

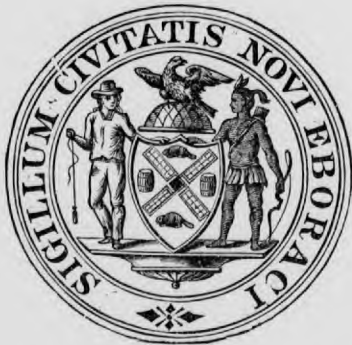
# THE CITY RECORD.

## OFFICIAL JOURNAL.

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NEW YORK, TUESDAY, MAY 19, 1885.

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### LEGISLATIVE DEPARTMENT.

STATED SESSION.

#### BOARD OF ALDERMEN.

MONDAY, May 18, 1885,  
1 o'clock P. M.

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

#### PRESENT:

Hon. Adolph L. Sanger, President;

#### ALDERMEN

Henry W. Jaehne, Vice-President,	Bartholomew F. Kenney, Patrick H. Kerwin, Peter B. Masterson, Bankson T. Morgan,	Arthur J. McQuade, Patrick N. Oakley, Edward F. O'Dwyer, John Quinn,
George B. Brown, Thomas Cleary, Robert E. De Lacy, Frederick Finck, Robert Hall, Anthony Hartman,	James B. Mulry, Joseph Murray, Owen McGinnis, Michael McKenna,	Charles H. Reilly, Thomas Rothman, James T. Van Rensselaer, Thomas P. Walsh.

The minutes of the last meeting were read and approved.

#### PETITIONS.

By Alderman Hartman—

Petition for fencing vacant lots adjoining premises No. 530 East One Hundred and Forty-fifth street:

NEW YORK, May 11, 1885.

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

GENTLEMEN—I, the undersigned, being a widow and owning a house, No. 530 East One Hundred and Forty-fifth street, where I reside with my family, beg to petition your Honorable Body to have the owner of lot situated east of my house on One Hundred and Forty-fifth street fenced in, as boys from the school opposite, also young men in the neighborhood, are destroying my house from early morning till late at night, by breaking my windows and smashing the weather-boards from the side of my house, and also throwing large stones, pieces of rock and various other missiles against my house and into my yard, which cracks the walls of my house, which causes a great deal of damage to my house and makes it untenable, as well as endangering the life of myself and family. I beg that your Honorable Body will take action as soon as possible on this petition, which will save me a great deal of suffering.

Respectfully yours,

MRS. ELLEN NEWMAN,  
JOSEPH B. CURRAN,  
MARGARET BRADY,  
CHARLES M. HAMMOND,  
CORNELIUS SULLIVAN,  
EMILY A. HOYT, No. 524 East One Hundred and Forty-fifth street,  
ANNABELLA HOWELL, No. 485 East One Hundred and Forty-sixth street.

Which was referred to the Committee on Public Works.

#### REPORTS.

(G. O. 177.)

The Committee on Public Works, to whom were referred the annexed resolution and ordinance in favor of regulating, grading, etc., Claremont avenue, from One Hundred and Sixteenth to One Hundred and Twenty-second street, respectfully

#### REPORT:

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

Resolved, That Claremont avenue, from One Hundred and Sixteenth to One Hundred and Twenty-second street, be regulated and graded, curb-stones set and sidewalks flagged four feet wide, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

THOS. P. WALSH, } Committee  
ROBERT HALL, } on  
THOMAS ROTHMAN, } Public Works.

Which was laid over.

(G. O. 178.)

The Committee on Streets, to whom was referred the annexed resolution in favor of rescinding the permission granted to the Manhattan Polo Club to use and occupy the land belonging to the city, included in One Hundred and Eleventh street, between Fifth and Sixth avenues, respectfully

#### REPORT:

That, having examined the subject, they believe the said permit should be annulled, and the street opened to the use of the public. They therefore recommend that the said resolution be adopted.

Resolved, That the resolution which became adopted June 15, 1880, permitting the Manhattan Polo Club to use and occupy the land belonging to the city, included in One Hundred and Eleventh street, between Fifth and Sixth avenues, be and the same is hereby annulled, rescinded and repealed.

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

Which was laid over.

(G. O. 179.)

The Committee on Lamps and Gas, to whom were referred the annexed resolutions in favor of lighting Ninety-third street, from Ninth to Tenth avenue; Ninety-sixth street, from Eighth to Ninth avenue; One Hundred and Seventh street, from Ninth to Tenth avenue; One Hundred and Thirty-fourth street, from Eighth avenue to Avenue St. Nicholas, and One Hundred and Fifty-seventh street, from Tenth avenue to Avenue St. Nicholas, respectfully

#### REPORT:

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

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

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps placed thereon and lighted in Ninety-sixth street, between Eighth and Ninth avenues, under the direction of the Commissioner of Public Works.

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

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps lighted in One Hundred and Thirty-fourth street, from Eighth avenue to Avenue St. Nicholas, under the direction of the Commissioner of Public Works.

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps lighted in One Hundred and Fifty-seventh street, from Tenth avenue to Avenue St. Nicholas, under the direction of the Commissioner of Public Works.

ROBERT E. DE LACY, } Committee  
BANKSON T. MORGAN, } on  
GEORGE B. BROWN, } Lamps and Gas.

Which was laid over.

#### MOTIONS AND RESOLUTIONS.

By the President—

Resolved, That permission be and the same is hereby given to the New England Fire Escape Company to make a practical exhibition and demonstration of their apparatus for "fire escape" in front of the City Hall and in the rear of the County Court-house, on Saturday afternoon, May 23, 1885, at 3 o'clock.

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

#### COMMUNICATIONS.

Mr. President and Gentlemen of the Honorable Board of Aldermen:

In response to the Honorable Board's resolution of inquiry of the 4th instant, concerning "what action has been taken by the Commission appointed by the Board of Aldermen of 1884, to devise ways and means whereby the use of steam dummies on public streets of this city might be abated or discontinued and all the proceedings had therein," etc., I would hereby respectfully report that the first and only full meeting of said Commission was held May 24, 1884, at the Grand Central Depot, Forty-second street and Fourth avenue, Alderman Waite presiding.

At this meeting the Commission having in their possession no plans pertaining to this subject, it was decided that the New York Central Railroad Company's representative, Mr. Van Arsdale, consult with the officials of that railroad relative to any plan which would be acceptable to that corporation, while your obedient servant should communicate with the gentlemen of the up-town and down-town associations for any plans which the citizens might offer; and that at the expiration of thirty days the commissioners should meet again for the consideration of such plans. Having acquainted the President and Secretary of the Up-town Association as well as the Executive Committee of the Down-town Association of these proceedings, a joint plan advocating the use of tugs and floats was received by me in triplicate on June 20, 1884, duly signed by the officials of both associations, the duplicate of which accompanies this report.

The plan of using, during the night, the tracks of the present elevated railroad along Greenwich street and the Ninth avenue, for carrying freight on light platform cars, with suitable turnouts at Sixty-first street, at Thirty-third street and the St. John's Park depots, was received by me about this time, and a copy hereof is also presented herewith.

On the 24th of June, 1884, the plan of an elevated railroad, to extend from Sixty-first street to the Battery, with suitable turnouts to various docks and an up and a down track or tramway, beneath said structure, for slow and heavy vehicles, was received by me, and a copy of the same is herewith presented.

This plan of an elevated railway differs in one particular from that presented to the Aldermanic Railroad Committee in 1883, in that it is extended to the Battery.

The plan of continuing the present depressed and tunnel road, now in operation from the Harlem river to Forty-second street and Fourth avenue, down the Fourth avenue and diagonally across Union Park into University place, and thence down Wooster street and across Canal street to the St. John's Park depot, with branch tunnel from Canal street, south side, running directly to the Harlem Railroad Company's depot in Centre street, appeared so feasible and important upon personally considering all the measures of relief required, that it was immediately adopted and embodied into the tunnel plan, which is respectfully submitted. Since the 27th day of June, 1884, when these plans were read to Commissioner Van Arsdale and left in his care for the future consideration of the Commission, until the latter part of November, 1884, I have by letter and in person faithfully endeavored to obtain a full meeting of the representatives to take some action relative to this question, which interests so many thousands of our fellow-citizens and the growth and prosperity of this metropolis, but have utterly failed through the "shortcomings" of Commissioner Waite and the disinclination of Commissioner Van Arsdale to do anything in the matter. Consequently, this report is made without reference to any action which may be taken at a meeting of the Commission which is to be held on Monday, 9.30 A. M., the 18th inst., notice of which has just been received.

A word respecting the proposed tunnel. It is practicable. Engineers of experience say that there can be no physical obstacle to its construction, and that the greatest possible cost would not exceed \$800,000 per mile, or about \$3,000,000 for the entire work. Compared with other roads, it would be shorter, could be built quicker, the transit would be quicker, it would be a permanent structure, and therefore cheaper than other roads; it would give satisfaction, and safety would be assured to all the people.

In conclusion, gentlemen, I can only say that, as your Honorable Board lack legislative authority to carry out the provisions of any of these plans hereto annexed, I respectfully suggest that you do enact an ordinance prohibiting the further use of steam engines on the public streets and avenues south of Sixty-first street, on and after a stated period, thus leaving the question of freight transportation entirely in the hands of the railroad company, which now enjoys the benefits of the present obnoxious system, and who, I know, are unwilling at present or in the near future to show any magnanimity to the people who have so faithfully served them in the past.

In carrying out this suggestion, your Honorable Board would only be complying with the wishes and interests of the many thousands of worthy citizens, who as late ago as February, 1883, petitioned his Honor the Mayor and the Honorable Board of Aldermen, that "steam-engines be removed from the surface of all streets which the public, and especially women and children, are compelled to frequent, and that such streets be kept open in like manner as the other public streets in the said city are, and of right ought to be."

Thanking you, gentlemen, for this opportunity of informing the people, and thanking you for the honor conferred upon me, I subscribe myself,

Your very obedient and humble servant,

GEO. A. HAYUNGA, M. D., Committee for the People.

NEW YORK, May 16, 1885.

#### THE TUNNEL PLAN.

Mr. Chairman:

HONORABLE SIR—In answer to your request for a plan by which the present steam engines, employed in the transportation of freight, may be removed from the streets, in accordance with the recommendation of the Honorable Board of Aldermen, bearing date October 17, 1883, I hereby respectfully submit the following scheme as well adapted for the purpose. Allow me the privilege of making a few observations pertinent to this subject.

1. In the consideration of this question no plan should be entertained which does not provide for the protection of the whole commerce of the city, the welfare of the property-owner and the citizen, the best interests of the various railroads and mercantile community; for the Chamber of Commerce, the Board of Trade and Transportation, the Produce, Hay, and other Exchanges, all demand representation, and they should receive proper consideration and protection.

2. It is obvious and beyond cavil, that the future requirements of trade and traffic as well as present necessities, should guide us in deciding upon any plan or new measure taken ostensibly in the name and interest of the citizens and commerce of New York.

3. It is axiomatic, that without proper protection and accommodation for transacting the business which naturally centres along certain streets and avenues of trade and travel—whether in maritime or inland city, that commerce will seek relief from delays and obstacles by courting localities where they do not exist and where ample facilities are extended.



4. It is also an established fact that cheap and rapid terminal facilities for both trade and travel are the great factors in promoting the growth and prosperity of a city. Therefore, any plan devised to supersede the present steam freight traffic in this city, which combines cheap and rapid terminal facilities with the present and future requirements of trade and commerce attains the end sought by this Commission. And, therefore, no issue should be raised at the expense of an enterprise undertaken to provide the relief absolutely required, owing to the magnitude of the work or the amount of capital involved.

5. If we go back fifty years, and take the primitive mode of locomotion on railroads, by means of horses, and compare it with steam, we find, waiving the acknowledged superiority of steam over horse power, that it gives more satisfactory results by permitting the amount of capital invested to vary with the exigencies of trade and travel. Everywhere, railroads are built and designed for the transportation of the general freight and passenger traffic of the country; consequently the amount of tonnage and travel on each road must vary in quantity daily, and hence it is, that with horses and an excess of tonnage, the merchant and public suffer unavoidable delay in transportation; while the railroad company, with a diminished traffic, suffers financial loss from an unemployed capital (in horses). With steam as the motor, the first can scarcely occur, and the latter is reduced to a minimum.

6. This argument holds equally good when steam is employed on the water to propel boats or with tugs and floats in transporting freight; as here also it more readily adapts itself to the requirements of trade, than can be done with horses on land.

7. In this instance also, the steam tug and float, representing the capital of the company, can compete successfully with steam engines used in connection with costly elevated or depressed roads, where immense capital is tied up in these structures, and thereby hamper commerce by the increased cost of transportation.

8. This fact is adverted to, not as an argument vs. elevated, depressed, or tunnel roads, but as to the necessity of a city aiding railroad companies in the construction of such elevated or other roads, when the exigencies of trade and commerce or other causes combined require them built within the city limits; they becoming hereby indisputably a benefit and a necessity to the city as well as to the railroad.

