, to whom were referred the annexed resolution and ordinance in favor of paving Eighty-ninth street, from Eighth to Tenth avenue, with granite blocks, respectfully

REPORT:

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

Resolved, That Eighty-ninth street, from the crosswalk on the west side of Eighth avenue to the crosswalk on the east side of Tenth avenue, be paved with granite-block pavement, and that crosswalks be laid at the intersecting avenues, where not already laid, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

JOSEPH MURRAY, } Committee
JAMES A. COWIE, } on
RICHARD J. SULLIVAN, } Street Pavements.
WALTON STORM,
JOHN MURRAY,

Which was laid over.

(G. O. 70.)

The Committee on Lamps and Gas, to whom was referred the annexed resolution in favor of lighting Eighty-ninth street, from Eighth to Tenth avenue, respectfully

REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said resolution be adopted.

Resolved, That gas-mains be laid, lamp posts erected and street-lamps lighted in Eighty-ninth street, from Eighth to Tenth avenue, under the direction of the Commissioner of Public Works.

JOHN MURRAY, } Committee
PHILIP HOLLAND, } on
JOHN J. MARTIN, } Lamps and Gas.
JAMES J. MOONEY,

Which was laid over.

(G. O. 71.)

The Committee on Lamps and Gas, to whom was referred the annexed resolution in favor of lighting Manhattan avenue, from One Hundred and Tenth to One Hundred and Fifteenth street, respectfully

REPORT:

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

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps placed thereon and lighted in Manhattan avenue, from One Hundred and Tenth to One Hundred and Fifteenth street, under the direction of the Commissioner of Public Works.

JOHN MURRAY, } Committee
PHILIP HOLLAND, } on
JOHN J. MARTIN, } Lamps and Gas.
JAMES J. MOONEY,

Which was laid over.

(G. O. 72.)

The Committee on Lamps and Gas, to whom was referred the annexed resolution in favor of lighting One Hundred and Fortieth street, from Eighth to Edgecomb avenue, respectfully

REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said resolution be adopted.

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps placed thereon and lighted in One Hundred and Fortieth street, between Eighth avenue and Edgecomb avenue, under the direction of the Commissioner of Public Works.

JOHN MURRAY, } Committee
PHILIP HOLLAND, } on
JOHN J. MARTIN, } Lamps and Gas.
JAMES J. MOONEY, }

Which was laid over.

(G. O. 73.)

The Committee on Lamps and Gas, to whom was referred the annexed resolution in favor of removing the unused lamp-post in front of No. 539 Broadway, respectfully

REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said resolution be adopted.

Resolved, That the unused lamp-post now in front of No. 539 Broadway be taken up and removed, under the direction of the Commissioner of Public Works.

JOHN MURRAY, } Committee
PHILIP HOLLAND, } on
JOHN J. MARTIN, } Lamps and Gas.
JAMES J. MOONEY, }

Which was laid over.

The Committee on Law Department, to whom was referred a memorial from the Justices of the City Court, asking for proper and adequate rooms in the City Hall, for the use of said Justices, as private chambers, and for the accommodation of the library of the Court, respectfully present for the consideration and favorable action of your Honorable Body, the following

PRELIMINARY REPORT:

Beyond question, a most pressing necessity exists for more enlarged and better accommodations for the transaction of the business of the City Court in chambers, as will appear to any person who will examine the small, poorly lighted and imperfectly ventilated rooms now used by the Justices for this purpose. To quote from a report made by the Committee on County Affairs of the Board of Aldermen, April 19, 1887, on this subject, "no two opinions can exist as to the absolute necessity for the proposed, or some other change, by which enlarged facilities and more commodious apartments will be afforded them for the due transaction of the business of this important branch of the judicial system of our city."

Your Committee have learned that the rooms now occupied by the Civil Service Advisory and Examining Board will soon be vacated, as other apartments have already been provided for the use of the Board, thus leaving the room (No. 11) now occupied by it, available for the uses of the Court. This will, however, scarcely be sufficient, and your Committee are of opinion, that the adjoining rooms, now occupied by the Board of Assessors, should also be assigned for the use of the Judges, and that other offices should be provided for the Assessors. This will afford all the rooms needed by the Court.

Your Committee, therefore, respectfully recommend that the Sinking Fund Commissioners be requested to provide the Board of Assessors with offices in the Stewart Building, or elsewhere, and when this is done, it is the intention of your Committee to present a final report on the subject to your Honorable Body, assigning the rooms thus vacated to the uses of the City Court Judges, and provide also for fitting-up and furnishing them for the uses of said Court.

The accompanying resolution is accordingly presented for your adoption.

Resolved, That the Commissioners of the Sinking Fund be and are hereby respectfully requested to provide rooms for and locate the office of the Board of Assessors in the Stewart Building, or other convenient place, at as early a day as possible.

WALTON STORM, } Committee
WILLIAM H. WALKER, } on
JAMES M. FITZSIMONS, } Law Department.
ALFRED R. CONKLING, }

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

Which was decided in the affirmative.

MESSAGES FROM HIS HONOR THE MAYOR RESUMED.

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

MAYOR'S OFFICE, NEW YORK, January 28, 1888.

To the Honorable the Board of Aldermen:

I return, without my approval, the resolution of the Board of Aldermen, adopted January 17, 1888, that gas-mains be laid, lamp-posts erected and street-lamps lighted in Ackerman street, from the crossing of the tracks of the Port Morris Railroad north about five hundred feet to Ackerman lane.

The Commissioner of Public Works reports that gas-mains were laid and public lamps erected and lighted in this street on November 11, 1887, under a resolution of the Board of Aldermen, approved October 26, 1887. The present resolution is therefore unnecessary.

ABRAM S. HEWITT, Mayor.

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps lighted in Ackerman street, from the crossing of the tracks of the Port Morris Railroad north about five hundred feet to Ackerman lane, 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, January 28, 1888.

To the Honorable the Board of Aldermen:

I return, without my approval, the resolution of the Board of Aldermen, adopted January 17, 1888, giving permission to Charles R. Northrup to place and keep a watering-trough in front of his premises, on the northeast corner of Fifth avenue and Ninety-fourth street. The President of the Department of Public Parks reports that Fifth avenue, from Fifty-ninth to One Hundred and Tenth street, is, by law, under the jurisdiction of the Park Department, and that under no circumstances would permission be granted by that Department to place a watering-trough at the place designated in the resolution. The resolution therefore, even if approved, would be inoperative.

ABRAM S. HEWITT, Mayor.

Resolved, That permission be and the same is hereby given to Charles R. Northrup to place and keep a watering-trough in front of his premises, on the northeast corner of Fifth avenue and Ninety-fourth 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.

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

MOTIONS AND RESOLUTIONS.

By Alderman Conkling—

Resolved, That D. Gilbert McKoon 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 Gunther—

Resolved, That Michael Dornmeyer, Jr., and Fred. Gessler be and they are hereby appointed Commissioners of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Hubbell—

Resolved, That George A. Moore be and he is hereby reappointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman McCarthy—

Resolved, That David Doren and John F. Quinn be and are hereby appointed Commissioners of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman McMurray—

Resolved, That Alfred W. Royal 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 Martin—

Resolved, That Herman C. Boehme 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 Joseph Murray—

Resolved, That Thomas L. Crawford 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 John Murray—

Resolved, That Thomas B. Robertson 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 Oakley—

Resolved, That Edward J. Clark 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 Vol. Minden—

Resolved, That Simon Peyser 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 Dowling—

Resolved, That permission be and the same is hereby granted to F. & H. Schweers to erect a storm-door at No. 240 South street; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

By Alderman Conkling—

That whereas, The City of New York, in accordance with the wishes of the people assembled in mass meeting at the Union Square (upon the inauguration of hostilities between the Northern and Southern States), in the year 1861, appropriated the sum of \$1,000,000 to be disbursed by the Union Defence Committee, composed of the best citizens of New York, for the purpose of moving troops from this city to the seat of war, and supplying them with arms and ammunition, thus saving the government at a critical period when it was unprovided with men, means and arms;

And whereas, The money advanced under similar circumstances by other municipalities and by States has long since been repaid, while there has only been refunded to this city the sum of \$104,429.79, paid as follows, to wit: October 29, 1861, \$66,793.25; May 12, 1862, \$37,636.54;

And whereas, The city has paid out upon the bonds originally issued the sum of \$2,292,659.73, being \$895,570.21 of principal and \$1,397,089.52 of interest; therefore,

Resolved, That the Representatives of this city in Congress be requested to bring this just claim to the attention of Congress, with a view to the reimbursement of the money expended by this city in behalf of the Government, which at the time of the expenditure was without means, but which, through the patriotism and sacrifices of its citizens, has now an overflowing treasury, out of which this just claim can be repaid with positive advantage to the whole nation.

Resolved, That a memorial, setting forth the facts of the above preamble, be prepared and forwarded to the several members of Congress from the City of New York.

Resolved, That the Committee on Law be requested to prepare a bill for the relief of the City of New York, and to transmit the same to Washington for introduction in Congress.

In connection therewith Alderman Conkling offered the following memorial:

IN COMMON COUNCIL OF THE CITY OF NEW YORK.

To the Senate and House of Representatives, in Congress assembled:

The memorial of the Mayor, Aldermen and Commonality of the City of New York respectfully shews:

First—That upon the inauguration of hostilities between the Northern and Southern States, in the year 1861, the Corporation of the City of New York, in accordance with the wishes of the people, in mass meeting assembled at the Union Square, appropriated large sums of moneys, which were disbursed for the purpose of raising troops from this city, sent to the war, aiding the Government of the United States at that critical period, when men, money, arms and equipments were greatly needed.

Second—That the money thus expended by the Mayor, Aldermen and Commonality of the City of New York, amounted on the first day of January, 1888, to the sum of two millions two hundred and ninety-two thousand six hundred and fifty-nine dollars and seventy-three cents, as follows:

Paid by the City for principal of bonds issued	\$1,000,000 00
Paid by the City for interest	1,397,089 52
	\$2,397,089 52
Less amount refunded by the United States	104,429 79
Total claim	\$2,292,659 73

—with interest from January 1, 1888, until paid.

Third—That, under similar circumstances, the money advanced by other cities and by States has long since been repaid, while there remains due to the City of New York the sum of two million two hundred and ninety-two thousand six hundred and fifty-nine dollars and seventy-three cents, as aforesaid.

Wherefore, your memorialists pray your Honorable Body to consider the above claim with a view to the repayment of the large amount of money disbursed by this City, in behalf of the Republic, which, at the time of the expenditure, was without means, but through the patriotism and sacrifices of its citizens, now has an overflowing treasury, out of which this just claim can be refunded, with great advantage to the patriotic people of the City of New York.

And your memorialists, as in duty bound, will ever pray, etc.

Alderman Mooney moved to refer to the Committee on Finance.

Alderman Storm moved to amend by striking from the preamble the words "Upon the inauguration of hostilities between the Northern and Southern States."

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

Which was decided in the affirmative.

Alderman Fitzsimons then moved to refer to the Committee on Law Department.

Alderman Diver moved to refer to the Committee on Finance, with instructions to prepare the draft of an act, and to report at the next meeting of the Board.

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

Which was decided in the affirmative.

By Alderman McCarthy—

Resolved, That permission be and the same is hereby given to Mary Dunkeley to place and keep a stand for the sale of newspapers, periodicals and fruit, on the sidewalk, within the stoop-line, in front of No. 24 Vesey street, provided such stand shall not be an obstruction to the free use of the street by the public, nor exceed six feet long by two and one-half wide; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

By Alderman McMurray—

Resolved, That permission be and the same is hereby given to William Sexton to retain the ornamental lamp-post and lamp in front of his premises, No. 1292 Broadway; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

By Alderman Martin—

Resolved, That water-mains be laid in Arthur avenue, from One Hundred and Seventy-seventh street to Kingsbridge road, as provided in section 356 of the New York City Consolidation Act of 1882.

Which was referred to the Committee on Lands, Places and Park Department.

By Alderman Mooney—

Resolved, That the vacant lots on the east side of Willis avenue, between One Hundred and Thirty-fourth and One Hundred and Thirty-fifth streets, and extending easterly about one hundred feet on said streets be fenced in, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was referred to the Committee on Lands, Places and Park Department.

By Alderman Mooney—

Resolved, That One Hundred and Sixty-first street, between the westerly curb-line of Third avenue and the easterly curb-line of Gerard avenue, be regulated and graded and culverts built; that curb-stones be set; that flag-stones four feet in width be laid along and on each sidewalk, and that crosswalks be laid, where not already across the roadway of each intersection of said street with each avenue and at the intersection of each avenue with said street, except where the said street

rosses the New York and Harlem Railroad, at which point approaches shall be made to the existing bridge across said railroad, and that a bridge similar in style and construction to the bridge crossing the tracks of the Port Morris Branch of the New York and Harlem Railroad, at Third Avenue, be built over the track of said branch railroad, at said One Hundred and Sixty-first street, and that half of the cost of constructing said bridge be assessed upon and borne by the New York and Harlem Railroad Company, under the direction of the Commissioners of Public Parks; and that the accompanying ordinance therefor be adopted.

Which was referred to the Committee on Street Pavements.

By the same—

Resolved, That water-pipes be laid in One Hundred and Thirty-fifth street, from Brown place to Cypress Avenue, and in One Hundred and Thirty-fourth street, from Brown place to the Southern Boulevard, as provided in section 356 of the New York City Consolidation Act of 1882.

Which was referred to the Committee on Lands, Places and Park Department.

By Alderman John Murray—

Resolved, That the sidewalks on both sides of Eighty-sixth street, from the westerly line of Eighth Avenue to the easterly line of Ninth Avenue, be and they are hereby fixed and established at the uniform width of twenty feet, and the carriageway of said street, between said avenues, at the width of sixty feet.

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

Which was decided in the affirmative.

y the same—

Resolved, That Croton-mains be laid in Seventy-seventh street, from Tenth Avenue to Riverside Drive, pursuant to section 356 of the New York City Consolidation Act, where not already laid.

Which was referred to the Committee on Public Works.

By the same—

Resolved, That the vacant lots on both sides of Ninety-sixth street, between Eighth and Ninth Avenues, be fenced in, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was referred to the Committee on Public Works.

By the same—

Resolved, That Croton-mains be laid in Seventy-fifth street, from West End Avenue to Riverside Drive, pursuant to section 356 of the New York City Consolidation Act, where not already laid.

Which was referred to the Committee on Public Works.

