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NUMBER 6,889.

BOARD OF ALDERMEN. STATED MEETING.

MONDAY, December 30, 1895, 11 o'clock A. M.

The Board met in Room 16, City Hall.

PRESENT:

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

In the absence of the President the Vice-President took the chair.
The minutes of the last meeting were read and approved.

REPORTS.

(G. O. 631.)

NEW YORK, December 30, 1895.

To the Honorable the Board of Aldermen:

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

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

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

"Matters for Consideration of the Legislative Committee."

1. To consider subject of Excise.
Page 203 of Minutes of February 19, 1895, Mayor's Message.
2. Greater New York Bill, amendment to.
Page 251 of Minutes of March 5, 1895. Page 31 of Minutes of April 2, 1895.
3. Memorial Building or Arch.
Page 56 of Minutes of April 9, 1895. Page 191 of Minutes of April 30, 1895.
Page 213 of Minutes of May 7, 1895.
4. Powers of Board.
Page 192 of Minutes of April 30, 1895.
5. In re to Stands.
Page 202 of Minutes of April 30, 1895. Page 119 of Minutes of August 6, 1895.
6. Power to Investigate City Departments.
Page 626 of Minutes of June 5, 1895.
7. In re to right of Board to act with Mayor.
Page 73 of Minutes of June 25, 1895.
8. In re to Boot-black Stands.
Page 29 of Minutes of October 1, 1895.
9. N. Y. C. R. R. Depot at One Hundred and Twenty-fifth Street Station.
Pages 421 and 422 of Minutes of November 7, 1895.
10. In re to Detective Sergeants.
Page 603 of Minutes of December 17, 1895.
11. New Court-house, Crotona Park.
Page 604 of Minutes of December 17, 1895.

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

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

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

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

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

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

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

We offer the following resolutions:

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

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

Resolved, That the Clerk of the Common Council be and he is hereby directed to negotiate with the "Bureau of Legislative Information" at Albany, and to contract with the same, agreeing to pay fifty dollars for the year 1896, on condition that this Board be furnished regularly with all bills introduced in the Legislature, a copy of every amendment, and all other data and information as set forth in the prospectus issued by the said bureau; and in addition thereto, ten extra copies of each and every bill, etc., relating to and affecting New York City; the said fifty dollars to be paid out of the Aldermanic Contingent Fund.

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

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

Which was laid over.

PETITIONS.

By Alderman Woodward—

To the Common Council of the City of New York:

GENTLEMEN—The undersigned are engaged in business in the northern part of the City of New York, and have occasion to use the Harlem river water-front between Third and Eighth avenues in said city.

That portion of the City of New York lying north of One Hundred and Twenty-fifth street and fronting the Harlem river is a rapidly growing locality. Many important buildings have been erected, and it is evident that an increase of the facilities for the delivery of goods, wares and merchandise along the river front will tend towards the rapid construction of private dwellings, stores and other buildings in that part of the city.

It is their opinion that the construction of bulkheads and piers upon the Harlem river between the northerly ends of Fifth and Seventh avenues will be a desirable improvement for the city, and will, at the same time, supply a much needed demand for wharves and dock facilities, for the purpose of the reception and delivery of building material and other heavy merchandise.

Your petitioners therefore pray that the Common Council of the City of New York will, by resolution, request the Commissioners of the Dock Department of the City of New York to take

such action as shall be necessary for the immediate improvement of the Harlem river water-front between Fifth and Seventh avenues.

Dated, NEW YORK, November 27, 1895.

James S. Dale, builder, 587 Walton avenue, 142d street and Edgecombe avenue.
Chas. E. Moore, builder, 142d street, between 7th and 8th avenues.
Laurence Kelly, builder, 231 West 142d street.
Burns Bros., builders, 215 & 217 West 142d street.
William C. Turner, builder, 176 Broadway, New York City. New building, 310 & 312 West 142d street.
Frank Brettell, builder, 148th street, between 7th and 8th avenues.
Daniel A. Fitzpatrick, contractor, 73 West 141st street.
Which was referred to the Committee on Docks.

Terence Kane, contractor, 204 West 133d street.
Patrick Kane, contractor, 140th street, between 5th and 6th avenues.
James Welch, lumber yard, 137th street and 5th avenue.
John Madden, contractor, 202 West 142d street.
Henry F. Lucaa, owner, 2234 Fifth avenue.
F. Birdsall, coal and wood, 136th street and Madison avenue.
Chas. A. James, coal, wood and ice, 136th street and Madison avenue.
Wood & Robinson, lumber, 137th street and Madison avenue.
John Dobbins, 138th street and Madison avenue.

COMMUNICATIONS FROM DEPARTMENTS AND CORPORATION OFFICERS.

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

CITY OF NEW YORK—DEPARTMENT OF PUBLIC WORKS, COMMISSIONER'S OFFICE, No. 31 CHAMBERS STREET, December 30, 1895.

The Hon. JOHN JEROLOMAN, President, Board of Aldermen:

DEAR SIR—I inclose herewith, for presentation to the Board of Aldermen, a certificate and drafts of resolutions and an ordinance to authorize the paving of Avenue D, from Tenth to Twelfth street, not within land grants, and between Eleventh and Sixteenth streets, within the limits of land grants.

It is important that these improvements shall be made as early as practicable, and I have the honor to ask your good offices to secure prompt action by the Board.

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

(G. O. 632.)

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE, No. 31 CHAMBERS STREET, NEW YORK, December 20, 1895.

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 the carriageway of Avenue D, from Tenth to Twelfth street, so far as the same is not within the limits of grants of land under water, be paved with granite-block pavement, on concrete foundation, and that crosswalks be laid and curb-stones set along the line of said street where necessary.

Very respectfully, A. H. STEELE, Deputy Commissioner of Public Works.

Resolved, That, in pursuance 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, the Commissioner of Public Works be and he is hereby authorized and directed to repave, with granite-block pavement, on concrete foundation, the carriageway of Avenue D, from Tenth to Twelfth street, so far as the same is not within the limits of grants of land under water, and to lay crosswalks and set curb-stones along the line of said street where required.

(G. O. 633.)

Resolved, That the carriageway of Avenue D, from Eleventh to Sixteenth street, so far as the same is within the limits of grants of land under water, be paved with granite-block pavement, on concrete foundation, and that the present crosswalks within that space be relaid, using the present bridge-stones, where not worn or broken so as to be unfit for use, and using new bridge-stones in place of defective stones, and laying new bridge-stones and setting new curb-stones where necessary, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which were severally laid over.

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

CITY OF NEW YORK—FINANCE DEPARTMENT, COMPTROLLER'S OFFICE, December 21, 1895.

To the Honorable Board of Aldermen:

Weekly statement, showing the appropriations made under the authority contained in section 189, New York City Consolidation Act of 1882, for carrying on the Common Council from January 1 to December 31, 1895, both days inclusive, and of the payments made up to and including the date hereof, for and on account of each appropriation, and the amount of unexpended balances:

| TITLES OF APPROPRIATIONS. | AMOUNT OF APPROPRIATIONS. | PAYMENTS. | AMOUNT OF UNEXPENDED BALANCES. |
|---|---------------------------|-----------|--------------------------------|
| City Contingencies..... | \$1,400 00 | \$751 80 | \$648 20 |
| Contingencies—Clerk of the Common Council. | 300 00 | 203 83 | 96 17 |
| Salaries—Common Council..... | 86,300 00 | 79,079 22 | 7,220 78 |

RICHARD A. STORRS, Deputy Comptroller.

Which was ordered on file.

The Vice-President laid before the Board the following communication from the Clerk of the Common Council:

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

To the Honorable the Board of Aldermen:

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

First Assembly District.
Demetrios Patrickios, 126 Reade street.
Thomas J. Smith, 99 Chambers street.
Doloteo Korano, 68 Warren street.
Second Assembly District.
Samuel Boyland, 69 Henry street.
Vincenzo Santagata, 45 Whitehall street.
Margaret Sullivan, 96 Bayard street.
Third Assembly District.
Berman Zussman, 37 Orchard street.
Fourth Assembly District.
Marks Hurewitz, 8 Suffolk street.
John Schaerger, 179 Clinton street.
Abraham Levy, 137 East Broadway.
Bernhard Braunstein, 1 Attorney street.
Fifth Assembly District.
Barney Rosenberg, 146 Delancey street.
Franzini Gennaro, 16 Willett street.
Louis Young, 251 Rivington street.
H. L. Blumenfeld, 71 Attorney street.
Massimilianas Orrico, 35 Suffolk street.
Abram Goldberg, 44 1/2 Sheriff street.
Max Sprung, 48 Willett street.
Jacob Furman, 131 Rivington street.
Sixth Assembly District.
Heyman Robinson, northeast corner of Seventh street and Avenue B.
Tenth Assembly District.
David Loeb, 242 Avenue B.
Daniel Cain, 500 East Eleventh street.
G. Raffaele, 162 Avenue B.
Fifteenth Assembly District.
George Washington, 428 Ninth avenue.
Sixteenth Assembly District.
Santo Reda, 164 East Fifty-third street.
Twenty-first Assembly District.
Frank Castar, 755 Sixth avenue.
Twenty-second Assembly District.
Harry L. Robison, 200 East Seventy-ninth street.
Twenty-third Assembly District.
Max W. Ludecke, 100 West Ninety-sixth street.
Twenty-fourth Assembly District.
Rosie Horowitch, 169 East Eighty-fourth street.

John Gardella, northwest corner West Broadway, near Warren street.
Joseph Wolff, 72 Vesey street.
Francesco Pittello, 180 Hester street.
James Mayers, 131 Roosevelt street.
Edward Margolies, 8 Market street.
Albert Levine, 106 Monroe street.
Samuel Cantor, 75 East Broadway.
Francis J. Egan, 1 Mangin street.
Josef Bodner, 45 Columbia street.
Michael Gensherowsky, 71 Ridge street.
Morris Weisberger, 70 Sheriff street.
Vincenzo Feminella, 230 Delancey street.
Michele Martincello, 229 Delancey street.
George Apfel, 2 East street.

Adolph Aaron, 1120 Park avenue.
Adolph Singer, 152 East One Hundred and Thirty-eighth street.
Louis Orlinger, northwest corner One Hundred and Thirty-eighth street and Eighth avenue.
Luigi Moyles, 2257 Eighth avenue.
Richard Bennett, 532 Willis avenue.
Benjamin Rubinstein, 1884 Third avenue.
Charles Callen, 2444 Eighth avenue.

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

Which was referred to the Committee on Law Department.

COMMUNICATIONS.

The Vice-President laid before the Board a communication from George Francis Train, asking that the Tombs prison be removed.
Which was ordered on file.

REPORTS RESUMED.

NEW YORK, December 30, 1895.

To the Honorable the Board of Aldermen:

The undersigned, Committee on County Affairs, to whom were referred the two resolutions hereto annexed, beg leave to

REPORT:

That we have carefully examined the same and indorse the sentiments expressed therein, as to the advisability and necessity of elevating the character of the City Library to a standard of prominence, usefulness and completeness of detail, as it is possible, under existing circumstances and conditions.

Upon investigation, we find that Room 11 is not of sufficient size for the purposes of the Library, and that the basement room, known as Room 5, would be a suitable and proper annex thereto. It is located directly beneath Room 11 and can be connected, as suggested, without difficulty and at a comparatively limited expenditure.

The two rooms, jointly, will provide ample accommodation; and if properly prepared would reflect credit upon the City, and, like the Governor's room, form another interesting and valuable adjunct to the old City Hall.

It is not out of place to add here, that the City Library belongs to and should remain in the City Hall as long as his Honor the Mayor and the Board of Aldermen occupy that building. The character of the books are such as to make it essentially a part of the executive and legislative branch of the Commonalty, and its removal as suggested by some, in our opinion, evidence of an incorrect conception of its special value and general purposes.

The Commissioner of Public Works has promptly proceeded to remove the Library to Room 11 as per direction of this Board, and though he is literally and faithfully complying with our expressed instructions, we feel that the work already done and the result of an investigation warrants us in recommending that the preparation of the said Room 11 for library purposes be at once discontinued.

As it has been prepared to date it is more of a store-room for books than a library for the convenience and uses of the city departments and the public.

Notwithstanding the very limited space, portions are reserved for the storing and safe-keeping of court records, and connections with the office of the Clerk of the Court and other court-rooms are permitted to remain undisturbed.

We believe that the room should be devoted exclusively to the Library, and that no connection ought be made or permitted with any other branch or department of the city government.

The recent action of the Board of Estimate and Apportionment in appropriating \$7,000 to print old records, etc., is a step in the right direction, and emphasizes the fact that that institution should be improved and made as complete as it is possible to make it. We are in full sympathy with the sentiment which prompted the appropriation, and that feeling and the exigencies of the matter prompt us to offer the following resolutions and recommend their adoption:

Resolved, That the Commissioner of Public Works be and he is hereby required to remove from Room 5 of the City Hall, and is authorized to rearrange and put in proper condition Room 5 1/2 for the use of both of the branches or bureaus of his department now occupying the two rooms mentioned.

Resolved, That Room 5 be assigned and devoted to the City Library, and that a staircase be built to connect said room with Room 11.

Resolved, That the Commissioner of Public Works be and he is hereby directed to prepare and fit up the City Library, in Room 11, substantially as follows:

Book-cases to be made of hard wood; cabinet work.
Cases to be built against the walls only; none in the centre of the room.
Cases to reach from floor to ceiling, with sliding doors.
One entrance into the Library only to be provided, to wit: From the main hall or corridor.
All others to be closed, and book-cases to cover them.

The cases now used for Court Records to be removed.

The door now leading into the toilet-room to be closed and covered with cases, and a special entrance to said room from the main hall or corridor to be provided.

A gallery to be built so as to make it convenient to reach the upper shelves.

A staircase to lead to Room 5, and said Room 5 to be prepared to conform in all respects to the general arrangements of Room 11.

The entrance to Room 5 from the basement corridor to be permanently closed and secured.

The floor of Room 11 to be carpeted, and of Room 5 to be covered with linoleum.

A railing to surround the Librarian's desk in order to secure more seclusion.

Tables, chairs, etc., to conform to the general surroundings.

Resolved, That the Committee on County Affairs be and they are hereby authorized and instructed to superintend the preparations set forth, and to confer with the Commissioner of Public Works as to the necessity of applying to the Board of Estimate and Apportionment for a special appropriation to carry out the provisions of this report; and, if necessary, to appear before said Board and make formal application.

Resolved, That the Commissioner of Public Works be communicated with at once and requested to discontinue work on the City Library until further orders from the Committee on County Affairs.

(Copy of Resolutions adopted December 17 inst.)

Whereas, This Board did, at its last meeting, assign Room 11 of the City Hall to the use and purposes of the City Library, in order that the room now occupied by the said City Library be henceforth devoted to the City Court Chambers; and

Whereas, Room 11 does not appear to contain sufficient space to permit all of the books of the Library to be placed therein conveniently, unless the accommodations to the general public who may desire to consult the books contained therein be materially and unjustly curtailed; therefore

Resolved, That the Committee on County Affairs be and they are hereby instructed to confer with the Commissioner of Public Works and consider the necessity and practicability of utilizing in connection with Room 11 the basement room immediately beneath it or Room 13.

Resolved, That full power be and it is hereby granted to the Committee on County Affairs to designate the said basement room or Room 13 for the purpose indicated, and the Commissioner of Public Works is authorized, on said assignment, to properly prepare and renovate the said room and connect it by a suitable staircase with Room 11.

(Copy of Resolutions adopted December 23 inst.)

Whereas, The Department of Public Works, under authorization of this Board, is about to prepare Room 11 of the City Hall for the purposes of the City Library; and

Whereas, The needs and usefulness of the said City Library demand that care should be exercised in providing ample facility and accommodation, so that the public who desire to consult the books may do so with convenience and amidst surroundings commensurate with the character of so important a branch of the City Government; and

Whereas, The opportunity now presents itself to improve and elevate the said Library in conformity with public demand; therefore

Resolved, That the Committee on County Affairs be and they are hereby instructed to confer with the Commissioner of Public Works in relation to this matter, to superintend the preparation of Room 11, as set forth, and whatever annex may be decided on in connection therewith, and to urge an early completion of the work.

Resolved, That, while this Board favors economy in the expenditure of public moneys, it believes that in fitting up the City Library a spirit of liberality should prevail so that the said Library will be a credit and not a disgrace to our Commonalty, and therefore requests the Committee on County Affairs to recommend to this Board, whenever necessary, such additional legislation in connection with this matter as the exigency of the case may demand.

Respectfully submitted,

BENJAMIN E. HALL, WILLIAM M. K. OLCOTT, JOHN P. WINDOLPH, JOHN P. OAKLEY, FRANCIS J. LANTRY, THOMAS DWYER, Committee on County Affairs.

Alderman Goodman moved that the further reading of the report be dispensed with and that it be printed in full in the CITY RECORD.

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

In connection therewith Alderman Hall moved the adoption of the following resolution: Resolved, That the Commissioner of Public Works be communicated with at once and requested to discontinue work on the City Library until further orders from the Committee on County Affairs.

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

MOTIONS AND RESOLUTIONS.

By Alderman Tait—

Resolved, That when this Board adjourns it do adjourn to meet on Tuesday, January 7, 1896, at 11 o'clock A. M.

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

Alderman Goodman moved that this Board take a recess from 1 o'clock until 2 o'clock P. M.

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

Affirmative—The Vice-President, Aldermen Brown, Goetz, Goodman, Goodwin, Hackett, Kennefick, Lantry, Marshall, Muh, Noonan, Oakley, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, Wines, Woodward, and Wund—23.
Negative—Aldermen Burke, Campbell, Clancy, Dwyer, Hall, Murphy, and Ware—7

Alderman Oakley moved that the courtesy of the floor be extended to Assemblyman Arthur C. Butts.

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

And the Vice-President appointed Aldermen Oakley and Lantry as a Committee to escort Mr. Butts to the President's desk.

By Alderman Burke—

Resolved, That the Commissioner of Public Works be and he is hereby respectfully requested to pave with asphalt the carriageway of Fifty-seventh street, from Broadway to Tenth avenue.

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

By Alderman Dwyer—

Resolved, That permission be and the same is hereby given to Stephen B. Denihan, No. 326 West Tenth street, to erect an ornamental post, surmounted by a horseshoe, on the sidewalk near the curb in front of his premises, provided the same shall not exceed the dimensions prescribed by law, eighteen inches square at the base, the horseshoe not to exceed two feet in diameter, the work to be done and material supplied at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

By Alderman Muh—

Resolved, That permission be and the same is hereby given to Union M. E. Church to place and keep transparencies on the following lamp-posts: One on the northeast corner of Eighth avenue and Forty-eighth street; one on the northwest corner of Broadway and Forty-eighth street; one in front of the church No. 242 West Forty-eighth street, the work to be done at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only for two weeks from date of approval by his Honor the Mayor.

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

By Alderman Hall—

Resolved, That Terence Farley, office of the Counsel to the Corporation, Tryon Row, 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 Kennefick—

Resolved, That permission be and the same is hereby given to the Fountain Grove Vineyard Company to place and keep a brass metallic sign on the unused lamp-post in front of their premises, No. 58 Vesey street, the work to be done at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

(G. O. 634.)

By Alderman Olcott—

HEALTH DEPARTMENT, CRIMINAL COURT BUILDING, NEW YORK, December 28, 1895.

WILLIAM H. TEN EYCK, Esq., Clerk, Board of Aldermen, New York City:

SIR—At a meeting of the Board of Health of the Health Department, held December 27, 1895, the following resolution was adopted:

Resolved, That a copy of the report of Chief Sanitary Inspector Lucas on the dangerous condition of vacant lots north side West Ninety-fourth street, one hundred and twenty feet east of Boulevard and extending thirty feet east, and south side West Ninety-fifth street, one hundred feet east of Boulevard and extending thirty feet east, be forwarded to the Honorable the Board of Aldermen with the request that, for sanitary reasons, the Department of Public Works be authorized and directed to have said lots fenced.

A true copy.

HEALTH DEPARTMENT—OFFICE OF THE CHIEF SANITARY INSPECTOR, CRIMINAL COURT BUILDING, NEW YORK, December 18, 1895.

CHARLES F. ROBERTS, M. D., Sanitary Superintendent:

SIR—On August 30, 1895, on complaint of a citizen, an inspection was made of the vacant lots north side of West Ninety-fourth street, 120 feet east of Boulevard, and extending 30 feet east, and south side West Ninety-fifth street, 100 feet east of Boulevard, and extending 30 feet east; and the same were found in a dangerous condition, and an order (No. 20328) was issued September 5, 1895, and was served upon the alleged owners, Schuyler, Hamilton and others, care of James A. Dearing, 15 Wall street, directing them to fence said lots, which they have failed to do. All the remedies existing in this Department for the enforcement of said order have been exhausted, and I therefore recommend that the Board of Aldermen be requested to authorize and direct the Department of Public Works to have said lots fenced.

A true copy.

Resolved, That the vacant lots on the north side of West Ninety-fourth street, one hundred and twenty feet east of Boulevard and extending thirty feet east, and south side of West Ninety-fifth street, one hundred feet east of Boulevard and extending thirty feet east, be fenced in with a tight board fence, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 635.)

By Alderman Parker—

HEALTH DEPARTMENT, CRIMINAL COURT BUILDING, NEW YORK, December 28, 1895.