9. Taking a retrospective view of the plans submitted by the Citizens' to the Railroad Committee of the Honorable Board of Aldermen last year relative "to the removal of steam engines from the streets" and we have the tug and float plan, the elevated railroad plan and that of substituting horses for steam. The tug and float, as well as the elevated road plan, include the transfer or exchange of vast properties and interests by the Central Railroad Company, a large water-front to be procured down-town on the Hudson river, new depots to be erected thereon, etc., and probably for these reasons, they were disapproved of by the railroad company and unsanctioned by the city authorities.

10. Were it possible to employ tugs and floats without these supposed objectionable features, they would certainly be the simplest and most applicable to the case before us, as they furnish the most speedy remedy with the least expense, and beside are well adapted both to the exigencies of trade and the commerce of New York.

11. The elevated road was designed as a continuation of the Hudson River Railroad from Sixty-first street down to the West Washington Market, constructed on stone piers along the water-front, and suitable for both passenger and freight traffic.

Stations were to be built at convenient distances, and movable or permanent switches for the cars would extend from the main track to the vessel at the dock in the interest of commerce whenever and wherever required. The plan taken as a whole has merit and needs careful consideration and study to be fully appreciated. The cost of the road was estimated at one million dollars per mile.

12. The plan of horses to do the work of steam was condemned by Mr. Chauncey M. Depew, as necessitating a retrograde movement on the part of the Central road, which could not well be permitted, and I must endorse his views to a certain extent—for the superseding of steam by horses, besides being at variance with the advancement of the age for reasons already given, would prove inadequate in some emergencies which might arise and which can easily be imagined, and for which the railroad company could not make provision. When referred to the Honorable Board of Aldermen, it failed to become a law and gave rise to the present Commission. Without consuming time in the consideration of cable roads or other plans, I shall include in this scheme the removal of not only the steam engines and most of freight cars on the west side of the city, south of Sixty-first street, but also all the freight cars running on the east side of the city by the following means:

First—The construction of a tunnel exclusively for freight from Forty-second street and Fourth avenue to the lower freight depots of the city.

Second—By a more extended use of tugs and floats on the North river.

Third—By the limited and conditional use of horses along the docks of the North river.

I find there is great necessity that all these means be employed, the better to supply cheap and rapid terminal facilities in the transportation of freight to and from city, as some one of these is better adapted at particular points than the other to fulfill all the requirements of trade and commerce, chiefly from location of depots and docks, the termini of the various railroad and steamship lines, etc. It is evident that no system of tugs and floats, or plan of road in its entirety can furnish adequate accommodation or well subserve in every respect the vast amount of freight which is pouring continually into this city on all sides and from every quarter, under present existing conditions.

This enterprise therefore embraces the transportation of freight on both sides of the city, and includes the principal tonnage of four important railroad lines, the Central and Hudson, the Harlem, the New Haven, and the Boston and Albany, by constructing the tunnel from the Grand Central Depot, Forty-second street and Fourth avenue, down Fourth avenue to the upper and northeast corner of Union Park, thence in a direct line across said park to its lower and southwestern border into University place, down this street to Wooster and down Wooster to Canal street, across Canal to and along Laight to the northerly side, and entrance into the St. John's Park freight depot in Hudson street. At Canal crossing south side a branch tunnel is projected in a direct line across the intervening streets and blocks to the Harlem Railroad Company's freight depot, bounded by White and Franklin, Centre and Elm streets. The great advantage of this tunnel will readily appear by following the course taken by the passenger trains of the Central Railroad from the junction of the Spuyten Duyvil Creek with the Hudson river to the present termini, the Grand Central Depot. This track or route of the Spuyten Duyvil and Port Morris Railroad, if utilized for the freight consigned to the freight depots in the lower parts of the city by switching off the freight cars at Spuyten Duyvil Creek for the Grand Central Depot, as is done with the passenger trains, and thence down the proposed tunnel to the St. John's Park freight depot in Hudson street, gives readily the solution to this much perplexing question. Also the freight cars of the Harlem and the other railroads, now conveyed from the Forty-second street depot by horses through the Fourth avenue, Bowery, Broome and Centre streets, would be run down this tunnel to Canal street, and thence via branch tunnel to the Harlem depot, thus relieving the east side entirely of surface freight cars.

The future exigencies of commerce will shortly, if not already, demand increased facilities in the transportation of the freight of this city. Construct this tunnel for railroad traffic, and the additional mode as well as the required celerity of movement to do the work efficiently would be assured, without putting the railroad company to the extra expense of erecting depots, obtaining water-front, etc. This tunnel, when constructed, becomes a continuation of the depressed and tunnel road already built from Harlem to Forty-second street, and would form a channel of communication for the rapid delivery of freight from the Harlem river to the lower part of the city, and would thereby insure to the main railroad lines of this State a degree of safety and speed never to be attained on any elevated road yet projected and at the same time be free from their objectionable features. It would also make these railroads more efficient as common carriers, by this rapid interchange of business, and cause a more general transfer of eastern and western bound tonnage to and from the city, which would materially add to the revenue of the railroads, greatly benefit the merchant, and enrich the city. It would also give relief to much of the overcrowding of the downtown streets, by causing no obstruction to the thousands of trucks going to and from the various docks, and allow trade to follow natural channels, prevent delay to the traveling public on the cross-town horse cars and on the other city lines of travel. It would virtually remove the unsightly freight cars, locomotives, and dummy engines from the public streets, abate injuries to property, prevent accidents and loss of life, and stop the daily violations by the railroads of city ordinances requiring safe and free streets. It would be the prolific source of enhancing the value of real estate on the entire west side of the city beyond calculation, thereby decreasing the amount to be levied upon the remainder in support of the general city government, and free the city itself from the stigma of permitting a recognized evil to exist to the detriment of the citizen without abatement.

I have entered thus minutely into details to exhibit fully the favorable influences which would be exerted by this tunnel on the business of the railroads, the city, the merchants and all those interested in the commerce, present prosperity and future greatness of this metropolis. On the other hand, this enterprise will necessitate the enlargement of the even now magnificent depot at Forty-second street and Fourth avenue, a matter already under consideration by the management of the Central road, the discontinuance of all local steam passenger trains between Spuyten Duyvil and New York, below Sixty-first street on the west side, which would not inconvenience the traveling public, owing to the facilities afforded by the Tenth avenue and Ninth avenue horse-car lines and also by the Ninth Avenue Elevated Railroad, which has a station at Fifty-ninth and also one at Thirtieth street. The stoppage of those trains at Sixty-first street, instead of at Thirtieth, as now, would obviate the necessity of the Central Railroad Company occupying any land east of the Tenth avenue, at Thirtieth street, for passenger depot, freight yard, etc., thereby decreasing the expenses of the company and permitting this section of the city to be very much improved.

The use of tugs and floats on a more extensive scale than at present, in receiving and delivering freight on the North river between the freight stations of Barclay, Thirty-third and Sixty-fifth streets, for which the railroad company are fully provided with piers, dock room, depots, tugs, etc. Recognizing the great needs of commerce, and acknowledging that the business and enterprise of the Central Railroad should not be abridged or curtailed in any sense along the water-front on the west side of the city, it is suggested that the said railroad company also use horses in a limited way for transporting their freight cars laden with merchandise for home or foreign ports, along present

existing tracks, which extend for this purpose upon certain piers to the vessels alongside the docks. The railway company, however, making this transportation service conditional to the requirements strictly of vessels engaged in home and foreign trade and commerce, and only when found advantageous for so doing. Gentlemen, I have finished, and respectfully submit this plan or scheme for further consideration and change if need be, but let all be done for the best interests of the city, the railroad companies, the merchants and the inhabitants of New York.

GEO. A. HAYUNGA, M. D., Commissioner for the People.

NEW YORK CITY, June 24, 1884.

#### *To the Railroad Commission Inquiring into the Matter of Steam Dummies in the City of New York:*

As your Honorable Body was appointed by the Honorable Board of Aldermen to report some plan whereby the present system of transporting freight through our city might be remedied, the undersigned presents a plan for your consideration, believing it to be the solution of this question.

It is that the elevated railroad track now along Ninth avenue and Greenwich street be used as a roadway for the carrying of freight from any point on the west side to the tracks of the New York Central and Hudson River Railroad at Sixty-first street. This railroad is well adapted for such purpose, both as to position and capability. The advantages of St. John's Park as a freight centre shall not be affected as no change is proposed in the workings except an entrance for an elevated track similar to the one on Greenwich street, running into it from Greenwich street where it forms a junction with such track. That this plan can be carried out successfully to meet all the requirements of shippers there can be little question.

Your Honorable Body is aware of the fact that passenger traffic on this elevated road ceases after eight o'clock P. M., thereby giving a free road for the carrying of freight from this time to such time as when they commence running again in the morning. It might be here suggested that the night time seems to be the best time to carry freight through our city, for during the day the receipt of freight is done.

You may ask: will the elevated structure bear such heavy cars as are now used for freight? To this we would answer, no. But we suggest that platform cars can be constructed lighter than the present passenger cars, that could carry the freight from the different freight stations along the route to Sixty-first street, where such freight could then be placed in the regular freight cars.

The depot now at Thirtieth street, used as a freight station could be connected in a similar way (as at St. John's Park) with the elevated road on Ninth avenue, thereby doing away with the whole system of surface track from Sixtieth street to Thirtieth street.

This plan would give the opportunity to the railroad company to establish as many freight stations as their needs might require between Sixty-first street and the Battery.

The question as to your right to use this elevated road for such a purpose can only be settled by the parties interested, and it seems that such an arrangement can easily be made when it becomes a matter of increased income to the stockholders of the elevated railroad.

No doubt your Honorable Board has other plans to accomplish the much desired removal of steam dummies from our streets.

That some of those plans are better than the one here suggested we admit, but can they give that speedy relief to the west side of our city that has so long remained dormant?

The time has gone by when any argument is required to convince your Honors of the necessity of the removal of steam dummies with their long tail of ponderous cars rolling through our city.

Perhaps it will suggest itself to your Honors that all of the great cities have railroads running through them and that New York, like them, must have them also.

Will your Honors remember that we have but one City of New York in the United States, and unlike other cities it is the great centre of commerce for the whole country. Let it also be remembered that while other cities have railroads running into them, they have no railroad as the Hudson River Railroad skirting ten miles of their water-front as we have.

To your Honorable Board is confided one of the greatest questions that has arisen in the past twenty-five years concerning the future condition of New York.

With you rests the glory of our Empire City.

It is in your power to give relief to our west side that will make in the future a greatness of commerce unequalled in the world.

As citizens, therefore, we look to your Honorable Board for speedy relief from the present dangers, and that new life may be put in our great water-front on the North river.

MATHEW THOMPSON, No. 508 Canal street.

MICHAEL NEES, No. 480 Canal street.

HENRY O. BERLE, corner Canal and Greenwich streets.

#### TUGS AND FLOAT PLAN.

#### *To the Honorable Board of Commissioners Considering the Removal of Steam Dummies from the Streets of the City of New York:*

HONORABLE SIRS—In compliance with a request from one of your Honorable Board, George A. Hayunga, M. D., to submit some plan or plans for your consideration towards a remedy for the abatement of running steam dummies through the streets of the City of New York,

We, a committee appointed by the citizens and members of the West Side Protective Association, offer the following suggestions and plans as a means towards relieving the great property interest, and removing the present dangers now arising from the use of said dummies:

Recognizing the wants of commerce in this great city, and knowing the necessity of a good system of receiving and delivering freights to our merchants, we feel, that in a question such as you have to consider, that to reach a conclusion satisfactory to the best interests of all, one rule should govern your Honorable Board, and that is the good to the greatest number.

The great growth of every commercial enterprise in the past ten years calls for changes constantly to meet the wants of our people. When this subject was before the Honorable Board of Aldermen for their consideration it was clearly shown that a change was needed in the present system of carrying freight to our city, and when your Honorable Board was created the end aimed at was that some other system should be adopted to relieve the now over-crowded west-side streets and restore the once famous Fifth Ward to its original greatness.

Several plans were submitted to the Honorable Board of Aldermen, and among which was the one of building an elevated stone structure down through Twelfth avenue and West street or to run through private property. It was to be high enough to permit traffic under it, and with turnouts at different points. That this plan would be a most excellent one there can be no dispute, could we see any way of its accomplishment at your hands, without legislation at Albany. That our city will in the course of a few years need such a railroad, we have no doubt, as the demand of commerce will require it in the City of New York. It was further suggested that an underground railroad could be built to meet the requirements demanded.

To this plan we offer no objection save the fact that a bill for the building of such a railroad was vetoed by the Governor a few months ago.

That such a road would be better than the former one there can be no doubt, as it would overcome many objections that would be against the former.

The plan that appears to the undersigned to be the most feasible one, in view of the facts that your Honorable Body has no power in either of the two plans mentioned to establish such roads, but that you could bring about the following one, as it comes within the scope of your commission as representatives of the Honorable Board of Aldermen.

It is that sufficient water frontage be secured by such railroads as are now using the streets either on the East river or North river, or on both, for the accommodation of large floats able to carry ten freight cars each, where the freight can be received and delivered. That such frontage can be had requires only the recommendation of your Honorable Board and the action of our City Fathers. We might suggest the foot of Canal street, North river, where such frontage can be secured, as at that point there is fully four hundred feet of dockage, that would accommodate more than enough floats containing cars, equal to the room now had at St. John's Park. Canal street is especially adapted for a freight thoroughfare, as it cuts through the very centre of our greatest shipping district. It is as broad as the Bowery, and is a level roadway west of Broadway, and at its foot there is a small park and a market, both of which are useless to the public; with these away there could be made a place that could be used as a standing place for trucks, where they would be out of the way, not obstructing travel, as they now do along a half dozen streets.