By the same—

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps be placed thereon and lighted in Seventy-seventh street, between Tenth Avenue and Riverside Drive, under the direction of the Commissioner of Public Works.

Which was referred to the Committee on Public Works.

By the same—

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps placed thereon and lighted in Seventy-fifth street, from West End Avenue to Riverside Drive, under the direction of the Commissioner of Public Works.

Which was referred to the Committee on Public Works.

By the same—

Resolved, That Croton-mains be laid in Edgecomb Avenue, from One Hundred and Thirty-seventh Street to One Hundred and Forty-first Street, pursuant to section 356 of the New York City Consolidation Act, where not already laid.

Which was referred to the Committee on Public Works.

By the same—

Resolved, That Ninety-fourth Street, from the crosswalk on the west side of Eighth Avenue to the crosswalk on the east side of Ninth Avenue, be paved with granite-block pavement, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was referred to the Committee on Street Pavements.

By the same—

Resolved, That One Hundred and Fourteenth Street, from Eighth to New 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 Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was referred to the Committee on Street Pavements.

COMMUNICATIONS FROM DEPARTMENTS AND CORPORATION OFFICERS.

(G. O. 74.)

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

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, January 30, 1888.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the northerly side of Eighty-second Street; the materials to be used for said work to be bridge-stone of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,

JOHN NEWTON, Commissioner of Public Works.

Resolved, That a crosswalk of courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the northerly side of Eighty-second Street, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 75.)

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, January 30, 1888.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the northerly side of Eighty-third Street; the materials to be used for said work to be bridge-stone of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,

JOHN NEWTON, Commissioner of Public Works.

Resolved, That a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the northerly side of Eighty-third Street, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 76.)

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, January 30, 1888.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Seventy-fifth Street; the materials to be used for said work to be bridge-stone of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,

JOHN NEWTON, Commissioner of Public Works.

Resolved, That a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Seventy-fifth Street, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 77.)

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, January 30, 1888.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Sixty-ninth Street; the materials to be used for said work to be bridge-stone of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,

JOHN NEWTON, Commissioner of Public Works.

Resolved, That a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Sixty-ninth Street, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 78.)

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, January 30, 1888.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Seventy-third Street; the materials to be used for said work to be bridge-stone of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,

JOHN NEWTON, Commissioner of Public Works.

Resolved, That a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Seventy-third Street, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 79.)

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, January 30, 1888.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Seventy-fourth Street; the materials to be used for said work to be bridge-stone of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,

JOHN NEWTON, Commissioner of Public Works.

Resolved, That a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Seventy-fourth Street, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 80.)

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, January 30, 1888.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across Western Boulevard, at its intersection with the southerly side of Sixty-first Street; the materials to be used for said work to be bridge-stone of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,

JOHN NEWTON, Commissioner of Public Works.

Resolved, That a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across Western Boulevard, at its intersection with the southerly side of Sixty-first Street, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 81.)

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, January 30, 1888.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across Manhattan Street, at its intersection with the westerly side of Manhattan Avenue; the materials to be used for said work to be bridge-stone of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,

JOHN NEWTON, Commissioner of Public Works.

Resolved, That a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across Manhattan Street, at its intersection with the westerly side of Manhattan Avenue, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 82.)

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, January 30, 1888.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Sixty-second Street; the materials to be used for said work to be bridge-stone of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,

JOHN NEWTON, Commissioner of Public Works.

Resolved, That a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Sixty-second Street, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 83.)

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, January 30, 1888.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to

your Honorable Board that the safety, health and convenience of the public require that a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Seventy-sixth street; the materials to be used for said work to be bridge-stone of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,
JOHN NEWTON, Commissioner of Public Works.

Resolved, That a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Seventy-sixth street, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 84.)

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, January 30, 1888.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Seventy-ninth street; the materials to be used for said work to be bridge-stone of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,
JOHN NEWTON, Commissioner of Public Works.

Resolved, That a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Seventy-ninth street, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 85.)

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, January 30, 1888.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Eighty-first street; the materials to be used for said work to be bridge-stone of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,
JOHN NEWTON, Commissioner of Public Works.

Resolved, That a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Eighty-first street, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 86.)

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, January 30, 1888.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Sixty-seventh street; the materials to be used for said work to be bridge-stone of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,
JOHN NEWTON, Commissioner of Public Works.

Resolved, That a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Sixty-seventh street, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 87.)

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, January 30, 1888.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Sixty-third street; the materials to be used for said work to be bridge-stone of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,
JOHN NEWTON, Commissioner of Public Works.

Resolved, That a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Sixty-third street, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 88.)

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, January 30, 1888.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Seventy-second street; the materials to be used for said work to be bridge-stone of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,
JOHN NEWTON, Commissioner of Public Works.

Resolved, That a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Seventy-second street, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 89.)

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, January 30, 1888.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Sixty-fourth street; the materials to be used for said work to be bridge-stone of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,
JOHN NEWTON, Commissioner of Public Works.

Resolved, That a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across the Western Boulevard, at its intersection with the southerly side of Sixty-fourth street, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

MOTIONS AND RESOLUTIONS RESUMED.

Alderman Fitzsimons moved to discharge the Committee on Ferries and Franchises from the further consideration of the following, which was offered January 17, 1888:

Resolved, That the terminus of the ferry from the foot of Ninety-ninth street, East river, New York, to College Point, Queens County, Long Island, be and is hereby changed, at the request of the proprietors of said ferry, from the foot of Ninety-ninth street to the foot of Ninety-sixth street, East river, in New York City, and agreeably to the consent of the Commissioners of the Sinking Fund to the proposed change, hereto annexed.

Alderman Dowling moved that the motion be laid on the table.

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 Conkling, as follows:
Affirmative—Vice-President Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Cowie, Diver, Holland, Hubbell, McCarthy, McMurray, Martin, Mooney, John Murray, Joseph Murray, Oakley, Rinckhoff, Storm, Sullivan, Tait, Von Minden, and Walker—22.
Negative—The President, Aldermen Conkling, Fitzsimons, and Gunther—4.

The President called the attention of the Board to the fact that the Committee was then instructed to report on the subject at the next meeting of the Board.

Alderman Fitzsimons moved to extend the time allowed the Committee for one week.

Alderman Mooney moved to amend by extending the time for two weeks.

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

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

Affirmative—The President, Vice-President Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Cowie, Diver, Gunther, Holland, Hubbell, McCarthy, McMurray, Martin, Mooney, John Murray, Joseph Murray, Oakley, Rinckhoff, Storm, Sullivan, Tait, Von Minden, and Walker—24.
Negative—Aldermen Conkling and Fitzsimons—2.

COMMUNICATIONS FROM DEPARTMENTS AND CORPORATION OFFICERS RESUMED.

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

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE,
January 25, 1888.

To the Honorable the Board of Aldermen:

GENTLEMEN—The Comptroller reports that the gross receipts of the Sixth Avenue Railroad Company, for carrying passengers for the month of December, 1887, as appears by the statement under oath of the treasurer of said company, received by this Department on the 24th instant, were sixty-four thousand two hundred and eighty-two dollars and ninety cents (\$64,282.90).

Respectfully submitted,

THEO. W. MYERS, Comptroller.

Which was ordered on file.

UNFINISHED BUSINESS.

The President called up G. O. 15, being a resolution and ordinance, as follows:

Resolved, That One Hundred and Seventy-third street, from Railroad avenue to Weeks street, be regulated and graded, 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 Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Conkling, Cowie, Diver, Fitzsimons, Gunther, Holland, Hubbell, McCarthy, McMurray, Martin, Mooney, John Murray, Joseph Murray, Oakley, Rinckhoff, Storm, Sullivan, Tait, Von Minden, and Walker—26.

Alderman Rinckhoff called up G. O. 33, being a resolution and ordinance, as follows:

Resolved, That One Hundred and Forty-seventh street, from the Grand Boulevard to Twelfth avenue, be regulated, graded and curbed, and the sidewalks flagged a space four feet wide through the centre thereof, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

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 Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Conkling, Cowie, Diver, Fitzsimons, Gunther, Holland, Hubbell, McCarthy, McMurray, Martin, Mooney, John Murray, Joseph Murray, Oakley, Rinckhoff, Storm, Sullivan, Tait, Von Minden, and Walker—26.

Alderman Martin called up G. O. 16, being a resolution, as follows:

Resolved, That water-pipes be laid in Macomb street, from Broadway to Albany avenue, as provided in section 356 of the New York City 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 Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Conkling, Cowie, Diver, Fitzsimons, Gunther, Holland, Hubbell, McCarthy, McMurray, Martin, Mooney, John Murray, Joseph Murray, Oakley, Rinckhoff, Storm, Sullivan, Tait, Von Minden, and Walker—26.

Alderman Conkling moved that the roll be called in reverse order, beginning with the Twenty-fourth Ward, and each member be allowed to call up two General Orders.

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

Which was decided in the affirmative.

Alderman Martin called up G. O. 17, being a resolution and ordinance, as follows:

Resolved, That the sidewalks on the northeast corner of Ninth avenue and Ninety-second street, extending about one hundred feet on Ninth avenue and about one hundred and twenty-five feet on Ninety-second street, be flagged full width, and that the flagging and the curb now on the sidewalk be relaid and reset, and that new flagging and curb be furnished where the present flagging and curb are defective, 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 Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Conkling, Cowie, Diver, Fitzsimons, Gunther, Holland, Hubbell, McCarthy, McMurray, Martin, Mooney, John Murray, Joseph Murray, Oakley, Rinckhoff, Sullivan, Tait, Von Minden, and Walker—25.

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

Resolved, That the carriageway of Ninety-first street, from Eighth avenue to Ninth avenue, be paved with granite-block pavement, and that crosswalks of three courses of blue stone be laid at the terminating avenues, where not already laid, 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 Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Conkling, Cowie, Diver, Fitzsimons, Gunther, Holland, Hubbell, McCarthy, McMurray, Martin, Mooney, John Murray, Joseph Murray, Oakley, Rinckhoff, Sullivan, Tait, Von Minden, and Walker—25.

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

Resolved, That the carriageway of One Hundred and Sixteenth street, from Eighth avenue to Ninth avenue, be paved with granite-block pavement, and that crosswalks of three courses of blue stone be laid at the intersecting and terminating avenues, where not already laid, 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 Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Conkling, Cowie, Diver, Fitzsimons, Gunther, Holland, Hubbell, McCarthy, McMurray, Martin, Mooney, John Murray, Joseph Murray, Rinckhoff, Sullivan, Tait, Von Minden, and Walker—24.

Alderman Mooney called up G. O. 22, being a resolution, as follows:

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps lighted in One Hundred and Thirteenth street, from Eighth avenue to Manhattan avenue, 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 Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Conkling, Cowie, Diver, Fitzsimons, Gunther, Holland, Hubbell, McCarthy, McMurray, Martin, Mooney, John Murray, Joseph Murray, Rinckhoff, Sullivan, Tait, and Walker—23.

Alderman Mooney called up G. O. 21, being a resolution, as follows:
Resolved, That gas-mains be laid, lamp-posts erected and street-lamps lighted in Edgecomb avenue, from One Hundred and Thirty-seventh street to One Hundred and Forty-first 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 Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Cowie, Diver, Fitzsimons, Gunther, Holland, Hubbell, McCarthy, McMurray, Martin, Mooney, John Murray, Joseph Murray, Oakley, Rinckhoff, Sullivan, Tait, Von Minden, and Walker—24.

Alderman Conkling excused from voting—1.

Alderman Mooney called up G. O. 24, being a resolution and ordinance, as follows:

Resolved, That One Hundred and Sixty-first street, from St. Nicholas avenue to Tenth 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 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 Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Conkling, Cowie, Diver, Fitzsimons, Gunther, Holland, Hubbell, McCarthy, McMurray, Martin, Mooney, John Murray, Joseph Murray, Oakley, Rinckhoff, Storm, Sullivan, Tait, Von Minden, and Walker—26.

Alderman Mooney called up G. O. 25, being a resolution, as follows:

Resolved, That the Commissioner of Public Works be and he is hereby authorized and directed to lay water-mains in One Hundred and Thirteenth street, between Eighth and Manhattan avenues, pursuant to section 356 of the New York City 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 Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Conkling, Cowie, Diver, Fitzsimons, Gunther, Holland, Hubbell, McCarthy, McMurray, Martin, Mooney, John Murray, Joseph Murray, Oakley, Rinckhoff, Sullivan, Tait, Von Minden, and Walker—25.

Alderman Hubbell called up G. O. 26, being a resolution, as follows:

Resolved, That the Commissioner of Public Works be and he is hereby authorized and directed to lay water-mains in Madison avenue, between Ninety-fourth and One Hundred and Ninth streets, pursuant to section 356 of the New York City 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 Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Conkling, Cowie, Diver, Fitzsimons, Gunther, Holland, Hubbell, McMurray, Martin, Mooney, John Murray, Joseph Murray, Oakley, Rinckhoff, Sullivan, Tait, Von Minden, and Walker—24.

Alderman Hubbell called up the following:

G. O. 27, being a resolution, as follows:

Resolved, That the Commissioner of Public Works be and he is hereby authorized and directed to lay water-mains in One Hundredth street, between Fourth and Fifth avenues, pursuant to section 356 of the New York City Consolidation Act of 1882.

G. O. 29, being a resolution, as follows:

Resolved, That the Commissioner of Public Works be and he is hereby authorized and directed to lay water-mains in One Hundred and Twelfth street, between Eighth and Manhattan avenues, pursuant to section 356 of the New York City Consolidation Act of 1882.

G. O. 30, being a resolution, as follows:

Resolved, That the Commissioner of Public Works be and he is hereby authorized to lay a six-inch water-main from the main in Seventy-ninth street to and across East river to the main on Blackwell's Island, with the necessary hydrants, stop-cocks, meter and connections, pursuant to section 356 of the New York City Consolidation Act of 1882.

G. O. 31, being a resolution, as follows:

Resolved, That the Commissioner of Public Works be and he is hereby authorized and directed to lay water-mains in Avenue A, between Sixty-second and Sixty-ninth streets, pursuant to section 356 of the New York City Consolidation Act of 1882.

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

Which was decided in the affirmative by the following vote:

Affirmative—The President, Vice-President Dowling, Aldermen Barry, Benjamin, Clancy, Conkling, Cowie, Diver, Fitzsimons, Gunther, Hubbell, McCarthy, McMurray, Martin, Mooney, John Murray, Joseph Murray, Oakley, Rinckhoff, Storm, Sullivan, Tait, Von Minden, and Walker—24.