WILLIAM H. TEN EYCK, Esq., Clerk, Board of Aldermen, New York City:

SIR—At a meeting of the Board of Health of the Health Department, held December 27, 1895, the following resolution was adopted:

Resolved, That a copy of the report of Chief Sanitary Inspector Lucas on the dangerous condition of vacant lots Nos. 204-206 East Ninety-ninth street be forwarded to the Honorable the Board of Aldermen, with the request that, for sanitary reasons, the Department of Public Works be authorized and directed to have said lots fenced.

A true copy.

HEALTH DEPARTMENT—OFFICE OF THE CHIEF SANITARY INSPECTOR, CRIMINAL COURT BUILDING, NEW YORK, December 23, 1895.

CHAS. F. ROBERTS, M. D., Sanitary Superintendent:

SIR—On October 28, 1895, an inspection was made of the vacant lots Nos. 204 and 206 East Ninety-ninth street, by a Sanitary Police Inspector, and the same were found in a dangerous condition. A complaint was made, and an order (No. 26650) was issued October 31, 1895, and served upon the alleged owner, D. G. Crosby, No. 41 Park Row, directing him to fence said lots, which he has failed to do. All the remedies existing in this Department for the enforcement of said order have been exhausted, and I therefore respectfully recommend that the Board of Aldermen be requested to authorize and direct the Department of Public Works to have said lots fenced.

A true copy.

Resolved, That the vacant lots, Nos. 204 and 206 East Ninety-ninth street be fenced in with a tight board fence, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

REPORTS AGAIN RESUMED.

NEW YORK, December 30, 1895.

To the Honorable the Board of Aldermen:

The undersigned joint Committees on Law Department and on Lamps and Gas, to whom were referred, on December 17th instant, the petition of the Williamsbridge Gas and Electric-light Co. (see Journal, page 590), and the preamble and resolution accompanying the same (see page 594), beg leave to

REPORT:

That we have carefully investigated the matter, have had two hearings on the subject, at which no objections were interposed from any source, and after due consideration believe the prayer of the petitioner should be granted, but with slight modification and a condition as to the price to be charged by the company to its general consumers.

The limit of time provided for in the contract being fixed at five years, we feel that we cannot consistently approve of a resolution binding the City for so long a period, and hence recommend that the time limit during which the contract shall be in force be mutually arranged between the Williamsbridge Gas and Electric-light Company and the Commissioner of Public Works.

We also feel that the gas consumers located in the territory referred to should be protected against the possibility of unreasonable or excessive charges, and therefore propose as a condition that in consideration of granting the extension asked for that the protection mentioned be provided and secured.

We offer the following amended resolution for adoption :

Resolved, That the application of the Williamsbridge Gas and Electric-light Company be granted, and that the time for completing its works and supplying gas for lighting the streets of that portion of the city formerly known as Williamsbridge, according to its said contract, be and the same hereby is extended until the 1st day of August, 1896; provided, however, that this extension is granted upon the condition that the said company file, on or before the 1st day of February, 1896, with the Comptroller, a new bond, running to the Mayor, Aldermen and Commonalty of New York, with sufficient sureties to be approved by the Comptroller, for the completion and carrying out of its said contract by the said 1st day of August, 1896; and also that the five-year limit of time agreed upon between the Village of Williamsbridge and the Williamsbridge Gas and Electric-light Company, during which the said contract shall be valid and in force, is hereby entirely eliminated, and referred with power to the Commissioner of Public Works, who, together with the company in question, shall arrange and stipulate a new limit of time mutually agreeable; and it is further conditioned: That, by the granting of the petition, the said Williamsbridge Gas and Electric-light Company shall at no time charge its patrons or consumers a higher rate per thousand cubic feet than the minimum figure charged or asked for by any competing gas company operating its business in the territory referred to in the contract herein mentioned.

(Copy of Petition.)

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

The petition of the Williamsbridge Gas and Electric-light Company respectfully shows to your Honorable Body :

First—That your petitioner is duly incorporated and organized under and in pursuance of the provisions of Article Sixth of the Transportation Corporations Law of the State of New York.

Second—That your petitioner was, and it now is, empowered under its certificate of incorporation to manufacture and supply gas for lighting the streets and public and private buildings in that portion of the City of New York heretofore known as the Village of Williamsbridge in the County of Westchester.

Third—That your petitioner was incorporated on the 16th day of May, 1895.

Fourth—That prior to the 24th day of May, 1895, your petitioner made application to the Board of Trustees of the said Village of Williamsbridge, being the municipal authorities in that behalf by the statute in such case made and provided, for their consent, under such reasonable regulations as they might prescribe, to the laying of gas-mains by your petitioner in the streets, avenues and public places of said village.

Fifth—That on the said 24th day of May, 1895, the said application was duly granted by the said Board of Trustees subject to regulations to be thereafter prescribed.

Sixth—That thereafter your petitioner made application to said Board of Trustees, being the authorities also authorized in that behalf by the statute in such case made and provided, to enter into a contract with your petitioner for the erection, lighting, extinguishing and maintaining public street-lamps for the said village.

Seventh—That on the 4th day of June, 1895, a contract was duly made and delivered between your petitioner and the said Village of Williamsbridge granting the said application, prescribing the regulations under which the gas-mains of your petitioner might be laid in the streets, avenues and public places of the said village and fixing a stated time, to wit, the 1st day of January, 1896, when the mains and works of your petitioner should be completed, and when gas for public lighting should commence to be supplied. That hereto annexed marked A, and made part of this petition, is a copy of said contract.

Eighth—That on or before the 7th day of June, 1895, being the time named in the said contract for the filing thereof, your petitioner duly executed and filed with the said Village of Williamsbridge the two several bonds called for in the said contract, which said bonds were duly approved by the said Board of Trustees of the said village.

Ninth—That on or about the eighth day of June, a certain act, entitled "An Act to annex to the city and county of New York territory lying within the incorporated villages of Wakefield, Eastchester and Williamsbridge, the town of Westchester and portions of the towns of Eastchester and Pelham," which had theretofore passed the Legislature, was signed by the Governor and became a law. That said act provided, among other things, that the said Village of Williamsbridge should become annexed to and consolidated with the City of New York, and upon the said act becoming a law, the various contracts and obligations of the said village became the contracts and obligations of and binding upon the City of New York.

Tenth—That immediately upon the said act becoming a law the City of New York, by its police and other officials, entered upon and took possession of all the books and papers of the said village and refused access thereto. That the provisions of the act were such that grave doubt existed as to the rights and powers thereunder of the various officials of the City of New York; that the papers and records of the said village, including the contract aforesaid and the schedule referred to therein, were removed to the office of the Comptroller of the City of New York and for many weeks it was impossible to inspect the same or obtain copies thereof; that an action was brought in the Supreme Court to have the said act declared unconstitutional; that said action was not determined until September 27, when the Court of Appeals upheld the constitutionality of the said act; and that during the pendency of the said action and the consequent uncertainty as to the authority or authorities in which were vested the power of opening streets and approving bonds and the determination of the various other questions and matters, arising under the said contract, and owing to the detention of papers by the Comptroller's office aforesaid, and especially of said Schedule A, of which your petitioner had no copy, it was impossible for your petitioner to make any safe or satisfactory arrangements for the construction of its plant and the carrying out of its contract as to lighting the public streets.

Eleventh—That by reason of the matters aforesaid your petitioner, through no fault of its own, was deprived of availing itself of substantially four months of the short period allowed it under its said contract for the construction of its plant and the carrying out of its said contract. That the balance of said period, to wit, from the 27th day of September to the 1st day of January, the day limited for the construction of its plants and its operations for private and public lighting, was entirely too short to permit of your petitioner risking its capital in attempting to accomplish what should require at least six months, especially as gas-mains cannot be laid when there is frost in the ground.

Twelfth—That your petitioner desires to carry out its said contract, and it proposes, if your Honorable Body grants this application, to do so in good faith, and to furnish the streets and inhabitants of that portion of the City of New York formerly known as the Village of Williamsbridge with gas in all respects according to its contract. That it will be impossible for your petitioner to do so, however, unless the period limited in its contract for the construction and operation of its plant be reasonably extended.

Thirteenth—That the only method of lighting the streets and public places of that portion of the City of New York heretofore known as the Village of Williamsbridge, now in use, is by means of oil lamps, and that the said district is greatly in need of a proper and adequate gas supply for public lighting.

Wherefore your petitioner prays that the time specified in the annexed contract for the completion and operation of its plant and the supplying of public gas lighting to that portion of the City of New York, formerly known as the Village of Williamsbridge, to wit, the 1st day of January, 1896, be extended to the 1st day of August, 1896.

And your petitioner will ever pray.

Dated, December 16, 1895.

THE WILLIAMSBRIDGE GAS AND ELECTRIC-LIGHT CO., by GEORGE P. MORGAN, Treasurer.

(Copy of Contract Referred to in Petition.)

"A."

This agreement, made and entered into this 4th day of June, 1895, between the Village of Williamsbridge, a municipal corporation, created and existing under the General Act for the incorporation of villages, party of the first part, and the Williamsbridge Gas and Electric Light Company, of Williamsbridge, New York, a corporation duly incorporated under the laws of the State of New York, party of the second part, witnesseth

Whereas, The party of the second part has submitted to and filed with the party of the first part, its certain proposals in writing, to lay gas-mains in the streets of said Village of Williamsbridge, and to supply illuminating gas to the inhabitants of the said village, and to erect, light, extinguish and maintain street-lamps for the party of the first part, under certain specifications, terms and conditions, which are set forth at length and in detail in said proposals, of the party of the second part, dated the 20th day of May, 1895, and filed with the party of the first part, on or about the 20th day of May, 1895, and of which a copy is hereto annexed; and

Whereas, The party of the first part, by and through its Board of Trustees, after due consideration, deem said proposals to be the most advantageous to the said village, and that they best subserve the public welfare and the interests of the said village, and the inhabitants thereof;

Now, therefore, it is hereby mutually stipulated, covenanted and agreed, by and between the parties hereto, as follows :

That the party of the first part hereby accepts the said proposals of the party of the second part, dated the 20th day of May, 1895, and filed with the party of the first part, on or about the 20th day of May, 1895, except as to the following words therein which it is hereby agreed between the parties hereto, shall be canceled off and from the said annexed proposals and eliminated therefrom, viz. : "The company, however, will agree to supply all lamps used by the village other than those it may furnish hereafter with gas, with oil such as is now in use for lighting purposes by the village at a price per lamp not exceeding that now paid by the village."

It being also hereby understood and agreed, by and between the parties hereto, anything to the contrary contained in this contract or said annexed proposals, in anywise notwithstanding, that unless by special agreement between the parties hereto, the party of the second part shall not be required to lay its mains in any public street or avenue in said village as part thereof, that is not built up to the extent of at least one house or occupied building for every 200 running feet, but

said party of the second part shall be required to extend and lay its mains into every such street or avenue or part thereof, occupied as aforesaid.

That the party of the second part, for and in consideration of the franchise and permission hereinafter granted to it by the party of the first part, enabling it to supply illuminating gas to the said village, and to private consumers therein, and for and in consideration of the moneys to be hereafter paid by the party of the first part to it, for street-lamps, as hereinafter set forth, hereby agrees to extend, construct, erect, build, operate and maintain a proper and adequate plant and appliances and appurtenances in, on or along all the streets, avenues, highways and public places in the said Village of Williamsbridge for the purpose of supplying illuminating gas to the party of the first part and to the inhabitants of the said village, and to fully complete and operate the same, on or before the 1st day of January, 1896, and the party of the first part hereby grants a franchise and its permission and consent to the party of the second part to extend, construct, erect, build, operate and maintain such plant, appliances and appurtenances in, on and along all the streets, avenues, highways and public places in said village as aforesaid.

That the party of the first part hereby rents from the party of the second part two hundred and fifty (250) public street gas-lamps, connected with its mains, for a term of five years, commencing on the 1st day of January, 1896, or at such time prior thereto as said lamps shall be ready for use, in blocks of fifty, at the agreed price of twenty-three dollars per year for each of said lamps, payable monthly.

That the said proposals of the party of the second part, as to the erection and equipment of said gas plant, and as to private consumption, and as to public lighting, and as to all the other matters which are set forth fully and at length therein, and of which proposals a copy is hereto annexed, marked "Schedule A," shall be deemed to be a part of this instrument, as fully, to all intents and purposes as if the said annexed proposals were set forth fully and at length therein, and shall be deemed to be a necessary prerequisite and condition of this franchise and contract as to each and every specification, matter, condition and term fully and at length therein expressed.

That this franchise and contract shall not be operative until all the said specifications, matters, terms and conditions in said annexed proposals specified, and which are properly preliminary to the taking effect of this franchise and contract shall have been fully and in good faith performed and complied with, by the party of the second part, to the satisfaction of the party of the first part.

That the two several bonds specified for in said annexed proposals shall be executed and filed with the party of the first part on or before the 7th day of June, 1895, and that this franchise and contract shall not be or become of any force or effect whatever, unless such bonds shall have been filed as aforesaid, and duly approved by the Board of Trustees of the party of the first part.

That the provisions of this instrument shall apply to and bind the successors, legal representative and assigns of the parties thereto.

In witness whereof, the parties hereto have caused these presents to be subscribed by their representative Presidents, and attested by the Clerk of the party of the first part, and their respective corporate seals to be thereunto affixed on the day and year first above written in duplicate.

THE VILLAGE OF WILLIAMSBRIDGE. (Signed) By JOHN DAVIDSON, President.
[Village Seal.] Attest: (Signed) ROBERT WALLACE, Village Clerk.
[Company Seal.] THE WILLIAMSBRIDGE GAS AND ELECTRIC-LIGHT COMPANY, By JOSEPH S. TRACY, President.

In the presence of— As to Village of Williamsbridge and Williamsbridge Gas and Electric-light Company. (Signed) ALEX. U. MAYER.
State of New York, County of Westchester, ss. :

On this 4th day of June, 1895, before me, the subscriber, personally came John Davidson, to me known to be the President, and Robert Wallace, to me known to be the Clerk of the Village of Williamsbridge, a municipal corporation, mentioned and described in the foregoing instrument; and the said John Davidson and Robert Wallace, being by me first duly and severally sworn, did, each for himself, severally say and acknowledge to me that the said John Davidson is the President, and that the said Robert Wallace is the Clerk, of the Village of Williamsbridge, a municipal corporation, and that the seal affixed to the foregoing instrument is the corporate seal thereof, and that they severally subscribed and executed the foregoing instrument as such officers thereof respectively and affixed the said corporate seal thereto, by virtue of a resolution duly passed by the Board of Trustees of the said Village of Williamsbridge.

(Signed) ALEX. U. MAYER, Notary Public, Westchester County, N. Y.

(Acknowledged by Joseph S. Tracy, as President of the Company.)

(Original Preamble and Resolution Accompanying the Petition and Referred to Us.)

Whereas, The Williamsbridge Gas and Electric-light Company, a corporation duly created and existing under the laws of this State, made and entered into a certain contract, dated the 4th day of June, 1895, with the Village of Williamsbridge, by which the Trustees of said village gave consent to the laying of gas-mains in the streets and public places of said village, under certain regulations in said contract prescribed, and by which the said company agreed to furnish and the said village agreed to purchase gas for public lighting upon the terms in said contract set forth; and

Whereas, By the terms of said contract the works and mains of the said company were to be completed and gas for public lighting supplied by the first day of January, 1896; and

Whereas, Within a few days after the execution and delivery of the said contract the Village of Williamsbridge became annexed to and consolidated with the City of New York by an Act of the Legislature, by the provisions of which said act the various contracts and obligations of the Village of Williamsbridge became binding upon and operative in favor of the City of New York; and

Whereas, As soon as said act became a law, to wit, on or about the 7th day of June, 1895, the validity and constitutionality thereof were attacked in the Court, and the litigation arising therefrom lasted until on or about the 27th day of September, 1895, when the act was upheld by the Court of Appeals; and

Whereas, the pendency of said litigation involved with grave doubts the ultimate rights, powers and duties of the City of New York and the former Village of Williamsbridge, and the various respective officials thereof, and made it difficult and impracticable for the said company to complete its said contract; and

Whereas, The period between the said 27th day of September, 1895, and the 1st day of January, 1896, was too short to permit of the said company investing its capital upon the risk of completing its works, laying its mains and supplying gas for public places by the said 1st day of January, 1896; and

Whereas, The portion of the City of New York formerly known as the Village of Williamsbridge is now only lighted with oil lamps, and is greatly in need of an adequate supply of gas; and

Whereas, The said contract is a favorable one for the City;

Resolved, That the application of the Williamsbridge Gas and Electric Light Company be granted, and that the time for completing its works and supplying gas for lighting the streets of that portion of the city formerly known as Williamsbridge, according to its said contract, be and the same hereby is extended until the 1st day of August, 1896; provided, however, and this extension is granted upon the condition that the said company file on or before the 1st day of February, 1896, with the Comptroller, a new bond, running to the Mayor, Aldermen and Commonalty of New York, with sufficient sureties to be approved by the Comptroller, for the completion and carrying out of its said contract by the said 1st day of August, 1896.

JOHN T. OAKLEY, RUFUS R. RANDALL, Committee on Law Department.

JOSEPH SCHILLING, JOSEPH T. HACKETT, ELIAS GOODMAN, JOHN J. O'BRIEN, ANDREW A. NOONAN, JACOB C. WUND, Committee on Lamps and Gas.

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

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

MOTIONS AND RESOLUTIONS RESUMED.

By Alderman Marshall—

Resolved, That permission be and the same is hereby given to L. Marks to place and keep an ornamental lamp-post and lamp in front of his premises, No. 126 Second avenue, provided the lamp be kept lighted during the same hours as the public lamps, that the post shall not exceed the dimensions prescribed by law (eighteen inches square at the base), the lamp not to exceed two feet in diameter and not to be used for advertising purposes, the work to be done and gas supplied at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

By Alderman Randall—

AN ORDINANCE to amend section 183, chapter 8 of the Revised Ordinances of 1880, relating to the discharge of fire-arms.

The Mayor, Aldermen and Commonalty do ordain as follows :

Section 1. Section 1, chapter 8 of the Revised Ordinances of 1880 is hereby amended by adding at the end thereof the words "the grounds of the Kingsbridge Gun Club."

Sec. 2. All ordinances or parts of ordinances inconsistent or conflicting with the provisions of this ordinance are hereby repealed.

Sec. 3. This ordinance shall take effect immediately.

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

By Alderman Robinson—

Resolved, That the Commissioner of Public Works be and he is hereby respectfully requested to pave Fortieth street, west of Eleventh avenue to the river, with granite-block pavement.

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

289250

By Alderman Woodward—

Resolved, That the resolution to lay gas-mains, erect lamp-posts and place street-lamps thereon in One Hundred and Seventy-third street, from Amsterdam avenue to Kingsbridge road, adopted by this Board December 3, 1895, and approved December 16, 1895, be and the same is hereby annulled, rescinded and repealed.

Which was referred to the Committee on Lamps and Gas.

By the same—

Resolved, That his Honor the Mayor be and he is hereby respectfully requested to return to this Board for further consideration a resolution now in his hands calling for a crosswalk on Kingsbridge road and known as G. O. 563.

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

Subsequently the paper was received from his Honor the Mayor, and is as follows:

Resolved, That a crosswalk of two courses of blue stone, a row of paving-blocks between, on Kingsbridge road, from a point in front of school there located to the opposite curb, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Alderman Woodward moved a reconsideration of the vote by which the above resolution was adopted.

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

On motion, the paper was then placed on file.

By Alderman Goodwin—

Resolved, That permission be and the same is hereby given to the Triton Club of Harlem to place and keep transparencies on the following lamp-posts: Southwest One Hundred and Twenty-fifth street and Third avenue, southeast One Hundred and Twenty-fifth street and Lexington avenue; the work to be done at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only for two weeks from the date of approval by his Honor the Mayor.

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

By Alderman Campbell—

Resolved, That Charles I. White, of , 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 Dwyer—

Resolved, That Edward W. Gilbert, of No. 9 East Fourteenth street, 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 Goodman—

Resolved, That Eugene Souleyet, of No. 920 Jefferson street, Twenty-third Ward, 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 Hackett—

Resolved, That George W. Crist, of No. 399 Bleecker street, 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 Muh—

Resolved, That John F. Lang, of No. 737 Fifth street, Michael Sullivan, of No. 200 East Eighty-third street, and William F. Norton, of No. 210 East Eighty-seventh street, 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 Oakley—

Resolved, That Fred. V. Mayforth, of No. 114 Nassau street, 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 the same—

Resolved, That W. E. Sengens, of No. 280 Broadway, 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 the same—

Resolved, That Clarence D. Jones, of No. 38 Park Row, 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 Olcott—

Resolved, That Harold Nathan, of No. 1270 Madison avenue, be and he hereby is reappointed a Commissioner of Deeds in and for the City and County of New York for and after his present term.

Which was referred to the Committee on Salaries and Offices.

By Alderman Murphy—

Resolved, That James Gleeson, of No. 427 West Forty-second street, 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 Schilling—

Resolved, That Joseph Burke, of No. 280 Broadway, 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 Wines—

Resolved, That Ferdinand Holberg, No. 1974 Madison avenue, 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 Woodward—

Resolved, That Francis Duffy, of No. 519 Manhattan avenue, 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 Parker—

Resolved, That James Murphy, of No. 150 East One Hundred and Third street, 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.

UNFINISHED BUSINESS.

Alderman School called up G. O. 514, being a resolution and ordinance, as follows:

Resolved, That Hall place, from East One Hundred and Sixty-fifth street to Intervale avenue, be regulated and graded, the curb-stones set, the sidewalks flagged a space four feet in width and crosswalks laid at each intersecting and terminating street or avenue, where not already done, under the direction of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards; 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—The Vice-President, Aldermen Brown, Burke, Dwyer, Goetz, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Noonan, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, and Wund—25.