We suggest the East river as a place where water frontage can be secured easily and because it would be convenient to many of our shippers on that side of the city. It offers other advantages, such as the quickness of time obtained in the transportation of the floats to the point which we think should be the great starting point for all the freight going east or west.

Your Honorable Commission is aware of the fact that the improvement of the Harlem river is but a matter of short time, when this stream will be open to navigation from river to river, giving freight facilities to the railroads and shippers on both sides of our city. Without considering this improvement our plan is confined to existing conditions and circumstances. We therefore suggest that freight depots be established both on East and North rivers where all freight going over any of the railroads coming into New York City can be received and delivered. For freight going to the North river the cars can be run upon the floats at Sixtieth street and carried down to any point on said river.

For freight going to the East river, the present water-front, including dock now owned by the railroad at Mott Haven and One Hundred and Thirty-fifth street, on the north side of the Harlem river, where the railroad bridge crosses the Harlem river, offers every advantage for the shipment of cars to floats that could be desired. Here, then, is a suggestion that we think should commend itself to your approval; first, because it would save the great expense now incurred in keeping the whole system of railroad track from Sixtieth street to St. John's Park, and from Forty-



second street to Centre, and the complete removal of all freight cars from our streets, which is so much desired. Second, the establishment of such freight centre will simplify the receiving and shipment of freight for the New York Central and Hudson River Railroad, the New York and Harlem Railroad, the New York, New Haven and Hartford Railroad, and the Boston and Albany Railroad, as all can be received at either of the freight depots on the North or East river. It all will appear to your Honors how easily this can be carried out and at very little expense.

The foregoing plan entails no other change than the getting of water frontage.

Secondary to this plan we might suggest that, should your Honorable Board decide that St. John's Park shall continue a freight depot, we still see a way to prevent the use of steam on our streets. As the depot is but three blocks from the water-front, in line with three streets running thereto, we further suggest that sufficient dockage can be obtained at the foot of Lighthouse street, which is a public dock, where the floats could be run into and the cars drawn up on tracks to the depot; this would practically serve the interests of present shippers, and relieve the whole line of our water-front on West street. Having roughly presented to your Honorable Board our humble suggestion, it is with the prayer that your Honor's wisdom will see in these suggestions a speedy relief for a long suffering people on the west side of our great city. The many advantages offered in this system of floats are such as we hope will commend themselves to your approval, as well as to the support of the railroad companies.

1. In point of economy the system of floats is cheaper.
2. The cars on floats can be handled as quickly as they are now on rails.
3. The cars require no changing on the floats as they now do.
4. The speed obtained by tugs is as quick as that of dummies when you consider the delays of the latter by street blockades.
5. The loss of life will be diminished ninety-five per cent.
6. An increase of taxable property that will benefit the city.
7. And lastly that great relief to the whole west side of our water-front that will make West street the greatest thoroughfare in the world.

All of which is respectfully submitted.

JOHN HACK, Chairman.

JOHN E. WADE.

WANHOPE LYNN.

JULIUS BERLINER, No. 505 Canal street.

JAMES McLAUGHLIN, No. 604 West Forty-eighth street,

President of the West Side Association (Up-town Branch).

LEO C. DESSAR, Counsel West Side Association.

#### PLAN OF AN ELEVATED RAILROAD.

Mr. Chairman and Gentlemen of the Railroad Commission:

The undersigned would hereby, in the interest of the citizen and property-owner adjacent to the western water-front of the City of New York, present to your Honorable Body the accompanying drawings or plans, with some considerations in favor of their careful examination and ultimate adoption, thus bringing to a satisfactory conclusion the just and long-standing causes of complaint between the population on the line of the New York Central and Hudson River Railroad south of Sixty-first street, and the large and constantly increasing interest of the freight transportation on said railroad with trains of cars drawn by steam engines on the surface of the avenues and streets of the city to their depot in Hudson street.

As citizens we must continue to protest against protracting this constantly increasing liability to the destruction of human life, and as property-owners we can but repeat our former affirmations that we have been for years and still are subjected to an unlawful trespass upon our property rights which demands a speedy relief, and we claim that proposed improvements that we herein submit renders this relief a question of vital importance, affecting not only the interests of the citizens and merchants of this city, but with propriety we may add the commercial interests of the entire country. To arrive, therefore, at an equitable arrangement between the people, the City of New York and the said railroad, is and has been our object for some two years past, and the plans and proposed improvements herewith submitted cannot in our judgment possibly conflict with either of said interests.

The plans herewith presented, as will be clearly noted, embraces a perfect profile of the western water-front of the city carefully arranged from recent city surveys from Sixty-first street to the Battery, including also a section of the proposed elevated railroad, underneath which is to be constructed a double-track "tramway" specially intended for "heavy trucks" and slowly moving vehicles; in this particular very greatly reducing the probabilities of blocking the streets by a press of traffic, which is now, and for many years has been, a source of complaints and detention, more especially to foot passengers crossing to ferries and railroad depots. The recent city surveys, to which reference is made, contemplates the widening of West street, as also its northerly continuation on the water-front to two hundred and fifty feet, which, with the improvements suggested, allows one hundred and sixty-four feet on the easterly side of said street for ordinary carriage travel, thirty-six feet in width for elevated railroad and tramway underneath, then fifty feet on the westerly side of said elevated railroad to bulkhead of piers, thus filling up the two hundred and fifty feet as the full width of said West street. In the construction of this elevated railroad the increased facilities for the delivery and receipt of freight to or from vessels lying at piers may demand switches with permanent or portable lines of rails direct to the vessels, thus by the rapid manner of loading or unloading would very greatly reduce the port charges, which also have been not only a source of much complaint, in this city, but have caused many vessels to seek other ports from economical consideration.

The construction of such a road as proposed, and the detail necessarily connected with its completion, would present a water-front of docks and piers some four and a half or five miles in length unequalled by any city in the world, and with the increased facilities in the receipt and delivery of freight, which this added improvement would make to the said railroad, would at once and forever settle the question of the maritime and commercial supremacy of the City of New York. It may be proper to remark that first-class engineering talent has decided in favor of its feasibility and its practicability, the erecting of the said elevated railroad upon stone piers, well bound together under street levels. It may be a matter exceedingly doubtful whether we can properly appreciate the advantages this city has derived and is receiving from this great avenue of travel so directly communicating with the western States. Its consideration should induce a liberal policy on the part of the city government towards this improved terminus of the New York Central and Hudson River Railroad. Attention is respectfully requested to a locality already owned by the city, which it is suggested would make a most excellent depot for said elevated railroad, the old Spring street market property, with such additions to the same as could easily be made from the lower portion of Canal street, removing the present triangular and quite useless plot called a park, throwing the same into Hoboken street, and thus present an open street on the river front of one hundred and twenty or more feet in width, actually improving the present capacity for traffic and travel to and from the river, while at the same time it would square the present market property to nearly or more (as the case may be) to one hundred and sixty feet, or probably one hundred and seventy-five feet, which, together with a part or all of the pier on the westerly side of West street, would, it is suggested, with the erection of suitable buildings thereon, satisfy all requirements for that particular locality for one of the best depots for business in the city.

Approximate estimates of the costs of the improvements herein proposed were designed to be attached to this paper, but absence from the city and lack of time prevented this desirable addition. Very respectfully submitted for your consideration.

H. F. JOHNSON.

On motion of Vice-President Jaehne, the communication was referred to the Committee on Railroads, and ordered to be published in full in the CITY RECORD and printed in the minutes.

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

Which was decided in the affirmative.

#### MOTIONS AND RESOLUTIONS RESUMED.

By Alderman Van Rensselaer—

AN ORDINANCE to prohibit the use of hose, pipe or other water leader, for washing sidewalks, areas, stoops, windows, and street-fronts of buildings.

Be it ordained by the Mayor, Aldermen and Commonalty of the City of New York, in Common Council convened:

Section 1. The use of water by means of hose, pipe or other water-leader, for washing sidewalks, stoops, areas, windows, house-fronts, or coaches, omnibuses, railway cars, or other vehicles, or horses, or to throw a jet of water upon the carriageway, is hereby forbidden and prohibited.

Sec. 2. Water used for the purposes mentioned in the first section of this ordinance shall be procured and furnished in pails or other vessels for holding water.

Sec. 3. The penalty for the violation of the prohibition contained in this ordinance shall be a fine of five dollars for each offense, and in addition thereto the cutting off and stoppage of water from the premises from which the supply is furnished; nor shall the supply of water be renewed, except upon the payment of the expense of shutting off and putting on the supply, and the satisfaction of all expenses incurred in addition to the fine.

Sec. 4. The Commissioner of Public Works is charged with the duty of seeing that this ordinance is enforced.

Alderman Van Rensselaer moved to refer to the Committee on Law Department.

Alderman Clary moved to refer to the Committee on Public Works.

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

Which was decided in the affirmative.

#### MESSAGES FROM HIS HONOR THE MAYOR.

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

MAYOR'S OFFICE, NEW YORK, May 15, 1885.

To the Honorable the Board of Aldermen:

I return, without my approval, the resolution of the Board of Aldermen, adopted May 4, 1885, permitting base-ball playing on Sundays in the Twenty-third and Twenty-fourth Wards in all vacant fields or places or inclosed grounds where permission has been received from the owners thereof.

This resolution is obnoxious to section 262 of the Penal Code which enumerates among the acts forbidden to be done on the first day of the week, public sports. It is also obnoxious to section 265 of the Penal Code, under which all gaming or other public sports, exercises, pastimes or shows are prohibited on the first day of the week. The resolution, as proposed, being in contravention of the laws of the State, it is not within the power of your Honorable Board, and would if passed be invalid.

W. R. GRACE, Mayor.

Resolved, That base-ball playing be allowed on Sundays in the Twenty-third and Twenty-fourth Wards in all vacant fields or places, or inclosed grounds where permission has been received from the owners thereof; such permission to continue only during the pleasure of the Common Council.

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

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

MAYOR'S OFFICE, NEW YORK, May 15, 1885.

To the Honorable the Board of Aldermen:

I return, without my approval, the resolution of the Board of Aldermen, adopted May 4, 1885, providing that a crosswalk of two courses of blue stone be laid on Avenue A, at the north side of Eighty-fourth street.

This location is on the immediate brow of a hill, and a crosswalk at this point would impede the natural flow of the rain-water. The smallness of the appropriation for this purpose necessitates its use for work that is more important.

W. R. GRACE, Mayor.

Resolved, That a crosswalk of two courses of blue stone be laid on Avenue A, at the north side of Eighty-fourth street, under the direction of the Commissioner of Public Works.

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

#### COMMUNICATIONS FROM DEPARTMENTS AND CORPORATION OFFICERS.

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

DEPARTMENT OF PUBLIC WORKS,  
COMMISSIONER'S OFFICE, No. 31 CHAMBERS STREET,  
NEW YORK, May 11, 1885.

To the Honorable the Board of Aldermen:

GENTLEMEN—In compliance with the resolution adopted by your Board on the 4th instant, I have the honor to transmit herewith the inclosed statement of the number, description, and location of all the public drinking-fountains or hydrants in the streets and public places of the city, with a list of the locations for which drinking-hydrants have been authorized by the Common Council, but have not yet been erected.

Very respectfully,

ROLLIN M. SQUIRE, Commissioner of Public Works.

#### LIST OF PUBLIC DRINKING-HYDRANTS.

##### Man and Beast Hydrants.

Broome street and South Fifth avenue.  
Broad and Pearl streets.  
Bowling Green and Broadway.  
Broadway and Park Row.  
Broome and Mulberry streets.  
Bowery, No. 392.  
Cooper Union (Eighth street).  
Christopher and Hudson streets.  
Columbia and Houston streets.  
Chatham and Mott streets.  
Canal and Centre streets.  
Chambers and Hudson streets.  
Clarkson and Greenwich streets.  
Centre street, opposite Tombs.  
Duane street and Broadway.  
Eighty-third street and Second avenue.  
Eighty-seventh street and First avenue.  
Elm and Howard streets.  
Elm and Marion streets.  
Fourteenth street and Third avenue.  
Forty-first street and Broadway.  
Forty-eighth street and First avenue.  
First avenue and Tenth street.  
Maiden Lane and Liberty street.  
One Hundred and Fourteenth street and First avenue.  
One Hundred and Fifty-eighth street and Third avenue.  
One Hundred and Twenty-fifth street, between Ninth and Tenth avenues.  
One Hundred and Twelfth street and First avenue.  
One Hundred and Seventy-seventh street and Madison avenue.  
One Hundred and Fifty-ninth street and Elton avenue.  
One Hundred and Eighteenth street and Third avenue.  
Pike and South streets.  
Peck Slip and South street.  
Reade and West streets.  
Rutgers street and East Broadway.  
Sixteenth street and Avenue A.  
Scammel street and East Broadway.  
St. John's Square and Beach street.  
Spring and Thompson streets.  
Seventy-eighth street and Avenue A.  
Seventy-fourth street and Avenue A.  
Seventy-fifth street and First avenue.  
Sixty-third street and Second avenue.  
Seventh avenue and Twenty-ninth street.  
Seventh avenue and Twenty-first street.  
Sixteenth street and First avenue.  
Thirteenth street and Sixth avenue.  
Third avenue and One Hundred and Thirty-third street.  
Twenty-third street and Madison avenue.  
Thirty-second street and Broadway.  
Thirty-fourth street and Eleventh avenue.  
Twenty-second street and Fourth avenue.  
Twelfth street and Third avenue.  
Union Square.  
Wall and South streets.  
South Fifth avenue, southwest corner Houston street.  
Henry street, No. 248.  
Eighty-seventh street and Avenue A.  
Total number of man and beast hydrants, (58) fifty-eight.