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

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps placed thereon and lighted in Ninetieth street, from Second to First avenue, 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 Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Conkling, Cowie, Diver, Fitzsimons, Gunther, Holland, Hubbell, McCarthy, McMurray, Martin, Mooney, John Murray, Joseph Murray, Oakley, Rinckhoff, Storm, Sullivan, Tait, Von Minden, and Walker—25.

Alderman Barry called up G. O. 36, being a resolution and ordinance, as follows:

Resolved, That the sidewalks on the east side of Fourth avenue, between One Hundred and Twenty-fourth and One Hundred and Twenty-fifth streets, about one hundred feet in length, be flagged full width, and that the flagging and the curb now on the sidewalks be relaid and reset, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569 of the Laws of 1887, 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 Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Conkling, Cowie, Diver, Fitzsimons, Gunther, Holland, Hubbell, McCarthy, McMurray, Martin, Mooney, John Murray, Joseph Murray, Oakley, Rinckhoff, Storm, Sullivan, Tait, Von Minden, and Walker—26.

Alderman Hubbell called up G. O. 32, being a resolution, as follows:

Resolved, That an improved iron drinking-fountain, for man and beast, be erected on the northwest corner of Lexington avenue and One Hundred and Twenty-fourth 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 Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Conkling, Cowie, Diver, Fitzsimons, Gunther, Holland, Hubbell, McCarthy, McMurray, Martin, Mooney, John Murray, Joseph Murray, Oakley, Rinckhoff, Storm, Sullivan, Tait, Von Minden, and Walker—25.

Alderman Barry called up G. O. 25, being a resolution and ordinance, as follows:

Resolved, That an additional course of flagging four feet wide be laid on the sidewalks in front of Nos. 320 to 316 East Seventy-fifth street, a distance of one hundred feet in length, and in front of No. 320 East Seventy-fifth street, a distance of twenty-five feet in length, the walk be repaired and that the flagging and the curb now on the sidewalks be relaid and reset and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569 of the Laws of 1887, 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 Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Conkling, Cowie, Diver, Fitzsimons, Gunther, Holland, Hubbell, McCarthy, McMurray, Martin, Mooney, John Murray, Joseph Murray, Oakley, Rinckhoff, Storm, Sullivan, Tait, Von Minden, and Walker—24.

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

Resolved, That One Hundred and Fifty-ninth street, from St. Nicholas avenue to Tenth avenue, be regulated and graded, the curb-stones set and the sidewalks flagged a space four feet wide through the centre thereof, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

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 Dowling, Aldermen Barry, Benjamin, Butler, Conkling, Cowie, Diver, Fitzsimons, Gunther, Holland, Hubbell, McCarthy, McMurray, Martin, Mooney, John Murray, Joseph Murray, Oakley, Rinckhoff, Storm, Sullivan, Tait, Von Minden, and Walker—25.

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

Alderman John Murray called up G. O. 35, being a resolution and ordinance, as follows:

Resolved, That an additional course of flagging, four feet wide, be laid on the sidewalks on the east side of Tenth avenue, between Sixty-first and Sixty-second streets, and on the south side of Sixty-second street for a distance extending east of Tenth avenue about two hundred feet, and on the north side of Sixty-first street a distance extending about one hundred feet east of Tenth avenue, and that the flagging and the curb now on the sidewalk be relaid and reset and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569 of the Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

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

Which was decided in the affirmative by the following vote:

Affirmative—Vice-President Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Conkling, Cowie, Diver, Fitzsimons, Gunther, Holland, Hubbell, McCarthy, McMurray, Martin, Mooney, John Murray, Joseph Murray, Oakley, Rinckhoff, Storm, Sullivan, Tait, Von Minden, and Walker—25.

Alderman John Murray called up G. O. 37, being a resolution and ordinance, as follows:

Resolved, That an additional course of flagging, four feet wide, be laid on the sidewalks on the east side of Tenth avenue, between Sixty-fifth and Sixty-sixth streets, Sixty-seventh and Seventieth streets, Seventy-second and Seventy-third streets, Seventy-sixth and Seventy-seventh streets, Seventy-eighth and Seventy-ninth streets, and the west side of Tenth avenue, between Sixty-sixth and Seventy-first streets and Seventy-sixth to Seventy-ninth street, and that the flagging and the curb now on the sidewalk be relaid and reset and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569 of the Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

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

Which was decided in the affirmative by the following vote:

Affirmative—Vice-President Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Conkling, Cowie, Diver, Fitzsimons, Gunther, Holland, Hubbell, McCarthy, McMurray, Martin, Mooney, John Murray, Joseph Murray, Oakley, Rinckhoff, Sullivan, Tait, Von Minden, and Walker—24.

Alderman John Murray called G. O. 38, being a resolution and ordinance, as follows:

Resolved, That an additional course of flagging, four feet wide, be laid on the sidewalks on the east side of Ninth avenue, between Eighty-first and Eighty-second streets, and on north side of Eighty-first street extending about two hundred and forty feet east of Ninth avenue, and that the flagging and the curb now on the sidewalks be relaid and reset, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569 of the Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

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

Which was decided in the affirmative by the following vote:

Affirmative—Vice-President Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Conkling, Cowie, Diver, Fitzsimons, Gunther, Holland, Hubbell, McCarthy, McMurray, Martin, Mooney, John Murray, Joseph Murray, Oakley, Rinckhoff, Sullivan, Tait, and Von Minden—23.

Alderman John Murray called up G. O. 40, being a resolution and ordinance, as follows:

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

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

Which was decided in the affirmative by the following vote:

Affirmative—Vice-President Dowling, Aldermen Barry, Benjamin, Butler, Clancy, Conkling, Cowie, Diver, Fitzsimons, Gunther, Holland, Hubbell, McCarthy, McMurray, Martin, Mooney, John Murray, Joseph Murray, Oakley, Rinckhoff, Storm, Sullivan, Tait, and Von Minden—24.

MOTIONS AND RESOLUTIONS AGAIN RESUMED.

Alderman Mooney moved that this Board do now adjourn.

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

Which was decided in the affirmative.

And the Vice-President announced that the Board stood adjourned until Tuesday, the 7th day of February, 1888, at one o'clock P. M.

FRANCIS J. TWOMEY, Clerk.

POLICE DEPARTMENT.

The Board of Police met on the 27th day of January, 1888.

Present—Commissioners French, Porter, McClave, and Voorhis.

Leaves of Absence Granted.

Captain Thomas Killilea, Twenty-second Precinct, ten days, half pay.

John McElwain, Twenty-third Sub-Precinct, five days, half pay.

Sundry reports were ordered on file and copies to be forwarded to the Mayor.

The Chief Clerk submitted a report of the operations and transactions of the Police Department and force for the quarter ending December 31, 1887, which was ordered to be signed by the President and Chief Clerk and forwarded to the Mayor.

Death Reported.

Patrolman Byron Van Eten, Fifth Precinct, on 26th inst.

Applications for Promotion Referred to the Board of Examiners for Citation.

Precinct.		Precinct.	
Patrolman James McDermott.....	2	Patrolman James A. McCusker.....	29
" Frederick W. Posthoff.....	33	" William Wood.....	32
" David W. Alexander.....	31	" George J. Grace.....	15
" John Meagher.....	28		

The following applications for Civil Service examination were referred to the Superintendent for report:

Roundsman Daniel C. Moynihan, Thirty-first Precinct.

" William D. Terry, Thirty-fifth Precinct.

" John V. B. Corey, Eighteenth Precinct.

" Thomas Conboy, Twenty-fifth Precinct.

Mask Ball Permits Granted.

Ernst Regelman, at Germania Assembly Rooms, February 2. Fee, \$25.

Ernst Regelman, at Germania Assembly Rooms, February 6. Fee, \$25.

Ernst Regelman, at Germania Assembly Rooms, February 11. Fee, \$25.

Ernst Regelman, at Germania Assembly Rooms, February 15. Fee, \$25.

Ernst Regelman, at Germania Assembly Rooms, February 20. Fee, \$25.

Ernst Regelman, at Germania Assembly Rooms, February 25. Fee, \$25.

Christian Supp, at Harmony Rooms, January 30. Fee, \$25.

Robert Renner, at Washington Hall, January 30. Fee, \$10.

S. Robenstein, at Tammany Hall, February 27. Fee, \$25.

Theo. Brandenberg, at Turn Hall, February 1. Fee, \$25.

Charles Hermann, at Phoenix Park, February 6. Fee, \$10.

Applications Referred to Committee on Pensions.

Rene Duryea—For increase of pension.

Mary Ann Foley, widow of Robert J. Foley—For pension.

George B. Stoddard, guardian children of James Mullaney—For pension.

Application of Roland Cromwell for a pistol permit was referred to the Superintendent to obtain explanation.

Applications Referred to the Chief Clerk.

Comptroller—For pistol permits for the City Paymaster and his clerks.

Corporation Counsel—For information as to John Layburn.

Assistant District Attorney—For information in case of James M. O'Malley.

J. R. Leonard, Louisville—For copy of Rules.

Communication from Thomas F. Gilroy, Deputy County Clerk, relative to receipt of penalties for violation of section 4, chapter 577, Laws of 1886, from the New York State Dairy Commission, and awarding \$1,775 each to the Police and Fire Department Pension Funds, and asking to whom check should be drawn, was referred to the Chief Clerk to answer.

Communications Ordered on File.

District Attorney—Relative to case of James M. O'Malley.
Corporation Counsel—Relative to cases of B. Cowperthwait and Samuel Carson against William Murray.

Communications Referred to the Superintendent for Action.

From the Mayor—Sundry complaints, etc.
From Board of Excise—Licenses rejected and canceled, to cases; asks evidence, etc., in case of George Schuster, No. 15 Chrystie street; relative to affray in Nooney's saloon, No. 19 Second avenue.

H. Maibrum & Son—Asks aid in the recovery of a lost or stolen horse and cart.
A Pedestrian—Of icy condition of streets throughout the city.
Corporation Counsel—Notice that concert license of George G. Shelly, of Palm Garden, No. 140 East Fourteenth street, has been revoked.
Commissioner Street Cleaning—Asking enforcement of section 95, Sanitary Code, relative to receptacles for ashes.

Communication from the Commissioner of Street Cleaning, relative to condition of street gutters, caused by snow and ice, was referred to the Counsel to the Corporation for opinion if it is not the duty of the Commissioner of Street Cleaning to keep street gutters clean under his contracts.

Resolved, That the cap heretofore worn by the Superintendent, Inspectors, Captains and Sergeants be adopted as the fatigue cap to be worn on duty in the Station-houses, when required, by Captains and Sergeants, and by the Superintendent and Inspectors when on duty (if required) at Headquarters.

On recommendation of the Committee on Repairs and Supplies, it was
Resolved, That the President be authorized to execute an agreement with the Brush Electric Illuminating Company for one light in yard of No. 203 Mulberry street, House of Detention, at 50 cents per day.

Resolved, That the case of George W. Bromhead, a Poll Clerk, be referred to the Counsel to the Corporation for opinion.

Resolved, That full pay while sick be granted to Patrolman Cornelius Harrigan, Twenty-fifth Precinct, from December 25 to January 22, 1888—all aye.

Special Patrolman Appointed.

Michael Cirstalli, for the Western National Bank.
Resolved, That the Committee of Surgeons be directed to examine the following applicants for appointment as Patrolmen:

John McGlone.
John McKenna.
William H. Smith.
John Y. Phillips.
William McHugh.

Transfers, etc.

Roundsman James Churchill, from Sixth Precinct to Nineteenth Precinct.
" Joseph Ivory, from Seventh Precinct to Fifteenth Precinct.
Patrolman John J. Murphy, from Twenty-fifth Precinct to Fifteenth Precinct.
" Patrick Green, from Fifteenth Precinct to Twenty-fifth Precinct.
" Edward Walsh, from Second Precinct to Fifth Precinct.
" Alfred J. Reid, from Twenty-first Precinct to Twenty-second Precinct.
" William H. Haney, from Eighth Precinct to Twentieth Precinct.
" John D. McCarthy, from Nineteenth Precinct to Twenty-ninth Precinct, detail at Ward's Island continued.
" Jacob M. Hendricks, Eighth Precinct, detail as Doorman, temporarily.

Advanced to First Grade.

Patrolman Thomas Costello, Twenty-second Precinct, January 20, 1888.

Sent to Civil Service with Certificate.

Roundsman Charles L. Schanwecker, Central Office.

Judgments—Fines Imposed.