Alderman School called up G. O. 597, being a resolution and ordinance, as follows:

Resolved, That the carriageway of East One Hundred and Fiftieth street, from Railroad avenue, East, to Morris avenue, be regulated and paved with granite-block pavement, and that crosswalks be laid at intersecting and terminating streets and avenues where not already laid, under the direction of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards; 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—The Vice-President, Aldermen Brown, Burke, Dwyer, Goetz, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Murphy, Oakley, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, and Wund—26.

Alderman School called up

G. O. 482, being a resolution, as follows:

Resolved, That Croton water-mains be laid in Vanderbilt avenue, West, from One Hundred and Fifty-eighth street to One Hundred and Sixty-second street, as provided by section 356 of the New York City Consolidation Act of 1882.

G. O. 587, being a resolution, as follows:

Resolved, That Croton water-mains be laid in Union avenue, from One Hundred and Forty-ninth street to the Southern Boulevard, as provided by section 356 of the New York City Consolidation Act of 1882.

G. O. 613, being a resolution, as follows:

Resolved, That water-mains be laid in Anthony avenue, between One Hundred and Seventy-fourth street and Gray street, said work to be under the direction of the Commissioner of Public Works, as provided in section 356 of the Consolidation Act.

G. O. 614, being a resolution, as follows:

Resolved, That water-mains be laid in Monroe avenue, from Columbine avenue or street to One Hundred and Eighty-seventh street, as provided in section 356 of the Consolidation Act, said work to be done under the direction of the Commissioner of Public Works.

G. O. 629, being a resolution, as follows:

Resolved, That water-mains be laid in Spuyten Duyvil road, from opposite Johnston's toundry to the Spuyten Duyvil Station, under the direction of the Commissioner of Public Works, as provided by section 356 of the New York City Consolidation Act.

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—The Vice-President, Aldermen Brown, Burke, Clancy, Dwyer, Goetz, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Murphy, Oakley, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, and Wund—27.

Alderman School called up

G. O. 547, being a resolution and ordinance, as follows:

Resolved, That gas-mains be laid, lamp-posts erected, street-lamps placed thereon and lighted in College street, from St. John's avenue to Cross street, and in Cross street, from College street to Pelham avenue, under the direction of the Commissioner of Public Works.

G. O. 548, being a resolution, as follows:

Resolved, That lamp-posts be laid, lamp-posts erected, street-lamps placed thereon and lighted in Elmwood place, from Franklin avenue to Prospect avenue, under the direction of the Commissioner of Public Works.

G. O. 549, being a resolution, as follows:

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps placed thereon and lighted in East One Hundred and Eighty-second street, from Bathgate avenue to Bassford avenue, under the direction of the Commissioner of Public Works.

G. O. 571, being a resolution, as follows:

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps placed thereon and lighted in East One Hundred and Eighty-ninth street, from Webster avenue to Vanderbilt avenue, West, under the direction of the Commissioner of Public Works.

G. O. 572, being a resolution, as follows:

Resolved, That gas-mains be laid, lamp-posts erected, street-lamps placed thereon and lighted in Wendover avenue, from Third avenue to Webster avenue, under the direction of the Commissioner of Public Works.

G. O. 573, being a resolution, as follows:

Resolved, That gas mains be laid, posts erected, street-lamps placed thereon and lighted in Bailey avenue, from Kingsbridge road to Sedgwick avenue, under the direction of the Commissioner of Public Works.

G. O. 574, being a resolution, as follows:

Resolved, That gas-mains be laid, lamps erected, street-lamps placed thereon and lighted in Bronx River road, from Grand avenue to McLean avenue, under the direction of the Commissioner of Public Works.

G. O. 575, being a resolution, as follows:

Resolved, That gas-mains be laid, lamp-posts erected, street-lamps placed thereon and lighted in Clifford street, from Katonah street to Grand avenue, under the direction of the Commissioner of Public Works.

G. O. 576, being a resolution, as follows:

Resolved, That gas-mains be laid, lamp-posts erected, street-lamps placed thereon and lighted in Holly street, from Verio avenue to about two hundred feet west, under the direction of the Commissioner of Public Works.

G. O. 577, being a resolution, as follows:

Resolved, That gas-mains be laid, lamp-posts erected, street-lamps placed thereon and lighted in Knox street, from Verio avenue to a point about two hundred feet west of said avenue, under the direction of the Commissioner of Public Works.

G. O. 578, being a resolution, as follows:

Resolved, That gas-mains be laid, lamp-posts erected, street-lamps placed thereon and lighted in Kemble street, from Verio avenue to a point about two hundred feet west of said avenue, under the direction of the Commissioner of Public Works.

G. O. 579, being a resolution, as follows:

Resolved, That gas-mains be laid, lamp-posts erected, street-lamps placed thereon and lighted in Mile Square road (Mount Vernon avenue), from Fourth street to the City line, under the direction of the Commissioner of Public Works.

G. O. 607, being a resolution, as follows:

Resolved, That gas-mains be laid, lamp-posts erected, street-lamps placed thereon and lighted in Columbine street, from Jackson avenue to Taylor avenue, under the direction of the Commissioner of Public Works.

The Vice-President put the question whether the Board would agree with said resolutions. Which was decided in the affirmative by the following vote:

Affirmative—The Vice-President, Aldermen Brown, Burke, Dwyer, Goetz, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Oakley, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tate, Ware, Wines, and Wund—25.

Alderman Randall called up G. O. 593, being a resolution, as follows:

Resolved, That the width of the sidewalks of Tremont avenue, from Third avenue to Boston road, be and they are hereby established as fifteen (15) feet in width.

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—The Vice-President, Aldermen Brown, Burke, Dwyer, Goetz, Goodman, Goodwin, Hackett, Hall, Kennefick, Marshall, Muh, Oakley, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, and Wund—24.

Alderman Randall called up G. O. 382, being a resolution and ordinance, as follows:

Resolved, That the carriageway of Webster avenue, from East One Hundred and Eighty-fourth street to Pelham avenue, be regulated and paved with granite-block pavement, and crosswalks laid at each intersecting and terminating street or avenue, where not already laid, under the direction of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards; 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—The Vice-President, Aldermen Brown, Burke, Dwyer, Goetz, Goodman, Goodwin, Hackett, Hall, Kennefick, Marshall, Muh, Murphy, Noonan, Oakley, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, and Wund—26.

MOTIONS AND RESOLUTIONS AGAIN RESUMED.

By Alderman Hall—

Resolved, That permission be and the same is hereby given to Charles Schloss, No. 166 West Forty-fourth street, to erect a storm-door in front of the above premises, provided same shall not exceed the dimensions prescribed by law, namely, ten feet high and two feet wider than the doorway, the work to be done at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

REPORTS AGAIN RESUMED.

The Committee on Law Department, to whom was referred the annexed ordinance in favor of regulating transportation, through the streets of the City of New York, of iron, steel and other materials, respectfully

REPORT:

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

AN ORDINANCE to regulate the transportation, through the streets of the City of New York, of materials of iron and steel, etc.

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

Section 1. All rails, pillars or columns of iron, steel, or other material, which are being transported over and along the streets of said city upon carts, drays, cars, or in any other manner, shall be so loaded as to avoid causing loud noises or disturbing the peace and quiet of such streets, under penalty of twenty-five dollars for each offense.

Sec. 2. This ordinance shall take effect on the first day of January, 1896.

FREDERICK A. WARE, RUFUS R. RANDALL, JOHN T. OAKLEY, JACOB C. WUND, BENJAMIN E. HALL, Committee on Law Department.

The Vice-President put the question whether the Board would adopt said report and agree with said ordinance. Which was decided in the affirmative.

UNFINISHED BUSINESS RESUMED.

Alderman Kennefick called up G. O. 325, being a resolution, as follows:

Resolved, That an improved iron drinking-fountain for man and beast be placed on the north west corner of One Hundred and Sixty-first street and Sedgwick avenue, under the direction of the Commissioner of Public Works.

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—The Vice-President, Aldermen Brown, Burke, Dwyer, Goetz, Goodman, Goodwin, Hackett, Hall, Kennefick, Marshall, Muh, Oakley, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, and Wund—24.

Alderman Kennefick called up G. O. 388, being a resolution and ordinance, as follows:

Resolved, That Union avenue, from One Hundred and Fifty-sixth street to Boston road, be regulated and graded, the curb-stones set, the sidewalks flagged a space four feet in width, and crosswalks laid at each intersecting and terminating street or avenue, where not already laid, approaches constructed where necessary, and fences built where required, under the direction of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards; 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—The Vice-President, Aldermen Brown, Burke, Dwyer, Goetz, Goodman, Goodwin, Hackett, Hall, Kennefick, Marshall, Muh, Oakley, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, and Wund—24.

Alderman Brown called up G. O. 412, being a resolution and ordinance, as follows:

Resolved, That One Hundred and Thirty-sixth street, from Third avenue to Rider avenue, be regulated and graded, the carriageway paved with granite-block pavement, the curb-stones set, the sidewalks flagged a space four feet in width, and crosswalks laid at each intersecting and terminating street or avenue, where not already laid, under the direction of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards; 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 negative by the following vote, three-fourths of all the members elected failing to vote in favor thereof:

Affirmative—The Vice-President, Aldermen Brown, Burke, Dwyer, Goodman, Goodwin, Hackett, Hall, Kennefick, Marshall, Muh, Oakley, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, and Wund—22.

Negative—Alderman Noonan—1.

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

Alderman Oakley moved to reconsider the vote to take a recess from 1 o'clock until 2 o'clock P. M.

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

Alderman Oakley then moved that the Board take a recess from 12.30 o'clock P. M. until 2 o'clock P. M.

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

AFTER RECESS.

PRESENT:

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

In the absence of the President the Vice-President took the chair.

Alderman Goodwin called up G. O. 617, being a resolution and ordinance, as follows:

Resolved, That the carriageway of Twenty-fourth street, from Tenth avenue to the Hudson river, so far as the same is within the limits of grants of land under water, be paved with asphalt pavement on the present pavement, and that the present crosswalks within that space be relaid, using the present bridge-stones where not worn or broken so as to be unfit for use, and using new bridge-stones in place of defective ones, and laying new bridge-stones and setting new curb-stones where necessary, as provided by chapter 449 of the Laws of 1889, 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—The Vice-President, Aldermen Brown, Campbell, Clancy, Dwyer, Goetz, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Murphy, O'Brien, Parker, Robinson, Schilling, School, Tait, Ware, Wines, Woodward, and Wund—26.

Negative—Aldermen Burke, Noonan, and Oakley—3.

Alderman Brown called up G. O. 412, being a resolution and ordinance, as follows:

Resolved, That One Hundred and Thirty-sixth street, from Third avenue to Rider avenue, be regulated and graded, the carriageway paved with granite-block pavement, the curb-stones set, the sidewalks flagged a space four feet in width, and crosswalks laid at each intersecting and terminating street or avenue, where not already laid, under the direction of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards; 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—The Vice-President, Aldermen Brown, Burke, Campbell, Clancy, Dwyer, Goetz, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Murphy, Oakley, O'Brien, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, Woodward, and Wund—29.

Negative—Alderman Noonan—1.

At this point the President took the chair.

Alderman Brown called up G. O. 413, being a resolution and ordinance, as follows:

Resolved, That the carriageway of One Hundred and Thirty-sixth street, from Willis avenue to Brook avenue, be regulated and paved with granite-block pavement, and crosswalks be laid at each intersecting and terminating street or avenue, where not already laid, under the direction of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards; and that the accompanying ordinance therefor be adopted.

Alderman Noonan raised the point of order that Alderman Brown having called up two General Orders, he was entitled to no more.

The President held that as Alderman Brown had only passed one General Order, he was entitled to another call.

Alderman Noonan appealed from the decision of the chair.

The President put the question, Shall the decision of the President be sustained? Which was decided in the negative by the following vote:

Affirmative—The Vice-President, Aldermen Brown, Murphy, O'Brien, Parker, Randall, Robinson, Schilling, School, Ware, Wines, Woodward, and Wund—13.

Negative—Aldermen Burke, Campbell, Clancy, Dwyer, Goetz, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Noonan, Oakley, Olcott, and Tait—17.

Excused—The President—1.

Alderman Goetz called up G. O. 485, being a resolution and ordinance, as follows:

Resolved, That One Hundred and Sixty-seventh street, from Franklin avenue to Boston road, be regulated and graded, curb-stones set, sidewalks flagged a space four feet in width, and crosswalks laid at each intersecting and terminating street or avenue, where not already laid, under the direction of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards of the City of New York; 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, the Vice-President, Aldermen Brown, Burke, Campbell, Clancy, Dwyer, Goetz, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Noonan, Oakley, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, Woodward, and Wund—30.

Negative—Alderman Murphy—1.

Alderman Goetz called up G. O. 512, being a resolution and ordinance, as follows:

Resolved, That the carriageway of One Hundred and Seventieth street, from N. Y. and H. R. R. to Webster avenue, be regulated and paved with granite-block pavement, and crosswalks laid at each intersecting and terminating street or avenue, where not already laid, under the direction of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards; and that the accompanying ordinance therefor be adopted.

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

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

The President called up G. O. 621, being a resolution and ordinance, as follows:

Resolved, That the resolution adopted by the Board of Aldermen December 10, 1895, and approved by the Mayor on the same date, be amended to include the words underscored, viz.: "and the necessary printing and stationery," so that the resolution will read:

Resolved, That the rooms in the building known as the County Court-house in the City of New York be altered and thoroughly fitted up and furnished for the use and occupation of the Justices of the Supreme Court for the First Judicial Department, and for the holding of Trial and Special Terms therein, and the necessary printing and stationery, at an expense not to exceed ten thousand dollars, to be charged to the appropriation for account of "Revenue Bond Fund," without advertising for estimates or contracting therefor, the work to be done and supplies furnished under the direction of the Commissioner of Public Works, in a manner satisfactory to the Presiding Justice or the Justices of the said Supreme Court, and subject to his or their approval.

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

Alderman Clancy called up G. O. 605, and moved that so much of as is embraced in the following resolution be adopted:

Resolved, That permission be and the same is hereby given to the following-named person to erect, keep and maintain a stand for the sale of soda-water at the location set opposite his name, but within the stoop-line of said premises, provided, however, that the said stand shall not exceed the dimensions prescribed by law.

By Alderman Clancy.

Henry Mass, No. 129 Rivington street.

—the work to be done at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

Alderman Olcott moved as an amendment that the applications and resolutions in said G. O. 605, relating respectively to the Twenty-third, Fourteenth, Twelfth, Twenty-sixth, First, Sixth and Twenty-eighth Districts, and the Twenty-third and Twenty-fourth Wards be also adopted.

Which amendment was accepted by Alderman Clancy, said applications being as follows:

G. O. 605, being a report of the Committee on Law Department, as follows:

First Assembly District.

Antonio Dondoro, 162 Spring street.

John Baliter, 447 West Broadway.

George H. Duncan, 20 Grand street.

Edward Allen, 141 West street.

Dominica Nocetti, 23 Sullivan street.

Giovanni Crocco, 2 Greene street.

Sixth Assembly District.

J. Ruzicko, 93 Avenue B.

Twelfth Assembly District.

Francis Higgins, 81 Lexington avenue.

Fourteenth Assembly District.

Delia Hannon, 592 Second avenue.

E. H. Bornemann, 445 Fourth avenue.

Bernard Coffey, 300 East Thirty-fourth street.

Twenty-third Assembly District.

Mrs. H. Edelstein, 827 Columbus avenue.

Levi B. Wilker, 825 Columbus avenue.

Charles Immoor, 814 Columbus avenue.

Twenty-sixth Assembly District.

Louis Bottini, 1924 Third avenue.

Julius Meyer, 151 East One Hundred and Fourteenth street.

Samuel Westheimer, 2029 Third avenue.

Twenty-eighth Assembly District.

Michael Lynch, northwest corner One Hundred and Twenty-fourth street and Eighth avenue.

Edward Sexton, 500 West One Hundred and Twenty-sixth street.

Twenty-third Ward.

Frank Barberry, 484 East One Hundred and Thirty-third street.

Mrs. A. Levy, 426 Willis avenue.

Twenty-fourth Ward.

Harry McNamara, 4215 Third avenue.

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

On motion, so much of G. O. 605 as remains undisposed of was restored to the list of General Orders.

Alderman Clancy called up G. O. 207, being a resolution and ordinance, as follows:

Resolved, That the carriageway of Ninety-fifth street, from Madison to Fifth avenue, be paved with asphalt pavement, on concrete foundation, and that crosswalks be laid at each terminating street or avenue, where not already laid, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

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, the Vice-President, Aldermen Brown, Clancy, Dwyer, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Murphy, Noonan, Olcott, Parker, Randall, Robinson, Schilling, School, Ware, Wines, Woodward, and Wund—25.

Negative—Aldermen Burke, Campbell, Oakley, O'Brien, and Tait—5.

Alderman Tait called up G. O. 435, being a resolution and ordinance, as follows:

Resolved, That One Hundred and Sixty-fifth street, from Jerome avenue to Sheridan avenue, be regulated and graded, curb-stones set, sidewalks flagged a space four feet in width, approaches built, fences placed where necessary and crosswalks laid at each intersecting and terminating street or avenue, where not already laid, under the direction of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards; 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, the Vice-President, Aldermen Brown, Burke, Campbell, Clancy, Dwyer, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Murphy, Oakley, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, Woodward, and Wund—29.

Alderman Tait called up G. O. 594, being a resolution and ordinance, as follows:

Resolved, That Westchester avenue, from the Southern Boulevard to the Bronx river, be regulated and graded, the curb-stones set, the sidewalks flagged a space four feet in width, crosswalks laid at each intersecting and terminating street or avenue, where not already laid, and that fences be placed along the sides thereof where necessary, under the direction of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards; and that the accompanying ordinance therefor be adopted.

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

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

Negative—Alderman Noonan—1.

Alderman Marshall called up G. O. 361, being a resolution and ordinance, as follows:

Resolved, That all the flagging and the curb now on the sidewalks on the north side of Eightieth street, between Boulevard and West End avenue, be relaid and reset where necessary, 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, 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, the Vice-President, Aldermen Brown, Campbell, Clancy, Dwyer, Goetz, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Murphy, Oakley, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, Woodward, and Wund—29.

Negative—Aldermen Burke and Noonan—2.

Alderman Marshall called up G. O. 557, being a resolution and ordinance, as follows:

Resolved, That the vacant lots on the south side of One Hundred and Second street, between West End avenue and Riverside Drive, be fenced with a tight board fence, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

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

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

Negative—Aldermen Burke and Noonan—2.

Alderman Dwyer called up G. O. 618, being a resolution and ordinance, as follows:

Resolved, That, in pursuance of the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, the Commissioner of Public Works be and he is hereby authorized to repave with asphalt pavement on the present pavement the carriageway of Twenty-fourth street, from Fifth to Tenth avenue, and that crosswalks be laid and curb-stones set along the line of said street where necessary.

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, the Vice-President, Aldermen Brown, Campbell, Clancy, Dwyer, Goetz, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Muh, Murphy, Oakley, O'Brien, Olcott, Parker, Randall, Schilling, School, Tait, Ware, Wines, Woodward, and Wund—27.

Negative—Aldermen Burke and Noonan—2.

MOTIONS AND RESOLUTIONS AGAIN RESUMED.

Alderman Brown moved that the President, as a member of the Board of Estimate and Apportionment, be requested to ask said Board to appropriate \$1,500 for the employment of a stenographer and typewriter in the Office of the Clerk of the Common Council.

Alderman Burke moved as an amendment that the sum for such compensation be fixed at \$2,000.

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

UNFINISHED BUSINESS AGAIN RESUMED.

Alderman Dwyer called up G. O. 622, being a resolution, as follows:

Resolved, That two additional lamp-posts be erected, street-lamps placed thereon and lighted in front of the Congregation B'nai Israel, No. 225 East Seventy-ninth 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, the Vice-President, Aldermen Brown, Burke, Dwyer, Goetz, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Murphy, Noonan, Oakley, O'Brien, Olcott, Parker, Randall, Schilling, School, Tait, Ware, Wines, and Woodward—27.

Alderman Hackett called up G. O. 494, being a resolution and ordinance, as follows:

Resolved, That crosswalks of three courses of blue-stone be laid at the north side and south

side of One Hundred and Seventy-ninth street, where it respectively intersects Audubon, Eleventh avenue and Wadsworth avenue, 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, the Vice-President, Aldermen Brown, Campbell, Clancy, Dwyer, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Murphy, Oakley, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, Woodward, and Wund—28.

Negative—Aldermen Burke, Goetz, and Noonan—3.

Alderman Hackett called up G. O. 603, being a resolution and ordinance, as follows:

Resolved, That a crosswalk of two courses, with a row of specification paving-blocks between the courses, be laid across Dyckman street, at the junction with Kingsbridge road, Irescote avenue, B and C street, and at the end or near the railroad station, the material to be used for said work to be bridge-stone of North river blue stone, 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, the Vice-President, Aldermen Brown, Campbell, Dwyer, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Murphy, Oakley, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, Woodward and Wund—27.

Negative—Aldermen Burke, Clancy, Goetz, and Noonan—4.