##### Iron Fountains, for Man only.

Abingdon Square.  
Broadway and Fourteenth street.  
Bleecker and Carmine streets.  
Broome and East streets.  
Battery place and West street.  
Burling Slip and South street.  
Barclay and West streets.  
Chatham and Doyer streets.  
Canal street, northwest corner Broadway.



Canal street, northeast corner Broadway.  
 Chambers and West streets.  
 Cortlandt and West streets.  
 Coenties Slip and Front street.  
 Catharine Market (South street).  
 Eighth avenue and Twenty-third street.  
 Eighth avenue and Forty-second street.  
 Sixth avenue and Fourteenth street.  
 Fiftieth street and Seventh avenue.  
 Forty-second street and Tenth avenue.  
 Forty-second street and North river.  
 Greenwich and Sixth avenues.  
 Grand and East streets.  
 James Slip and South street.  
 Roosevelt and Cherry streets.  
 Roosevelt and South streets.  
 Second street and Avenue B.  
 Tenth street and East river.  
 Third street and South Fifth avenue.  
 Wall and South streets.  
 Whitehall and South streets.  
 Beekman and Front streets.  
 Fulton and South streets.  
 Total number of iron fountains, 32.

*Bartholomew (Wooden) Hydrants.*

Avenue A, No. 257.  
 Avenue A, between Seventy-second and Seventy-third streets.  
 Boulevard, between Sixty-ninth and Seventieth streets.  
 Boulevard, west side, fifty feet south of Eightieth street.  
 Boulevard and One Hundred and Twenty-second street.  
 Boulevard and Eighty-third street.  
 Boulevard and Eighty-second street.  
 Boulevard and Eighty-first street.  
 Boulevard and Ninety-second street.  
 Boulevard and Ninety-sixth street.  
 Boulevard and Ninety-first street.  
 Boulevard and Ninety-third street.  
 Boulevard and One Hundred and Second street.  
 Boulevard and One Hundred and Fourth street.  
 Boulevard and One Hundred and Fifth street.  
 Boulevard and One Hundred and Sixth street.  
 Boulevard and One Hundred and Seventh street.  
 Boulevard and One Hundred and Eighth street.  
 Boulevard and One Hundred and Ninth street.  
 Boulevard and One Hundred and Tenth street.  
 Boulevard and One Hundred and Eleventh street.  
 Boulevard and One Hundred and Twelfth street.  
 Boulevard and One Hundredth street.  
 Boulevard and One Hundred and Twenty-fourth street.  
 Boulevard and Seventy-ninth street.  
 Boulevard and Sixty-fifth street.  
 Boulevard and Sixty-second street.  
 Boulevard and Sixty-first street.  
 Boulevard and Sixty-seventh street.  
 Boulevard and Seventy-fourth street.  
 Bowery and Houston street.  
 Baxter and Franklin streets.  
 Canal and Hudson streets.  
 Canal street and West Broadway.  
 Christopher and West streets.  
 Avenue C, No. 183.  
 Eighty-ninth street, between Madison and Fifth avenues.  
 Eighty-eighth street, between Third and Lexington avenues.  
 Eighty-seventh street and Fifth avenue.  
 Eighty-seventh street, between Madison and Fourth avenues.  
 Eighty-sixth street and Madison avenue.  
 Eighty-sixth street and Third avenue.  
 Eighty-sixth street and Second avenue.  
 Eighty-sixth street and Fourth avenue.  
 Eighty-fourth street and Tenth avenue.  
 Eighty-third street and Fifth avenue.  
 Eighty-second street and Fifth avenue.  
 Eighty-second street and Madison avenue.  
 Eighty-first street and Eighth avenue.  
 Eighth avenue, between Sixty-eighth and Sixty-ninth streets.  
 Eighth avenue, between Sixty-sixth and Sixty-seventh streets.  
 Eighth avenue, between Sixty-fourth and Sixty-fifth streets.  
 Eighth avenue, between Seventy-third and Seventy-fourth streets.  
 Eighth avenue and Eighty-second street.  
 Elizabeth and Houston streets.  
 Eighty-ninth street, between Lexington and Fourth avenues.  
 Eighty-first street and Tenth avenue.  
 Eighty-sixth street and Riverside Drive.  
 Eighty-first street and Riverside Drive.  
 Fifty-seventh street and Third avenue.  
 Fifty-seventh street and Seventh avenue.  
 Fifty-eighth street and Tenth avenue.  
 Fifty-ninth street and North river.  
 Fifty-eighth street and Eleventh avenue.  
 Fifty-eighth street, between Sixth and Seventh avenues.  
 Fifty-eighth street, between Fifth and Sixth avenues.  
 Fifty-first street and Tenth avenue.  
 Fifty-sixth street and East river.  
 Fifty-sixth street, between Ninth and Tenth avenues.  
 Fifty-sixth street and Ninth avenue.  
 Fifty-fifth street and Seventh avenue.  
 Fifty-fourth street, between Tenth and Eleventh avenues (two hydrants).  
 Fifth avenue, between Ninety-ninth and One Hundredth streets.  
 Fifty-fourth street and Eleventh avenue.  
 Fifty-second street, between First and Second avenues.  
 Forty-fourth street and Second avenue.  
 Forty-second street and Ninth avenue.  
 Fortieth street and First avenue.  
 Fourteenth street and Ninth avenue.  
 Fourteenth street and Avenue A.  
 Fifty-second street, between Sixth and Seventh avenues.  
 Fifty-fourth street, West, No. 551.  
 Fortieth street and Lexington avenue.  
 Forty-fourth street, between Second and Third avenues.  
 Greenwich avenue and Christopher street.  
 Grand and Centre streets.  
 Hudson and West Tenth streets.  
 Inwood (three hydrants).  
 Jefferson Market.  
 Kingsbridge.  
 Kingsbridge road and One Hundred and Seventy-fifth street.  
 Kingsbridge road and One Hundred and Eightieth street.  
 Kingsbridge road and One Hundred and Eighty-second street.  
 Kingsbridge road and One Hundred and Eighty-fifth street.  
 Kingsbridge road and Two Hundred and Twenty-third street.  
 Kingsbridge road and Two Hundred and Twenty-fourth street.  
 Lawrence street, between Ninth and Tenth avenues.  
 Lexington avenue and Forty-eighth street.  
 Ninety-eighth street and Second avenue.  
 Ninety-seventh street and Fifth avenue.  
 Ninety-sixth street and Third avenue.  
 Ninety-sixth street and Second avenue.  
 Ninety-fourth street and Fifth avenue.  
 Ninety-fourth street and Fourth avenue.  
 Ninety-fourth street and Second avenue.

Ninety-fourth street and Lexington avenue.  
 Ninety-fifth street and Fifth avenue.  
 Ninety-third street and Eighth avenue.  
 Ninety-third street and Fourth avenue.  
 Ninety-third street, between Fifth and Madison avenues.  
 Ninety-third street, between Fourth and Madison avenues.  
 Ninety-second street, between Fifth and Madison avenues.  
 Ninety-second street and Third avenue.  
 Ninety-second street and Second avenue.  
 Ninety-second street, between First and Second avenues.  
 Ninety-second street, between Madison and Fifth avenues.  
 Ninety-first street and Madison avenue.  
 Ninety-first street and Fourth avenue.  
 Ninetieth street, between Madison and Fifth avenues.  
 Ninetieth street, between Second and Third avenues.  
 Nineteenth street and Avenue A.  
 Ninth avenue, No. 717.  
 Ninety-fifth street, between Third and Lexington avenues.  
 Ninety-sixth street and Ninth avenue.  
 New Chambers street and James Slip.  
 One Hundred and Forty-first street and Eighth avenue.  
 One Hundred and Thirty-seventh street and Third avenue.  
 One Hundred and Thirty-fifth street and Sixth avenue.  
 One Hundred and Thirty-fifth street and Fifth avenue.  
 One Hundred and Thirty-fourth street and Seventh avenue.  
 One Hundred and Thirty-fourth street, between Fifth and Sixth avenues.  
 One Hundred and Thirty-third street, between Fourth and Madison avenues.  
 One Hundred and Thirty-second street and Seventh avenue.  
 One Hundred and Thirty-second street and Sixth avenue.  
 One Hundred and Thirty-first street and Broadway.  
 One Hundred and Thirty-first street and Tenth avenue.  
 One Hundred and Thirty-first street and Seventh avenue.  
 One Hundred and Thirtieth street and Twelfth avenue.  
 One Hundred and Thirtieth street, between Broadway and Tenth avenue.  
 One Hundred and Thirtieth street and Third avenue.  
 One Hundred and Twenty-eighth street and Seventh avenue.  
 One Hundred and Twenty-seventh street, between Fifth and Sixth avenues.  
 One Hundred and Twenty-seventh street and Third avenue.  
 One Hundred and Twenty-seventh street and Second avenue.  
 One Hundred and Twenty-fourth street and Fourth avenue.  
 One Hundred and Twenty-third street and Seventh avenue.  
 One Hundred and Twenty-third street and Fourth avenue.  
 One Hundred and Twenty-second street and Madison avenue.  
 One Hundred and Twenty-second street, between First avenue and Avenue A.  
 One Hundred and Nineteenth street and Avenue A.  
 One Hundred and Nineteenth street and Madison avenue.  
 One Hundred and Seventeenth street and Seventh avenue.  
 One Hundred and Seventeenth street, between Lexington and Fourth avenues.  
 One Hundred and Sixteenth street and Seventh avenue.  
 One Hundred and Sixteenth street and Sixth avenue.  
 One Hundred and Fourteenth street, between First and Second avenues.  
 One Hundred and Tenth street and Fourth avenue.  
 One Hundred and Third street and Second avenue.  
 One Hundred and Second street and Eighth avenue.  
 One Hundredth street and Tenth avenue.  
 One Hundredth street, between Ninth and Tenth avenues.  
 One Hundredth street and Ninth avenue.  
 One Hundred and Ninth street and Tenth avenue.  
 One Hundred and Sixty-fifth street and Tenth avenue.  
 One Hundred and Nineteenth street and First avenue.  
 One Hundred and Fifteenth street and Avenue St. Nicholas.  
 One Hundred and Twenty-seventh street, between Sixth and Seventh avenues.  
 One Hundred and Forty-third street, between Bloomingdale road and Boulevard.  
 One Hundred and Sixty-eighth street and Tenth avenue.  
 One Hundred and Thirty-seventh street and Seventh avenue.  
 One Hundred and Seventeenth street and Third avenue.  
 One Hundred and Thirty-fourth street and Third avenue.  
 One Hundred and Eighth street, between Fourth and Lexington avenues.  
 One Hundred and Twenty-third street, between Seventh and Eighth avenues.  
 One Hundred and Fourth street, between Second and Third avenues.  
 One Hundred and Fifth street and First avenue.  
 One Hundred and Fifty-sixth street and Eighth avenue.  
 Ogden near Union avenue.  
 One Hundred and Sixty-eighth street and Boston avenue.  
 One Hundred and Thirty-ninth street and Tenth avenue.  
 One Hundred and Sixty-ninth street and Franklin avenue.  
 One Hundred and Ninth street and Tenth avenue.  
 One Hundred and Eighth street and Second avenue.  
 One Hundred and Seventieth street and Cottage place.  
 Pier 1, North river.  
 Pier 4, North river.  
 Pier 6, North river.  
 Pearl and Broad streets.  
 Park street, opposite Mission-house.  
 Rector and West streets.  
 Seventy-third street, between Second and Third avenues.  
 Second avenue and Seventy-fifth street.  
 St. Nicholas avenue and One Hundred and Fifty-eighth street.  
 St. Nicholas avenue and One Hundred and Fiftieth street.  
 St. Nicholas avenue and One Hundred and Forty-fourth street.  
 Second avenue, between Ninety-ninth and One Hundredth streets.  
 Second avenue, between Ninety-fifth and Ninety-sixth streets.  
 Fourth avenue and Seventy-seventh street.  
 Madison avenue and Seventy-sixth street.  
 Seventy-sixth street, between First and Second avenues.  
 Seventy-sixth street and Avenue A.  
 Seventy-fifth street and Avenue A.  
 Seventy-fourth street, between First and Second avenues.  
 Seventy-third street and Fourth avenue.  
 Seventy-second street, between Second and Third avenues.  
 Seventy-second street and Avenue A.  
 Seventy-first street and Ninth avenue.  
 Seventy-first street and First avenue.  
 Sixty-sixth street and Third avenue.  
 Sixty-sixth street and Fourth avenue.  
 Sixty-sixth street, between Lexington and Fourth avenues.  
 Sixty-fourth street, between Ninth and Tenth avenues.  
 Sixty-fourth street, between Eighth and Ninth avenues.  
 Sixty-third street and Ninth avenue.  
 Seventh avenue, between Fifty-fourth and Fifty-fifth streets.  
 Sixteenth street and Second avenue.  
 Sixteenth street and Third avenue.  
 Spring and Clarke streets.  
 Sheriff and Stanton streets.  
 Spring and West streets.  
 Seventy-ninth street and Tenth avenue.  
 South Fifth avenue, No. 217.  
 Sixty-ninth street and Eighth avenue.  
 Seventy-fourth street, East, No. 413.  
 Seventy-fifth street and Tenth avenue.  
 Seventy-first street and Eighth avenue.  
 Seventieth street and Eighth avenue.  
 Seventy-fifth street and Fourth avenue.  
 Sixty-seventh street, between Lexington and Fourth avenues.  
 Seventy-fifth street and First avenue.  
 Seventy-sixth street, between First and Second avenues.  
 Seventy-sixth street and Ninth avenue.  
 Third avenue and One Hundred and Thirty-ninth street.  
 Tenth avenue and One Hundred and Fifty-first street.  
 Third avenue, between Eighty-third and Eighty-fourth streets.  
 Tenth avenue, between Sixty-third and Sixty-fourth streets.  
 Thirty-fourth street and Ninth avenue.