Patrolman James O'Connor, First Precinct, absent roll-call, one day's pay.
" George W. Ackerly, Fourth Precinct, improper patrol, one-half day's pay.
" Joseph McLoughlin, Fourth Precinct, off post, one day's pay.
" David N. Grannis, Fifth Precinct, off post, one day's pay.
" Patrick Regan, Sixth Precinct, failed to report at fire, two days' pay.
" Thomas H. Kelly, Eighth Precinct, off post, two days' pay.
" Frank D. Thompson, Eighth Precinct, improper patrol, two days' pay.
" William H. Burns, Ninth Precinct, standing, etc., one day's pay.
" William H. Burns, Ninth Precinct, absent from drill, one day's pay.
" William H. Burns, Ninth Precinct, off post, one day's pay.
" Seymour V. Parker, Ninth Precinct, absent roll-call, one day's pay.
" Richard H. Lawless, Ninth Precinct, absent roll-call, one day's pay.
" John Condon, Tenth Precinct, improper patrol, two days' pay.
" Theobald Thom, Tenth Precinct, assaulted citizen, two days' pay.
" James Quirk, Twelfth Precinct, smoking, one-half day's pay.
" James Quirk, Twelfth Precinct, improper patrol, two days' pay.
" James M. Sullivan, Twelfth Precinct, improper patrol, one-half day's pay.
" Kerin J. Larkin, Twelfth Precinct, absent roll-call, one day's pay.
" John H. Repper, Twelfth Precinct, off post, one-half day's pay.
" George E. Shaw, Fourteenth Precinct, absent from reserve, one-half day's pay.
" Henry J. Hoffman, Fourteenth Precinct, failed to take prisoner to court, one day's pay.
" Patrick M. Bradley, Eighteenth Precinct, improper relief, one-half day's pay.
" John Collins, Nineteenth Precinct, improper relief, one-half day's pay.
" Aug. M. DeNyse, Nineteenth Precinct, improper patrol, two days' pay.
" Andrew J. Bradley, Nineteenth Precinct, failed to arrest, two days' pay.
" Robert Roberts, Nineteenth Precinct, failed to arrest, two days' pay.
" Robert Roberts, Nineteenth Precinct, failed to arrest, two days' pay.
" George E. Houser, Twenty-first Precinct, off post, three days' pay.
" Jeremiah J. Sullivan, Twenty-first Precinct, absent roll-call, one-half day's pay.
" Joseph N. Gibson, Twenty-third Precinct, lost fire-key, two days' pay.
" Ambrose Moncrief, Twenty-fifth Precinct, off post, one day's pay.
" Henry E. Pfeifer, Twenty-fifth Precinct, absent roll-call, one day's pay.
" Philip Weller, Twenty-fifth Precinct, standing, etc., one-half day's pay.
" Frederick S. Rockwell, Twenty-sixth Precinct, standing, etc., one-half day's pay.
" Thomas Mulhern, Twenty-seventh Precinct, off post, one day's pay.
" John A. Firman, Twenty-seventh Precinct, absent roll-call, one-half day's pay.
" Thomas Dermody, Twenty-seventh Precinct, improper patrol, two days' pay.
" Charles Meyer, Twenty-ninth Precinct, improper relief, one day's pay.
" Charles Meyer, Twenty-ninth Precinct, failed to arrest, two days' pay.
" Charles Meyer, Twenty-ninth Precinct, off post, two days' pay.
" Michael Brennan, Twenty-ninth Precinct, off post, two days' pay.
" Charles L. Bockhorn, Twenty-ninth Precinct, off post, two days' pay.
" Charles L. Bockhorn, Twenty-ninth Precinct, failed to arrest, two days' pay.
" Charles L. Bockhorn, Twenty-ninth Precinct, absent roll-call, one day's pay.
" Charles Higgins, Thirty-third Precinct, absent roll-call, one day's pay.
" John Hanna, Thirty-fourth Precinct, improper patrol, one day's pay.
" William Cleary, Thirty-fourth Precinct, off post, one day's pay.
" Louis E. Salm, Sixth Precinct, failed to report at fire, two days' pay.
" Andrew Ferretti, Sixth Precinct, failed to report at fire, two days' pay.
" Joseph Scott, Eighth Precinct, improper patrol, two days' pay.
" Theodore F. Snyder, Eighth Precinct, improper relief, one day's pay.
" James T. McCabe, Ninth Precinct, off post, one day's pay.
" Adam Roedig, Eleventh Precinct, improper patrol, one day's pay.
" Charles Nell, Eleventh Precinct, absent roll-call, one-half day's pay.
" Francis H. McGowan, Twelfth Precinct, off post, one day's pay.
" John H. O'Neill, Nineteenth Precinct, off post, two days' pay.
" James A. McGirr, Twenty-fifth Precinct, absent roll-call, one day's pay.
" Frederick Goll, Twenty-seventh Precinct, off post, two days' pay.
" Edward Allen, Twenty-seventh Precinct, improper relief, one day's pay.
" Edward Allen, Twenty-seventh Precinct, improper patrol, two days' pay.
" William L. Purcell, Thirty-second Precinct, improper patrol, one day's pay.
" Alexander D. Norval, Thirty-third Precinct, loitering, etc., one day's pay.
" George Fennell, Thirty-third Precinct, loitering, etc., one day's pay.
" John Leddy, Thirty-third Precinct, improper patrol, two days' pay.
" John J. Geraghty, Fifth Precinct, off post, two days' pay.
" Edward J. Gallagher, Eighth Precinct, improper patrol, two days' pay.
" William Hancy, Eighth Precinct, improper patrol, one day's pay.
" Thomas Perry, Ninth Precinct, absent from drill, one day's pay.
" James Flaherty, Fifteenth Precinct, improper patrol, one-half day's pay.
" Joseph H. Reiger, Nineteenth Precinct, improper relief, one day's pay.
" Joseph H. Reiger, Nineteenth Precinct, off post, one day's pay.
" James D. Raymond, Twenty-seventh Precinct, off post, two days' pay.

Complaints Dismissed.

Patrolman William Schreiber, Twelfth Precinct, off post.
" John McCullough, Thirteenth Precinct, off post.
" Frederick Smith, Fourteenth Precinct, failed to arrest.
Sergeant Andrew J. Thomas, Twentieth Precinct, lost shield.
Patrolman John Ross, Twenty-ninth Precinct, off post.
Roundsman Jeremiah Sweeny, Twenty-ninth Precinct, in liquor store.
Adjourned.

WM. H. KIPP, Chief Clerk.

CIVIL SERVICESUPERVISORY AND EXAMINING BOARDS.

CITY OF NEW YORK—CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS, SECRETARY'S OFFICE, ROOM 11, CITY HALL, NEW YORK, June 3, 1887.

THOMAS COSTIGAN, Esq., Supervisor City Record.

DEAR SIR—The following amendment to Regulation 16 of the New York City Civil Service Regulations has been made:

If the appointing officer shall notify the Secretary of more than one vacancy at any one time, the Secretary shall certify to the appointing officer for appointment, the names of as many persons as there are vacancies to be filled, with the addition of two names for the first vacancy and one name for every two vacancies in addition to the first.

Yours respectfully,
LEE PHILLIPS,
Secretary and Executive Officer.

CITY OF NEW YORK—CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS, SECRETARY'S OFFICE, ROOM 11, CITY HALL, NEW YORK, May 31, 1887.

THOMAS COSTIGAN, Esq., Supervisor.

DEAR SIR—The following resolution was passed by the Supervisory Board at their meeting, held May 27, 1887:

"Resolved, That in view of the inadequate space in the Secretary's office and in order to enable him more readily to discharge the business of the same, the Secretary is authorized to arrange the business of the office so that the same shall be open for personal interviews with applicants and the public during a part of the day only."

Pursuant to the above action, I hereby designate the two hours between 2 and 4 o'clock in afternoon as the time for which the offices shall be open for personal interviews with applicants and the public.

Very respectfully,
LEE PHILLIPS,
Secretary and Executive Officer.

OFFICIAL DIRECTORY.

STATEMENT OF THE HOURS DURING WHICH all the Public Offices in the City are open for business, and at which each Court regularly opens and adjourns, as well as of the places where such offices are kept and such Courts are held; together with the heads of Departments and Courts.

EXECUTIVE DEPARTMENT.

Mayor's Office.
No. 6 City Hall, 10 A. M. to 3 P. M.
ABRAM S. HEWITT, Mayor; ARTHUR BERRY, Secretary and Chief Clerk.

Mayor's Marshal's Office.
No. 1 City Hall, 9 A. M. to 4 P. M.
THOMAS W. BYRNES, First Marshal.
GEORGE W. BROWN, Jr., Second Marshal.

COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115, Stewart Building, 9 A. M. to 4 P. M.
WM. PITT SHEARMAN, J. B. ADAMSON.

AQUEDUCT COMMISSIONERS.

Room 209, Stewart Building, 5th floor, 9 A. M. to 5 P. M.
JAMES C. SPENCER, President; JOHN C. SHEERMAN, Secretary; BENJAMIN S. CHURCH, Chief Engineer; J. C. LULLY, Auditor.

BOARD OF ARMY COMMISSIONERS.

THE MAYOR, Chairman; PRESIDENT OF DEPARTMENT OF TAXES AND ASSESSMENTS, Secretary.
Address: M. COLEMAN, Staats Zeitung Building, Tryon Row. Office hours, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.

LEGISLATIVE DEPARTMENT.

Office of Clerk of Common Council.
No. 8 City Hall, 10 A. M. to 4 P. M.
GEORGE H. FORSTER, President Board of Aldermen
FRANCIS J. TWOMEY, Clerk Common Council.
City Library.
No. 12 City Hall, 10 A. M. to 4 P. M.
BERNARD JACOBS, City Librarian.

DEPARTMENT OF PUBLIC WORKS.

Commissioner's Office.
No. 31 Chambers street, 9 A. M. to 4 P. M.
JOHN NEWTON, Commissioner; D. LOWBER SMITH, Deputy Commissioner.
Bureau of Chief Engineer.
No. 31 Chambers street, 9 A. M. to 4 P. M.
GEORGE W. BIRDSALL, Chief Engineer.
Bureau of Water Register.
No. 31 Chambers street, 9 A. M. to 4 P. M.
JOHN H. CHAMBERS, Register.
Bureau of Street Improvements.
No. 31 Chambers street, 9 A. M. to 4 P. M.
WM. M. DEAN, Superintendent.
Engineer-in-Charge of Sewers.
No. 31 Chambers street, 9 A. M. to 4 P. M.
HORACE LOOMIS, Engineer-in-Charge.

Bureau of Repairs and Supplies.

No. 31 Chambers street, 9 A. M. to 4 P. M.
WILLIAM G. BERGEN, Superintendent.

Bureau of Water Purveyor.

No. 31 Chambers street, 9 A. M. to 4 P. M.
ALSTON CULVER, Water Purveyor.

Bureau of Lamps and Gas.

No. 31 Chambers street, 9 A. M. to 4 P. M.
STEPHEN MCCORMICK, Superintendent.

Bureau of Streets.

No. 31 Chambers street, 9 A. M. to 4 P. M.
GEO. E. BARCOCK, Superintendent.

Bureau of Incumbances.

No. 31 Chambers street, 9 A. M. to 4 P. M.
JOHN RICHARDSON, Superintendent.

Keeper of Buildings in City Hall Park.

MARTIN J. KEESSE, City Hall.

FINANCE DEPARTMENT.

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

Auditing Bureau.

Nos. 19, 21, 23 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.

WILLIAM J. LYON, First Auditor.
DAVID E. AUSTEN, Second Auditor.

Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents.

Nos. 31, 33, 35, 37, 39 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.

ARTEMAS S. CADY, Collector of Assessments and Clerk of Arrears.

Bureau for the Collection of City Revenue and of Markets.

Nos. 1 and 3 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.

JAMES J. KELSO, Collector of the City Revenue and Superintendent of Markets.

GRAHAM MCADAM, Chief Clerk.

Bureau for the Collection of Taxes.

No. 57 Chambers street and No. 35 Reade street, Stewart Building.

GEORGE W. MCLEAN, Receiver of Taxes; ALFRED VREDENBURGH, Deputy Receiver of Taxes.

Bureau of the City Chamberlain.

Nos. 25, 27 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.

WM. M. IVINS, City Chamberlain.

Office of the City Paymaster.

No. 33 Reade street, Stewart Building.

JOHN H. TIMMERMAN, City Paymaster.

LAW DEPARTMENT.

Office of the Counsel to the Corporation.

Staats Zeitung Building, third floor, 9 A. M. to 5 P. M.

Saturdays, 9 A. M. to 4 P. M.

HENRY R. BERKMAN, Counsel to the Corporation.

ANDREW T. CAMPBELL, Chief Clerk.

Office of the Public Administrator.

No. 49 Beekman street, 9 A. M. to 4 P. M.

RICHARD J. MORRISON, Public Administrator.

Office of the Corporation Attorney.

No. 49 Beekman street, 9 A. M. to 4 P. M.

WILLIAM A. BOYD, Corporation Attorney.

POLICE DEPARTMENT.

Central Office.

No. 300 Mulberry street, 9 A. M. to 4 P. M.

STEPHEN B. FRENCH, President; WILLIAM H. KIPP, Chief Clerk; JOHN J. O'BRIEN, Chief Bureau of Elections.

DEPARTMENT OF CHARITIES AND CORRECTION.

Central Office.

No. 66 Third avenue, corner Eleventh street, 9 A. M. to 4 P. M.

CHARLES E. SIMMONS, President; GEORGE F. BRITTON, Secretary.

Purchasing Agent, FREDERICK A. CUSHMAN. Office hours, 9 A. M. to 4 P. M. Closed Saturdays, 12 M.

Contracts, Proposals and Estimates for Work and Materials for Building, Repairs and Supplies, Bills and Accounts, 9 A. M. to 4 P. M. Closed Saturdays, 12 M.

RUFUS L. WILDER, General Bookkeeper and Auditor.

FIRE DEPARTMENT.

Office hours for all except where otherwise noted from 9 A. M. to 4 P. M. Saturdays, 12 M.

Headquarters.

Nos. 157 and 159 East Sixty-seventh street.

HENRY D. PURROY, President; CARL JUSSEN, Secretary.

Bureau of Chief of Department.

CHARLES O. SHAY, Chief of Department.

Bureau of Inspector of Combustibles.

PETER SEERY, Inspector of Combustibles.

Bureau of Fire Marshal.

GEORGE H. SHELTON, Fire Marshal.

Bureau of Inspection of Buildings.

ALBERT F. D'OECH, Superintendent of Buildings.

Attorney to Department.

WM. L. FINDLEY.

Fire Alarm Telegraph.

J. ELLIOT SMITH, Superintendent.

Central Office open at all hours.

Repair Shops.

Nos. 128 and 130 West Third street.

JOHN CASTLES, Foreman-in-Charge, 8 A. M. to 5 P. M.

Hospital Stables.

Ninety-ninth street, between Ninth and Tenth avenues.

JOSEPH SHEA, Foreman-in-Charge.

Open at all hours.

HEALTH DEPARTMENT.

No. 351 Mott street, 9 A. M. to 4 P. M.

JAMES C. BAYLES, President; EDMONS CLARK, Secretary.

DEPARTMENT OF PUBLIC PARKS.

Emigrant Industrial Savings Bank Building, Nos. 49 and 51 Chambers street, 9 A. M. to 4 P. M.
M. C. D. BORDEN, President; CHARLES DE F. BURNS, Secretary.

Civil and Topographical Office.

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

DEPARTMENT OF DOCKS.

Battery, Pier A, North River, 9 A. M. to 4 P. M.
L. J. N. STARK, President; G. KEMBLE, Secretary.
Office hours from 9 A. M. to 4 P. M. daily, except Saturdays; on Saturdays as follows: from October 1 to June 1, from 9 A. M. to 3 P. M.; from June 1 to September 30, 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, 12 M.
MICHAEL COLEMAN, President; FLOYD T. SMITH, Secretary.

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

DEPARTMENT OF STREET CLEANING.

Nos. 31 and 32 Park Row, "World" Building, Rooms 1, 2 and 3, 9 A. M. to 4 P. M.
JAMES S. COLEMAN, Commissioner; JACOB SEABOLD, Deputy Commissioner; R. W. HOKNER, Chief Clerk.

CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS.

Room No. 11, City Hall.
EVERETT P. WHEELER, Chairman of the Supervisory Board; LEE PHILLIPS, Secretary and Executive Officer.

BOARD OF ESTIMATE AND APPORTIONMENT.