Alderman Oakley called up G. O. 118, being a resolution and ordinance, as follows:

Resolved, That the sidewalks in front of Nos. 413 to 417 and Nos. 408 to 422 East Forty-eighth street be flagged eight feet wide, where not already done, and that all the flagging and the curb now on the sidewalks be relaid and reset where necessary, 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, 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 negative by the following vote, three-fourths of all the members elected failing to vote in favor thereof:

Affirmative—The President, the Vice-President, Aldermen Brown, Goodman, Hackett, Hall, Marshall, Muh, Murphy, Oakley, Olcott, Parker, Randall, Robinson, School, Ware, Wines, and Woodward—18.

Negative—Aldermen Burke, Campbell, Clancy, Dwyer, Goetz, Goodwin, Kennefick, Lantry, Noonan, O'Brien, Schilling, Tait, and Wund—13.

Alderman Ware moved a reconsideration of the vote by which the above resolution was lost, and that the paper be restored to the list of General Orders.

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

And the President ruled that said motion was carried.

Alderman Noonan appealed from the ruling of the Chair.

The President put the question, Shall the decision of the Chair be sustained? Which was decided in the affirmative by the following vote:

Affirmative—The Vice-President, Aldermen Brown, Goodman, Hackett, Hall, Marshall, Murphy, Oakley, Olcott, Parker, Randall, Robinson, School, Ware, Wines, Woodward, and Wund—17.

Negative—Aldermen Burke, Campbell, Clancy, Dwyer, Goetz, Goodwin, Kennefick, Lantry, Muh, Noonan, O'Brien, Schilling, and Tait—13.

Excused—The President—1.

Alderman Oakley called up G. O. 298, being a resolution and ordinance, as follows:

Resolved, That the vacant lots on the south side of Eightieth street, between Boulevard and West End avenue, and on the east side of West End avenue, between Seventy-ninth and Eightieth streets, be fenced in, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

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

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

Negative—Alderman Burke—1.

Alderman Ware called up G. O. 327, being a resolution and ordinance, as follows:

Resolved, That Nelson avenue, from Kemp place to Boscobel avenue, be regulated and graded, curb-stones set, sidewalks flagged a space four feet in width, fences placed where necessary, and crosswalks laid at each intersecting and terminating street or avenue, where not already laid, under the direction of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards; 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, the Vice-President, Aldermen Brown, Burke, Campbell, Clancy, Dwyer, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Murphy, Oakley, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, Woodward, and Wund—29.

Negative—Aldermen Goetz and Noonan—2.

Alderman Marshall moved that the Board depart from the order of business of General Orders and resume consideration of reports.

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

REPORTS RESUMED.

(G. O. 636.)

The Committee on Railroads, to which was referred the petition of the Bleecker Street and Fulton Ferry Railroad Company, and the Broadway and Seventh Avenue Railroad Company, for the consent of the Common Council of the City of New York to the construction, maintenance and operation of the extensions or branches of the existing roads of the said companies in Broome street, between Crosby street and Broadway, in the City of New York, and the connection and union thereof at a point not over one-half mile from their present respective lines or routes, whereby a new route for public travel in or upon the surface of Broome street, as particularly described in the petition of said companies, and the proposed resolution submitted therewith, do respectfully

REPORT

as follows:

That before acting on the petition and application aforesaid, public notice thereof was given and of the time and place when and where it would be first considered, which notice was published daily for at least fourteen (14) days in two of the daily newspapers published in the City of New York, and which were designated by the Mayor of said City for such purpose, to wit: In the New York "Tribune" and in the New York "Mail and Express."

That pursuant to such notice, a public hearing was had thereof, whereat all persons desiring an opportunity to be heard were heard, and no one having appeared in opposition to the application, such application has been duly considered by the Railroad Committee of the Common Council.

Your committee, after such hearing of the facts and circumstances, are of the opinion that the construction and operation of the railroad connection and union of the roads and routes of the companies would be of great advantage to the public, as it will furnish a new route for public travel across the City of New York, and one which can be operated without inconvenience to the merchants along Broome street, and furnish a better and more satisfactory route from the Grand Street Ferry to the Desbrosses Street Ferry than is now traveled by the route of the Metropolitan Street Railway Company, which is the lessee of the applicants above named. The said Metropolitan Street Railway Company owns and controls the existing railroad on Broadway, West Broadway, Ninth avenue, Tenth avenue and West street, and will, by means of the route and connection which is hereby applied for, enable passengers to secure a new route to the Grand Street and Desbrosses Street Ferry, and one which can be operated more speedily than the existing route of the Metropolitan Street Railway Company. The lessee company will also be able to furnish transportation north and south on Broadway by means of the Columbus and Lexington avenue cable lines and the Broadway cable line, whereby passengers will be transferred from such new route to the cable lines for a single fare of five cents.

Your Committee is of opinion that the application of the petitioners should be granted, and submit the following resolutions:

Whereas, The Bleecker Street and Fulton Ferry Railroad Company and the Broadway and Seventh Avenue Railroad Company have heretofore and by petition bearing date September 14, 1895, made application in writing, to the Common Council of the City of New York, for its consent and permission to be granted to the construction, maintenance and operation of the branches or extensions of the applicants' railroads and routes, so that a new line may be established in Broome street, between Broadway and Crosby street; and

Whereas, The Common Council of the City of New York caused public notice of such application of the said railroad companies, and of the time and place when the same would be first considered, to be given by publication for at least fourteen (14) days prior to the hearing, in two of the daily newspapers published in the City of New York, to wit: in the New York "Tribune" and in the New York "Mail and Express," which papers were lawfully designated for such purpose by his Honor the Mayor of said City; and

Whereas, After such public notice given as aforesaid, and at a meeting held at the Chambers of the Board of Aldermen in the City of New York, whereat all persons so desiring were given an opportunity to be heard, such application has been first duly considered; and

Whereas, It is apparent from the proofs and evidence submitted by the said two companies that they desire to connect their said two street surface railroad routes at a point which is not over one-half mile from the respective lines or routes of said two companies, and intend to establish by the construction of such union and connection, a new route for public travel, and the said petitioners have consented to operate such connection as part of a continuous route for one fare of five cents, and it further appearing that such connection cannot be operated as an independent railroad without inconvenience to the public, and that it is to the public advantage that the same should be operated as a continuous line of railroad with the existing railroads of your petitioners, it is

Resolved, That the consent of the Common Council of the City of New York be and it hereby is given—

First—To the Bleecker Street and Fulton Ferry Railroad Company to extend its road and to construct, maintain and operate a branch thereof, connecting with the company's existing double track in Crosby street at or near Broome street, and running thence westerly, with double tracks in or upon Broome street, one hundred and twenty-five feet or thereabouts, to a point of connection with the branch or extension of the Broadway and Seventh Avenue Railroad Company.

Second—To the Broadway and Seventh Avenue Railroad Company to extend its road and to construct, maintain and operate a branch thereof, connecting with the company's existing double track in or upon Broome street, at or near the westerly side of Broadway, and running thence easterly, with double tracks, across Broadway and in or upon Broome street, one hundred and eighty feet or thereabouts, to a point of connection with the branch or extension of the Bleecker Street and Fulton Ferry Railroad Company.

Third—To the maintenance and operation of the connection to be formed by the construction of said extensions or branches of the said two companies, and to the operation of the same as a new continuous route for public travel.

Fourth—That the said companies and each of them be and they are hereby authorized to construct, maintain and operate such necessary connections, switches, sidings, turn-outs, cross-overs and suitable stands as shall be necessary for the convenient working of the said connection, and for the accommodation of the cars to be run over the same.

Resolved, also, That the conditions upon which, and not otherwise, the consent is given shall be and are as follows:

First—That this consent is also given upon the condition that the corporations owning or using the petitioners' railroads shall operate such connection as a part of a continuous route for one fare.

Second—That this consent is also given upon the condition that such extensions or branches shall be operated by cable power or by an underground current of electricity, or by any other power which is now or may at any time hereafter lawfully be used on either of the roads connected thereby, excluding always, however, the operation by locomotive steam power or by the overhead trolley system of electric traction.

Third—That this consent is also given upon the condition that the said corporations herein-before named shall pay into the Treasury of the City of New York, to the credit of the Sinking Fund thereof, annually on November 1st of each year, the percentages provided for extensions or branches in section 95 of the Railroad Law, for the purposes, at the times, in the manner and upon the conditions set forth in such section.

Resolved further, That the consent of the said Common Council to said petition is hereby given upon the further stipulation that the said applicants condition as follows:

1st. That the material to be used in the construction of said branches to be of the best possible character, and the plans of street construction, turntables and turnouts to be subject to the approval of the Commissioner of Public Works of the City.

2d. That the cars shall be run on such extensions at least as frequently as required by the ordinances of the City of New York, and the corporation's petitioners which shall have entered into the contract provided for in section 104 of the Railroad Law, shall carry or permit any other party thereto to carry, between any two points on the railroads or portions thereof, and embraced in said contract, any passenger desiring to make one continuous trip between such points for one single fare, not higher than the fare lawfully chargeable by either of said corporations for an adult passenger. Every such corporation shall, upon demand, and without extra charge, give to each passenger paying one single fare, a transfer entitling such passenger to one continuous trip to any point or portion of any railroad embraced in such contract to the end that the public convenience may be promoted by the operation of the petitioners' railroads embraced in such contract substantially as a single railroad and for a single fare of five cents.

3d. The applicants shall at all times during the operation of cars, keep the street between the tracks of the extension in Broome street, between Crosby street and West Broadway, and two feet beyond the rail on each side, clean and free and clear from dirt and snow, the said dirt and snow to be removed by the said companies within such reasonable period of time as shall be required by the Commissioner of Street Cleaning, and if not so removed and carried to the dumps, as required, the Commissioner of Public Works may have it done at the expense of the said railroad companies, the amount to be collected by the Comptroller under due process of law.

4th. The said companies shall pave the streets in which the right to construct is hereby given, between the rails of the tracks and two feet in width outside of the tracks, to conform in all respects to the character of the pavement laid down on said street, and shall keep the same in proper condition and repair, and shall also keep in repair as well the pavement between the tracks and two feet in width outside of the same on the route described in the third section, and if not so done the Commissioner of Public Works may have it done at the expense of the said railroad companies, the amount to be collected by the Comptroller under due process of law.

5th. That the said railroad companies shall apply to each car a proper fender and wheel-guard, conformable to such laws and ordinances as may hereafter be enacted or adopted by the State or City authorities.

6th. That all cars of said railroad companies shall be properly and sufficiently heated and lighted.

7th. That all laws now in force and all ordinances now in force and not inconsistent with any existing law, and any ordinance which may be hereafter adopted affecting the surface railroads operated in this city, shall be binding and strictly complied with by said companies, and also Article IV. of the Railroad Law. A failure to comply with any condition of this consent for a period of twenty days after notice from the Common Council requiring said companies to comply therewith shall render this consent forfeitable and the same may be declared forfeited in an action instituted for such purpose by the Corporation Counsel at request of the Common Council.

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

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

Alderman Marshall moved to dispense with the further reading of the report, and that it be printed in full in the CITY RECORD, and laid over.

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

By Alderman Parker—

Resolved, That the three reports from the Railroad Committee in these proceedings, two of which were presented on October 22, 1895, and one on November 12, 1895, be amended so as to read as in the form submitted by the Committee under date of December 30, 1895.

The President directed the Clerk to read the following reports:

The Committee on Railroads, to which was referred the joint application of the Central Park, North and East River Railroad Company, and the Metropolitan Street Railway Company, for the consent of the Common Council of the City of New York, to the construction, maintenance and operation of the extensions of the existing roads and routes of said companies, and the connection and union thereof at a point not over one-half mile from their respective lines or routes, and the establishment thereby of a new road for public travel in or upon the surface of Dey street, Greenwich street and West Broadway, as particularly described in the petition of the said companies, and in the proposed resolution submitted herewith, do hereby respectfully

REPORT:

That, before acting upon the petition and application aforesaid, public notice thereof was given and of the time and place when and where it would first be considered, which notice was published daily for at least fourteen days, in two of the daily newspapers published in the City of New York, and which were designated by the Mayor of the said City for such purpose, to wit: the "Tribune" and the "Times."

That, pursuant to such notice, a public hearing was had thereon, whereat all persons desiring an opportunity to be heard were heard.

Subsequently, on Tuesday, October 22, 1895, a report of this Committee was prepared and submitted to the Board for its consideration and the same is to be found set forth in full on the Journal under the proceedings of that date.

It subsequently appeared that the representatives of the railroad companies had objections to the form of report submitted, and stated that the companies were unwilling to accept the report submitted, on the ground that it imposed onerous conditions in view of the limited character of the franchise applied for.

Several consultations were had with the representatives of the companies, whereby concessions were made in the matter of giving transfer tickets, so that passengers riding over the extension in question might be furnished with a through ride over the line of West street, so that passengers

going down West Broadway could be carried to the Cortlandt Street and Liberty Street ferries, the Long Branch boats and the Iron Steamboat Company's piers.

The concessions which the companies have made, which are covered by the resolution herewith submitted, seem to the undersigned to be sufficient for all purposes and a sufficient burden to be imposed in consideration of the grant now applied for.

Your Committee, after such hearing of the facts and an investigation of the evidence presented to them, are of the opinion that the construction and operation of the railroad connection and union of the roads and routes of said two companies would be a great advantage to the public, and in view of the demand for additional north and south lines of travel, the proposed connection is manifestly a public necessity.

The applicant, the Metropolitan Street Railway Company, which is also the lessee of the road of the other petitioner, controls and operates the existing railroads on University place, South Fifth avenue and West Broadway, and by means of connections applied for will be enabled to operate a line of cars in said streets and highways over a new route for public travel south of Fourteenth street, ending at the Cortlandt Street Ferry.

The company, by this system, will be enabled to transfer to a new through line a large number of the cars operated upon Broadway cable line, and thereby lighten the heavy traffic on that street during the day time, and by such change in operation will, at the same time, afford greater facility for the quicker removal of goods and merchandise along the main thoroughfare of the City of New York.

The construction of this connection will afford a convenient means of access to the Cortlandt Street Ferry, and a more direct route for travel to the upper and central portions of the city than is given at the present time by existing lines. In view of the growth of travel over this ferry, which has increased regularly from month to month, it is apparent that better facilities should be furnished to this important artery in the city's system of travel.

The widening of West Broadway (formerly College place) gives ample opportunity for the operation of cars on the surface of the street, and in view of the fact that the petitioner intends to operate on the existing railroad tracks which it controls in lieu of making additional track construction, there does not appear to be any reasonable ground for anticipating that the construction will interfere in any way with the convenience of truckmen and merchants having stores along the route.

Your Committee therefore recommend that the petitioner's application be granted, and respectfully submit the following resolution for consideration of your Honorable Body:

Whereas, The Central Park, North and East River Railroad Company and the Metropolitan Street Railway Company have heretofore, and by petition bearing date May 20, 1895, made application in writing to the Common Council of the City of New York for its consent and permission to be granted to the construction, maintenance and operation of the branches or extensions of the railroads and routes of the said Central Park, North and East River Railroad Company, and the Metropolitan Street Railway Company, as hereinafter particularly set forth.

I.—That its consent be granted to the Central Park, North and East River Railroad Company to extend its railroad and to construct, maintain and operate a branch thereof, commencing at the intersection of Dey street and West street, and connecting there by suitable curves, switches and appliances with the said company's existing tracks on West street; running thence easterly, with double tracks in or upon Dey street to Greenwich street, and thence northerly in or upon Greenwich street to West Broadway (formerly College place, as widened), with double tracks to Vesey street, there to connect with a double track extension or branch of the Metropolitan Street Railway Company.

II.—To the Metropolitan Street Railway Company to extend its railroad and to construct, maintain and operate a branch thereof, commencing at the intersection of West Broadway and Duane street, and connecting there by suitable curves, switches and appliances with the company's existing tracks in said Duane street, running thence southerly in or upon West Broadway, with a single track to Chambers street, and thence southerly, in or upon West Broadway (a portion of which was formerly College place), to Vesey street, there to connect with a double track extension on branch of the railroad and route of the Central Park, North and East River Railroad Company.

Said double tracks in West Broadway to be connected at Chambers street with the company's existing single track in Chambers street by suitable curves, switches and appliances.

III.—To the maintenance and operation of the connection to be formed by the construction of said extensions or branches of the said two companies, and to the operation of the same as a new continuous or connected route for public travel; and

Whereas, The Common Council of the City of New York caused public notice of such application by said two railroad companies, and of the time and place when the same would be first considered, to be given by publication for at least fourteen days prior to the hearing in two daily newspapers published in the City of New York, to wit, in the "Tribune" and in the "Times," which papers were lawfully designated for that purpose by his Honor the Mayor of the said city; and

Whereas, After public notice given as aforesaid, and at a public hearing held pursuant thereto, at the Chambers of the Board of Aldermen in the City Hall, in the City of New York, whereat all persons so desiring were given an opportunity to be heard, such application has been first duly considered; and

Whereas, It is apparent from the proofs and evidence submitted by the said companies that they desire to connect their said two surface routes at a point which is not over one-half mile from the respective routes of the said two companies, and intend to establish, by the construction of said union and connection, a new route for public travel, and the said petitioners have consented to operate such connection as part of a continuous route for one fare; and it further appearing that such connection cannot be operated as an independent railroad without inconvenience to the public, but that it is to the public advantage that the same should be operated as a continuous line or route with the existing railroads; it is therefore

Resolved, That the consent of the Common Council of the City of New York be and it hereby is given—

1. That its consent be granted to the Central Park, North and East River Railroad Company to extend its railroad and to construct, maintain and operate a branch thereof, commencing at the intersection of Dey street and West street, and connecting there, by suitable curves, switches and appliances, with the company's existing tracks on West street; running thence easterly with double tracks in or upon Dey street to Greenwich street, and thence northerly in or upon Greenwich street to West Broadway (formerly College place, as widened), with double tracks to Vesey street, there to connect with a double track extension or branch of the Metropolitan Street Railway Company.

2. To the Metropolitan Street Railway Company to extend its railroad and to construct, maintain and operate a branch thereof, commencing at the intersection of West Broadway and Duane street, and connecting there by suitable curves, switches and appliances with the company's existing tracks in said Duane street; running thence southerly in or upon West Broadway with a single track to Chambers street; and thence southerly, in or upon West Broadway (a portion of which was formerly College place) to Vesey street, there to connect with a double track extension or branch of the railroad and route of the Central Park, North and East River Railroad Company.

Said double tracks in West Broadway to be connected at Chambers street with the company's existing single track in Chambers street by suitable curves, switches and appliances.

3. To the maintenance and operation of the connection to be formed by the construction of the said extensions or branches of the said two companies and to the operation of the same as a new continuous or connected route for public travel; and

4. That the said companies, and each of them, be and they hereby are authorized to construct, maintain and operate such necessary connections, switches, sidings, turnouts, cross-overs and suitable standards as shall be necessary for the convenient working of the said connection and for the accommodation of the cars to be run over the same.

Resolved also, That the conditions upon which, and not otherwise, this consent is given shall be and are as follows:

First—That this consent is also given upon the condition that the corporations owning or using the railroads of the petitioners shall operate such connection as a part of a continuous or connected route for one fare.

Second—That this consent is also given upon the condition that such extensions or branches shall be operated by cable power or by an underground current of electricity, or by any other power which is now or may at any time hereafter lawfully be used on either of the roads connected thereby, excluding always, however, the operation by locomotive steam power or by the overhead trolley system of electric traction.

Third—That this consent is also given upon the conditions that the said corporations hereinbefore named shall pay into the treasury of the City of New York, to the credit of the Sinking Fund thereof, annually, on November first of each year, the percentages provided for extensions or branches in Section 95 of the Railroad Law, for the purposes, at the times, in the manner and upon the conditions set forth in such section.

Resolved, further, That the consent of the said Common Council to said petition is hereby given upon the further stipulation that the said applicants condition as follows:

1. The material to be used in the construction of said branches to be of the best possible character, and the plans of street construction, turn-tables and turn-outs to be subject to the approval of the Commissioner of Public Works of this city.

2. That cars shall be run on such extensions as often as public convenience shall require, and at least as frequently as shall be reasonably required by the ordinances of the City of New York, and the corporation petitioner which shall be operating the cars over the extensions herein granted shall, at the intersection of Chambers street and West Broadway, and at Dey and West streets, give to each passenger paying one single fare of five cents a transfer ticket entitling such passenger to one continuous or connected trip to any point on the railroad on West street below Chambers street, from any portion of the extensions herein granted.

3. The applicants shall at all times during the operation of cars keep the street between the tracks of the extension in University place, Third and Fourth streets, West Broadway and Dey street, and two feet beyond the rail on each side, clean and free and clear from dirt and snow, the said dirt and snow to be removed by the said companies within such reasonable period of time as shall be required by the Commissioner of Street Cleaning, and if not so removed and carried to the dumps as required the Commissioner of Public Works may have it done at the expense of the said railroad companies, the amount to be collected by the Comptroller under due process of law.

4. The said companies shall pave University place, West Third and Fourth streets, West Broadway and Dey street, between the rails of the tracks and two feet in width outside of the tracks, to conform in all respects to the character of the pavement laid down on said streets, and shall keep the same in proper condition and repair, and shall also keep in repair as well the pavement between the tracks and two feet in width outside of the same, on the route described in the third section, and if not so done the Commissioner of Public Works may have it done at the expense of the said railroad companies, the amount to be collected by the Comptroller under due process of law.

5. That the said railroad companies shall apply to each car a proper fender and wheel-guard conformable to such laws and ordinances as may hereafter be enacted or adopted by the State or city authorities.