Thirty-fourth street and Second avenue.  
 Thirty-first street and Seventh avenue.  
 Twenty-third street and Avenue A.  
 Twenty-third street and Second avenue.  
 Twenty-third street and Third avenue.  
 Tenth street and Avenue B.  
 Tompkins and Stanton streets.  
 Third avenue, between Sixty-ninth and Seventieth streets.  
 Union Market.  
 Vesey street and Broadway.  
 Varick and Canal streets.  
 West street, between Vesey and Fulton streets.  
 Washington Market (two inside).  
 West Washington Market. Devoe avenue.  
 Worth street, opposite House of Industry.  
 Fulton and South streets.  
 Boulevard and Ninety-seventh street.  
 Total number of Bartholomew (wooden) hydrants, (254) two hundred and fifty-four.

## PUBLIC DRINKING-HYDRANTS AUTHORIZED BY BOARD OF ALDERMEN NOT PLACED.

*Man and Beast Hydrants.*

1882.

Ninety-third street, south side, one hundred and twenty-five feet east of Second avenue.  
 South Fifth avenue and Fourth street.  
 Greenwich street, No. 679.

1883.

Riverdale avenue, three hundred feet south of Rock street.

1884.

Southwest corner Westchester and Robbins avenues.  
 Junction of Third and Morris avenues and One Hundred and Thirty-ninth street.  
 Second avenue, No. 745.

1885.

Northwest corner Hudson and Leroy streets.

*Wooden Drinking-hydrants.*

1882.

Northeast corner Forty-first street and Seventh avenue.

1883.

Northwest corner Ninety-eighth street and Ninth avenue.  
 Southeast corner Forest avenue and George street.  
 Courtland avenue and One Hundred and Fifty-fifth street.  
 Lind avenue and Devoe street.  
 Locust avenue and One Hundred and Forty-first street.  
 Union avenue and One Hundred and Sixty-ninth street.  
 College avenue and One Hundred and Forty-first street.

1884.

Broome and Sullivan streets.  
 Eleventh street and Avenue A.  
 Fifteenth street and Avenue A.  
 Tompkins Square.  
 Houston street, in square near Avenue A.  
 Houston street, in square near East river.  
 East Broadway, in square near East river.  
 Market street, in square near East river.

1885.

Marcher avenue, three hundred feet north of Highbridge street.  
 Which was ordered to be printed in the CITY RECORD and placed on file.

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

CITY OF NEW YORK—FINANCE DEPARTMENT,  
 COMPTROLLER'S OFFICE,  
 May 16, 1885.

*To the Honorable Board of Aldermen:*

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

Titles of Appropriations.	Amount of Appropriations.	Payments.	Amount of Unexpended Balances.
City Contingencies.....	\$1,000 00	\$235 50	\$764 50
City Contingencies—Expenses of a Public Reception of the Bartholdi Statue.....	5,000 00	.....	5,000 00
Contingencies—Clerk of the Common Council.....	250 00	16 00	234 00
Salaries—Common Council.....	71,000 00	23,516 47	47,483 53

EDWARD V. LOEW, Comptroller.

Which was ordered on file.

## MOTIONS AND RESOLUTIONS AGAIN RESUMED.

## By the President—

Resolved, That permission be and the same is hereby given to William Miller to retain a barber-pole on the sidewalk, near the curb, in front of No. 733 Seventh avenue, provided such pole shall not be an obstruction to the free use of the street by the public; such permission to continue only during the pleasure of the Common Council.

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

## By the same—

Resolved, That permission be and the same is hereby given to Frederick Meyer to retain a barber-pole on the sidewalk, near the curb, in front of No. 757 Seventh avenue, provided such pole shall not be an obstruction to the free use of the street by the public; such permission to continue only during the pleasure of the Common Council.

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

## By Alderman Brown—

Resolved, That Croton-mains be laid in Sixth avenue, east side, from One Hundred and Thirty-sixth to One Hundred and Fortieth street, as provided in chapter 381, Laws of 1879.

Which was referred to the Committee on Public Works.

## By the same—

Resolved, That an additional course of flagging, four feet in width, be laid on the sidewalk on the east side of Fourth avenue, between One Hundred and Sixteenth and One Hundred and Twentieth streets, where flagging four feet in width is now laid, and two courses of flagging, each four feet in width, be laid in said Fourth avenue sidewalks, east side, between One Hundred and Sixteenth and One Hundred and Twentieth streets, where flagging is not now laid, and the present flagging where sunken be relaid, and new flag-stones placed where the old or present ones are broken, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was referred to the Committee on Public Works.

## By Alderman Cleary—

Resolved, That permission be and the same is hereby given to Samuel Rosenberg to retain a booth for the sale of cigars, etc., within the stoop-line in front of premises No. 72 South street; such permission to continue only during the pleasure of the Common Council.

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

Subsequently, on motion of Alderman Cleary, the above action was reconsidered, the resolution was amended by striking out the figures "72" and inserting in lieu thereof the figures "74," and as amended, adopted.

## By the same—

Resolved, That the Commissioner of Public Works be and he is hereby directed to cause the sidewalk in front of Nos. 305, 307 and 309 Bridge street, Nos. 24 and 26 Whitehall street, No. 157 Cedar street, and on the west side of Church street, between Fulton and Vesey streets, to be repaired, and the flagging laid or relaid on the established grade, as provided in sections 99, 103 and 104 of article VII. of chapter 6 of the Revised Ordinances of 1880.

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

## By Alderman De Lacy—

Resolved, That the Court of Claims of the State of New York be and is hereby permitted to use and occupy the Chamber of the Board of Aldermen, in which to hold its sessions while in this city.

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

(G. O. 180.)

## By Alderman De Lacy—

Resolved, That the Comptroller be and he is hereby authorized and directed to draw a warrant in favor of James F. Casey, for the sum of fifty (50) dollars, for furnishing to the Common Council files of all bills of the Legislature of the State, session of 1885, and charge the amount to the appropriation for "City Contingencies."

Which was laid over.

## By the same—

Resolved, That permission be and the same is hereby given to Michael Costello to place and keep a stand for the sale of fruit on the sidewalk near the curb, in front of No. 601 East Sixth street, provided such stand shall not be an obstruction to the free use of the street by the public, nor exceed six feet long by three wide; such permission to continue only during the pleasure of the Common Council.

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

## By Alderman Hartman—

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

Which was referred to the Committee on Lamps and Gas.

## By the same—

Resolved, That One Hundred and Fifty-first street, from the easterly curb-line of Robbins avenue to the westerly curb-line of Beach avenue, be regulated and graded, curb-stones set and sidewalks flagged a space four feet wide through the centre thereof, under the direction of the Commissioners of the Department of Public Parks; and that the accompanying ordinance therefor be adopted.

Which was referred to the Committee on Public Works.

## By the same—

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

Which was referred to the Committee on Public Works.

## By the same—

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

Which was referred to the Committee on Public Works.

## By Alderman Kenney—

Resolved, That permission be and the same is hereby given to Patrick Mackin to place a sign in front of his premises, No. 340 West Sixteenth street; such permission to continue only during the pleasure of the Common Council.

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

## By Alderman Masterson—

Resolved, That the south side of Seventieth (70) street, between Boulevard and Ninth avenue, be flagged four feet wide through the centre thereof where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was referred to the Committee on Public Works.

## By the same—

Resolved, That Ninety-sixth street, from Eighth avenue to the Boulevard, be paved with trap-block pavement, and that crosswalks be laid at the intersecting avenues where required, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was referred to the Committee on Public Works.

## By Alderman Murray—

Resolved, That the Commissioner of Public Works be and he is hereby authorized and directed to rebuild the sheds in the pipe-yard of the Department of Public Works at the foot of East Twenty-fourth street; the expense to be charged to the appropriation for "Public Buildings—Construction and Repairs."

Which was referred to the Committee on Public Works.

## By Alderman Quinn—

Resolved, That permission be and the same is hereby given to William Cummings to exhibit his goods on the sidewalk, near the curb, in front of his premises, No. 658 Tenth avenue; such permission to continue only during the pleasure of the Common Council.

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

(G. O. 181.)

## By the same—

Resolved, That the Commissioner of Public Works be and he is hereby directed to cause the crosswalks at the intersections of Eighth avenue and Forty-seventh street, and Eighth avenue and Forty-eighth street, to be repaired, the expense to be paid from the appropriation "Repairs and Renewals of Pavements and Regrading."

Which was laid over.

## By Alderman Mulry—

Resolved, That permission be and the same is hereby given to John Doring to place and keep a stand for the sale of fruit on the sidewalk, near the curb, at the corner of South and Jefferson streets, provided such stand shall not be an obstruction to the free use of the street by the public, nor exceed nine feet long by three feet wide; such permission to continue only during the pleasure of the Common Council.

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

(G. O. 182.)

## By Alderman McKenna—

Resolved, That Twelfth avenue, from Thirty-fourth to Forty-second street, be regulated and graded, curb-stones set, and sidewalks flagged four feet wide, 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.

## By Alderman Quinn—

Resolved, That permission be and the same is hereby given to Jane C. Craven to retain a sign over the sidewalk in front of her premises, No. 537 West Twenty-sixth street, the work done at her own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

## By Alderman Reilly—

Whereas, By the closing of the Metropolitan Museum of Art and the Museum of Natural History in the Central Park on Sundays, thousands of the people of this city who have no other time for visiting said museums, are deprived of the recreation and intellectual improvement these museums were instituted to afford to all the people; and

Whereas, The Museum buildings were erected at public expense and a large proportion of the cost of maintaining them is annually provided for out of the tax-levy; and

Whereas, The taxes so raised for the erection, equipment and maintenance of these museums eventually comes out of the pockets of those who are thus deprived of the benefits and advantages to be derived from a visit to these museums on Sunday; and



Whereas, Justice to this worthy class of our citizens requires that this restriction should be at once removed;

Resolved, That the trustees of said museums be and they are hereby requested to open their respective buildings to the public on Sundays, from two o'clock to seven o'clock in the afternoon, during the summer months, and from half-past one to half-past four o'clock during the winter months, and that said trustees be further requested to act upon this said request without delay, so that the people may have an opportunity afforded them to visit the said museums on Sundays during the early part of the coming summer.

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

By Alderman Kerwin—

Resolved, That permission be and the same is hereby given to David Previty to place and keep a stand for the sale of fruit on the sidewalk, near the curb, on the southwest corner of Fifty-ninth street and Third avenue, provided such stand shall not be an obstruction to the free use of the street by the public, nor exceed twelve feet long by three wide; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

By Alderman McGinnis—

Resolved, That permission be and the same is hereby given to James Bryan to retain a sign in front of his premises, No. 431½ Grand street; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

By Alderman Hall—

Resolved, That John F. Donnelly be and is hereby appointed a Commissioner of Deeds.

Which was referred to the Committee on Salaries and Offices.

By Alderman Murray—

Resolved, That George S. Croker be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York, in place of Max A. Mobius, recently deceased.

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

Which was decided in the affirmative, as follows:

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

By Alderman Mulry—

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

Which was referred to the Committee on Salaries and Offices.

By Alderman Finck—

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

Which was referred to the Committee on Salaries and Offices.

By Alderman Hall—

Resolved, That Francis Burke be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York, in place of Francis Burke, whose term of office expired May 16, 1885.

Which was referred to the Committee on Salaries and Offices.

By Alderman Oakley—

Resolved, That Christopher Callan 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 Rothman—

Resolved, That Henry W. Buttman 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.

The President called up G. O. 165, being a resolution, as follows:

Resolved, That Croton-pipes be laid in Ninety-third street, from Ninth and Tenth avenue, as provided in chapter 381, Laws of 1879.