Office of Clerk, Staats Zeitung Building, Room 5.
The Mayor, Chairman; CHARLES V. ADEE, Clerk.

REGISTER'S OFFICE.

East side City Hall Park, 9 A. M. to 4 P. M.
JAMES J. SLEVIN, Register; JAMES J. MARTIN, Deputy Register.

COMMISSIONER OF JURORS.

Room 127, Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
CHARLES REILLY, Commissioner; JAMES E. CONNER, Deputy Commissioner.

COUNTY CLERK'S OFFICE.

Nos. 7 and 8 New County Court-house, 9 A. M. to 4 P. M.
JAMES A. FLACK, County Clerk; THOMAS F. GILROY, Deputy County Clerk.

DISTRICT ATTORNEY'S OFFICE.

Second floor, Brown-stone Building, City Hall Park, 9 A. M. to 4 P. M.
JOHN R. FELLOWS, District Attorney; ANDREW D. PARKER, Chief Clerk.

THE CITY RECORD OFFICE.

And Bureau of Printing, Stationery, and Blank Books
No. 2 City Hall, 9 A. M. to 5 P. M., except Saturdays, on which days 9 A. M. to 3 P. M.
THOMAS COSTIGAN, Supervisor; R. P. H. ABELL, Book-keeper.

BOARD OF ASSESSORS.

Office City Hall, Room No. 11, 9 A. M. to 4 P. M.
EDWARD GILON, Chairman; WM. H. JASPER, Secretary.

BOARD OF EXCISE.

No. 51 Bond street, 9 A. M. to 4 P. M.
CHARLES H. WOODMAN, President; DAVID S. WHITE, Secretary and Chief Clerk.

SHERIFF'S OFFICE.

Nos. 3 and 4 New County Court-house, 9 A. M. to 4 P. M.
HUGH J. GRANT, Sheriff; JOHN B. SEXTON, Under Sheriff; BERNARD F. MARTIN, Order Arrest Clerk.

CORONERS' OFFICE.

Nos. 13 and 15 Chatham street, 8 A. M. to 5 P. M. Sundays and holidays, 8 A. M. to 12 P. M.
MICHAEL J. B. MESSEMER, FERDINAND LEVY, FERDINAND EDHIAN, JOHN R. NOGENT, Coroners; JOHN T. TOAL, Clerk of the Board of Coroners.

SUPREME COURT.

Second floor, New County Court-house, opens at 10.30 A. M.
CHARLES H. VAN BRUNT, Presiding Justice; JAMES A. FLACK, Clerk; THOMAS F. GILROY, Deputy County Clerk.

General Term, Room No. 9, WILLIAM LAMB, Jr., Clerk.
Special Term, Part I., Room No. 10, HUGH DONNELLY, Clerk.
Special Term, Part II., Room No. 18, WILLIAM J. HILL, Clerk.
Chambers, Room No. 11, WALTER BRADY, Clerk.
Circuit, Part I., Room No. 12, SAMUEL BARRY, Clerk.
Circuit, Part II., Room No. 14, RICHARD J. SULLIVAN, Clerk.
Circuit, Part III., Room No. 13, GEORGE F. LYON, Clerk.
Circuit, Part IV., Room No. 15, J. LEWIS LYON, Clerk.
Judges' Private Chambers, Rooms Nos. 19 and 20, EDWARD J. KNIGHT, Librarian.

SUPERIOR COURT.

Third floor, New County Court-house, 11 A. M.
General Term, Room No. 35.
Special Term, Room No. 33.
Chambers, Room No. 33, 10 A. M.
Part I., Room No. 34.
Part II., Room No. 36.
Part III., Room No. 36.
Judges' Private Chambers, Room No. 30.
Naturalization Bureau, Room No. 32.
Clerk's Office, Room No. 31, 9 A. M. to 4 P. M.
JOHN SEDGWICK, Chief Judge; THOMAS BOESE, Chief Clerk.

COURT OF COMMON PLEAS.

Third floor, New County Court-house, 11 A. M.
Assignment Bureau, Room No. 23, 9 A. M. to 4 P. M.
Clerk's Office, Room No. 22, 9 A. M. to 4 P. M.
General Term, Room No. 24, 11 o'clock A. M. to adjournment.
Special Term, Room No. 21, 11 o'clock A. M. to adjournment.
Chambers, Room No. 21, 10.30 o'clock A. M. to adjournment.

Part I., Room No. 25, 11 o'clock A. M. to adjournment.
Part II., Room No. 26, 11 o'clock A. M. to adjournment.
Part III., Room No. 27, 11 o'clock A. M. to adjournment.
Naturalization Bureau, Room No. 23, 9 A. M. to 4 P. M.
RICHARD L. LARREMORE, Chief Justice; NATHANIEL JARVIS, Jr., Chief Clerk.

COURT OF GENERAL SESSIONS.

No. 32 Chambers street. Parts I. and II. Court opens at 11 o'clock A. M.
FREDERICK SMYTH, Recorder; HENRY A. GILDER-SLEEVE and RUTUS B. COWING, Judges of the said Court.
Terms, first Monday each month.
JOHN SPARKS, Clerk. Office, Room No. 11, 10 A. M. till 4 P. M.

CITY COURT.

City Hall.
General Term, Room No. 20.
Trial Term, Part I., Room No. 20.
Part II., Room No. 19.
Part III., Room No. 19.
Special Term, Chambers, Room No. 21, 10 A. M. to 4 P. M.
Clerk's Office, Room No. 10, City Hall, 9 A. M. to 4 P. M.
DAVID MCADAM, Chief Justice; JOHN REID, Clerk.

OVER AND TERMINER COURT.

New County Court-house, second floor, southeast corner, Room No. 11. Court opens at 10.15 o'clock A. M.
Clerk's Office, Brown-stone Building, City Hall Park, second floor, northwest corner, Room No. 11, 10 A. M. till 4 P. M.

COURT OF SPECIAL SESSIONS.

At Tombs, corner Franklin and Centre streets, daily at 10.30 A. M., excepting Saturday.
Clerk's Office, Tombs.

DISTRICT CIVIL COURTS.

First District—First, Second, Third and Fifth Wards southwest corner of Centre and Chambers streets.
MICHAEL NORTON, Justice.
Clerk's office open from 9 A. M. to 4 P. M.

Second District—Fourth, Sixth and Fourteenth Wards, corner of Pearl and Centre streets, 9 A. M. to 4 P. M.
CHARLES M. CLANCY, Justice.

Third District—Ninth and Fifteenth Wards, southwest corner Sixth avenue and West Tenth street. Court open daily (Sundays and legal holidays excepted), from 9 A. M. to 4 P. M.
GEORGE B. DEANE, Justice.

Fourth District—Tenth and Seventeenth Wards, No. 30 First street, corner Second avenue. Court opens 9 A. M. daily; continues to close of business.
ALFRED STECKLER, Justice.

Fifth District—Seventh, Eleventh and Thirteenth Wards, No. 154 Clinton street.
HENRY M. GOLDFOGLE, Justice.

Sixth District—Eighteenth and Twenty-first Wards, No. 61 Union place, Fourth avenue, southwest corner of Eighth street. Court opens 9 A. M. daily; continues to close of business.
SAMSON LACHMAN, Justice.

Seventh District—Nineteenth and Twenty-second Wards, No. 151 East Fifty-seventh street. Court opens every morning at 9 o'clock (except Sundays and legal holidays) and continues to the close of business.
AMBROSE MONELLI, Justice.

Eighth District—Sixteenth and Twentieth Wards, southwest corner of Twenty-second street and Seventh avenue. Court opens at 9 A. M. and continues to close of business. Clerk's office open from 9 A. M. to 4 P. M. each court day.
On and after Monday, October 3, 1887, the trial days of this Court will be Mondays, Wednesdays and Fridays.
JOHN JEROLMAN, Justice.

Ninth District—Twelfth Ward, No. 225 East One Hundred and Twenty-fifth street.
JOSEPH P. FALLON, Justice.
Clerk's office open daily from 9 A. M. to 4 P. M. Trial days Tuesdays and Fridays. Court opens at 9.15 A. M.

Tenth District—Twenty-third and Twenty-fourth Wards, corner of Third avenue and One Hundred and Fifty-eighth street.
Office hours, from 9 A. M. to 4 P. M. Court opens at 9 A. M.
ANDREW J. ROGERS, Justice.

Eleventh District—No. 919 Eighth avenue; Twenty-second Ward, and all that part of the Twelfth Ward lying south of One Hundred and Twelfth street and west of Sixth avenue. Court open daily (Sundays and legal holidays excepted), from 9 A. M. to 4 P. M.
THOMAS E. MURRAY, Justice.

POLICE COURTS.

Judges—MAURICE J. POWER, J. HENRY FORD, JACOB PATTERSON, JR., JAMES T. KILBRETH, JOHN J. GORMAN, HENRY MURRAY, SOLON E. SMITH, ANDREW J. WHITE, CHARLES WELDE, DANIEL O'REILLY, PATRICK G. DUFFY.

GEORGE W. CREIGER, Secretary.
Office of Secretary, Fifth District Police Court, One Hundred and Twenty-fifth street, near Fourth avenue.

First District—Tombs, Centre street.
Second District—Jefferson Market.
Third District—No. 69 Essex street.

Fourth District—Fifty-seventh street, near Lexington avenue.
Fifth District—One Hundred and Twenty-fifth street, near Fourth avenue.
Sixth District—One Hundred and Fifty-eighth street and Third avenue.

BOARD OF STREET OPENING AND IMPROVEMENT.

NOTICE IS HEREBY GIVEN THAT THERE will be a meeting of the Board of Street Opening and Improvement of the City of New York held in the Mayor's Office, on Friday, February 3, 1888, at 10 o'clock P. M., at which meeting it is proposed to consider the unfinished business with such other matters as may be brought before the Board.
Dated January 30, 1888.

WM. V. I. MERCKER, Secretary.

FIRE DEPARTMENT.

HEADQUARTERS FIRE DEPARTMENT.
Nos. 157 and 159 EAST SIXTY-SEVENTH STREET.

NOTICE IS HEREBY GIVEN THAT THE Board of Commissioners of this Department will meet daily, at 10 o'clock A. M., for the transaction of business.

By order of
HENRY D. PURROY, President.
RICHARD CROKER, Commissioners.
CARL JUSSEN, Secretary.

FINANCE DEPARTMENT.

SPECIAL NOTICE.

NOTICE TO ARCHITECTS IS HEREBY GIVEN that the time for receiving plans and specifications of a building for Criminal Courts and other purposes, proposed to be erected in the City Hall Park of the City of New York, as heretofore advertised, is extended from the first day of March, 1888, to the second day of April, 1888.

By order of the Commissioners of the Sinking Fund.
RICHARD A. STORKS, Secretary.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, January 30, 1888.

CITY OF NEW YORK,

FINANCE DEPARTMENT,

COMPTROLLER'S OFFICE,

January 26, 1888.

NOTICE TO PROPERTY-OWNERS.

IN PURSUANCE OF SECTION 916 OF THE "New York City Consolidation Act of 1882," the Comptroller of the City of New York hereby gives public notice to all persons, owners of property affected by the following assessment lists, viz:

Washington street paving with granite-block pavement and laying crosswalks, from Little West Twelfth street to Fourth street.
West End avenue regulating, grading, setting curb and flagging, from Seventy-second street to the Boulevard.

Third avenue sewer, between Twenty-first and Twenty-second streets.
Fourth avenue regulating and grading on the east side, from Niney-seventh to One Hundred and Second street.

Tenth avenue and One Hundred and Thirtieth street laying crosswalks, across the north, south, east and west sides.

Tenth avenue sewers, east side, between One Hundred and Sixty-second and One Hundred and Seventieth streets, and west side, between Kingsbridge road and One Hundred and Seventy-third street.

Eighteenth street and Nineteenth street fencing vacant lots, between Avenue B and Avenue C.
Nineteenth street receiving-basin, on northeast corner of, and Avenue B.

Seventieth street paving with trap-block pavement, and laying crosswalks from Avenue A to First avenue.
Seventy-fourth street sewer, between Ninth and Tenth avenues.

Eighty-seventh street paving with granite-block pavement, from Madison to Park avenue.
Ninety-first street sewer, between Eighth and Ninth avenues.

Ninety-third street regulating, grading, setting curb-stones and flagging, from West End avenue to Riverside Drive.

One Hundred and Second street paving with granite-block pavement and laying crosswalks, from Lexington to Fifth avenue.

One Hundred and Fifth street paving with granite-block pavement and laying crosswalks, from First avenue to East or Harlem river.

One Hundred and Thirtieth street sewer, between the Boulevard and Riverside avenue.
One Hundred and Seventieth street regulating, grading, setting curb-stones and flagging, from Fourth to Fifth avenue.

One Hundred and Eighteenth street regulating, grading, setting curb-stones and flagging, from Fourth to Sixth avenue.

One Hundred and Eighteenth street sewer, between Seventh avenue and Avenue St. Nicholas.

One Hundred and Twenty-sixth street laying crosswalks across at the westerly side of Avenue St. Nicholas.

One Hundred and Fortieth street, East, regulating, grading, setting curb and gutter-stones and flagging the sidewalks, between North Third avenue and Willis avenue.

One Hundred and Fifty-ninth street regulating, grading, setting curb and gutter-stones flagging and laying crosswalks, from North Third avenue to Railroad avenue, East.

One Hundred and Sixty-second street regulating, grading, setting curb-stones and flagging, from Tenth avenue to Edgecomb road.

Fencing vacant lots in block bounded by One Hundred and Seventieth street, One Hundred and Eightieth streets, Eighth avenue and Avenue St. Nicholas.

—which were confirmed by the Board of Revision and Correction of Assessments, January 19, 1888, and entered on the same date, the Record of Titles of Assessments, kept in the "Bureau for the Collection of Assessments and Arrears of Taxes and Water Rents," that unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of entry of the assessments, interest will be collected thereon as provided in section 917 of said "New York City Consolidation Act of 1882."

Section 917 of the said act provides that, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon, at the rate of seven per centum per annum, to be calculated from the date of such entry to the date of payment."

The above assessments are payable to the Collector of Assessments and Clerk of Arrears at the "Bureau for the Collection of Assessments and Arrears of Taxes and Water Rents," between the hours of 9 A. M. and 2 P. M., and all payments made thereon, on or before April 1, 1888, will be exempt from interest as above provided, and after that date will be subject to the charge of interest at the rate of seven per centum per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

THEODORE W. MYERS, Comptroller.