6. That all cars of said railroad companies shall be properly and sufficiently heated and lighted.

7. That all laws now in force and all ordinances now in force and not inconsistent with any existing law, and any ordinance which may be hereafter adopted affecting the surface railroads operated in this city, shall be binding and strictly complied with by said companies, and also Article IV. of the Railroad Law. A failure to comply with any condition of this consent for a period of twenty days after notice from the Common Council requiring said companies to comply therewith shall render this consent forfeitable, and the same may be declared forfeited in an action instituted for such purpose by the Corporation Counsel at request of the Common Council.

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

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

The Committee on Railroads, to which was referred the joint application of the Broadway and Seventh Avenue Railroad Company and the Metropolitan Street Railway Company for the consent of the Common Council of the City of New York to the construction, maintenance and operation of the extensions of the existing roads and routes of said companies, and the connection and union thereof at a point not over one-half mile from their respective lines or routes, and the establishment thereby of a new road for public travel in or upon the surface of University place, Wooster street or Washington Square, East, West Fourth street and West Third street, as particularly described in the petition of the said companies, and in the proposed resolution submitted herewith, do hereby respectfully

REPORT:

That before acting upon the petition and application aforesaid public notice thereof was given of the time and place when and where it would be first considered, which notice was published daily for at least fourteen days in two of the daily newspapers published in the City of New York, and which were designated by the Mayor of the said city for such purpose, to wit: The "Press" and the "Sun."

That pursuant to such notice a public hearing was had thereon whereat all persons desiring an opportunity to be heard were heard.

Subsequently, on Tuesday, October 22, 1895, a report of this Committee was prepared and submitted to the Board for its consideration, and the same is to be found set forth in full on the Journal under the proceedings of that date.

It subsequently appeared that the representatives of the railroad companies had objections to the form of report submitted, and stated that the companies were unwilling to accept the report submitted on the ground that it imposed on the companies onerous conditions, and such as were not warranted in view of the limited character of the franchise applied for.

Several consultations were had with the representatives of the companies whereby concessions were made in the matter of giving transfer tickets so that passengers riding over the extension in question might be furnished a through ride over the cable lines on Broadway and Columbus and Lexington avenues. The concessions, which the companies have made in the form of a resolution, seem, to the undersigned, to be sufficient for all purposes and a sufficiently burdensome condition to be made in consideration of the grant now applied for.

The Committee are of the opinion that the construction and operation of the railroad connection and union contemplated in the attached resolution would be of great advantage to the public, and, in view of the immediate and pressing demand for additional north and south lines of travel, the proposed connection, when operated with the existing roads, would be of great advantage to the traveling public.

The applicant, the Metropolitan Street Railway Company, which is also the lessee of the road of the other petitioner, controls and operates the existing railroads on University place, South Fifth avenue and West Broadway, and by means of connections applied for will be enabled to operate a line of cars in said streets and highways over a new route for public travel south of Fourteenth street, ending at the Cortlandt Street Ferry.

With the expansion of the city trade, the district lying about Washington Square is rapidly becoming the centre of many important lines of retail and wholesale business, and many fine buildings have already been constructed and adapted to the commercial requirements of the locality, and the increase in railroad facilities will tend, no doubt, to enlarge and improve this neighborhood for commercial uses. The improvement of the railroad West Broadway (formerly South Fifth avenue), which have been already constructed, is certain to come about, and will, in the Committee's opinion, benefit the property along the thoroughfare by bringing it within the lines of through transportation and in easy access for the uses of the general up-town business community.

Your Committee, therefore, recommend that the petitioners' application be granted, and respectfully submit the following resolution for consideration of your Honorable Body:

Whereas, The Broadway and Seventh Avenue Railroad Company and the Metropolitan Street Railway Company have heretofore, and by petition bearing date May 20, 1895, made application in writing to the Common Council of the City of New York for its consent and permission to be granted as follows:

1. That its consent be granted to the Broadway and Seventh Avenue Railroad Company to extend its road and to construct, maintain and operate a branch thereof, connecting with the company's existing route and road in or upon University place, at or near Clinton place or Eighth street, by suitable curves, switches and appliances; running thence southerly with a single track through, upon and along University place and Wooster street, or Washington Square, East, to West Fourth street, there to unite with an extension or branch of the Metropolitan Street Railway Company, and also commencing at the intersection of West Third street and Wooster street and connecting there by suitable curves, switches and appliances with said company's tracks in Wooster street; running thence westerly with a single track in or upon West Third street one hundred and thirty feet, being one-half of the block between Wooster street and South Fifth avenue, there to unite with an extension or branch of the Metropolitan Street Railway Company.

2. To the Metropolitan Street Railway Company to extend its road and to construct, maintain and operate a branch thereof, commencing at the intersection of South Fifth avenue and West Fourth street, and connecting there by suitable curves, switches and appliances with the company's existing tracks in said South Fifth avenue (now West Broadway); running thence easterly with a single track two hundred and sixty feet (one block) in or upon West Fourth street to the intersection of Wooster street with West Fourth street, there to unite with an extension or branch of the Broadway and Seventh Avenue Railroad Company, and also commencing at the intersection of South Fifth avenue and West Third street, and connecting there by suitable curves, switches and appliances with the said company's existing tracks in said South Fifth avenue (now West Broadway); running thence easterly, with a single track, in or upon West Third street, one hundred and thirty feet (being one-half the block between South Fifth avenue and Wooster street), there to unite with an extension or branch of the said Broadway and Seventh Avenue Railroad Company.

3. To the maintenance and operation of the connection to be formed by the construction of the said extensions or branches of the said two companies, and to the operation of the same as a new continuous or connected route for public travel; and

Whereas, The Common Council of the City of New York caused public notice of such application by said two railroad companies, and of the time and place when the same would be first considered, to be given by publication, for at least fourteen days prior to the hearing, in two daily newspapers published in the City of New York, to wit, in the "Sun" and in the New York "Press," which papers were lawfully designated for that purpose by his Honor the Mayor of the said City; and

Whereas, After public notice given as aforesaid, and at a public hearing held pursuant thereto at the Chamber of the Board of Aldermen in the City Hall in the City of New York, whereat all persons so desiring were given an opportunity to be heard, such application has been first duly considered; and

Whereas, It is apparent from the proofs and evidence submitted by the said two companies that they desire to connect their said two surface railroad routes at a point which is not over one-half mile from the respective routes of the said two companies, and intend to establish by the construction of said union and connection a new route for public travel, and the said petitioners have consented to operate such connection as part of a continuous or connected route for one fare, and it further appearing that such connection cannot be operated as an independent railroad,

without inconvenience to the public, but that it is to the public advantage that the same should be operated as a continuous or connected line or route with the existing railroads; it is therefore

Resolved, That the consent of the Common Council of the City of New York be and it hereby is given:

1. To the Broadway and Seventh Avenue Railroad Company to extend its road and to construct, maintain and operate a branch thereof, connecting with the company's existing route and road in or upon University place, at or near Clinton place or Eighth street, by suitable curves, switches and appliances; running thence southerly, with a single track, through, upon and along University place and Wooster street or Washington Square, East, to West Fourth street, there to unite with an extension or branch of the Metropolitan Street Railway Company, and also commencing at the intersection of West Third street and Wooster street, and connecting there by suitable curves, switches and appliances with said company's track in Wooster street; running thence westerly, with a single track, in or upon West Third street one hundred and thirty feet, being one-half the block between Wooster street and South Fifth avenue (now West Broadway), there to unite with an extension or branch of the Metropolitan Street Railway Company.

2. To the Metropolitan Street Railway Company to extend its road and to construct, maintain and operate a branch thereof, commencing at the intersection of South Fifth avenue (now West Broadway) and West Fourth street, and connecting there by suitable curves, switches and appliances with the company's existing tracks in said South Fifth avenue (now West Broadway); running thence easterly, with a single track, two hundred and sixty feet (one block) in or upon West Fourth street, to the intersection of Wooster street, with West Fourth street, there to unite with an extension or branch of the Broadway and Seventh Avenue Railroad Company, and also commencing at the intersection of South Fifth avenue (now West Broadway) and West Third street, and connecting there by suitable curves, switches and appliances with the said company's existing tracks in said South Fifth avenue (now West Broadway); running thence easterly, with a single track, in or upon West Third street, one hundred and thirty feet (being one-half the block between South Fifth avenue and Wooster street), there to unite with an extension or branch of the said Broadway and Seventh Avenue Railroad Company.

3. To the maintenance and operation of the connection to be formed by the construction of the said extensions or branches of the said two companies, and to the operation of the same as a new continuous or connected route for public travel.

4. That the said companies and each of them be and they hereby are authorized to construct, maintain and operate such necessary connections, switches, sidings, turnouts, cross-overs and suitable stands as shall be necessary for the convenient working of the said connection and for the accommodation of the cars to be run over the same.

Resolved, also, That the conditions upon which, and not otherwise, this consent is given shall be and are as follows:

First—That this consent is also given upon the condition that the corporations owning or using the petitioners' railroads shall operate such connection as part of a continuous or connected route for one fare.

Second—That this consent is also given upon the condition that such extensions or branches shall be operated by cable power or by an underground current of electricity, or by any other power which is now or may at any time hereafter lawfully be used on either of the roads connected thereby, excluding always, however, the operation by locomotive steam power or by the overhead trolley system of electric traction.

Third—That this consent is also given upon the condition that the said corporations hereinbefore named shall pay into the Treasury of the City of New York, to the credit of the Sinking Fund thereof, annually on November first of each year, the percentages provided for extensions or branches in section 95 of the Railroad Law, for the purposes, at the times, in the manner and upon the conditions set forth in such section.

Resolved, further, That the consent of the said Common Council to said petition is hereby given upon the further stipulation that the said applicants condition as follows:

1. The material to be used in the construction of said branches to be of the best possible character, and the plans of street construction, turn-tables and turnouts to be subject to the approval of the Commissioner of Public Works of this city.

2. That cars shall be run on such extensions as often as public convenience shall require, and at least as frequently as shall be reasonably required by the ordinances of the City of New York, and the corporation petitioner which shall be operating cars over such extensions shall give transfer tickets at the intersection of Fourteenth street and Broadway, so that passengers coming south over the cable lines on Columbus avenue, Lexington avenue and Broadway shall, without any extra charge, and for a single fare of five cents, receive a ticket entitling such passenger to one continuous or connected trip from any point on such cable roads, to any point reached by cars running over the extensions herein granted.

3. The applicants shall at all times during the operation of cars, keep the street between the tracks of the extension in University place, Third and Fourth streets, West Broadway and Dey street and two feet beyond the rail on each side, clean and free and clear from dirt and snow, and said dirt and snow to be removed by the said companies, within such reasonable period of time as shall be required by the Commissioner of Street Cleaning, and if not so removed and carried to the dumps, as required, the Commissioner of Public Works may have it done at the expense of the said Railroad Companies, the amount to be collected by the Comptroller under due process of law.

4. The said Company shall pave University place, West Third and Fourth streets, West Broadway and Dey street, between the rails of the tracks and two feet in width outside of the tracks, to conform in all respects to the character of the pavement laid down on said street, and shall keep the same in proper condition and repair, and shall also keep in repair as well the pavement between the tracks and two feet in width outside of the same on the route described in the third section, and if not so done the Commissioner of Public Works may have it done at the expense of the said railroad companies, the amount to be collected by the Comptroller under due process of law.

5. That the said railroad companies shall apply to each car a proper fender and wheel-guard, conformable to such laws and ordinances as may hereafter be enacted or adopted by the State or City authorities.

6. That all cars of said railroad companies shall be properly and sufficiently heated and lighted.

7. That all laws now in force and all ordinances now in force and not inconsistent with any existing law, and any ordinance which may be hereafter adopted affecting the surface railroads operated in this city, shall be binding and strictly complied with by said companies, and also Article IV. of the Railroad Law. A failure to comply with any condition of this consent for a period of twenty days after notice from the Common Council requiring said companies to comply therewith, shall render this consent forfeitable, and the same may be declared forfeited in an action instituted for such purpose by the Corporation Counsel at request of the Common Council.

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

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

The Committee on Railroads, to which was referred the joint application of the Ninth Avenue Railroad Company, the Columbus and Ninth Avenue Railroad Company and the Metropolitan Street Railway Company, for the construction and operation of extensions of their existing roads in One Hundred and Ninth street, between Columbus and Amsterdam avenues, and the formation of a connection and union thereof at a point not over one-half mile from the respective lines or routes of the companies, do respectfully

REPORT:

That, before acting upon the petition and application aforesaid, public notice thereof was given, and of the time and place when and where it would be first considered, which notice was published daily for at least fourteen (14) days prior to the hearing in two daily newspapers published in the City of New York, and which were designated by the Mayor of said City for such purpose, to wit: in the "Commercial Advertiser" and in the "Mail and Express."

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

Subsequently a report of the Committee was prepared and submitted to the Board for its consideration and the same is to be found set forth in the Journal under proceedings of

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

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

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

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

Whereas, The Ninth Avenue Railroad Company, the Columbus and Ninth Avenue Railroad Company and the Metropolitan Street Railway Company have heretofore and by petition, bearing date May 20, 1895, made application, in writing, to the Common Council of the City of New York for its consent and permission to be granted to the construction, maintenance and operation of extensions or branches of the said first two named companies in One Hundred and Ninth street, between Columbus avenue and Amsterdam avenue, and to the maintenance and operation of the connection to be formed by the construction of the said extensions or branches of the said two companies as a new continuous or connected route for public travel; and

Whereas, The Common Council of the City of New York caused public notice of such application by said railroad companies and of the time and place when the same would be first considered, to be given by publication for at least fourteen days prior to the hearing in two daily newspapers published in the City of New York, to wit, in the "Commercial Advertiser" and in the "Mail and Express," which papers were lawfully designated for that purpose by his Honor the Mayor of the City of New York; and

Whereas, After public notice given as aforesaid, and at a public hearing held pursuant thereto, at the Chamber of the Board of Aldermen in the City Hall in the City of New York, whereat all persons so desiring were given an opportunity to be heard, and no one having appeared in opposition, and such application has been first duly considered; and

Whereas, It is apparent from the proofs and evidence submitted by the said companies that they desire to connect their said two surface railroad routes at a point which is not over one-half mile from the respective lines or routes of the said companies owning lines or routes on Amsterdam and Columbus avenues, and intend to establish, by the construction of said union and connection, a new route for public travel, and the said petitioners have consented to operate such connection as a part of a continuous or connected route for one fare, and it further appearing that such connection cannot be operated as an independent railroad without inconvenience to the public, but that it is to the public advantage that the same should be operated as a continuous or connected line or route with the existing railroads; it is therefore

Resolved, That the consent of the Common Council of the City of New York be and it hereby is given—

1. To the construction, maintenance and operation of a street surface railroad as a branch or extension of the railroad of the Ninth Avenue Railroad Company as follows: Connecting with the company's existing road in or upon Amsterdam avenue, at or near One Hundred and Ninth street, by suitable curves, switches and appliances; running thence easterly with a single track in or upon One Hundred and Ninth street, four hundred (400) feet or thereabouts, to the middle of the block, to connect at such point with an extension or branch of the Columbus and Ninth Avenue Railroad Company.

2. To the construction, maintenance and operation of a street surface railroad as a branch or extension of the railroad of the Columbus and Ninth Avenue Railroad Company as follows: Connecting with the company's existing road in or upon Columbus avenue, at or near One Hundred and Ninth street, with suitable curves, switches and appliances; running thence westerly, with a single track, in or upon One Hundred and Ninth street, four hundred and fifty (450) feet or thereabouts to the middle of the block, and connecting at such point with a branch or extension of the Ninth Avenue Railroad Company.

3. To the maintenance and operation of the connection to be formed by the construction of the said extensions or branches of the said two companies as a new continuous or connected route for public travel.

4. That the said companies and each of them be and they hereby are authorized to construct, maintain and operate such necessary connections, switches, sidings, turnouts, crossovers and suitable stands as shall be necessary for the convenient working of the said connection, and for the accommodation of the cars to be run over the same.

Resolved, also, That the conditions upon which and not otherwise, the consent is given shall be and are as follows:

First—That this consent is also given upon the condition that the corporations owning or using the petitioners' railroads shall operate such connection as a part of a continuous or connected route for one fare.

Second—That this consent is also given upon the condition that such extensions or branches shall be operated by cable power or by an underground current of electricity, or by any other power which is now or may at any time hereafter lawfully be used on either of the roads connected thereby, excluding always, however, the operation by locomotive steam power or by the overhead trolley system of electric traction.

Third—That this consent is also given upon the conditions that the said corporations hereinbefore named shall pay into the Treasury of the City of New York, to the credit of the Sinking Fund thereof, annually on November first of each year, the percentages provided for extensions or branches in section 95 of the Railroad Law, for the purposes, at the times, in the manner and upon the conditions set forth in such section.

Resolved, further, That the consent of said Common Council to said petition is hereby given upon the further stipulation that the said applicants condition, as follows:

1st. That the material to be used in the construction of said branches to be of the best possible character, and the plans of street construction, turntables, and turnouts to be subject to the approval of the Commissioner of Public Works of this City.

2d. That the cars shall be run on such extension as often as public convenience shall require, and at least as frequently as shall be reasonably required by the ordinances of the City of New York, and the corporation petitioner which shall be operating cars upon such extension shall, at the intersection of One Hundred and Ninth street and Columbus avenue, give to each passenger paying a single fare of five cents a transfer ticket whereby any passenger may be carried from any point on One Hundred and Sixteenth street, Manhattan avenue or Columbus avenue, to the Fort Lee Ferry for a single fare of five cents.

3d. The applicant shall at all times during the operation of cars keep the street between the tracks of this extension in One Hundred and Ninth street, and the tracks along Amsterdam avenue, from One Hundred and Ninth street to One Hundred and Twenty-fifth street, and thence along One Hundred and Twenty-fifth street to the Boulevard, and thence along the Boulevard to One Hundred and Thirtieth street, and thence along One Hundred and Thirtieth street to the Fort Lee Ferry and two feet beyond the rail on each side, clean and free and clear from dirt and snow, the said dirt and snow to be removed by the said companies within such reasonable period of time as shall be required by the Commissioner of Street Cleaning, and if not so removed and carried to the dumps as required, the Commissioner of Public Works may have it done at the expense of the said railroad companies, the amount to be collected by the Comptroller under due process of law.

4th. The said companies shall pave One Hundred and Ninth street, between Columbus and Amsterdam avenues, between the rails of the tracks and two feet in width outside of the tracks, to conform in all respects to the character of the pavement laid down on said street, and shall keep the same in proper condition and repair, and shall also keep in repair as well the pavement between the tracks and two feet in width outside of the same on the route described in the third section, and if not so done, the Commissioner of Public Works may have it done at the expense of the said railroad companies, the amount to be collected by the Comptroller under due process of law.

5th. That the said railroad companies shall apply to each car a proper fender or wheel-guard, conformable to such laws and ordinances as may hereafter be enacted or adopted by the State or City authorities.

6th. That all cars of said railroad companies shall be properly and sufficiently heated and lighted.

7th. That all laws in force and all ordinances now in force and not inconsistent with any existing law, and any ordinance which may be hereafter adopted affecting the surface railroads operated in this City, shall be binding and strictly complied with by said companies, and also article 4 of the Railroad Law. A failure to comply with any condition of this consent for a period of twenty days after notice from the Common Council requiring said companies to comply therewith shall render this consent forfeitable and the same may be declared forfeited in an action instituted for such purpose by the Corporation Counsel at request of the Common Council.

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

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

Alderman Hall moved that the above reports be recommitted to the Committee on Railroads. The President put the question whether the Board would agree with said motion. Which was decided in the negative.

Alderman Parker subsequently withdrew his resolution.

Alderman Brown called up Special Order No. 15, and moved that it be laid on the table excepting so much of it as relates to the Report of the Railroad Committee touching the Twenty-eighth and Twenty-ninth Street Railroad Company, which special order, with such exception, is as follows:

The Committee on Railroads, to which was referred the joint application of the Central Park, North and East River Railroad Company and the Metropolitan Street Railway Company for the consent of the Common Council of the City of New York to the construction, maintenance and operation of the extensions of the existing roads and routes of said companies, and the connection and union thereof, at a point not over one-half mile from their respective lines or routes, and the establishment thereby of a new road for public travel in or upon the surface of Dey street, Green-

wich street and West Broadway, as particularly described in the petition of the said companies, and in the proposed resolution submitted herewith, do hereby respectfully

REPORT :

That before acting upon the petition and application aforesaid, public notice thereof was given and of the time and place when and where it would be first considered, which notice was published daily for at least fourteen days in two of the daily newspapers published in the City of New York, and which were designated by the Mayor of the said City for such purpose, to wit, the "Tribune" and the "Times."

That pursuant to such notice, a public hearing was had thereon, whereat all persons desiring an opportunity to be heard were heard.

Your Committee, after such hearing of the facts and an investigation of the evidence presented to them, are of the opinion that the construction and operation of the railroad connection and union of the roads and routes of said two companies would be a great advantage to the public, and in view of the demand for additional north and south lines of travel, the proposed connection is manifestly a public necessity.

The applicant, the Metropolitan Street Railway Company, which is also the lessee of the road of the other petitioner, controls and operates the existing railroads on University place, South Fifth avenue and West Broadway, and, by means of connections applied for, will be enabled to operate a line of cars in said streets and highways over a new route for public travel south of Fourteenth street, ending at the Cortlandt Street Ferry.