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

Which was decided in the affirmative by the following vote:

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

Alderman Walsh, by unanimous consent, called up veto message of his Honor the Mayor (No. 53) of resolution, as follows:

Resolved, That permission be and the same is hereby given to Peter Masko to place and keep a stand on the curb-line in front of No. 14 Broad street; such permission to continue only during the pleasure of the Common Council.

The Board then, as provided in section 75, chapter 410, Laws of 1882, proceeded to reconsider the same, and, upon a vote being taken thereon, was adopted, notwithstanding the objections of his Honor the Mayor, as follows:

Affirmative—Vice-President Jaehne, Aldermen Brown, Cleary, De Lacy, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, Van Rensselaer, and Walsh—21.

Alderman Cleary, by unanimous consent, called up veto message of his Honor the Mayor (No. 47) of resolution, as follows:

Resolved, That a crosswalk of four courses of blue stone be laid across Broadway, on a line with the centre of the sidewalk, on the southerly side of Cedar street, under the direction of the Commissioner of Public Works.

The Board then, as provided in section 75, chapter 410, Laws of 1882, proceeded to reconsider the same, and, upon a vote being taken thereon, was adopted, notwithstanding the objections of his Honor the Mayor, as follows:

Affirmative—The President, Aldermen Brown, Cleary, De Lacy, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, Van Rensselaer, and Walsh—22.

Alderman Morgan, by unanimous consent, called up veto message of his Honor the Mayor (No. 55) of resolution, as follows:

Resolved, That permission be and the same is hereby given to Stephen Cassassa to keep a stand for the sale of fruit on the sidewalk under the steps of the elevated railroad station, northwest corner of Sixth avenue and Fourteenth street; the same to continue during the pleasure of the Common Council.

The Board then, as provided in section 75, chapter 410, Laws of 1882, proceeded to reconsider the same, and, upon a vote being taken thereon, was adopted, notwithstanding the objections of his Honor the Mayor, as follows:

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

Alderman McQuade called up G. O. 166, being a resolution and ordinance, as follows:

Resolved, That Kingsbridge road, from One Hundred and Ninetieth street to Harlem river, be regulated and graded, curb-stones set and sidewalks flagged four feet wide, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

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

Which was decided in the affirmative by the following vote:

Affirmative—The President, Vice-President Jaehne, Aldermen Brown, Cleary, De Lacy, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, Oakley, Quinn, Reilly, Rothman, Van Rensselaer, and Walsh—22.

Alderman McQuade called up G. O. 164, being a resolution and ordinance, as follows:

Resolved, That the vacant lots on the south side of Seventy-seventh street, between Madison and Fourth avenues, be properly fenced in; that the vacant lots on the west side of Fourth avenue, between Seventy-sixth and Seventy-seventh streets, be properly fenced in; that the vacant lots on the north side of Seventy-sixth street, between Madison and Fourth avenues, be properly fenced in, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

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

Which was decided in the affirmative by the following vote:

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

Alderman Murray called up G. O. 160, being a resolution, as follows:

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps lighted in Arthur avenue, from Highbridge road to Locust or Tremont avenue, under the direction of the Commissioner of Public Works.

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

Which was decided in the affirmative by the following vote:

Affirmative—The President, Vice-President Jaehne, Aldermen Brown, Cleary, De Lacy, Finck, Hartman, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, Van Rensselaer, and Walsh—22.

#### MOTIONS AND RESOLUTIONS AGAIN RESUMED.

Alderman De Lacy moved that the Board do now adjourn.

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

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

Affirmative—Vice-President Jaehne, Aldermen Brown, De Lacy, Finck, Mulry, O'Dwyer, and Rothman—7.

Negative—The President, Aldermen Cleary, Kenney, Kerwin, Masterson, Morgan, Murray, McGinnis, McKenna, McQuade, Oakley, Quinn, Reilly, Van Rensselaer, and Walsh—15.

#### UNFINISHED BUSINESS RESUMED.

Alderman Quinn, by unanimous consent, called up G. O. 146, being a resolution, as follows:

Resolved, That an improved iron drinking-fountain (for man and beast) be placed on the sidewalk, near the curb-stones, in front of No. 225 Centre street, under the direction of the Commissioner of Public Works.

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

Which was decided in the affirmative by the following vote:

Affirmative—The President, Vice-President Jaehne, Aldermen Brown, Cleary, De Lacy, Finck, Kenney, Kerwin, Masterson, Morgan, Mulry, Murray, McGinnis, McKenna, McQuade, Oakley, O'Dwyer, Quinn, Reilly, Rothman, Van Rensselaer, and Walsh—22.

#### MOTIONS AND RESOLUTIONS AGAIN RESUMED.

Alderman Morgan moved that the Board do now adjourn.

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

Which was decided in the affirmative.

And the President announced that the Board stood adjourned until Friday, the 22d instant, at 1 o'clock P. M.

FRANCIS J. TWOMEY, Clerk.

### APPROVED PAPERS.

Resolved, That permission be and the same is hereby granted to John Quinn to place a watering-trough at premises No. 557 West Fifty-first street, the work to be done and water supplied at his own expense, under the direction of the Commissioner of Public Works; said permission to continue only during the pleasure of the Common Council.

Adopted by the Board of Aldermen, April 24, 1885.

Approved by the Mayor, May 11, 1885.

Resolved, That the sidewalks on both sides of Ninety-sixth street, from the westerly line or side of Third avenue to the easterly line or side of Fourth avenue, be and they are hereby fixed and established at a uniform width of thirty feet, and the carriage-way of said street, between said Third and Fourth avenues, at a width of forty feet.

Adopted by the Board of Aldermen, April 27, 1885.

Approved by the Mayor, May 11, 1885.

Resolved, That the sidewalk on the north side of Eighty-third street, from First to Second avenue, be flagged full width, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Adopted by the Board of Aldermen, April 27, 1885.

Approved by the Mayor, May 11, 1885.

Resolved, That One Hundred and Fourteenth street, from Tenth avenue to Riverside Drive, be regulated, graded, curbed and flagged four feet wide, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Adopted by the Board of Aldermen, April 27, 1885.

Approved by the Mayor, May 11, 1885.

Resolved, That the four lamps now placed in front of temporary Church of the Sacred Heart of Jesus, Nos. 432 to 436 West Fiftyth street, be removed and placed in front of new Church of the Sacred Heart of Jesus, Nos. 451 to 455 West Fifty-first street, under the direction of the Commissioner of Public Works.

Adopted by the Board of Aldermen, April 27, 1885.

Approved by the Mayor, May 11, 1885.

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

Adopted by the Board of Aldermen, April 27, 1885.

Approved by the Mayor, May 11, 1885.

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

Adopted by the Board of Aldermen, April 27, 1885.

Approved by the Mayor, May 11, 1885.

Resolved, That two additional courses of blue stone crosswalk be laid alongside of the present crosswalks crossing Greenwich and Washington streets, parallel with the sidewalks on the southerly side of Vesey street, under the direction of the Commissioner of Public Works.

Adopted by the Board of Aldermen, April 27, 1885.

Approved by the Mayor, May 11, 1885.

Resolved, That the Commissioner of Public Works be and he is hereby authorized to erect a free drinking-hydrant (for man and beast) at the northwest corner of First avenue and Ninety-ninth street, under the direction of the Commissioner of Public Works.

Adopted by the Board of Aldermen, April 27, 1885.

Approved by the Mayor, May 11, 1885.

Resolved, That Croton water-mains be laid in Monroe avenue, from Waverly or East One Hundred and Seventy-seventh street to Gray street; in Gray street, from Monroe avenue to Clinton avenue; and in Clinton avenue, from Gray street to Spring street, in the Twenty-fourth Ward; the work to be done under the direction of the Commissioner of Public Works, as provided in chapter 381 of the Laws of 1879.

Adopted by the Board of Aldermen, April 27, 1885.

Approved by the Mayor, May 11, 1885.

Resolved, That a crosswalk of two courses be laid in front of No. 1457 Broadway, from the west rail of the west horse car track to the curb in front of said No. 1457 Broadway, under the direction of the Commissioner of Public Works, the expense to be paid from the appropriation "Repairs and Renewal of Pavements and Regrading."

Adopted by the Board of Aldermen, May 1, 1885.

Approved by the Mayor, May 11, 1885.



## OFFICIAL DIRECTORY.

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

## EXECUTIVE DEPARTMENT.

## Mayor's Office.

No. 6 City Hall, 10 A. M. to 3 P. M.  
WILLIAM R. GRACE, Mayor; RICHARD J. MORRISON, Secretary; WILLIAM L. TURNER, Chief Clerk.

## Mayor's Marshal's Office.

No. 1 City Hall, 9 A. M. to 4 P. M.  
THOMAS W. BYRNES, First Marshal.  
GEORGE W. BROWN, JR., Second Marshal.

## Permit Bureau Office.

No. 13 City Hall, 9 A. M. to 4 P. M.  
HENRY WOOD, Registrar.

## COMMISSIONERS OF ACCOUNTS.

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

## AQUEDUCT COMMISSIONERS.

Room 209, Stewart Building, 5th floor, 9 A. M. to 5 P. M.  
THE MAYOR, President; JAMES W. McCULLOH, Secretary; BENJAMIN S. CHURCH, Chief Engineer.

## LEGISLATIVE DEPARTMENT.

## Office of Clerk of Common Council.

No. 8 City Hall, 10 A. M. to 4 P. M.  
ADOLPH L. SANGER, President Board of Aldermen.  
FRANCIS J. TWOMEY, Clerk Common Council.

## City Library.

No. 12 City Hall, 10 A. M. to 4 P. M.

## DEPARTMENT OF PUBLIC WORKS.

## Commissioner's Office.

No. 31 Chambers street, 9 A. M. to 4 P. M.  
ROLLIN M. SQUIRE, Commissioner; DAVID LOWBER SMITH, Deputy Commissioner.

## Bureau of Chief Engineer.

No. 31 Chambers street, 9 A. M. to 4 P. M.  
GEORGE W. BIRDSALL, Chief Engineer.

## Bureau of Water Register.

No. 31 Chambers street, 9 A. M. to 4 P. M.  
JOHN H. CHAMBERS, Register.

## Bureau of Street Improvements.

No. 31 Chambers street, 9 A. M. to 4 P. M.  
GEORGE A. JEREMIAH, Superintendent.

## Engineer-in-Charge of Sewers.

No. 31 Chambers street, 9 A. M. to 4 P. M.  
STEVENSON TOWLE, Engineer-in-Charge.

## Bureau of Repairs and Supplies.

No. 31 Chambers street, 9 A. M. to 4 P. M.  
THOMAS H. McAVOY, Superintendent.

## Bureau of Water Purveyor.

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

## Bureau of Lamps and Gas.

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

## Bureau of Streets.

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

## Bureau of Incumbrances.

No. 31 Chambers street, 9 A. M. to 4 P. M.  
JOSEPH BLUMENTHAL, Superintendent.

## Keeper of Buildings in City Hall Park.

MARTIN J. KRESE, City Hall.

## FINANCE DEPARTMENT.

## Comptroller's Office.

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

## Auditing Bureau.

Nos. 19, 21, 23 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.  
WM. J. LYON, Auditor of Accounts.  
DAVID E. AUSTEN, Deputy Auditor.

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

Nos. 31, 33, 35, 37, 39 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.  
ARTEMAS S. CADY, Collector of Assessments and Clerk of Arrears.

**Bureau for the Collection of City Revenue and of Markets.**

Nos. 1 and 3 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.  
Collector of the City Revenue and Superintendent of Markets.

## Bureau for the Collection of Taxes.

First floor, Brown-stone Building, City Hall Park.  
MARTIN T. McMAHON, Receiver of Taxes; ALFRED VREDENBURG, Deputy Receiver of Taxes.

## Bureau of the City Chamberlain.

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

## Office of the City Paymaster.

No. 33 Reade street, Stewart Building.  
MOOR FALLS, City Paymaster.

## LAW DEPARTMENT.

## Office of the Counsel to the Corporation.

Staats Zeitung Building, third floor, 9 A. M. to 5 P. M. Saturdays, 9 A. M. to 4 P. M.  
E. HENRY LACOMBE, Counsel to the Corporation.  
ANDREW T. CAMPBELL, Chief Clerk.

## Office of the Public Administrator.

No. 49 Beekman street, 9 A. M. to 4 P. M.  
ALGERNON S. SULLIVAN, Public Administrator.

## Office of the Corporation Attorney.

No. 49 Beekman street, 9 A. M. to 4 P. M.  
WILLIAM A. BOYD, Corporation Attorney.

## POLICE DEPARTMENT.

## Central Office.

No. 300 Mulberry street, 9 A. M. to 4 P. M.  
STEPHEN B. FRENCH, President; WILLIAM H. KIPP, Chief Clerk; JOHN J. O'BRIEN, Chief Bureau of Elections.

## DEPARTMENT OF CHARITIES AND CORRECTION.

## Central Office.

No. 66 Third avenue, corner Eleventh street, 8.30 A. M. to 5.30 P. M.  
THOMAS S. BRENNAN, President; GEORGE F. BRITTON, Secretary.

## FIRE DEPARTMENT.

Office hours for all except where otherwise noted from 9 A. M. to 4 P. M. Saturdays, to 3 P. M.