CITY OF NEW YORK,

FINANCE DEPARTMENT,

COMPTROLLER'S OFFICE,

January 21, 1888.

NOTICE TO PROPERTY-OWNERS.

IN PURSUANCE OF SECTION 917 OF THE "New York City Consolidation Act of 1882," the Comptroller of the City of New York hereby gives public notice to all persons, owners of property affected by the assessment list for the opening of Prospect avenue, from Westchester avenue to the Southern Boulevard, which was confirmed by the Supreme Court, December 31, 1887, and entered on the 12th day of January, 1888, in the Record of Titles of Assessments, kept in the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments of Water Rents," that unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon as provided in section 918 of said "New York City Consolidation Act of 1882."

Section 918 of the said act provides that, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon, at the rate of seven per centum per annum, to be calculated from the date of such entry to the date of payment."

The above assessment is payable to the Collector of Assessments and Clerk of Arrears at the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments of Water Rents," Room 37, Stewart Building, between the hours of 9 A. M. and 2 P. M., and all payments made thereon, on or before March 29, 1888, will be exempt from interest as above provided, and after that date will be subject to the charge of interest at the rate of seven per centum per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

THEODORE W. MYERS,

Comptroller.

SALE OF LEASE OF FERRY, JAY STREET TO WEEHAWKEN, N. J.

THE FRANCHISE OF THE FERRY FROM A point at or near the foot of Jay street, North river, City of New York, to Weehawken, County of Hudson, State of New Jersey, will be sold to the highest bidder, at public auction, at the Comptroller's Office, on Wednesday, the eighteenth day of January, 1888, at 12 o'clock, M., for the term of one year from January 1, 1888, the lease to contain the usual terms and conditions of ferry leases, a form of which can be seen at the office of the Comptroller.

By order of the Commissioners of the Sinking Fund.
EDWARD W. LOEW, Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,

COMPTROLLER'S OFFICE, December 30, 1887.

The above sale is postponed to Wednesday, February 1, 1888, at the same hour and place.

THEODORE W. MYERS,

Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,

COMPTROLLER'S OFFICE, January 18, 1888.

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 1853 to 1887, prepared under the direction of the Commissioners of Records.

Grantees, grantees, suits in equity, insolvents' and Sheriff's sales in 61 volumes, full bound, price..... \$100 00
The same in 25 volumes, half bound..... 50 00
Complete sets, folded, ready for binding..... 15 00
Records of Judgments, 25 volumes, bound..... 10 00

Orders should be addressed to "Mr. Stephen Angell Room 23, Stewart Building."

THEODORE W. MYERS,

Comptroller.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

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

TO CONTRACTORS.

PROPOSALS FOR GROCERIES, DRY GOODS, LUMBER, ETC.

SEALED BIDS OR ESTIMATES FOR FURNISHING GROCERIES, ETC.

8,500 pounds Dairy Butter, sample on exhibition Thursday, February 9, 1888.
1,500 pounds Cheese.
3,200 dozen Fresh Eggs, all to be candied.
662 barrels good sound Irish Potatoes, to weigh 172 pounds net per barrel.
50 barrels prime Red or Yellow Onions, 150 pounds net per barrel.
100 barrels prime Caviars, 130 pounds net per barrel.
1,600 heads prime good-sized Cabbage.
100 bags Bran, 50 pounds net each.
100 bags Coarse Meal, 100 pounds net each.
50 gross Matches.
25 barrels standard White Kerosene Oil, 150° test.

DRY GOODS, ETC.
250 Toilet Tissue.
120 dozen Women's Woolen Mittens.
6,000 yards Seersucker.
100 pounds pure S. A. Curled Hair.
6,000 yards Cottonade.
500 pounds Cotton Yarn.

TIN.
2 boxes first quality Tin, 1X, 14 x 20.
28 boxes first quality Roofing Tin, 14 x 20.

LUMBER.
600 square feet first quality extra clear, thoroughly seasoned, Ash Flooring, dressed, tongued and grooved, 1/2 in. x 2 in.
4,300 feet first quality clear, thoroughly seasoned, edged or vertical grained Georgia Yellow Pine Flooring, tongued and grooved, dressed one side, 3/4 in. x 3 in., all one milling.
5,000 superficial feet first quality clear, thoroughly seasoned, White Pine Ceiling Boards, 7/8 in. x 4 1/2 in., tongued and grooved, dressed and beaded one side.

All lumber to be delivered at Blackwell's Island.

—will be received at the Department of Public Charities and Correction, in the City of New York, until 9.30 o'clock A. M. of Friday, February 10, 1888. 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, Lumber, etc.," with his or her 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 contract awarded to, any person who is in arrears to the Corporation under contract, or who is a defaulter, or 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, 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 was made without

any connection with any other person making an estimate for the same purpose, and 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, 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 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 to be done, and the estimated amount of the security required for the completion of the contract, over and above all his debts of every nature, and over and above his liabilities, as bail, surety or otherwise; and that he has offered himself as a surety in good faith and with the intention to execute the bond required by 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 is making the estimate, and 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 or State 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, or money must not be enclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the Estimate-book, 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 to the successful bidder, who shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York, as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of his deposit will be returned to him.

Should the person or persons to whom the contract may be awarded neglect or refuse to accept the contract within five days after written notice that the same has been awarded to his or their bid or proposal, or if he or they accept, but do not execute the same, 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 re-advertised 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 on exhibition at the office of the Department. Bidders are cautioned to examine the specifications for particularities of the articles, etc., required, before making their estimates.

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

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

Payment will be made by a requisition on the Comptroller, in accordance with the terms of the contract, or from time to time, as the Corporation 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, January 31, 1888.

CHARLES E. SIMMONS, President,
HENRY H. PORTER, Commissioner,
THOMAS S. BRENNAN, Commissioner,
Public Charities and Correction.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE,
NEW YORK, January 24, 1888.

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 Morgue, Bellevue Hospital, from Pier 22, North River—Unknown man, aged about 40 years; 5 feet 8 inches high; brown hair, mixed with gray; blonde moustache. Had on dark coat, vest and pants, white shirt, flannel shirt, gray socks, boots.

Unknown man, from foot of Fifty-fifth street, North River, aged about 35 years; 5 feet 7 inches high; dark brown hair, brown moustache. Had on brown shoes, gray socks; no other clothing.

At Workhouse, Blackwell's Island—Catherine Conlon, aged 69 years. Committed January 12, 1888.

At Lunatic Asylum, Blackwell's Island—Celia Duffy, aged 45 years; 5 feet 5½ inches high; red hair, brown eyes. Transferred from Charity Hospital September 10, 1887, and had on Corporation's uniform.

At Homeopathic Hospital, Ward's Island—Peter Scully, aged 58 years; 5 feet 8 inches high; blue eyes, gray hair. Had on when admitted black overcoat, black coat, pants and brown derby hat.

Nothing known of their friends or relatives.

By order, G. F. BRITTON, Secretary.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE,
NEW YORK, January 19, 1888.

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 Morgue, Bellevue Hospital, from One Hundred and Thirtieth street and Hudson River Railroad—Unknown man, aged about 40 years; 5 feet 7 inches high; dark hair and moustache. Had on dark ribbed overcoat, dark diagonal coat and vest, dark pants, white shirt, brown mixed undershirt and drawers, brown socks, gaiters, black derby hat.

At Homeopathic Hospital, Ward's Island—Louise Lapp; aged 44 years; 5 feet 2 inches high; blue eyes; brown hair. Had on when admitted red striped shawl, black blouse waist and white gaiters, black straw bonnet.

Nothing known of their friends or relatives.

By order, G. F. BRITTON, Secretary.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE,
NEW YORK, January 19, 1888.

COPIES OF THE CITY RECORD CAN BE obtained at No. 4 City Hall northwest corner basement). Price three cents each.

DEPARTMENT OF PUBLIC PARKS.

DEPARTMENT OF PUBLIC PARKS,
Nos. 49 and 51 CHAMBERS STREET,
NEW YORK, January 30, 1888.

PARTIES INTERESTED IN THE MATTER OF the proposed grade of East One Hundred and Sixty-ninth street, between Franklin and Union avenues, in the Twenty-third Ward, are requested to call at the office of the Commissioners of Public Parks, at Nos. 49 and 51 Chambers street, within ten days from date, and examine the map showing the same, and make known their views in relation thereto.

By order of the Commissioners of Public Parks,
CHARLES DE F. BURNS,
Secretary.

DEPARTMENT OF PUBLIC PARKS,
Nos. 49 and 51 CHAMBERS STREET,
NEW YORK, January 30, 1888.

NOTICE IS HEREBY GIVEN THAT THE COMMISSIONERS OF THE DEPARTMENT OF PUBLIC PARKS, in the City of New York, will, at their office, Nos. 49 and 51 Chambers street, in the City of New York, at 11 o'clock A. M., hear and consider all statements, objections and evidence that may then and there be offered in reference to the contemplated change in the classification of that portion of East One Hundred and Seventy-third street, lying between Weeks street and the westerly boundary of Crotona Park, in the Twenty-fourth Ward of said city.

The proposed change consists in the designation of said street as of the first class (now part second and part third class), in pursuance of the provisions of chapter 721 of the laws of 1887.

The map showing the contemplated change is now on exhibition in said office.

M. C. D. BORDEN,
WALDO HUTCHINS,
J. HAMPDEN ROBB,
Commissioners of Public Parks.

DEPARTMENT OF PUBLIC PARKS,
49 and 51 CHAMBERS STREET,
NEW YORK, January 27, 1888.

TO CONTRACTORS.

SEALED BIDS OR ESTIMATES FOR THE following-mentioned work, with the title of the contract, and the name of the person or persons to be received by the Department of Public Parks at its office, Nos. 49 and 51 Chambers street, until eleven o'clock A. M. on Wednesday, February 8, 1888.

FURNISHING AND DELIVERING, WHERE REQUIRED, BROKEN TRAP-ROCK, STONE AND BRICKS, "TOMPKINS COVE" BLUE STONE ALONG CERTAIN ROADS, AVENUES AND STREETS IN THE TWENTY-THIRD AND TWENTY-FOURTH WARDS, IN THE CITY OF NEW YORK.

The estimate of the work to be done and the quantity of material to be furnished and delivered is as follows:

7,800 cubic yards of 2½-inch broken trap-rock stone.
5,200 cubic yards of ¾-inch Tompkins' Cove bluestone.

Bidders are required to state in writing, and also in figures, the price per cubic yard for all 2½-inch broken trap-rock stone, also the price per cubic yard for all ¾-inch Tompkins' Cove bluestone to be furnished and delivered in such quantities and on such places along the roads, avenues and streets, in the Twenty-third and Twenty-fourth Wards, as may be mentioned and designated.

These prices are to cover the furnishing and delivering, also the expense of dockage, hauling and all necessary labor, and the performance of all the work as set forth in the specification and form of agreement.

Of the above quantities, about 1,600 cubic yards of trap-rock stone and 900 cubic yards of Tompkins' Cove bluestone can be discharged at "Hoe's dock," Westchester avenue and Grand street, and the balance, when required, to any designated place or places within a radius of two miles of the same.

700 cubic yards trap-rock stone and 350 cubic yards of Tompkins' Cove bluestone can be discharged at Green's dock, Mott Haven, but are to be hauled, when required, to any designated place or places within a radius of two miles of the same.

2,000 cubic yards trap-rock stone and 1,500 cubic yards of Tompkins' Cove bluestone can be discharged at Morris' dock or Haskins' dock, but are to be hauled, when required, to any designated place or places within a radius of two and a half miles of the same.

3,500 cubic yards of trap-rock stone and 2,900 cubic yards of Tompkins' Cove bluestone can be discharged at Kingsbridge, but are to be hauled, when required, to any designated place or places within a radius of two and a half miles of the same.

Bidders must satisfy themselves by personal examination of the location of the roads, avenues and streets in the Twenty-third and Twenty-fourth Wards, where the material is to be delivered, and the distances from any pier or dock, or depth of water where such material can be landed, and shall not at any time after the submission of an estimate, dispute or complain, nor assert that there was any misstatement or mistake as to the places, or the nature or amount of work to be done.

Bidders will be required to complete the entire work to the satisfaction of the Department of Public Parks, and in substantial accordance with the specifications, called for in the specifications, and the form of agreement, and no extra compensation beyond the amount payable for the several classes of work before enumerated, which shall be actually performed at the prices therefor, to be specified by the lowest bidder, shall be due or payable by the Corporation.

The person making any bid or estimate must furnish the same enclosed in a sealed envelope, to the head of said Department, at his office, on or before the day and hour above mentioned, and the estimate, they will, on the head of the said Department at the place and hour last above mentioned and read.

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 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 several matters stated therein are in all respects true. Where more than one person is interested, it is requisite that the verification be made and subscribed by all the parties interested.

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

Bidders will be required to complete the entire work to the satisfaction of the Commissioners of the Department of Public Parks, and in substantial accordance with the specifications.

The amount of the security required is Three Thousand Dollars.

Bidders are informed that no deviation from the specifications will be allowed unless a written permission shall previously have been obtained from the Commissioners of the Department of Public Parks.

Blank forms of proposal and form of agreement, including the specifications, and showing the mode of payment for the work, can be obtained on application to the Secretary at this office.

M. C. D. BORDEN,
WALDO HUTCHINS,
J. HAMPDEN ROBB,
Commissioners of Public Parks.

DEPARTMENT OF PUBLIC PARKS,
49 and 51 CHAMBERS STREET,
NEW YORK, January 27, 1888.

TO CONTRACTORS.

SEALED BIDS OR ESTIMATES FOR THE following-mentioned work, with the title of the contract, and the name of the person or persons to be received by the Department of Public Parks at its office, Nos. 49 and 51 Chambers street, until eleven o'clock A. M. on Wednesday, February 8, 1888.

FURNISHING AND DELIVERING, WHERE REQUIRED, BROKEN TRAP-ROCK, STONE AND BRICKS, "TOMPKINS COVE" BLUE STONE ALONG CERTAIN ROADS, AVENUES AND STREETS IN THE TWENTY-THIRD AND TWENTY-FOURTH WARDS, IN THE CITY OF NEW YORK.

The estimate of the work to be done and the quantity of material to be furnished and delivered is as follows:

7,800 cubic yards of 2½-inch broken trap-rock stone.
5,200 cubic yards of ¾-inch Tompkins' Cove bluestone.

Bidders are required to state in writing, and also in figures, the price per cubic yard for all 2½-inch broken trap-rock stone, also the price per cubic yard for all ¾-inch Tompkins' Cove bluestone to be furnished and delivered in such quantities and on such places along the roads, avenues and streets, in the Twenty-third and Twenty-fourth Wards, as may be mentioned and designated.