The company, by this system, will be enabled to transfer to a new through line a large number of the cars operated upon the Broadway cable line, and thereby lighten the heavy traffic on that street during the day time, and by such change in operation will, at the same time, afford greater facility for the quicker removal of goods and merchandise along the main thoroughfare of the City of New York.

The construction of this connection will afford a convenient means of access to the Cortlandt Street Ferry, and a more direct route for travel to the upper and central portions of the city than is given at the present time by existing lines. In view of the growth of travel over this ferry, which has increased regularly from month to month, it is apparent that better facilities should be furnished to this important artery in the city's system of travel.

The widening of West Broadway (formerly College place), gives ample opportunity for the operation of cars on the surface of the street, and in view of the fact that the petitioner intends to operate on the existing railroad tracks which it controls in lieu of making additional track construction, there does not appear to be any reasonable ground for anticipating that the construction will interfere in any way with the convenience of truckmen and merchants having stores along the route.

Your Committee, therefore, recommend that the petitioner's application be granted, and respectfully submit the following resolution for consideration of your Honorable Body :

Whereas, The Central Park, North and East River Railroad Company and the Metropolitan Street Railway Company have heretofore, and by petition bearing date May 20, 1895, made application in writing to the Common Council of the City of New York, for its consent and permission to be granted to the construction, maintenance and operation of the branches or extensions of the railroads and routes of the said Central Park, North and East River Railroad Company, and the Metropolitan Street Railway Company, as hereinafter particularly set forth.

I.—That its consent be granted to the Central Park, North and East River Railroad Company to extend its railroad and to construct, maintain and operate a branch thereof, commencing at the intersection of Dey street and West street, and connecting there by suitable curves, switches and appliances with the said company's existing tracks on West street; running thence easterly, with double tracks in or upon Dey street to Greenwich street, and thence northerly, in or upon Greenwich street to West Broadway (formerly College place, as widened), with double tracks to Vesey street, there to connect with a double track extension or branch of the Metropolitan Street Railway Company.

II.—To the Metropolitan Street Railway Company to extend its railroad and to construct, maintain and operate a branch thereof, commencing at the intersection of West Broadway and Duane street, and connecting there by suitable curves, switches and appliances with the company's existing tracks in said Duane street, running thence southerly in or upon West Broadway, with a single track to Chambers street, and thence southerly, in or upon West Broadway (a portion of which was formerly College place) to Vesey street, there to connect with a double track extension or branch of the railroad and route of the Central Park, North and East River Railroad Company.

Said double tracks in West Broadway to be connected at Chambers street with the company's existing single track in Chambers street by suitable curves, switches and appliances.

III.—To the maintenance and operation of the connection to be formed by the construction of the said extensions or branches of the said two companies, and to the operation of the same as a new continuous route for public travel; and

Whereas, The Common Council of the City of New York caused public notice of such application by said two railroad companies, and of the time and place when the same would be first considered, to be given by publication for at least fourteen days prior to the hearing in two daily newspapers published in the City of New York, to wit, in the "Tribune" and in the "Times," which papers were lawfully designated for that purpose by his Honor the Mayor of the said city; and

Whereas, After public notice given as aforesaid, and at a public hearing held pursuant thereto, at the Chamber of the Board of Aldermen, in the City Hall in the City of New York, whereat all persons so desiring were given an opportunity to be heard, such application has been first duly considered; and

Whereas, It is apparent from the proofs and evidence submitted by the said two companies that they desire to connect their said two surface railroad routes at a point which is not over one-half mile from the respective routes of the said two companies, and intend to establish, by the construction of said union and connection, a new route for public travel, and the said petitioners have consented to operate such connection as part of a continuous route for one fare; and it further appearing that such connection cannot be operated as an independent railroad without inconvenience to the public, but that it is to the public advantage that the same should be operated as a continuous line or route, with the existing railroads; it is therefore

Resolved, That the consent of the Common Council of the City of New York be and it hereby is given—

1. That its consent be granted to the Central Park, North and East River Railroad Company to extend its railroad and to construct, maintain and operate a branch thereof, commencing at the intersection of Dey street and West street, and connecting there by suitable curves, switches and appliances with the said company's existing tracks on West street; running thence easterly with double tracks in or upon Dey street to Greenwich street, and thence northerly in or upon Greenwich street to West Broadway (formerly College place, as widened), with double tracks to Vesey street, there to connect with a double track extension or branch of the Metropolitan Street Railway Company.

2. To the Metropolitan Street Railway Company, to extend its railroad and to construct, maintain and operate a branch thereof, commencing at the intersection of West Broadway and Duane street, and connecting there by suitable curves, switches and appliances with the company's existing tracks in said Duane street; running thence southerly in or upon West Broadway with a single track to Chambers street; and thence southerly, in or upon West Broadway (a portion of which was formerly College place) to Vesey street, there to connect with a double track extension or branch of the railroad and route of the Central Park, North and East River Railroad Company.

Said double tracks in West Broadway to be connected at Chambers street with the company's existing single track in Chambers street by suitable curves, switches and appliances.

3. To the maintenance and operation of the connection to be formed by the construction of the said extensions or branches of the said two companies and to the operation of the same as a new continuous route for public travel; and

4. That the said companies, and each of them, be and they hereby are authorized to construct, maintain and operate such necessary connections, switches, sidings, turnouts, crossovers and suitable stands as shall be necessary for the convenient working of the said connection and for the accommodation of the cars to be run over the same.

Resolved, also, That the conditions upon which, and not otherwise, this consent is given shall be and are as follows :

First—That this consent is also given upon the condition that the corporations owning or using the railroads of the petitioners shall operate such connection as a part of a continuous route for one fare.

Second—That this consent is also given upon the condition that such extensions or branches shall be operated by cable power or by an underground current of electricity, or by any other power which is now, or may at any time hereafter, lawfully be used on either of the roads connected thereby, excluding always, however, the operation by locomotive steam power or by the overhead trolley system of electric traction.

Third—That this consent is also given upon the condition that the said corporations hereinbefore named shall pay into the Treasury of the City of New York, to the credit of the Sinking Fund thereof, annually, on November first of each year, the percentages provided for extensions or branches in section 95 of the Railroad Law, for the purposes, at the times, in the manner and upon the conditions set forth in such section.

Resolved, further, That the consent of the said Common Council to said petition is hereby given upon the further stipulation that the said applicants condition as follows :

1. The material to be used in the construction of said branches to be of the best possible character and the plans of street construction, turntables and turnouts to be subject to the approval of the Commissioner of Public Works of this city.

2. That the cars shall be run upon said extensions at least as frequently as required by the ordinances of the City of New York, and that at all intersecting points along the entire route of the roads of said applicants and any road now or hereafter owned or controlled by said companies, transfers shall be issued and given to passengers for a continuous ride upon said roads intersecting for one fare of five cents.

3. The applicants shall at all times keep the street between the tracks of their entire roads, and two feet beyond the rail at each side, clean and free and clear from dirt and snow, the said dirt and snow to be removed by said companies within such period of time as may be required by the Commissioner of Street Cleaning; and if not so removed and carried to the dumps the same may be taken away by the Commissioner of Street Cleaning, the expense involved to be charged to the railroad companies, and collected by the Comptroller in the manner by which moneys due the City are collected under the law.

4. The Commissioner of Street Cleaning, for the purpose of removing snow, shall be permitted to use the tracks of the railroad companies along the entire line of their roads, with their connections, between the hours of one o'clock A. M. and five o'clock A. M., using on said roads proper vehicles, running on said tracks to points along the line or to the end of the route if deemed necessary, such use of tracks not to interfere however with the operation of the cars of said railroad companies or their schedule of time for running of cars.

5. That the said companies shall pave the streets along their entire routes between the rails of their tracks and two feet in width outside of their tracks to conform in all respects to the character of the pavement laid down on said streets, and keep the same in proper condition and repair, and if not so done the Commissioner of Public Works to have it done at the expense of the said railroad companies, the amount to be collected by the Comptroller under due process of law.

6. The said railroad companies shall apply to each car a proper fender and wheel-guard to conform to such laws and ordinances as may be hereafter enacted or adopted by the State or City authorities.

7. That all cars of said railroad companies shall be properly and sufficiently heated and lighted.

8. That all laws or ordinances now in force, or which may hereafter be modified or adopted, affecting the surface railroads operated in this city shall be strictly complied with, and especially Article 4 of the General Railroad Law. A failure to comply with any of the said ordinances shall render this franchise revocable, and the same may be declared null and void by the Common Council of this city.

CHARLES A. PARKER, ELIAS GOODMAN, BENJAMIN E. HALL, ANDREW ROB-
INSON, Committee on Railroads.

The Committee on Railroads, to which was referred the joint application of the Broadway and Seventh Avenue Railroad Company and the Metropolitan Street Railway Company for the consent of the Common Council of the City of New York to the construction, maintenance and operation of the extensions of the existing roads and routes of said Companies, and the connection and union thereof at a point not over one-half mile from their respective lines or routes, and the establishment thereby of a new road for public travel in or upon the surface of University place, Wooster street or Washington Square, East, West Fourth street and West Third street, as particularly described in the petition of the said companies, and in the proposed resolution submitted herewith, do hereby respectfully

REPORT :

That, before acting upon the petition and application aforesaid, public notice thereof was given of the time and place when and where it would be first considered, which notice was published daily for at least fourteen days in two of the daily newspapers published in the City of New York, and which were designated by the Mayor of the said City for such purpose, to wit: the "Press" and in the "Sun."

That, pursuant to such notice, a public hearing was had thereon, whereat all persons desiring an opportunity to be heard were heard.

Your Committee, after such hearing of the facts and an investigation of the evidence presented to them, are of the opinion that the construction and operation of the railroad connection and union of the roads and routes of said two companies would be a great advantage to the public, and in view of the demand for additional north and south lines of travel the proposed connection is manifestly a public necessity.

The applicant, the Metropolitan Street Railway Company, which is also the lessee of the road of the other petitioner, controls and operates the existing railroads on University place, South Fifth avenue and West Broadway, and by means of connections applied for will be enabled to operate a line of cars in said streets and highways over a new route for public travel south of Fourteenth street, ending at the Cortlandt Street Ferry.

The company, by this system, will be enabled to transfer to a new through line a large number of the cars operated upon Broadway cable line, and thereby lighten the heavy traffic on that street during the daytime, and by such change in operation will, at the same time, afford greater facility for the quicker removal of goods and merchandise along the main thoroughfare of the City of New York.

With the expansion of the City trade, the district lying about Washington Square is rapidly becoming the centre of many important lines of retail and wholesale business, and many fine buildings have already been constructed and adapted to the commercial requirements of the locality, and the increase in railroad facilities will tend, no doubt, to enlarge and improve this neighborhood for commercial uses. The improvement of the railroad facilities of West Broadway (formerly South Fifth avenue) which have been already constructed, is certain to come about, and will, in the Committee's opinion, benefit the property along the thoroughfare by bringing it within the lines of through transportation and in easy access for the uses of the general uptown business community.

Your Committee, therefore, recommend that the petitioners' application be granted, and respectfully submit the following resolution for consideration of your Honorable Body :

Whereas, The Broadway and Seventh Avenue Railroad Company and the Metropolitan Street Railway Company have heretofore, and by petition bearing date May 20, 1895, made application in writing to the Common Council of the City of New York for its consent and permission to be granted as follows :

1. That its consent be granted to the Broadway and Seventh Avenue Railroad Company to extend its road and to construct, maintain and operate a branch thereof, connecting with the company's existing route and road in or upon University place, at or near Clinton place or Eighth street, by suitable curves, switches and appliances; running thence southerly with a single track through, upon and along University place and Wooster street, or Washington Square, East, to West Fourth street, there to unite with an extension or branch of the Metropolitan Street Railway Company, and also commencing at the intersection of West Third street and Wooster street and connecting there by suitable curves, switches and appliances with said company's tracks in Wooster street; running thence westerly with a single track in or upon West Third street one hundred and thirty feet, being one-half of the block between Wooster street and South Fifth avenue, there to unite with an extension or branch of the Metropolitan Street Railway Company.

2. To the Metropolitan Street Railway Company to extend its road and to construct, maintain and operate a branch thereof, commencing at the intersection of South Fifth avenue and West Fourth street, and connecting there by suitable curves, switches and appliances with the company's existing tracks in said South Fifth avenue (now West Broadway); running thence easterly with a single track two hundred and sixty feet (one block) in or upon West Fourth street to the intersection of Wooster street with West Fourth street, there to unite with an extension or branch of the Broadway and Seventh Avenue Railroad Company, and also commencing at the intersection of South Fifth avenue and West Third street, and connecting there by suitable curves, switches and appliances with the said company's existing tracks in said South Fifth avenue (now West Broadway), running thence easterly, with a single track, in or upon West Third street, one hundred and thirty feet (being one-half the block between South Fifth avenue and Wooster street), there to unite with an extension or branch of the said Broadway and Seventh Avenue Railroad Company.

3. To the maintenance and operation of the connection to be formed by the construction of the said extensions or branches of the said two companies, and to the operation of the same as a new continuous route for public travel; and

Whereas, The Common Council of the City of New York caused public notice of such application by said two railroad companies, and of the time and place when the same would be first considered, to be given by publication, for at least fourteen days prior to the hearing, in two daily newspapers published in the City of New York, to wit, in the New York "Sun" and in the New York "Press," which papers were lawfully designated for that purpose by his Honor the Mayor of the said city; and

Whereas, After public notice given, as aforesaid, and at a public hearing held pursuant thereto at the Chamber of the Board of Aldermen in the City Hall in the City of New York, whereat all persons so desiring were given an opportunity to be heard, such application has been first duly considered; and

Whereas, It is apparent from the proofs and evidence submitted by the said two companies that they desire to connect their said two surface railroad routes at a point which is not over one-half mile from the respective routes of the said two companies, and intend to establish, by the construction of said union and connection, a new route for public travel, and the said petitioners have consented to operate such connection as part of a continuous route for one fare, and it further appearing that such connection cannot be operated as an independent railroad without inconvenience to the public, but that it is to the public advantage that the same should be operated as a continuous line or route with the existing railroads; it is therefore

Resolved, That the consent of the Common Council of the City of New York be and it hereby is given :

1. To the Broadway and Seventh Avenue Railroad Company to extend its road and to construct, maintain and operate a branch thereof, connecting with the company's existing route and road in or upon University place, at or near Clinton place or Eighth street, by suitable curves, switches and appliances, running thence southerly, with a single track, through, upon and along University place and Wooster street or Washington Square, East, to West Fourth street, there to unite with an extension or branch of the Metropolitan Street Railway Company, and also commencing at the intersection of West Third street and Wooster street, and connecting there by suitable curves, switches and appliances with said company's track in Wooster street, running thence westerly, with a single track, in or upon West Third street one hundred and thirty feet, being one-half the block

between Wooster street and South Fifth avenue (now West Broadway), there to unite with an extension or branch of the Metropolitan Street Railway Company.

2. To the Metropolitan Street Railway Company to extend its road and to construct, maintain and operate a branch thereof, commencing at the intersection of South Fifth avenue (now West Broadway) and West Fourth street, and connecting there by suitable curves, switches and appliances with the company's existing tracks in said South Fifth avenue (now West Broadway), running thence easterly, with a single track, two hundred and sixty feet (one block) in or upon West Fourth street, to the intersection of Wooster street with West Fourth street, there to unite with an extension or branch of the Broadway and Seventh Avenue Railroad Company, and also commencing at the intersection of South Fifth avenue (now West Broadway) and West Third street, and connecting there by suitable curves, switches and appliances with the said company's existing tracks in said South Fifth avenue (now West Broadway), running thence easterly, with a single track, in or upon West Third street, one hundred and thirty feet (being one-half the block between South Fifth avenue and Wooster street), there to unite with an extension or branch of the said Broadway and Seventh Avenue Railroad Company.

3. To the maintenance and operation of the connection to be formed by the construction of the said extensions or branches of the said two companies, and to the operation of the same as a new continuous route for public travel.

4. That the said companies and each of them be and they hereby are authorized to construct, maintain and operate such necessary connections, switches, sidings, turnouts, cross-overs and suitable stands as shall be necessary for the convenient working of the said connection and for the accommodation of the cars to be run over the same.

Resolved, also, That the conditions upon which, and not otherwise, this consent is given shall be and are as follows:

First—That this consent is also given upon the condition that the corporations owning or using the petitioners' railroads shall operate such connection as part of a continuous route for one fare.

Second—That this consent is also given upon the condition that such extensions or branches shall be operated by cable power or by an underground current of electricity, or by any other power which is now or may at any time hereafter lawfully be used on either of the roads connected thereby, excluding always, however, the operation by locomotive steam power or by the overhead trolley system of electric traction.

Third—That this consent is also given upon the condition that the said corporations hereinbefore named shall pay into the Treasury of the City of New York, to the credit of the Sinking Fund thereof, annually on November first of each year, the percentages provided for extensions or branches in section 95 of the Railroad Law, for the purposes, at the times, in the manner and upon the conditions set forth in such section.

Resolved, further, That the consent of the said Common Council to said petition is hereby given upon the further stipulation that the said applicants condition as follows:

1. The material to be used in the construction of said branches to be of the best possible character, and the plans of street construction, turn-tables and turnouts to be subject to the approval of the Commissioner of Public Works of this City.

2. That the cars shall be run upon said extensions at least as frequently as required by the ordinances of the City of New York, and that at all intersecting points along the entire route of the road of said applicants and any road now or hereafter owned or controlled by said companies, transfers shall be issued and given to passengers for a continuous ride upon said roads intersecting for one fare of five cents.

3. The applicants shall at all times keep the street between the tracks of their entire roads, and two feet beyond the rail at each side, clean and free and clear from dirt and snow; the said dirt and snow to be removed by said companies within such period of time as may be required by the Commissioner of Street Cleaning; and if not so removed and carried to the dumps, the same may be taken away by the Commissioner of Street Cleaning, the expense involved to be charged to the railroad companies and collected by the Comptroller in the manner by which moneys due the City are collected under the law.

4. The Commissioner of Street Cleaning, for the purpose of removing snow, shall be permitted to use the tracks of the railroad companies along the entire lines of their roads, with their connections, between the hours of one o'clock A.M. and five o'clock A.M., using on said roads proper vehicles, running on said tracks to points along the line or to the end of the route if deemed necessary, such use of tracks not to interfere, however, with the operation of the cars of said railroad companies, or their schedule of time for running of cars.

5. That the said companies shall pave the streets along their entire routes between the rails of their tracks and two feet in width outside of their tracks to conform in all respects to the character of the pavement laid down on said streets, and keep the same in proper condition and repair, and if not so done the Commissioner of Public Works to have it done at the expense of the said railroad companies, the amount to be collected by the Comptroller under due process of law.

6. The said railroad companies shall apply to each car a proper fender and wheel-guard to conform to such laws and ordinances as may be hereafter enacted or adopted by the State or City authorities.

7. That all cars of said railroad companies shall be properly and sufficiently heated and lighted.

8. That all laws or ordinances now in force, or which may hereafter be modified or adopted affecting the surface railroads operated in this city shall be strictly complied with, and especially Article 4 of the General Railroad Law. A failure to comply with any of the said ordinances shall render this franchise revocable, and the same may be declared null and void by the Common Council of this City.

CHARLES A. PARKER, ELIAS GOODMAN, BENJAMIN E. HALL, ANDREW ROBINSON, Committee on Railroads.

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

Alderman Hall moved that the reports be laid over and printed in full in the minutes, and raised the point that they came within the purview of section 80 of the New York City Consolidation Act.

The President here ruled that the reports presented for the first time on Monday, December 30, 1895, should be laid over and printed in full.

Alderman Goodman at this point asked for permission to append his signature to the reports. Which was granted.

Alderman Goodman then moved that the reports be made a special order for Tuesday, January 7, 1896, at 12 o'clock.

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

Alderman Woodward moved that G. O. 582, relating to the same subject-matter, be taken from the list of General Orders and laid on the table.

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

MOTIONS AND RESOLUTIONS AGAIN RESUMED.

Alderman O'Brien moved that this Board do now adjourn.

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

And the President declared that the Board stood adjourned until Tuesday, January 7, 1896, at 11 o'clock A.M.

WILLIAM H. TEN EYCK, Clerk.

DEPARTMENT OF DOCKS.

At a meeting of the Board of Docks held Thursday, December 5, 1895, at 12 o'clock M.

Present—The full Board.

The minutes of the meeting held November 27, 1895, were approved.

The resignation of Frederick P. Thompson, Surveyor, was placed on file, and the following resolution was adopted:

Resolved, That the resignation of Frederick P. Thompson, Surveyor, be and is hereby accepted, to take effect December 31, 1895.

On motion, the Engineer-in-Chief was directed to assign the Assistant Surveyor to duty as Acting Surveyor until the vacancy can be filled.

On motion, the permit granted November 27, 1895, to the Mutual Benefit Ice Company, to use and occupy the land under water covered by platform between Piers 23 and 24, East river, was revoked, and the following resolution adopted:

Resolved, That permission be and hereby is granted the Fulton Market Fish Monger's Association to use and occupy, during the pleasure of the Board, land under water covered by platform in front of the bulkhead between Piers 23 and 24, East river, occupying two thousand six hundred and twenty four square feet, at a rental of twenty-five cents per square foot, per annum, six hundred and fifty-six dollars.

Daniel Fitzpatrick was present in response to the order of November 27, directing him to appear and show cause why a penalty should not be imposed for violation of the rules and regulations of the Department, in allowing his employee to dump at One Hundred and Thirty-second street, Harlem river. After hearing his explanation, on motion, the case was dismissed.