## Headquarters.

Nos. 155 and 157 Mercer street.  
HENRY D. PURROY, President; CARL JUSSEN, Secretary.

## Bureau of Chief of Department.

CHARLES O. SHAY, Chief of Department.

## Bureau of Inspector of Combustibles.

PETER SEERY, Inspector of Combustibles.

## Bureau of Fire Marshal.

GEORGE H. SHELTON, Fire Marshal.

## Bureau of Inspection of Buildings.

ALBERT F. D'ORCH, Inspector of Buildings.

## Attorney to Department.

WM. L. FINDLEY, Nos. 155 and 157 Mercer street.

## Fire Alarm Telegraph.

J. ELLIOT SMITH, Superintendent of Telegraph, Nos. 155 and 157 Mercer street.

Central Office Fire Alarm Telegraph open at all hours.

## Repair Shops.

Nos. 128 and 130 West Third street.  
JOHN CASTLES, Foreman-in-Charge, 8 A. M. to 5 P. M.

## Hospital Stables.

Ninety-ninth street, between Ninth and Tenth avenues.  
JOSEPH SHEA, Foreman-in-Charge.  
Open at all hours.

## HEALTH DEPARTMENT.

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

## DEPARTMENT OF PUBLIC PARKS.

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

## Civil and Topographical Office.

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

## DEPARTMENT OF DOCKS.

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

Office hours from 9 A. M. to 4 P. M. daily, except Saturdays; on Saturdays as follows: from September 15 to June 15, from 9 A. M. to 3 P. M.; from June 15 to September 15, from 9 A. M. to 12 M.

## DEPARTMENT OF TAXES AND ASSESSMENTS.

Staats Zeitung Building, Tryon Row, 9 A. M. to 4 P. M. Saturdays, 3 P. M.

MICHAEL COLEMAN, President; FLOYD T. SMITH, Secretary.

## Office Bureau Collection of Arrears of Personal Taxes.

Brown-stone Building, City Hall Park, 9 A. M. to 4 P. M.  
CHARLES S. BEARDSLEY, Attorney; WILLIAM COMERFORD, Clerk.

## DEPARTMENT OF STREET CLEANING.

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

## CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS.

Room No. 11, City Hall.  
EVERETT P. WHEELER, Chairman of the Advisory Board; CHARLES H. WOODMAN, Secretary and Executive Officer.

## BOARD OF ESTIMATE AND APPORTIONMENT.

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

## BOARD OF ASSESSORS.

Office, City Hall, Room No. 11½, 9 A. M. to 4 P. M.  
JOHN R. LYDECKER, Chairman; WM. H. JASPER, Secretary.

## BOARD OF EXCISE.

Corner Bond street and Bowery, 9 A. M. to 4 P. M.  
NICHOLAS HAUGHTON, President; JOHN K. PERLEY, Secretary and Chief Clerk.

## SHERIFF'S OFFICE.

Nos. 3 and 4 New County Court-house, 9 A. M. to 4 P. M.  
ALEXANDER V. DAVIDSON, Sheriff; ARON ARONS, Under Sheriff; DAVID MCGONIGAL, Order Arrest Clerk.

## REGISTER'S OFFICE.

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

## COMMISSIONER OF JURORS.

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

## COUNTY CLERK'S OFFICE.

Nos. 7 and 8 New County Court-house, 9 A. M. to 4 P. M.  
PATRICK KEENAN, County Clerk; H. S. BEATTIE, Deputy County Clerk.

## DISTRICT ATTORNEY'S OFFICE.

Second floor, Brown-stone Building, City Hall Park, 9 A. M. to 4 P. M.  
RANDOLPH B. MARTINE, District Attorney; JOHN M. COMAN, Chief Clerk.

## THE CITY RECORD OFFICE.

And Bureau of Printing, Stationery, and Blank Books.  
No. 2 City Hall, 8 A. M. to 5 P. M., except Saturdays, on which days 8 A. M. to 3 P. M.  
THOMAS COSTIGAN, Supervisor; R. P. H. ABELL, Book-keeper.

## CORONERS' OFFICE.

Nos. 13 and 15 Chatham street, 8 A. M. to 5 P. M. Sundays and holidays, 8 A. M. to 12.30 P. M.

MICHAEL J. B. MESSEMER, FERDINAND LEVY, BERNARD F. MARTIN and WILLIAM H. KENNEDY, Coroners; JOHN T. TOAL, Clerk of the Board of Coroners.

## SUPREME COURT.

Second floor, New County Court-house, 10½ A. M. to 3 P. M.

General Term, Room No. 9.  
Special Term, Room No. 10.  
Chambers, Room No. 11.  
Circuit, Part I, Room No. 12.  
Circuit, Part II, Room No. 13.  
Circuit, Part III, Room No. 14.  
Judges' Private Chambers, Room No. 15.  
NOAH DAVIS, Chief Justice; PATRICK KEENAN, Clerk.

## SUPERIOR COURT.

Third floor, New County Court-house, 11 A. M.

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

## ASSESSMENT COMMISSION.

**NOTICE IS HEREBY GIVEN, THAT A MEETING** of the Commissioners under the act, chapter 550 of the Laws of 1880, entitled "An act relating to certain assessments for local improvements in the City of New York," passed June 9, 1880, will be held at their office, No. 27 Chambers street, on Tuesday, May 19, 1885, at 2 o'clock P. M.

DANIEL LORD, JR.,  
JOHN KELLY,  
ALLAN CAMPBELL,  
JOSEPH GARRY,

Commissioners under the Act.

JAMES J. MARTIN, Clerk.

## AQUEDUCT COMMISSION.

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

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

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

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

Commissioners

## THE CITY RECORD.

**COPIES OF THE CITY RECORD CAN BE** obtained at No. 2 City Hall (northwest corner basement). Price three cents each.

## DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

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

## TO CONTRACTORS.

**REPAIRS TO WORKHOUSE ROOF, BLACKWELL'S ISLAND.**

**PROPOSALS WILL BE RECEIVED AT THE** office of the Commissioners of Public Charities and Correction until 9.30 A. M. of Friday, May 29, 1885, for the following materials:

(To be bid for separately.)

250 squares Chapman's Slate, prime quality, 12 by 24 inches.  
12 boxes best quality charcoal Roofing Tin, 14 by 20 inches.  
1,500 pounds best quality Roofing Solder.  
500 feet, more or less, best quality galvanized inches, corrugated Iron Leaders, complete for putting up.  
350 squares, more or less, best quality two-ply Roofing Felt.  
Slate to be delivered at Blackwell's Island.

The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Roofing Slate, Solder, Tin, Galvanized Iron Leader and Roofing Felt," with his or their name or names, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the President of said Department, and read.

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

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

The award of the contract will be made as soon as practicable after the opening of the bids.  
Delivery will be required to be made from time to time, and in such quantities as may be directed by the said Commissioners.

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

Each bid or estimate shall contain and state the name and place of residence of each of the persons making the same, the names of all persons interested with him or them therein; and if no other person be so interested, it shall distinctly state that fact; also that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud; and that no member of the

Common Council, Head of a Department, Chief of a Bureau, deputy thereof or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate, that the several matters stated therein are in all respects true. Where more than one person is interested, it is requisite that the verification be made and subscribed by all the parties interested.

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

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

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

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

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

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

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

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

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

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

Dated New York, May 18, 1885.

THOMAS S. BRENNAN,  
HENRY H. PORTER,  
CHARLES E. SIMMONS,  
Commissioners of the Department of  
Public Charities and Correction.

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

## TO CONTRACTORS.

## PROPOSALS FOR THOROUGH REPAIRS TO CONNECTING SEWERS AND ENTIRE PLUMBING SYSTEM OF BELLEVUE HOSPITAL.

**THE SPECIFICATIONS AND PLANS FOR** which are at this office—will be received at the office of the Department of Public Charities and Correction, in the City of New York, until 9.30 o'clock A. M., of Friday, May 29, 1885. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for THOROUGH REPAIRS TO CONNECTING SEWERS AND ENTIRE PLUMBING SYSTEM OF BELLEVUE HOSPITAL," for which there is one separate set of specifications and the work for which is to be let in one contract, and with his or their name or names, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the President of the Board and read.

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

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

The award of the contract will be made as soon as practicable after the opening of the bids.  
The person or persons to whom the contract may be awarded will be required to give security for the performance of the contract by his or their bond, with two sufficient sureties, each in the penal amount of FIVE THOUSAND (\$5,000) DOLLARS.

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



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



Each estimate must be verified by the oath, in writing, of the party making the same, that the several matters therein stated are true, and must be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, to the effect that if the contract is awarded to the person making the estimate, they will, upon its being so awarded, become bound as his sureties for its faithful performance; and that if he shall refuse or neglect to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled upon its completion and that which the Corporation may be obliged to pay to the person to whom the contract shall be awarded at any subsequent letting; the amount to be calculated upon the estimated amount of the work by which the bids are tested.

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

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

THE COMMISSIONER OF PUBLIC WORKS RESERVES THE RIGHT TO REJECT ALL BIDS RECEIVED FOR ANY PARTICULAR WORK IF HE DEEMS IT FOR THE BEST INTERESTS OF THE CITY.

Blank forms of bid or estimate, the proper envelopes in which to inclose the same, the specifications and agreements, and any further information desired, can be obtained at the office of the Chief Engineer of the Croton Aqueduct, Room 10, No. 31 Chambers street.

ROLLIN M. SQUIRE,  
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,  
COMMISSIONER'S OFFICE,  
ROOM 6, NO. 31 CHAMBERS STREET,  
NEW YORK, May 6, 1885.

#### TO CONTRACTORS.

**BIDS OR ESTIMATES, INCLOSED IN A SEALED envelope, with the title of the work and the name of the bidder endorsed thereon, also the number of the work as in the advertisement, will be received at this office until Tuesday, May 19, 1885, at 12 o'clock M., at which place and hour they will be publicly opened by the head of the Department and read for the following:**

No. 1. REPAIRS TO SEWER IN CANAL STREET, AT WEST STREET.

No. 2. REPAIRS TO SEWER IN NINETY-EIGHTH STREET, BETWEEN SECOND AND THIRD AVENUES.

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

Each estimate must be verified by the oath, in writing, of the party making the same, that the several matters therein stated are true, and must be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, to the effect that if the contract is awarded to the person making the estimate, they will, upon its being so awarded, become bound as his sureties for its faithful performance; and that if he shall refuse or neglect to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled upon its completion and that which the Corporation may be obliged to pay to the person to whom the contract shall be awarded at any subsequent letting; the amount to be calculated upon the estimated amount of the work by which the bids are tested.

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

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

THE COMMISSIONER OF PUBLIC WORKS RESERVES THE RIGHT TO REJECT ALL BIDS RECEIVED FOR ANY PARTICULAR WORK IF HE DEEMS IT FOR THE BEST INTERESTS OF THE CITY.

Blank forms of bid or estimate, the proper envelopes in which to inclose the same, the specifications and agreements, and any further information desired, can be obtained at the office of the Engineer in Charge of Sewers, Room 8, No. 31 Chambers street.

ROLLIN M. SQUIRE,  
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,  
COMMISSIONER'S OFFICE,  
NO. 31 CHAMBERS STREET,  
NEW YORK, Nov. 1, 1881.

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

§ 350. The Commissioner of Public Works shall, from time to time, establish scales of rents. \* \* \* \* \*

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

It becomes my duty to state that on and after the first day of April, 1883, all extra charges, such as steam-engines, bakeries, barbers, bathing-tubs, boarding-houses, boarding-schools, building purposes, horses, horse-troughs, hotels, porter-houses, taverns, etc., printing offices, stone cutting or dressing, slaughter-houses, dyeing, water-closets and urinals, laundries, restaurants, soda fountains, extra families, oyster and coffee saloons, water by meter measurement, meters and meter setting, and all other purposes for which the use of Croton water is chargeable according to law, are liens, and unless paid on or before the 30th day of April next must be returned to the Clerk of Arrears, with the amount due on each lot.

HUBERT O. THOMPSON,  
Commissioner of Public Works.

#### DEPARTMENT OF DOCKS.

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

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

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

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

#### 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 1760, No. 1. Regulating and grading Fourth avenue, from Ninety-sixth to One Hundred and Second street.

List 1935, No. 2. Regulating, grading, setting curbstones and flagging in First avenue, from Ninety-second to One Hundred and Ninth 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 Fourth avenue, from Ninety-sixth to One Hundred and Second street, and to the extent of half the block at the intersecting streets.

No. 2. Both sides of First avenue, from Ninety-second to One Hundred and 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 Board of Assessors, at their office, No. 11½ City Hall, within thirty days from the date of this notice.

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation, on the 2d day of June ensuing.

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

OFFICE OF THE BOARD OF ASSESSORS,  
NO. 11½ CITY HALL,  
NEW YORK, April 30, 1885.

**PUBLIC NOTICE IS HEREBY GIVEN TO THE** owner or owners, occupant or occupants of all houses and lots, improved or unimproved lands affected thereby, that the following assessments have been completed and are lodged in the office of the Board of Assessors, for examination by all persons interested, viz.: List 2119, No. 1. Flagging the sidewalks and setting curb and gutter stones in One Hundred and Forty-fourth street, between Willis and St. Ann's avenues.