These prices are to cover the furnishing and delivering, also the expense of dockage, hauling and all necessary labor, and the performance of all the work as set forth in the specification and form of agreement.

Of the above quantities, about 1,600 cubic yards of trap-rock stone and 900 cubic yards of Tompkins' Cove bluestone can be discharged at "Hoe's dock," Westchester avenue and Grand street, and the balance, when required, to any designated place or places within a radius of two miles of the same.

700 cubic yards trap-rock stone and 350 cubic yards of Tompkins' Cove bluestone can be discharged at Green's dock, Mott Haven, but are to be hauled, when required, to any designated place or places within a radius of two miles of the same.

2,000 cubic yards trap-rock stone and 1,500 cubic yards of Tompkins' Cove bluestone can be discharged at Morris' dock or Haskins' dock, but are to be hauled, when required, to any designated place or places within a radius of two and a half miles of the same.

3,500 cubic yards of trap-rock stone and 2,900 cubic yards of Tompkins' Cove bluestone can be discharged at Kingsbridge, but are to be hauled, when required, to any designated place or places within a radius of two and a half miles of the same.

Bidders must satisfy themselves by personal examination of the location of the roads, avenues and streets in the Twenty-third and Twenty-fourth Wards, where the material is to be delivered, and the distances from any pier or dock, or depth of water where such material can be landed, and shall not at any time after the submission of an estimate, dispute or complain, nor assert that there was any misstatement or mistake as to the places, or the nature or amount of work to be done.

Bidders will be required to complete the entire work to the satisfaction of the Department of Public Parks, and in substantial accordance with the specifications, called for in the specifications, and the form of agreement, and no extra compensation beyond the amount payable for the several classes of work before enumerated, which shall be actually performed at the prices therefor, to be specified by the lowest bidder, shall be due or payable by the Corporation.

The person making any bid or estimate must furnish the same enclosed in a sealed envelope, to the head of said Department, at his office, on or before the day and hour above mentioned, and the estimate, they will, on the head of the said Department at the place and hour last above mentioned and read.

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 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 several matters stated therein are in all respects true. Where more than one person is interested, it is requisite that the verification be made and subscribed by all the parties interested.

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

in the City of New York, and is worth the amount of the security required for the completion of the contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety or otherwise; 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 will be determined by the Comptroller of the City of New York, after the award is made and prior to the signing of the contract.

Bidders will be required to complete the entire work to the satisfaction of the Commissioners of the Department of Public Parks, and in substantial accordance with the specifications.

The amount of the security required is Three Thousand Dollars.

Bidders are informed that no deviation from the specifications will be allowed unless a written permission shall previously have been obtained from the Commissioners of the Department of Public Parks.

Blank forms of proposal and form of agreement, including the specifications, and showing the mode of payment for the work, can be obtained on application to the Secretary at this office.

M. C. D. BORDEN,
WALDO HUTCHINS,
J. HAMPDEN ROBB,
Commissioners of Public Parks.

of the party making such estimate that the several matters therein stated are in all respects true. Where more than one person is interested in the estimate the verification must be made by all the parties interested.

Each estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for its faithful performance; 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 to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the work by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of the contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety or otherwise; 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 will be determined by the Comptroller of the City of New York, after the award is made and prior to the signing of the contract.

Bidders will be required to complete the entire work to the satisfaction of the Commissioners of the Department of Public Parks, and in substantial accordance with the specifications.

The amount of the security required is Three Thousand Dollars.

Bidders are informed that no deviation from the specifications will be allowed unless a written permission shall previously have been obtained from the Commissioners of the Department of Public Parks.

Blank forms of proposal and form of agreement, including the specifications, and showing the mode of payment for the work, can be obtained on application to the Secretary at this office.

M. C. D. BORDEN,
WALDO HUTCHINS,
J. HAMPDEN ROBB,
Commissioners of Public Parks.

DEPARTMENT OF PUBLIC PARKS, 49 and 51 CHAMBERS STREET, NEW YORK, January 27, 1888.

TO CONTRACTORS.

SEALED BIDS OR ESTIMATES FOR FURNISHING AND DELIVERING, SCREENED GRAVEL, OF THE QUALITY KNOWN AS ROA HOOK GRAVEL, WHERE REQUIRED ON THE CENTRAL PARK AND RIVERSIDE PARK AND AVENUE, IN THE CITY OF NEW YORK.

will be received at the office of the Department of Public Parks, Nos. 49 and 51 Chambers street, New York, until eleven o'clock A. M., on Wednesday, February 8, 1888.

All the gravel to be furnished and delivered shall be of the kind generally known as Roa Hook Gravel, and equal in all respects to that taken from the gravel bank situated on the east side of the Hudson river, north of Peckskill, and known as the Roa Hook Gravel Bank. It shall be the best quality double screened gravel, clean and free from loam and dirt, and in grade such as will pass through a screen with a two-inch mesh diagonal measure, but not to contain more than fifteen per cent. and not less than ten per cent. of material which will pass through a screen with a mesh having a diagonal measure of one thirty-second of an inch.

The prices are to cover the furnishing and delivering, also the expense of dockage, hauling and all necessary labor, and the performance of all the work as set forth in the specifications and form of agreement hereto annexed.

The estimate of the work to be done and the quantity of material to be furnished and delivered is as follows:

8,000 cubic yards double screened gravel for roads and drives.

The contractor will be required to deliver the above material in such quantities and on the list of such roads in the Central Park and on Riverside Park and avenue as may from time to time be designated.

Bidders must satisfy themselves by personal examination of the location of the roads and avenues where the material is to be delivered; also as to the distances from any pier or dock, or depth of water where such material can be landed, and shall not at any time after the submission of an estimate, dispute or complain, nor assert that there was any misstatement or mistake as to the places, or the nature or amount of work to be done.

Bidders will be required to complete the entire work to the satisfaction of the Commissioners of the Department of Public Parks, and in substantial accordance with the specifications.

The person or persons making any bid or estimate shall present the same in a sealed envelope, and read "Bid or Estimate for Gravel," with the name of the person or persons presenting the same, and the date of presentation, at the said office, on or before the day and hour above named, at which time and place the bids will be publicly opened by the Secretary of the Department, and read, and the award of the contract will be made as soon thereafter as practicable.

The person or persons to whom the contract may be awarded will be required to attend at the office of the said Department, with the sureties offered by him or them, and execute the contract within five days after written notice that the same has been awarded to his or their bid or estimate, and that the sureties offered by him or them have been approved by the Comptroller; 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 thereupon the contract will be re-advertised and relet, and so on until the contract be accepted and executed.

N. B.—The prices must be written in the estimate, and also stated in figures, and all estimates will be considered as informal which do not contain bids for all items called for in the specifications, or which contain bids for items not called for therein. Permission will not be given for the withdrawal of any bid or estimate, and the right is expressly reserved by the Department of Public Parks to reject any or all estimates which it may deem prejudicial to the public interest. 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.

No bid or estimate will be received or considered unless accompanied by either a certified check upon one of the National or State 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 enclosed in the sealed envelope containing the estimates, but must be handed to the officer or clerk of the Department who has charge of the Estimate-book, 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 to the successful bidder, who 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.

Bidders are required to state in their estimates, under oath, their names and places of residence; the names of all persons interested with them therein; and if no other person be so interested, they shall distinctly state the fact; that it is made 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 several matters stated therein are in all respects true. Where more than one person is interested, it is requisite that the verification be made and subscribed by all the parties interested.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for its faithful performance; and that if he shall omit or refuse to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled on its completion, and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting; the 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

sioners of the Department of Public Parks, in the office
 of the Register of the City and County of New York; in
 the office of the Secretary of State of the State of New
 York, and in the Department of Public Parks.
 Dated, New York, January 5, 1888.
 HENRY R. BEEKMAN,
 Counsel to the Corporation,
 No. 2 Tryon Row New York City.

DEPARTMENT OF PUBLIC WORKS.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
ROOM 6, NO. 31 CHAMBERS STREET,
NEW YORK, January 17, 1888.

TO CONTRACTORS.

BIDS OR ESTIMATES, INCLOSED IN A SEALED envelope, with the title of the work and the name of the bidder indorsed thereon, also the number of the work as in the advertisement, will be received at this office until 12 o'clock M., Wednesday, February 1, 1888, at which place and hour they will be publicly opened by the head of the Department.

- No. 1. FOR SEWER IN SEVENTY-THIRD STREET, between West End and Riverside avenues.
- No. 2. FOR ALTERATION AND IMPROVEMENT TO SEWER IN FOURTH AVENUE, west side, between Seventy-third and Seventy-fourth streets, connecting with present sewer in Seventy-fourth street, from first manhole in Seventy-third street, west of Fourth avenue.
- No. 3. FOR SEWER IN AVENUE B, between Eighty-third and Eighty-fourth streets.
- No. 4. FOR SEWER IN NINETEEN-THIRD STREET, between Second and Fourth avenues.
- No. 5. FOR SEWER IN ONE HUNDRED-THIRD STREET, between West End and Riverside avenues.
- No. 6. FOR SEWER IN MADISON AVENUE, between One Hundred and Fifteenth and One Hundred and Sixteenth streets.
- No. 7. FOR SEWER IN ONE HUNDRED AND FIFTY-NINTH STREET, between Eighth and Manhattan avenues; and between Manhattan avenue and avenue east of Morningside Park.
- No. 8. FOR SEWERS IN ONE HUNDRED AND TWENTY-FIRST STREET, between Eighth and Ninth avenues.
- No. 9. FOR SEWER IN ONE HUNDRED AND FORTY-NINTH STREET, between Seventh and Eighth avenues.
- No. 10. FOR SEWER IN ONE HUNDRED AND FIFTY-THIRD STREET, between Tenth avenue and Boulevard, connecting with present sewer in Boulevard.

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

Each estimate must be verified by the oath, in writing, of the party making the same, that the several matters therein stated are true, and must be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, who are not interested in the work, and who are not connected with the estimate, they will, upon its being so awarded, become bound in all respects to its faithful performance; and that if he shall refuse or neglect to execute the same, they will be liable to the Corporation any difference between the sum to which he would be entitled upon its completion, and that which the Corporation may be obliged to pay to the person to whom the contract shall be awarded, and the sum to which he would be entitled to be calculated upon the estimated amount of the work by which the bids are tested.

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

No estimate will be considered unless accompanied by either a certificate, under the seal of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the security required for the faithful performance of the contract, or a 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-book, and the estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same, within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York, as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of his deposit will be returned to him. **THE COMMISSIONER OF PUBLIC WORKS RESERVES THE RIGHT TO REJECT ALL BIDS RECEIVED FOR ANY PARTICULAR WORK IF HE DEEMS IT FOR THE BEST INTERESTS OF THE CITY.**

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

JOHN NEWTON,
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
NO. 31 CHAMBERS STREET,
NEW YORK, January 17, 1888.

NOTICE OF SALE AT PUBLIC AUCTION.

ON THURSDAY, FEBRUARY 9, 1888, at 10.30 A. M., the Department of Public Works will sell at public auction, by Messrs. Van Tassel and Kearney, Auctioneers, at the Corporation Yards, One Hundred and Nineteenth street and foot of East Twentieth street, the sale to commence at 10.30 A. M. at Corporation Yard, One Hundred and Nineteenth street and St. Nicholas avenue, the following, viz:

Boards, Fruit-stalls, Carts, Timber, Furniture, Iron Water-pipe, Timber and Sheet Iron, Telegraph-poles, Ice-boxes, Yellow Pine, Ash Carts, Wagons, Trucks, Vehicles, Bill-boards, Signs, Lumber, Signs, Window-sills, Blocks of Marble, Watering Wagon, Barber-poles, News-stands, Awnings, Storm-doors, Coal-boxes, Barrels, Photographs and Easel, Trunks, Show-cases, Granite Stones, Wooden Posts, etc., etc.

TERMS OF SALE.

Cash payments in bankable funds at the time and place of sale, and the immediate removal of the articles by the purchaser.

JOHN NEWTON,
Commissioner of Public Works.

REGULATIONS ESTABLISHING A SCALE OF WATER RENTS AND RULES GOVERNING THE USE OF WATER, FOR THE CITY OF NEW YORK, BY ORDER OF JOHN NEWTON, COMMISSIONER OF PUBLIC WORKS.

UNDER CHAPTER 410, LAWS 1882, SECTIONS 310, 351, 352 and 353, and as amended by chapter 559, LAWS 1887, the following regulations shall, from time

to time, establish scales of rents for the supplying of water, which rents shall be collected in the manner now provided by law, and which shall be apportioned to different classes of buildings in said city in reference to their dimensions, values, exposure to fires, ordinary uses for dwellings, stores, shops, private stables and other common purposes, number of families or occupants, or consumption of water, as near as may be practicable, and modify, alter, amend and increase such scale from time to time, and extend it to other descriptions of buildings and establishments. *All extra charges for water shall be deemed to be included in the regular rents, and shall become a charge and lien upon the buildings upon which they are respectively imposed, and, if not paid, shall be returned as arrears to the clerk of arrears.* Such regular rents, including the extra charges above mentioned, 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, including the extra charges aforesaid, shall become a charge and lien upon such houses and lots, respectively, as herein provided, but no charge shall ever shall be made against any building in which a water-meter may have been, or shall be placed as provided in this act. In all such cases the charge for water shall be determined only by the quantity of water actually used as shown by said meters.

The regular annual rents to be collected by the Department of Public Works shall be as follows, to wit: *Croton Water Rates for Buildings from 16 to 50 feet, all others not specified subject to Special Rates.*

FRONT WIDTH.	1 Story.	2 Stories.	3 Stories.	4 Stories.	5 Stories.
16 feet and under.	\$4.00	\$5.00	\$6.00	\$7.00	\$8.00
16 to 18 feet.	5.00	6.00	7.00	8.00	9.00
18 to 20 feet.	6.00	7.00	8.00	9.00	10.00
20 to 22 feet.	7.00	8.00	9.00	10.00	11.00
22 to 24 feet.	8.00	9.00	10.00	11.00	12.00
24 to 26 feet.	9.00	10.00	11.00	12.00	13.00
26 to 28 feet.	10.00	11.00	12.00	13.00	14.00
28 to 30 feet.	11.00	12.00	13.00	14.00	15.00
30 to 32 feet.	12.00	13.00	14.00	15.00	16.00
32 to 34 feet.	13.00	14.00	15.00	16.00	17.00
34 to 36 feet.	14.00	15.00	16.00	17.00	18.00
36 to 38 feet.	15.00	16.00	17.00	18.00	19.00
38 to 40 feet.	16.00	17.00	18.00	19.00	20.00
40 to 42 feet.	17.00	18.00	19.00	20.00	21.00
42 to 44 feet.	18.00	19.00	20.00	21.00	22.00
44 to 46 feet.	19.00	20.00	21.00	22.00	23.00
46 to 48 feet.	20.00	21.00	22.00	23.00	24.00
48 to 50 feet.	21.00	22.00	23.00	24.00	25.00

The rent of all tenements which shall exceed in width fifty feet shall be the subject of special contract with the Commissioner of Public Works.