On motion of the President, the following resolutions were adopted:

Resolved, That Adna G. Bowen be and he is hereby promoted to be Executive and Confidential Clerk in this Department, with compensation at the rate of two thousand and two hundred dollars per annum, to take effect December 16, 1895, or as soon thereafter as his official bond shall be filed, with sureties approved by the Comptroller, as provided by article 13 of the By-laws of this Board; and be it further

Resolved, That the duties of such position be to attend at all meetings of the Board, and keep

a record of executive business (including appointments and dismissals, with the reasons therefor), as required by law; to investigate and report with recommendations on all charges preferred against any person in the employ of the Department, unless otherwise ordered; to tabulate all laws affecting the Department, and perform such other duties as may be assigned to him by the President.

The President gave notice that at the next meeting of the Board he would move to amend section 1 of article 14 of the By-laws, by inserting after the words, "the Commissioners of this Board," the following: "Or by the Executive and Confidential Clerk."

On motion of the President, the following resolution was adopted:

Resolved, That hereafter all estimates submitted on contracts of this Department shall, subject to the approval of the Counsel to the Corporation, contain the following:

"further declare that this estimate is made without any consultation, connection or agreement with and the amount thereof has not been disclosed to any other person or persons making an estimate for the same purpose, and is not higher than the lowest regular market price for the same kind of labor or material, and is in all respects fair and without collusion or fraud; that no combination or pool exists of which member or in which directly or indirectly interested, or of which he has knowledge, either personal or otherwise, to bid a certain price or not less than a certain price for said labor or material or to keep others from bidding thereon.

"further declare that no member of the Common Council, head of a Department, Chief of Bureau, Deputy thereof, or Clerk therein, or any other officer or employee of the Corporation of the City of New York or any of its Departments is directly or indirectly interested in this estimate or in the supplies or work to which it relates, or any portion of the profits thereof, and has not been given, offered or promised, either directly or indirectly, any pecuniary or other consideration by the bidder or any one in behalf with a view to influencing his action or judgment in this or any other transaction heretofore had with this Department."

The following communications were tabled:

From the Department of Taxes and Assessments, transmitting copy of an opinion from the Counsel to the Corporation in relation to property under the jurisdiction of this Department, liable to taxation, and requesting a list of all property referred to in said opinion as liable to assessment.

From the West Shore Railroad Company, requesting lease of the eighty feet of bulkhead south of Pier, new 24, North river.

From Lambert S. Quackenbush, attorney, respecting the storage of building material between Seventy-ninth and Eightieth streets, North river.

The report of the Engineer-in-Chief on Secretary's Order No. 15702, recommending that he be directed to prepare plans, specifications and form of contract for the building of a new pier foot of West Thirty-ninth street.

The report of the Engineer-in-Chief on Secretary's Order No. 15708, as to the repairs and rebuilding of certain wharf property, as recommended by Commissioner Monks on the 27th ultimo.

The offer of Nicholson & Co. to sell the 51 feet 3 inches of bulkhead on South street, between Piers 39 and 40, occupied by the floating chapel, was referred to the President.

The application of John A. Bouker for a renewal of the lease of the pier and approach at the foot of West Forty-sixth street for the term of five years, was referred to the Treasurer.

The petition of business men in the vicinity of Christopher street, North river, requesting that Pier, new 43, North river, when rebuilt, be maintained for local use, was referred to the Dock Superintendent.

The following communications were referred to the Engineer-in-Chief to examine and report:

From the Dock Superintendent, reporting dredging required at the bulkhead foot of West One Hundred and Fifty-eighth street.

From Church E. Gates & Co., requesting permission to build a crib-bulkhead at One Hundred and Forty-sixth street, Harlem river.

From Eakins & Co. and Schroeder & Kahrs, reporting repairs required to the bulkhead foot of East One Hundred and Ninth street.

From the White Star Line, requesting permission to extend the shed at the outer end of Pier, new 38, North river.

The following permits were granted, the work to be done under the supervision of the Engineer-in-Chief:

Department of Public Works, to pierce the bulkhead foot of Rutgers slip, East river.

Pennsylvania Railroad Company, to repair Piers 2 and new 67, North river.

The following permits were granted, to continue during the pleasure of the Board, the work to be done under the supervision of the Engineer-in-Chief:

Brooklyn and New York Ferry Company—To replace and drive piles at the foot of East Twenty-third street.

Terminal Warehouse Company—To stretch a hose across the bulkhead between Piers, new 57 and 58, North river, provided the proper bridge is placed over it to enable teams to pass.

The following permits were granted, on the usual terms:

Consolidated Gas Company—To repair gas-pipe at Pier 62, East river.

Patrick J. Ryder—To make connection with the sewer on the new-made land between Charlton and King streets, North river.

Brooklyn and New York Ferry Company—To repair ferry premises for a period of three months.

The following communications were ordered on file:

From his Honor the Mayor—Requesting a summary of the work of the Department for the current year. The Secretary directed to furnish same.

From the Finance Department—Approving sureties on Contract No. 522.

From the Counsel to the Corporation:

1st. Requesting further information respecting the bath-house and floats north of East Eighty-ninth street. The Secretary directed to furnish same.

2d. Transmitting form of lease of the Pier foot of West Twenty-second street, with his approval as to form indorsed thereon.

3d. Stating that he is unable to furnish a copy of the communication from James C. Carter and other papers in relation to the acquisition of the riparian rights, etc., between Old Slip and Wall street, East river.

From the Department of Public Charities and Correction—Requesting the Department to set aside a portion of the Piers foot of West Fifty-second and East Third streets, for the sale of coal to the poor.

On motion, the following resolutions were adopted:

Resolved, That the resolution adopted by this Board May 16, 1895, setting aside one hundred and thirty-six feet of the inner northerly side of the Pier foot of East Third street for the Board of Health, be and hereby is rescinded, and the permit granted Nathan Straus to erect and maintain buildings thereon for the preparation and distribution of sterilized milk be and hereby is revoked.

Resolved, That a space forty-five by fifteen feet of the inner northerly side of the Pier foot of East Third street be and hereby is set aside for the use of the Department of Public Charities and Correction and permission be and hereby is granted Nathan Straus, at the request of said Department, to erect thereon coal-bins not exceeding in size forty-five by fifteen feet, provided that the structures now maintained by him on said pier be first removed; said coal-bins to remain thereat only during the pleasure of the Board of Docks, and to be erected under the supervision of the Engineer-in-Chief.

Resolved, That a space sixty-six feet by thirteen feet of the inner end of the Pier foot of West Fifty-second street be and hereby is set aside for the use of the Department of Public Charities and Correction, and permission be and hereby is granted Nathan Straus, at the request of said Department, to erect thereon coal-bins not exceeding in size sixty-six by thirteen feet; said coal-bins to remain thereat only during the pleasure of the Board of Docks and to be erected under the supervision of the Engineer-in-Chief.

From the Department of Street Cleaning—Requesting dredging at the dump foot of East Seventeenth street. The Engineer-in-Chief directed to order same under Contract No. 513.

From the Commissioners of Accounts—Requesting bills of lading for coal delivered during the past year under contracts with Wynn Brothers and Moquin & Offerman. The Secretary directed to furnish same.

From the sureties on Contract No. 510—Consenting to the extension of said contract to December 1, 1895.

From the Cunard Steamship Company—Respecting platform in front of the bulkhead north of Pier, new 40, North river.

On motion, the Secretary was directed to notify said company that unless immediate action is taken towards obtaining a lease of said bulkhead at a proper compensation, and transferring thereto the shed on the platform, this Department will proceed to remove said platform, together with the shed thereon.

From Seward Baker—Transmitting copies of memoranda in relation to grants of land under water in Pelham Bay, Westchester Creek, etc. The Secretary directed to transmit same to the Counsel to the Corporation, with the request that he advise what action, if any, should be taken in the matter.

From Thomas Harrington—Requesting an extension of time to complete Contract No. 520.

On motion, the following resolution was adopted in accordance with the report of the Engineer-in-Chief on Secretary's Order No. 15721:

Resolved, That the time for the completion of the work of preparing for and laying a pavement of second-hand Belgian blocks on filled-in land in rear of the bulkhead-wall, between West Ninety-sixth and West Ninety-seventh streets, North river, under Contract No. 520, Thomas Harrington, contractor, be and hereby is extended to December 7, 1895, provided the written consent of the sureties to said extension is filed in this office.

From Robert Gordon & Son—Requesting permission to cut an opening in the backing-log at

Health Department—New Criminal Court Building, Centre street, 9 A. M. to 4 P. M.
Department of Public Parks—Arsenal, Central Park, Sixty-fourth street and Fifth avenue, 10 A. M. to 4 P. M.; Saturdays, 12 M.
Department of Docks—Battery, Pier A North, river 9 A. M. to 4 P. M.
Department of Taxes and Assessments—Stewart Building, 9 A. M. to 4 P. M.; Saturdays, 12 M.
Board of Electrical Control—No. 1262 Broadway.
Department of Street Cleaning—No. 32 Chambers street, 9 A. M. to 4 P. M.
Civil Service Board—Criminal Court Building, 9 A. M. to 4 P. M.
Board of Estimate and Apportionment—Stewart Building.
Board of Assessors—Office, 27 Chambers street, 9 A. M. to 4 P. M.
Board of Excise—Criminal Court Building, 9 A. M. to 4 P. M.
Sheriff's Office—Nos. 6 and 7 New County Court-house, 9 A. M. to 4 P. M.
Register's Office—East side City Hall Park, 9 A. M. to 4 P. M.
Commissioner of Jurors—Room 127, Stewart Building, 9 A. M. to 4 P. M.
County Clerk's Office—Nos. 7 and 8 New County Court-house, 9 A. M. to 4 P. M.
District Attorney's Office—New Criminal Court Building, 9 A. M. to 4 P. M.
The City Record Office—No. 2 City Hall, 9 A. M. to 5 P. M., except Saturdays, 9 A. M. to 12 M.
Governor's Room—City Hall, open from 10 A. M. to 4 P. M.; Saturdays, 10 to 12 A. M.
Coroner's Office—New Criminal Court Building, 8 A. M. to 5 P. M.; Sundays and holidays, 8 A. M. to 12:30 P. M. Edward F. Reynolds, Clerk.
Surrogate's Court—New County Court-house, 10:30 A. M. to 4 P. M.
Appellate Division, Supreme Court—No. 111 Fifth avenue, corner Eighteenth street.
Supreme Court—New County Court-house, 9:30 A. M. to 4 P. M.
Court of General Sessions—New Criminal Court Building, Centre street. Court opens at 11 o'clock A. M.; adjourns 4 P. M. Clerk's Office, 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. 21; Part III., Room No. 15; Part IV., Room No. 11. Special Term Chambers will be held in Room No. 19, 10 A. M. to 4 P. M. Clerk's Office, Room No. 10, City Hall, 9 A. M. to 4 P. M.
Over and Terminer Court—New Criminal Court Building, Centre street. Court opens at 10:15 o'clock A. M.
Court of Special Sessions—New Criminal Court Building, 10:30 A. M. excepting Saturday.
District Civil Courts—First District—Southwest corner of Centre and Chambers streets. Clerk's office open from 9 A. M. to 4 P. M. Second District—Corner of Grand and Centre streets. Clerk's Office open from 9 A. M. to 4 P. M. Third District—Southwest corner Sixth avenue and West Tenth street. Court open daily (Sundays and legal holidays excepted) from 9 A. M. to 4 P. M. Fourth District—No. 30 First street. Court opens 9 A. M. daily. Fifth District—No. 124 Clinton street. Sixth District—Northeast corner Twenty-third street and Second avenue. Court opens 9 A. M. daily. Seventh District—No. 151 East Fifty-seventh street. Court opens 9 o'clock (except Sundays and legal holidays). Eighth District—Northwest corner of Twenty-third street and Eighth avenue. Court opens 9 A. M. Trial days: Wednesdays, Fridays and Saturdays. Return days: Tuesdays, Thursdays and Saturdays. Ninth District—No. 170 East One Hundred and Twenty-first street. Court opens every morning at 9 o'clock (except Sundays and legal holidays). Tenth District—Corner of Third avenue and One Hundred and Fifty-eighth street, 9 A. M. to 4 P. M. Eleventh District—No. 919 Eighth avenue. Court open daily (Sundays and legal holidays excepted) from 9 A. M. to 4 P. M.
City Magistrate's Courts—Office of Secretary, Fifth street, near Fourth avenue. First District—Tomb 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-first street, southeastern corner of Sylvan place. Sixth District—One Hundred and Fifty-eighth street and Third avenue.

TAXES AND ASSESSMENTS.

CITY OF NEW YORK, DEPARTMENT OF TAXES AND ASSESSMENTS, STEWART BUILDING, No. 280 BROADWAY, NEW YORK, January 13, 1896.
IN COMPLIANCE WITH SECTION 817 OF THE New York City Consolidation Act of 1882, notice is hereby given that the books of "The Annual Record of the Assessed Valuation of Real and Personal Estate" of the City and County of New York, for the year 1896, are open and will remain open for examination and correction until the 30th day of April, 1896.
 All persons believing themselves aggrieved must make application to the Commissioners of Taxes and Assessments, at this office, during the period said books are open, in order to obtain the relief provided by law.
 Applications for correction of assessed valuations on personal estate must be made by the person assessed to the said Commissioners, between the hours of 10 A. M. and 2 P. M., except on Saturdays, when between 10 A. M. and 12 M., at this office, during the same period.
EDWARD P. BARKER, THEODORE SUTRO, JAMES L. WELLS, Commissioners of Taxes and Assessments.

STREET CLEANING DEPT.

PERSONS HAVING BULKHEADS TO FILL, IN the vicinity of New York Bay, can procure material for that purpose—ashes, street sweepings, etc., such as is collected by the Department of Street Cleaning—free of charge, by applying to the Commissioner of Street Cleaning, in the Criminal Court Building.
GEORGE E. WARKING, JR., Commissioner of Street Cleaning.

POLICE DEPARTMENT.

POLICE DEPARTMENT—CITY OF NEW YORK, 1895.
OWNERS WANTED BY THE PROPERTY Clerk of the Police Department of the City of New York, No. 300 Mulberry street, Room No. 9, for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount money taken from prisoners and found by Patrolmen of this Department.
JOHN F. HARRIOT, Property Clerk.

DAMAGE COMM.—23-24 WARDS.

**PURSUANT TO THE PROVISIONS OF CHAPTER 537 of the Laws of 1893, entitled "An act providing for ascertaining and paying the amount of damages to lands and buildings suffered by reason of changes of grade of streets or avenues, made pursuant to chapter 721 of the Laws of 1887, providing for the depression of railroad tracks in the Twenty-third and Twenty-fourth Wards, in the City of New York, or otherwise," and the acts amendatory thereof and supplemental thereto, notice is hereby given, that public meetings of the Commissioners, appointed pursuant to said acts, will be held at Room 58, Schermerhorn Building, No. 96 Broadway, in the City of New York, on Monday, Wednesday and Friday of each week, at 2 o'clock P. M., until further notice.
 Dated New York, October 30, 1895.
DANIEL LORD, JAMES M. VARNUM, GEORGE W. STEPHENS, Commissioners.
LAMONT McLOUGHLIN, Clerk.**

FINANCE DEPARTMENT.

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 assessments, viz:

FIRST WARD.

BROAD STREET—OUTLET SEWER, EXTENSION UNDER PIER 5, EAST RIVER. Area of Assessment: Both sides of State street, from Whitehall street to Morris street; both sides of Whitehall street, from East river to Broadway; east side of Broadway, from Bowling Green to Pine street; both sides of Whitney street, north of Bridge street; both sides of New street, from South to Wall street; both sides of Moore street, from South to Pearl street; both sides of Marketfield street, south of Beaver street; both sides of Broad street, from South to Wall street; both sides of Nassau street, from Wall to Cedar street; both sides of Coenties Slip and Coenties Alley, from South to Stone street; both sides of William street, from Beaver to Wall street; west side of William street, from Wall to Pine street; west side of South street, from Whitehall street to Coenties Slip; both sides of Front street, from Whitehall street to Cuyler's Alley; both sides of Water street, from Whitehall street to Cuyler's Alley; both sides of Pearl street, from State street to a point 200 feet north of Coenties Slip; both sides of Bridge street, from State to Broad street; both sides of Stone street, from Whitehall street to Old Slip; both sides of South William street, from Broad street to Beaver street; both sides of Beaver street, from Broadway to Hanover street; both sides of Exchange place, from Broadway to Hanover street; both sides of Wall street, from Broadway to William street; south side of Pine street, from Broadway to William street; north side of Pine street, from Broadway to 140 feet east of Nassau street, and south side of Cedar street, distant about 150 feet west of Nassau street.
BROADWAY—FLAGGING AND CURBING in front of Street Nos. 5 to 11. Area of assessment: Ward Nos. 398, 399, 400 and 401.

THIRD WARD.

VESEY STREET—BASIN on the southeast corner of Greenwich street; also BASIN on the north corner of Fulton and GREENWICH STREETS. Area of assessment: Block bounded by Fulton, Vesey, Church and Greenwich streets.
BARCLAY AND VESEY STREETS—CROSSWALKS, at the easterly and westerly sides of Church street. Area of assessment: To the extent of half the block on Vesey and Barclay streets, east and west of Church street, and both sides of Church street, from a point about 80 feet south of Vesey street to a point about 80 feet north of Barclay street.

SIXTH WARD.

ELM STREET—SEWER, alteration and improvement between Catharine lane and Leonard street, and in LEONARD STREET, between Elm street and Broadway. Area of assessment: East side of Elm street, from a point 50 feet south of Leonard street to Franklin street; both sides of Benson place, from Leonard to Franklin street; east side of Broadway, from North to Leonard street; north side of North street, from Broadway to Elm street; both sides of Catharine lane and Leonard street, from Broadway to Elm street, and west side of Elm street, from North to Franklin street.

SEVENTH WARD.

RUTGERS SLIP—PAVING, between Cherry and South streets (so far as the same is within the limits of grants of land under water), and LAYING CROSSWALKS. Area of assessment: Both sides of Rutgers Slip, between Cherry and South streets, and to the extent of half the blocks on the intersecting or terminating streets.

NINTH WARD.

GREENWICH STREET—FLAGGING AND CURBING northwest corner of Perry street. Area of assessment: Ward Nos. 684 and 685.

ELEVENTH WARD.

THIRD STREET—SEWER OUTLET, between East river and Avenue A. Area of assessment: Both sides of Third street, from Bowery to a point distant about 182 feet east of Goerck street; also both sides of Lewis street, from Second street to Fourth street; both sides of Manhattan street, from Second to Third street; both sides of Avenue D and Avenue C, from Second to Fourth street; both sides of Avenue B, from Second to Third street; both sides of Avenue A, First avenue and Second avenue, from Second to Third street, and east side of the Bowery, from Second to Third street.

AVENUE D—SEWER, between Tenth and Thirtieth streets, and SEWER IN TWELFTH STREET, between Avenue D and Dry Dock street. Area of assessment: Both sides of Avenue D, between Tenth and Thirtieth streets, and both sides of Twelfth and Thirtieth streets, from Avenue D to a point distant about 300 feet westerly therefrom.

TWELFTH WARD.

LEXINGTON AVENUE—FENCING, between Ninety-seventh and Ninety-eighth streets, and ON NORTH SIDE OF NINETY-SEVENTH STREET and ON SOUTH SIDE OF NINETY-EIGHTH STREET, running west from Lexington avenue, on both streets, about 105 feet. Area of assessment: West side of Lexington, between Ninety-seventh and Ninety-eighth streets, and the north side of Ninety-seventh street and south side of Ninety-eighth street, to the extent of about 105 feet from Lexington avenue, westerly.

MADISON AVENUE—FLAGGING AND CURBING, east side, between One Hundred and Sixteenth and One Hundred and Seventeenth streets. Area of assessment: Lot No. 53 of Block 1622 (old Block 501).

FIFTH AVENUE—FLAGGING AND CURBING, west side, between One Hundred and Twenty-eighth and One Hundred and Thirtieth streets, and on One Hundred and Twenty-ninth street, between Fifth and Lenox avenues. Area of assessment: West side of Lenox avenue, between One Hundred and Twenty-eighth and One Hundred and Twenty-ninth streets, and south side of One Hundred and Twenty-ninth street, between Fifth and Lenox avenues, on Lots Nos. 37, 58, 60, 61, 62, 63, 68 and 69 of Block 1726 (old Block 613).

SEVENTH AVENUE—FLAGGING, west side, between One Hundred and Forty-first and One Hundred and Forty-third streets. Area of assessment: West side of Seventh avenue, between One Hundred and Forty-first and One Hundred and Forty-third streets, on Lots Nos. 31, 32 and 33 of Block 842 and on Lots Nos. 29 to 36, inclusive, of Block 843.

SEVENTH AVENUE—FLAGGING AND CURBING, west side, between One Hundred and Forty-ninth and One Hundred and Fifty-third streets. Area of assessment: Lots Nos. 29 to 36, inclusive, of Block 850; Lots Nos. 29 to 36, inclusive, of Block 851; Lots Nos. 29 to 36, inclusive, of Block 852; and Lots Nos. 29 to 36, inclusive, of Block 853.

EIGHTH AVENUE—BASINS, north of One Hundred and Fifty-fifth street. Area of assessment: West side of Eighth avenue, between One Hundred and Fifty-fifth street and a point about 735 feet north of One Hundred and Fifty-fifth street.