The apportionment of the regular rents upon dwelling-houses are on the basis that but one family is to occupy the same, and for each additional family, one dollar per year shall be charged.

Meters will be placed on all houses where waste of water is found, and they will be charged at rates fixed by the Department for all the water passing through them.

The extra and miscellaneous rates shall be as follows, to wit:

BAKERSIES.—For the average daily use of flour, for each barrel, three dollars per annum.

BARBER SHOPS. shall be charged from five to twenty dollars per annum each in the discretion of the Commissioner of Public Works; an additional charge of five dollars per annum shall be made for each bath-tub therein.

BATHING TUBS in private houses, beyond one, shall be charged at three dollars per annum each, and five dollars per annum each in public houses, boarding-houses, and bathing establishments. Combination stationary wash-tubs, having a movable division in the centre and capable of use for bathing, shall be charged the same as bathtubs.

BUILDING PURPOSES.—For each one thousand bricks laid, or for stone-work—to be measured as brick—ten cents per thousand. For plastering, forty cents per hundred square.

COWS.—For each and every cow, one dollar per annum.

DINING SALOONS shall be charged an annual rate of from five to twenty dollars, in the discretion of the Commissioner of Public Works.

FISH STANDS (retail) shall be charged five dollars per annum each.

For all stables not metered, the rates shall be as follows: **HORSES.**—For each horse, one dollar and fifty cents per annum; and for each additional horse, two dollars.

HORSES, LIVERY.—For each horse up to and not exceeding three in number, one dollar and fifty cents each per annum; and for each additional horse, one dollar.

HORSES, OMNIBUS AND CART.—For each horse, one dollar per annum.

HORSE TROUGHS.—For each trough, and for each half barrel or tub on sidewalk or street, twenty dollars per annum; each trough is to be fitted with a proper ball-cock to prevent waste.

HORSES AND BOARDING HOUSES shall, in addition to the regular rate for private families, be charged for each lodging room, at the discretion of the Commissioner of Public Works.

LAUNDRIES shall be charged from eight to twenty dollars per annum, in the discretion of the Commissioner of Public Works.

LIQUOR AND LAGER BEER SALOONS shall be charged an annual rate of ten dollars per annum; an additional charge of five dollars per annum shall be made for each tap or wash-box.

PHOTOGRAPH GALLERIES shall be charged an annual rate of from five to twenty dollars, in the discretion of the Commissioner of Public Works.

PRINTING OFFICES, when not metered, shall be charged at such rates as may be determined by the Commissioner of Public Works.

SODA, MINERAL WATER AND ROOT BEER FOUNTAINS shall be charged five dollars per annum each.

STEAM ENGINES, where not metered, shall be charged by the horse-power, as follows: For each horse-power up to and not exceeding ten, the sum of ten dollars per annum; for each exceeding ten, and not over fifteen, the sum of seven dollars and fifty cents each; and for each horse-power over fifteen, the sum of five dollars.

WATER-CLOSETS AND URINALS.—To each building on a lot one water-closet having sewer connection is allowed without charge; each additional water-closet or urinal will be charged as hereinafter stated. All closets connected in any manner with sewer shall be charged two dollars for each seat per annum, whether in a building or on any other portion of the premises.

Urinals shall be charged two dollars per annum each. Water-closets shall be charged as follows: For each water-closet supplied direct from the Croton supply, through any form of the so-called single or double valve, hopper-cocks, stop-cocks, or closing cocks, or any valve or cock of any description attached to the closet, each, per year, twenty dollars.

For any pan closet, or any of the forms of valve, plunger, or other water-closet not before mentioned, supplied with water as above described, per year, ten dollars.

For any form of hopper or water-closet, supplied from the ordinary style of cistern filled with ball-cock, an overflow pipe which communicates with the pipe to the water-closet, so that overflow will run into the hopper or water-closet, when ball-cock is defective, or from which an unlimited amount of water can be drawn by holding up the handle, per year, each, five dollars.

For any form of hopper or water-closet, supplied from any of the forms of waste-preventing cisterns, that are approved by the Engineer of the Croton Aqueduct, which are so constructed that not more than

three gallons of water can be drawn at each lift of the handle, or depression of the seat, if such cisterns are provided with an overflow pipe, such overflow pipe must not connect with the water-closet, but be carried like a safe-waste, as provided by the Board of Health regulations, per year, two dollars.

Cistern answering this description can be seen at this Department.

METERS.

Under the provisions of section 352, Consolidated Act 1882, water-meters, of approved pattern, shall be hereafter placed on the pipes supplying all stores, workshops, hotels, manufactories, public edifices, at wharves, ferry-houses, stables, and in all places where water is furnished for business consumption, except private dwellings.

It is provided by section 352, Laws of 1882, that "all expenses of meters, their connections and setting, water rates, and other lawful charges for the supply of Croton water, shall be a lien upon the premises where such water is supplied, as now provided by law."

All manufacturing and other business requiring a large supply of water will be fitted with a meter.

Water measured by meter, ten cents per one hundred cubic feet.

Rate Without Meters.

PER DAY, GALLONS.	PER 100 GALLONS, RATE.	PER ANNUM, AMOUNT.
25	05	\$3.75
50	05	7.50
60	05	9.00
70	05	10.50
80	05	12.00
90	05	13.50
100	05	15.00
150	05	22.50
200	05	30.00
250	05	37.50
300	04	36.00
350	03 1/2	36.75
400	03 1/2	42.00
450	03 1/2	47.25
500	03 1/2	52.50
600	03 1/2	63.00
700	03 1/2	73.50
800	03 1/2	84.00
900	03 1/2	94.50
1,000	02 1/2	105.00
1,500	03	135.00
2,000	02 1/2	150.00
2,500	02 1/2	165.00
3,000	02 1/2	180.00
4,000	02 1/2	240.00
5,000	02 1/2	300.00
6,000	02 1/2	360.00
7,000	02	420.00
8,000	02	480.00
9,000	02	540.00
10,000	02	600.00

The rate charged for steam-vessels taking water daily or belonging to daily lines, is one-half cent per ton (Custom House measurement) for each time they take water.

Steamers taking water other than daily, one cent per ton (Custom House measurement).

Water supplied to sailing vessels and put on board, twenty-five cents per hundred gallons.

All matters not hereinbefore embraced are reserved for special contract by and with the Commissioner of Public Works.

HYDRANTS, HOSE, TROUGHS, FOUNTAINS, ETC., ETC.

No owner or tenant will be allowed to supply water to another person or persons.

Water supplied to any building from the City must keep their own service-pipes, street tap, and all fixtures connected therewith, in good repair, protected from frost, at their own risk and expense, and shall prevent all waste of water.

The use of hose to wash coaches, omnibuses, wagons, railway cars or other vehicles or horses, cannot be permitted.

No horse-troughs or horse-watering fixtures will be permitted in the street or on the sidewalk, except upon a license or permit taken out for that purpose.

All licenses or permits must be annually renewed on the first of May. Such fixtures must be kept in good order, and the water not allowed to drip or waste by overflowing the sidewalk or street, or to become dangerous in winter by freezing in and about such troughs or fixtures.

No hydrant will be permitted on the sidewalk or in the street, or any hydrant standing in a yard or alley, attached to any dwelling or building, must not be left running when not in actual use, and if the drip or waste from such hydrant freezes and becomes dangerous in winter, the supply will be shut off in addition to the penalty of five dollars imposed.

Taps at wash-basins, water-closets, baths and urinals must not be left running, under the penalty of five dollars for each offense, which will be strictly enforced.

Fountains or jets in hotels, porter-houses, eating-saloons, confectioneries or other buildings are strictly prohibited.

The use of hose for washing sidewalks, stoops, areas, house-fronts, yards, court-yards, gardens, and about stables, is prohibited. Where premises are provided with wells, special permits will be issued for the use of hose, in order that the inspectors of this department may understand that the permission is not for the use of Croton water.

Opening fire-hydrants to fill hand sprinklers or other vessels will not be allowed.

The penalty for a violation of any of the preceding rules and regulations will be five dollars for each offense, and if not paid when imposed will become a lien on the premises in like manner as all other charges for unpaid water rates.

By order,

JOHN NEWTON,
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
NO. 31 CHAMBERS STREET,
NEW YORK, June 21, 1887.

PUBLIC NOTICE AS TO WATER RATES.

PUBLIC NOTICE IS HEREBY GIVEN THAT the compliance with the provisions of chapter 559, Laws of 1887, amending sections 350 and 321 of the New York City Consolidation Act of 1882, passed June 9, 1887, the following changes are made in charging and collecting water rates:

1st. All extra charges for water incurred from and after June 9, 1887, shall be treated, collected and returned in arrears in the same manner as regular rents have heretofore been.

2d. In every building where a water meter or meters are now, or shall hereafter be in use, the charge for water by meter measurement shall be the only charge against such building, or such part thereof as is supplied through the meter.

3d. The returns of arrears of water rents, including the year 1887, shall be made as heretofore on the confirmation of the tax levy by the Board of Aldermen, and shall include charges and penalties of every nature.

4th. A penalty of five dollars (\$5) is hereby established, and will be imposed in each and every case where the rules and regulations of the Department prohibiting the use of water through hose, or in any other wasteful manner, are violated, and such penalties will be entered on the books of the Bureau against the respective buildings or property, and, if not collected, be returned in arrears in the same manner as other charges for water.

5th. Charges for so-called extra water rents of every nature, imposed or incurred prior to June 9, 1887, will be canceled of record on the books of the Department.

D. LOWER SMITH,

Deputy and Acting Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS.

COMMISSIONER'S OFFICE,
NO. 31 CHAMBERS STREET,
NEW YORK, November 10, 1886.

NOTICE TO CROTON WATER CONSUMERS.

NUMEROUS APPLICATIONS HAVE BEEN made to this Department by citizens claiming reductions or rebates on bills for water supplied through meters, on the alleged ground of leakage caused by defective plumbing and worn-out service pipes, or by willful waste of water by tenants allowing the faucets to be turned on in full force in water-closets, sinks, etc., without the knowledge or consent of the owners of the premises.

The main object of the use of water-meters is to enable this Department to detect and check the useless and unwarrantable waste of an element so valuable and essential to the health and comfort of all the citizens, and this object can only be accomplished by enforcing payment for the water wasted.

Under the law all charges for water supplied through meters are a lien against the respective premises, and the law therefore holds the owner of the premises responsible for the amount of water used or wasted.

Notice is therefore given to all householders that, in all further applications for reduction of water rents, no allowance will be made on account of waste of water occurring through leaks, from defective service pipes or plumbing, or wasteful use of water by tenants or occupants of buildings, though such leakage or waste may have occurred without the knowledge or consent of the owners of the buildings.

House-owners are further notified that whenever their meters become vacant, and are likely to remain vacant, they must notify this Department in writing, and that unless this requirement is complied with no deductions in extra water rents will be allowed for any portion of one year.

JOHN NEWTON,

Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS.

COMMISSIONER'S OFFICE,
NO. 31 CHAMBERS STREET,
NEW YORK, September 29, 1886.

PUBLIC NOTICE.

PERSONS HAVING ANY BUSINESS IN THIS Department which is not assigned to or transacted by the several Bureaus in the Department, and which should come under the immediate notice of the Commissioner of Public Works, are requested to communicate directly in person, or by letter, with the Commissioner.

JOHN NEWTON,

Commissioner of Public Works.

EXECUTIVE DEPARTMENT.

NOTICE TO ARCHITECTS.

IN ACCORDANCE WITH THE PROVISIONS OF chapter 371 of the Laws of 1887, entitled "An Act to provide for the erection of a building for Criminal Courts and other purposes in the City of New York," the Commissioners of the Sinking Fund will receive plans and specifications until the first day of March, 1888, for the building provided for in the said act, to be erected in connection with the City Hall and the new Court-house, on the site of the old Court-house, which has been approved by the said Commission, and which can be examined at the office of the Comptroller.

The plans submitted must give the elevation of the said building on all four sides and on the inner court, and must be accompanied by floor plans and specifications for the construction of the said building in sufficient detail to enable the working drawings to be made therefrom. An estimate of the cost of the structure must accompany each plan in sufficient detail to enable the Commission to modify the plans if desired.

For the plan which may be adjudged by the Commission to be the best submitted, a premium of FIVE THOUSAND DOLLARS will be paid; for the second best, a premium of FOUR THOUSAND DOLLARS; for the third best, a premium of THREE THOUSAND DOLLARS; for the fourth best, a premium of TWO THOUSAND DOLLARS; and for the fifth best, a premium of ONE THOUSAND DOLLARS. But no obligation shall rest upon the Commission to award premiums to any plan which shall not be regarded as meritorious.

The premises plans shall become the property of the City, and may be used and combined in any manner which the Commission may approve. No obligation shall be created by the acceptance of any plan to employ the author thereof as the architect to construct the building, it being discretionary with the Commissioner of Public Works to determine in what manner the supervision of the building shall be provided for. Each plan submitted shall be marked with such assumed designation as the architect may select, provided there shall be filed with the Mayor a sealed envelope giving the real name of the author of the plan so designated, which will not be opened until after the award of the premiums.

Lithograph copies of the general plans of the building, adopted by the Commissioners of the Sinking Fund and October 7, 1887, and the plan submitted by architect upon application at the Comptroller's Office, Stewart Building, No. 280 Broadway, in the City of New York, together with a pamphlet containing special instructions.

By order of the Commissioners of the Sinking Fund.
ABRAHAM S. HEWITT,
Mayor and Chairman.

City of New York, November 1, 1887.

DEPARTMENT OF TAXES AND ASSESSMENTS.

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

IN COMPLIANCE WITH SECTION 817 OF THE City Consolidation Act of 1882, it is hereby 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 1888, will be open for examination and correction from the second Monday of January, 1888, until the first day of May 1888.

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