AMSTERDAM AVENUE—SEWER, west side, between One Hundred and Seventy-third and One Hundred and Eighty-fifth streets, and SEWERS on both sides of ONE HUNDRED AND SEVENTY-FIFTH STREET, between Amsterdam and Wadsworth avenues WITH CURVES AT ELEVENTH AVENUE. Area of assessment: West side of Amsterdam avenue, from One Hundred and Seventy-third street to a point distant about 41 feet north of One Hundred and Seventy-ninth street; both sides of One Hundred and Seventy-fifth street, from Amsterdam to Wadsworth avenue; both sides of Audubon avenue, from One Hundred and Seventy-eighth street to One Hundred and Seventy-ninth street; both sides of Eleventh avenue, from One Hundred and Seventy-second to One Hundred and Eighty-third street; east side of Wadsworth avenue, from One Hundred and Seventy-fourth to One Hundred and Seventy-

fifth street; both sides of Wadsworth avenue, from One Hundred and Seventy-fifth to One Hundred and Seventy-ninth street; both sides of One Hundred and Seventy-third and One Hundred and Seventy-fourth streets, from Amsterdam to Wadsworth avenue; both sides of One Hundred and Seventy-eighth street, from Amsterdam to Kingsbridge road, and both sides of One Hundred and Seventy-ninth street, from Amsterdam to Audubon avenue, and from Eleventh to Wadsworth avenue.

ST. NICHOLAS AVENUE—SEWER, between One Hundred and Forty-first and One Hundred and Forty-fifth streets. Area of assessment: The blocks bounded by One Hundred and Forty-first and One Hundred and Forty-fifth streets, St. Nicholas avenue and Hamilton Terrace.

ST. NICHOLAS AVENUE—SEWER, west side, between One Hundred and Nineteenth and One Hundred and Twentieth streets. Area of assessment: West side of St. Nicholas avenue, between One Hundred and Nineteenth and One Hundred and Twentieth streets, and north side of One Hundred and Nineteenth street, between St. Nicholas and Eighth avenues.

WESTERN BOULEVARD—CROSSWALKS, at south side of One Hundred and Fifty-second street. Area of assessment: Lots Nos. 33 to 51, inclusive, of Block 1308; also Lots Nos. 48 to 64, inclusive, of Block 1193.

EIGHTY-SEVENTH STREET—FLAGGING, between the Boulevard and West End avenue. Area of assessment: Lot No. 55 of Block 1128.

EIGHTY-EIGHTH STREET—FLAGGING AND CURBING, between First and Second avenues; also on SECOND AVENUE, west side, between Eighty-seventh and Eighty-eighth streets. Area of assessment: Lots Nos. 34 to 42, inclusive, of Block 1550 (old Block 203); also Lots Nos. 26 to 29, inclusive, of Block 1533 (old Block 291).

EIGHTY-NINTH STREET—FENCING, south side between Columbus and Amsterdam avenues; also on east side of AMSTERDAM AVENUE, between Eighty-eighth and Eighty-ninth streets. Area of assessment: Lots Nos. 41 to 60 of Block 1025.

NINETY-SECOND STREET—FLAGGING AND CURBING, south side, between Madison and F fifth avenues. Area of assessment: Lots Nos. 56 and 59, Block 1503 (old Block 476).

NINETY-SIXTH STREET—SEWER, between First avenue and Harlem river. Area of assessment: Both sides of Ninety-sixth street, from First avenue to a point about 145 feet east of First avenue.

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

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

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

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

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

NINETY-NINTH STREET—FENCING, south side, between Columbus and Amsterdam avenues. Area of assessment: Lots Nos. 39 to 45, inclusive, of Block 1025.

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

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

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

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

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

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

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

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

ONE HUNDRED AND NINETEENTH STREET—FENCING, north side, between Fifth and Madison avenues; also, FIFTH AVENUE, east side, between One Hundred and Nineteenth and One Hundred and Twentieth streets. Area of assessment: East side of Fifth avenue, from One Hundred and Nineteenth street to One Hundred and Twentieth street, and north side of One Hundred and Nineteenth street, between Fifth avenue and a point 250 feet distant therefrom, easterly.

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

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

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

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

ONE HUNDRED AND TWENTY-FIRST STREET—FLAGGING AND CURBING, north side, Lot No. 29 of Block 933.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ONE HUNDRED AND FIFTY-FIRST STREET—FLAGGING AND CURBING, south side, between St. Nicholas and Amsterdam avenues. Area of assessment: Lots Nos. 39 to 44, inclusive, 47 to 53, inclusive, and 59 to 61, inclusive, all of Block 1077.

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

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

ONE HUNDRED AND SIXTY-FIRST STREET—PAVING, at the intersection of Amsterdam and St. Nicholas avenues. Area of assessment: East side of Amsterdam avenue and west side of St. Nicholas avenue, extending from the south side of One Hundred and Sixty-first street to a point about 100 feet southerly; east side of St. Nicholas avenue, from Sylvan place to One Hundred and Sixty-second street; west side of Amsterdam avenue, extending north of One Hundred and Sixty-first street about 108 feet and south of One Hundred and Sixty-first street about 100 feet, and both sides of One Hundred and Sixty-first street, extending about 387 feet 6 inches westerly from Amsterdam avenue.

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

ONE HUNDRED AND SIXTY-FOURTH STREET—SEWER, between Amsterdam avenue and Edgecombe road. Area of assessment: Both sides of One Hundred and Sixty-fourth street, between Amsterdam avenue and Edgecombe road.

ONE HUNDRED AND EIGHTY-FIRST STREET—PAVING AND LAYING CROSSWALKS, between Amsterdam and Eleventh avenues. Area of assessment: Both sides of One Hundred and Eighty-first street, between Amsterdam and Eleventh avenues, and to the extent of half the block on the intersecting and terminating avenues.

ONE HUNDRED AND EIGHTY-SEVENTH STREET—REGULATING, GRADING, CURBING AND FLAGGING, from Amsterdam avenue to the Kingsbridge road. Area of assessment: Both sides of One Hundred and Eighty-seventh street, from Amsterdam avenue to the Kingsbridge road, and to the extent of half the block on the intersecting and terminating avenues.

SEVENTEENTH WARD.
SECOND STREET—FLAGGING AND CURBING, south side, between Avenues A and B. Area of assessment: south side of Second street, between Avenues A and B.

NINETEENTH WARD.
FIRST AVENUE—FLAGGING AND CURBING, east side, between Sixty-second and Sixty-fourth streets. Area of assessment: Lots Nos. 1 to 4, inclusive, and 45 to 48, inclusive, of Block 1457 (old Block 89); also Lots Nos. 1 to 4, inclusive, and 45 to 48, inclusive, of Block 1458 (old Block 90).

SIXTY-SECOND STREET—SEWER OUTLET, between East river and Eastern Boulevard; also SEWER IN EASTERN BOULEVARD, between Sixty-first and Sixty-second streets. Area of Assessment: East side of Avenue A, from Fifty-eighth to Sixty-third street, and from Sixty-fourth to Seventy-first street; west side of Avenue A, from Fifty-eighth to Seventy-first street; east side of First avenue, from Fifty-eighth to Seventieth street; west side of First avenue, from Fifty-eighth to Sixty-ninth street; east side of Second avenue, from Sixtieth to Sixty-ninth street; west side of Second avenue, from Sixty-first to Sixty-eighth street; east side of Third avenue, from Sixty-fourth to Sixty-eighth street; both sides of Fifty-eighth street, extending about 300 feet west of First avenue; both sides of Fifty-ninth, Sixtieth, Sixty-first and Sixty-second streets, from Second avenue to East river; both sides of Sixty-third and Sixty-fourth streets, from Third avenue to Avenue A; both sides of Sixty-fifth, Sixty-sixth and Sixty-seventh streets, from Third avenue to East river; south side of Sixty-eighth street, from Second to Third avenue; both sides of Sixty-ninth street, from First to Second avenue; both sides of Sixty-ninth street, from First avenue to East river, and both sides of Seventieth street, from First avenue to Avenue A.

return all the deposits of checks and certificates

of deposit made, to the persons making the same, except that made by the person or persons whose bid has been so accepted; and that if the person or persons whose bid has been so accepted shall refuse or neglect, within five days after due notice, to execute the same, the amount of the deposit or of the check or certificate of deposit made by him or them shall be forfeited to and retained by this Board, not as a penalty, but as liquidated damages for such neglect or refusal, and shall be paid into the City Treasury to the credit of the Sinking Fund of the City of New York; but if the said person or persons whose bid has been so accepted shall execute the contract within the time aforesaid, the amount of his or their deposit of check or certificate of deposit shall be returned to him or them.

DEPARTMENT OF PUBLIC PARKS.

AUCTION SALE.

THE DEPARTMENT OF PUBLIC PARKS WILL sell at Public Auction, on the ground, on Friday, January 3, 1896, at 10 o'clock A. M., the several buildings standing on the land bounded by One Hundred and Fifty-third street, Seventh avenue and Macomb's Dam road, and also the wooden structure formerly used as an approach to the temporary Macomb's Dam Bridge, at One Hundred and Fifty-sixth street and the Harlem river (crossing the exterior street).

The buildings, which consist of a two-story frame house with two one-story frame additions and two one-story frame sheds and stables, as well as the bridge approach structure, will be required to be removed completely within thirty days from date of sale. The removal of the approach must include the entire structure, with its foundations, consisting of sixteen piles in the river, together with two nests of tender-piles in the river at the end of the approach.

The purchase-money must be paid at the time of sale, by order of the Commissioners of the Department of Public Parks.

CHARLES DE F. BURNS, Secretary, D. P. P.

NEW YORK, December 23, 1895.
TO CONTRACTORS.

SEALED BIDS OR ESTIMATES FOR THE following-mentioned works, with the title of the work and name of the bidder indorsed thereon, will be received by the Department of Public Parks, at its offices, the Arsenal, Central Park, until 2 o'clock P. M., on Monday, January 6, 1896:

No. 1. FOR REGULATING AND GRADING MULBERRY BEND PARK, BOUNDED BY MULBERRY, BAYARD, BAXTER AND PARK STREETS, IN THE SIXTH WARD.

No. 2. FOR BUILDING A FRAME STABLE IN VAN CORTLANDT PARK.

No. 3. FOR BUILDING A FRAME SHELTER IN VAN CORTLANDT PARK.

No. 4. FOR FURNISHING AND DELIVERING HAY, STRAW, OATS, CORN AND BRAN.

No. 1. ABOVE MENTIONED.

The Engineer's estimate of the work to be done, and by which the bids will be tested, is as follows:

11,000 cubic yards of excavation of earth, bricks, bats, rubbish, paving and other stones, masonry and all other solid material.

9,500 cubic yards earth-filling to be furnished, in place.

The amount of security required is EIGHT THOUSAND DOLLARS.

No. 2. ABOVE MENTIONED.

Bidders are required to state, in writing, and also in figures, in their proposals, ONE PRICE OR SUM for which they will execute the ENTIRE WORK.

The amount of security required is SIX THOUSAND DOLLARS.

No. 3. ABOVE MENTIONED.

Bidders are required to state, in writing, and also in figures, in their proposals ONE PRICE OR SUM for which they will execute the entire work.

The amount of security required is FIFTY THOUSAND SEVEN HUNDRED AND FIFTY DOLLARS.

No. 4. ABOVE MENTIONED.

375,000 pounds Hay, of the quality and standard known as Best Sweet Timothy.

60,000 pounds Clean Rye Straw.

9,000 bushels No. 1 White Oats.

40,000 pounds standard Yellow Corn.

18,000 pounds first quality Bran.

The amount of security required is TWO THOUSAND DOLLARS.

The estimates received will be publicly opened by 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 any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud; and that no member of the Common Council, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate that the several matters stated therein are in all respects true. Where more than one person is interested, it is requisite that the verification be made and subscribed by all the parties interested.

Each bid or estimate shall be accompanied by the consent, in writing, of two freeholders 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 his faithful performance; and that if he shall omit or refuse to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled on its completion and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the work by which the bids are tested.

The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of this contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety or otherwise; and that he has offered himself as a surety in good faith and with the intention to execute the bond required by section 27 of chapter 8 of the Revised Ordinances of the City of New York, if the contract shall be awarded to the person or persons for whom he consents to become surety. The adequacy and sufficiency of the security offered to be approved by the Comptroller of the City of New York.

No bid or estimate will be received or considered unless accompanied by either a certified check upon one of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such check or money must not be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within ten 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.

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 for which bids are herein called, or which contain bids for items for which bids are not herewith called for. Permission will not be given for the withdrawal of any bid or estimate. No bid will be accepted from, or contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

The Department of Public Parks reserves the right to reject any or all the bids received in response to this advertisement if it should deem it for the interests of the City so to do, and to advertise until satisfactory bids or proposals shall be received. But the contract when awarded, in each case, will be awarded to the lowest bidder.

Blank forms for proposals and forms of contract which the successful bidders will be required to execute, can be had at the office of the Department, Arsenal, Sixty-fourth street and Fifth avenue, Central Park.

S. V. R. CRUGER, SAMUEL McMILLAN, SMITH ELY, WILLIAM A. STILES, Commissioners of Public Parks.

CORPORATION NOTICE.

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

List 4994, No. 1. Regulating, grading, setting curbstones and flagging Two Hundred and First street, from Academy street to United States channel-line of Harlem river.

List 5034, No. 2. Paving One Hundred and Sixtieth street, from Amsterdam avenue to the Boulevard, with granite blocks and laying crosswalks.

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

No. 1. Both sides of Two Hundred and First street, from Academy street to Exterior street, and to the extent of half the block at the intersecting streets and avenues.

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

All persons whose interests are affected by the above-named assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Chairman of the Board of Assessors, at their office, No. 27 Chambers street, within thirty days from the date of this notice.

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments, for confirmation on the 31st day of January, 1896.

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

NEW YORK, December 30, 1895.

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

List 4790, No. 1. Regulating and paving, with granite block pavement, Vanderbilt avenue, East, between One Hundred and Sixty-fifth street and the Twenty-third Ward-line; also setting curbstones on the westerly side of the avenue and laying crosswalks at intersecting streets.

List 4791, No. 2. Regulating and paving, with granite-block pavement, and laying crosswalks in Railroad avenue, East, from One Hundred and Fifty-sixth to One Hundred and Sixty-first street.

List 4792, No. 3. Regulating, grading, setting curbstones, flagging the sidewalks and laying crosswalks in Railroad avenue, East, from the south side of One Hundred and Thirty-fifth street to the south curb-line of One Hundred and Fifty-sixth street.

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

No. 1. Both sides of Vanderbilt avenue, East, from One Hundred and Sixty-fifth street, North, to the Twenty-third Ward-line, and to the extent of half the block at the intersecting streets.

No. 2. Both sides of Railroad avenue, East, from One Hundred and Fifty-sixth to One Hundred and Sixty-first street and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Railroad avenue, East, from the south side of One Hundred and Thirty-fifth street to the south side of One Hundred and Fifty-sixth street, and to the extent of half the block at the intersecting streets.

All persons whose interests are affected by the above-named assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Chairman of the Board of Assessors, at their office, No. 27 Chambers street, within thirty days from the date of this notice.

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments, for confirmation on the 28th day of January, 1896.

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

NEW YORK, December 26, 1895.

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

List 4127, No. 1. Regulating, grading, setting curbstones and flagging, laying crosswalks and building culverts on One Hundred and Sixty-first street, from Third to Gerard avenue, together with a list of awards for damages caused by a change of grade.

List 5097, No. 2. Sewer and appurtenances in Trinity avenue, from the existing sewer in One Hundred and Sixty-fifth street to One Hundred and Sixty-fourth street.

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

No. 1. Both sides of One Hundred and Sixty-first street, from Third to Gerard avenue, and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Trinity avenue, from the centre line of One Hundred and Sixty-fourth street to One Hundred and Sixty-fifth street.

All persons whose interests are affected by the above-named assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Chairman of the Board of Assessors, at their office, No. 27 Chambers street, within thirty days from the date of this notice.

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation on the 25th day of January, 1896.

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

NEW YORK, December 24, 1895.

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

List 4042, No. 1. Regulating, grading, setting curbstones, flagging and laying crosswalks in Tinton avenue, from Westchester avenue to One Hundred and Sixty-ninth street, together with a list of awards for damages caused by a change of grade.

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

No. 1. Both sides of Tinton avenue, from Westchester avenue to One Hundred and Sixty-ninth street, and to the extent of half the block at the intersecting streets.

All persons whose interests are affected by the above-named assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Chairman of the Board of Assessors, at their office, No. 27 Chambers street, within thirty days from the date of this notice.

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation on the 21st day of January, 1896.

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

NEW YORK, December 20, 1895.

DEPARTMENT OF PUBLIC WORKS.

DEPARTMENT OF PUBLIC WORKS, COMMISSIONER'S OFFICE, NEW YORK, December 26, 1895.

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

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

CHAPTER 201.
"AN ACT to provide for the assessment and collection of the expense of removal of snow and ice from the sidewalks of public streets and avenues in the City of New York."

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

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

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

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

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

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

"Section 669. Every owner, lessee, tenant, occupant or person having charge of any building or lot of ground in the city of New York shall, within eight hours after the fall of any snow, and within eight hours after the forming of any ice on the sidewalk or in the gutter in front of any such building or lot, remove, or cause the same to be removed, from such sidewalk or gutter, under the penalty of three dollars for every such neglect, to be paid by the said owner, lessee, tenant, occupant or person having charge severally and respectively; but where said snow falls or ice forms between the hours of eight o'clock in the evening and five o'clock in the morning, this ordinance will be complied with by removing, or causing the same to be removed, before nine o'clock of the morning succeeding its fall or formation."

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

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

SUPREME COURT.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, by and through the Counsel to the Corporation, to acquire title, in fee, to certain lands, tenements, hereditaments and premises, including upland and land under water, or rights therein, fronting upon Riverside Park, in the City of New York, as and for a part or extension of the Riverside Park and for public docks, wharves or commercial purposes, under and pursuant to the provisions of chapter 152 of the Laws of 1894.

NOTICE IS HEREBY GIVEN THAT IT IS THE intention of the Counsel to the Corporation of the City of New York to make application to the Supreme Court of the State of New York, at a Special Term thereof, to be held at Chambers, in the First Department, at the County Court-house, in the City of New York, on the 3d day of January, 1896, at the opening of said Court on that day, or as soon thereafter as counsel can be heard, for the appointment of a Commissioner of Appraisal under and pursuant to the provisions of chapter 152 of the Laws of 1894, entitled "An act providing for the improvement of the land and water-front adjacent to Riverside Park, in the City of New York, by extending and improving said park and regulating the use of said land and water-front" to fill the vacancy occasioned by the death of John H. Coster, heretofore appointed a Commissioner of Appraisal in the above-entitled proceeding. And notice is hereby given to all persons who may desire to be heard in relation to said application to attend at the time and place mentioned.

The nature and extent of the improvement hereby intended is the acquisition of title in fee by The Mayor, Aldermen and Commonalty of the City of New York, to all the lands, tenements, hereditaments and premises, including upland and land under water or rights therein, as and for a part or extension of the Riverside Park and for public docks, wharves or commercial purposes, as provided in said act, not now owned, or the title to which is not vested in The Mayor, Aldermen and Commonalty of the City of New York, or the State of New York, within the limits or boundaries of the parcels of land laid out, appropriated or designated by said act for the aforesaid purposes, viz:

All those pieces or parcels of land, including land under water and upland, fronting upon Riverside Park, in the City of New York, bounded southerly by the southerly side of Seventy-second street if extended westerly; northerly by the southerly side of One Hundred and Twenty-ninth street if extended westerly; easterly by the westerly line of the route or roadway of the Hudson River Railway Company, as laid down upon the map of said route or roadway, filed in the office of the Register of the City and County of New York on or about the second day of September, eighteen hundred and forty-seven, and westerly by the bulkhead-line on the Hudson river, laid out by the Commissioners of Central Park and established by chapter two hundred and eighty-eight of the laws of

eighteen hundred and sixty-eight, including the lands under water or rights therein, if any exist in any party or person, westerly of said bulkhead-line, as the same may have been heretofore granted by the State or the Mayor, Aldermen and Commonalty of the City of New York, between Seventy-second and One Hundred and Twenty-ninth streets.

Dated, NEW YORK, December 19, 1895.
FRANCIS M. SCOTT, Counsel to the Corporation,
No. 2 Tryon Row, New York City.

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

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections, in writing, duly verified, to us, at our office, No. 51 Chambers street, second floor, in said city, on or before the 23rd day of January, 1896, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said 23rd day of January, 1896, and for that purpose will be in attendance at our said office on each of said ten days at three o'clock P. M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 30th day of January, 1896.

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

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 2d day of March, 1896, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated NEW YORK, December 12, 1895.

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

JOHN P. DUNN, Clerk.

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

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

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

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 21st day of January, 1896.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz: On the north by the southerly side of Isham street and the westerly side of Tenth avenue; on the south by the northerly side of Dyckman street; on the east by the centre line of the block between Tenth avenue, Naegle avenue and Post avenue, from Emerson street to Hawthorne street, and thence by the centre line of the blocks between Post avenue and Naegle avenue, from Hawthorne street to Dyckman street; on the west by the centre line of the block between Tenth avenue, Post avenue and Sherman avenue, from Isham street to Emerson street, and thence by the centre line of the blocks between Post avenue and Sherman avenue, from Emerson street to Dyckman street; excepting from said area all streets, avenues, roads or portions thereof heretofore legally opened as such area is shown on our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 10th day of February, 1896, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated NEW YORK, December 7, 1895.

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

HENRY DE FOREST BALDWIN, Clerk.

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