List 2168, No. 2. Paving Sixty-ninth street, from Ninth to Eleventh avenues.

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 Forty-fourth street, from Willis to St. Ann's avenues.

No. 2. Both sides of Sixty-ninth street, from Ninth to Eleventh avenues, 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 Board of Assessors, at their office, No. 11½ City Hall, within thirty days from the date of this notice.

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation, on the 23d day of May ensuing.

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

OFFICE OF THE BOARD OF ASSESSORS,  
NO. 11½ CITY HALL,  
NEW YORK, April 22, 1885.

**PUBLIC NOTICE IS HEREBY GIVEN TO THE** owner or owners, occupant or occupants of all houses and lots, improved or unimproved lands affected thereby, that the following assessments have been completed and are lodged in the office of the Board of Assessors, for examination by all persons interested, viz.: List 1956, No. 1. Regulating, grading, curb, gutter and flagging Madison avenue, from Ninety-ninth to One Hundred and Fifth street.

List 2043, No. 2. Paving One Hundred and Twenty-ninth street, between the Boulevard and Twelfth avenue, with granite-block pavement.

List 2048, No. 3. Drain in One Hundred and Forty-seventh street, between Eighth avenue and first new avenue west of Eighth avenue.

List 2057, No. 4. Paving One Hundred and Twentieth street, from Third to Sixth avenues, with granite-block pavement.

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 Madison avenue, from Ninety-ninth to One Hundred and Fifth street, and to the extent of half the block at the intersecting streets.

No. 2. Both sides of One Hundred and Twenty-ninth street, from Boulevard to Twelfth avenue, and to the extent of half the block at the intersecting avenues.

No. 3. Property bounded by One Hundred and Forty-fifth and One Hundred and Fifty-first streets, Eighth avenue and second new avenue west of Eighth avenue.

No. 4. Both sides of One Hundred and Twentieth street, from Third to Sixth avenue, 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 Board of Assessors, at their office, No. 11½ City Hall, within thirty days from the date of this notice.

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation, on the 23d day of May ensuing.

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

OFFICE OF THE BOARD OF ASSESSORS,  
NO. 11½ CITY HALL,  
NEW YORK, April 21, 1885.

**PUBLIC NOTICE IS HEREBY GIVEN TO THE** owner or owners, occupant or occupants of all houses and lots, improved or unimproved lands affected thereby, that the following assessments have been completed and are lodged in the office of the Board of Assessors, for examination by all persons interested, viz.: List 1695, No. 1. Sewer in Fifth avenue, east side, between Fifty-fifth and Fifty-ninth streets.

List 1962, No. 2. Alterations and improvements to sewer in Thompson street, between Canal and Broome streets, and in Grand street, between Thompson and Wooster streets.

List 2009, No. 3. Sewer in One Hundred and Twenty-fifth street, between Boulevard and Tenth avenue.

List 2015, No. 4. Receiving-basins on the southwest corners of One Hundred and Sixteenth, One Hundred and Seventeenth, One Hundred and Eighteenth, One Hundred and Twentieth, and One Hundred and Twenty-second streets and Lexington avenue, and on northwest corners of One Hundred and Eighteenth, One Hundred and Nineteenth, One Hundred and Twenty-second, and One Hundred and Twenty-third streets and Lexington avenue.

List 2044, No. 5. Sewer in Bank street, between West street and Hudson river, with alterations and improvements.

List 2097, No. 6. Regulating and grading Eighty-fifth street, between Ninth and Tenth avenues.

List 2108, No. 7. Crosswalks in Alexander avenue, at One Hundred and Thirty-third, One Hundred and Thirty-fourth, One Hundred and Thirty-fifth, One Hundred and Thirty-sixth, One Hundred and Thirty-seventh and One Hundred and Thirty-eighth streets.

List 2124, No. 8. Regulating, grading, setting curb and flagging One Hundred and Eleventh street, from Sixth to Eighth avenues.

List 2127, No. 9. Regulating, grading, setting curbstones and flagging sidewalks in One Hundredth street, from Boulevard to Riverside Drive.

List 2128, No. 10. Regulating and grading, setting curbstones and flagging Ninety-ninth street, from Fourth to Fifth avenues.

List 2150, No. 11. Paving with granite-block pavement Eighth avenue from One Hundred and Twenty-fifth to One Hundred and Forty-fifth street.

List 2166, No. 12. Regulating, grading, setting curb and flagging One Hundred and First street, from Fourth to Fifth avenue.

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 Fifth avenue, from Fifty-fourth to Fifty-ninth streets, and blocks bounded by Fifth and Sixth avenues, Fifth-fourth and Fifty-ninth streets.

No. 2. Blocks bounded by Canal and Bleeker streets, Wooster and Sullivan streets, also blocks bounded by Broome and Houston streets, Macdougal and Sullivan streets.

No. 3. Both sides of One Hundred and Twenty-fifth street, between Boulevard and Tenth avenue.

No. 4. Blocks bounded by One Hundred and Fifteenth and One Hundred and Twentieth streets, Lexington and Fourth avenues; also blocks bounded by One Hundred and Twenty-first and One Hundred and Twenty-fourth streets, Lexington and Fourth avenues.

No. 5. Both sides of Bank street, from Greenwich avenue to Hudson river; also property bounded by Bank and West Eleventh streets, Greenwich avenue and Hudson river.

No. 6. Both sides of Eighty-fifth street, between Ninth and Tenth avenues.

No. 7. Property extending to half the block on each side of the intersections of One Hundred and Thirty-third, One Hundred and Thirty-fourth, One Hundred and Thirty-fifth, One Hundred and Thirty-sixth, One Hundred and Thirty-seventh, and One Hundred and Thirty-eighth streets and Alexander avenue.

No. 8. Both sides of One Hundred and Eleventh street, from Sixth to Eighth avenue.

No. 9. Both sides of One Hundredth street, from Boulevard to Riverside Drive, and to the extent of half the block at the intersecting avenue.

No. 10. Both sides of Ninety-ninth street, from Fourth to Fifth avenue.

No. 11. Both sides of Eighth avenue, from One Hundred and Twenty-fifth to One Hundred and Forty-fifth street, and to the extent of half the block at the intersecting streets.

No. 12. Both sides of One Hundred and First street, from Fourth to Fifth avenue.

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

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation, on the 19th day of May ensuing.

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

OFFICE OF THE BOARD OF ASSESSORS,  
NO. 11½ CITY HALL,  
NEW YORK, April 18, 1885.

#### SUPREME COURT.

In the matter of the application of the Department of Public Works for and in behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to the opening of ONE HUNDRED AND NINTH STREET, between Eighth and Riverside avenues, in the City of New York.

**NOTICE IS HEREBY GIVEN THAT THE BILL** of the costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court, at the Chambers thereof, in the County Court-house at the City Hall, in the City of New York, on the 29th day of May, 1885, at 10½ o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Department of Public Works, there to remain for and during the space of ten days.

Dated New York, May 14, 1885.

WILLIAM V. I. MERCER,  
WILLIAM H. BARKER,  
JOHN WHALEN,  
Commissioners.

ARTHUR BERRY, Clerk.

In the matter of the application of the Department of Public Works for and in behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to the opening of ONE HUNDRED AND SIXTIETH STREET, between Eleventh avenue and Kingsbridge road, in the City of New York.

**NOTICE IS HEREBY GIVEN THAT THE BILL** of the costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court, at the Chambers thereof, in the County Court-house at the City Hall, in the City of New York, on the 29th day of May, 1885, at 10½ o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Department of Public Works, there to remain for and during the space of ten days.

Dated New York, May 14, 1885.

JOHN WHALEN,  
J. DANA JONES,  
EDWARD HOGAN,  
Commissioners.

ARTHUR BERRY, Clerk.

In the matter of the application of the Department of Public Works for and in behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to the opening of EIGHTY-THIRD STREET, between Avenue A and Avenue B, in the City of New York.

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

First—That we have completed our estimate and assessment, and that all persons interested in these proceedings, or in any of the lands affected thereby, and who may be opposed to the same, do present their objections in writing, duly verified, to us at our office, No. 73 William street (third floor), in the said city, on or before the eleventh day of June, 1885, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said eleventh day of June, 1885, and for that purpose will be in attendance at our said office on each of said ten days at 2½ o'clock p.m.

Second—That the abstract of the said estimate and assessment, together with our maps, and also all the affidavits, estimates and other documents which were used by us in making our report, have been deposited in the office of the Department of Public Works, in the City of New York, there to remain until the fifteenth day of June, 1885.

Third—That the limits embraced by the assessment aforesaid are as follows, to wit: All those lots, pieces or parcels of land, situate, lying and being in the City of New York, which, taken together, are bounded northerly by the centre line of the block between Eighty-third and Eighty-fourth streets, easterly by the westerly side of Avenue B, southerly by the centre line of the block between Eighty-second and Eighty-third streets, and westerly by the easterly side of Avenue A, excepting therefrom all the land lying within the streets and avenues within said area.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, at the City Hall, in the City of New York, on the twenty-sixth day of June, 1885, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, May 2, 1885.

PETER BOWE,  
EDWARD HOGAN,  
JOHN WHALEN,  
Commissioners.

ARTHUR BERRY, Clerk.

In the matter of the application of the Department of Public Works for and in behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to the opening of ONE HUNDRED AND FORTIETH STREET, between Seventh and Eighth avenues, in the City of New York.

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

First—That we have completed our estimate and assessment, and that all persons interested in these proceedings, or in any of the lands affected thereby, and who may be opposed to the same, do present their objections in writing, duly verified, to us at our office, No. 73 William street (third floor), in the said city, on or before the 11th day of June, 1885, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said 11th day of June, 1885, and for that purpose will be in attendance at our said office on each of said ten days at 2½ o'clock p.m.

Second—That the abstract of the said estimate and assessment, together with our maps, and also all the affidavits, estimates and other documents which were used by us in making our report, have been deposited in the office of the Department of Public Works, in the City of New York, there to remain until the 15th day of June, 1885.

Third—That the limits embraced by the assessment aforesaid are as follows, to wit: All those lots, pieces or parcels of land, situate, lying and being in the City of New York, which, taken together, are bounded northerly by the centre line of the block between One Hundred and Fortieth and One Hundred and Forty-first streets, easterly by the westerly side of Seventh avenue, southerly by the centre line of the block between One Hundred and Thirty-ninth and One Hundred and Fortieth streets, and westerly by the easterly side of Eighth avenue, excepting therefrom all the land lying within the streets and avenues within said area.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, at the City Hall, in the City of New York, on the 26th day of June, 1885, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, May 2, 1885.

GILBERT M. SPEIR, JR.,  
JOHN T. BOYD,  
JOHN O'BRYNE,  
Commissioners.

ARTHUR BERRY, Clerk.

In the matter of the application of the Department of Public Works for and in behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to the opening of EDGEcombe ROAD, from One Hundred and Fifty-fifth street to One Hundred and Seventy-fifth street, in the Twelfth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by the Department of Public Parks.

**PURSUANT TO THE STATUTES IN SUCH** cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Chambers thereof, in the County Court-house, in the City of New York, on Friday, the 22d day of May, 1885, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title, in the name and on behalf of the



Mayor, Aldermen and Commonality of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as Edgecombe road, from One Hundred and Fifty-fifth street to One Hundred and Seventy-fifth street, in the Twelfth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by the Department of Public Parks, being the following-described lots or parcels of lands, viz.:

Beginning at a point in the northerly line of One Hundred and Fifty-fifth street, distant 725 $\frac{1}{2}$  feet easterly from the easterly line of Tenth avenue; thence northerly in a straight line, at an angle of 59 degrees, 50 minutes and 5 seconds, with said northerly line of One Hundred and Fifty-fifth street, distance 127 $\frac{1}{2}$  feet; thence in a curved line to the right, radius 248 $\frac{1}{2}$  feet, distance 226 $\frac{1}{2}$  feet; thence in a reversed curved line to the left, radius 200 feet, distance 200 $\frac{1}{2}$  feet; thence northerly and tangent thereto, distance 134 $\frac{1}{2}$  feet; thence in a curved line to the right, radius 355 feet, distance 299 $\frac{1}{2}$  feet; thence northeasterly and tangent thereto, distance 500 $\frac{1}{2}$  feet; thence in a curved line to the left, radius 400 feet, distance 138 $\frac{1}{2}$  feet; thence northerly and tangent thereto, distance 127 $\frac{1}{2}$  feet; thence in a curved line to the right, radius 900 feet, distance 478 $\frac{1}{2}$  feet; thence in a reversed curved line to the left, radius 400 feet, distance 494 $\frac{1}{2}$  feet; thence northeasterly and tangent thereto, distance 295 $\frac{1}{2}$  feet; thence westerly and parallel with One Hundred and Fifty-fifth street, distance 96 $\frac{1}{2}$  feet, to the easterly line of Tenth avenue; thence northerly and along said easterly line of Tenth avenue to the northerly line of One Hundred and Seventy-fifth street, extended, distance 1,409 $\frac{1}{2}$  feet; thence easterly and along the northerly line of One Hundred and Seventy-fifth street, extended, distance 10 feet; thence southerly and parallel with the easterly line of Tenth avenue, and to feet easterly therefrom, distance 1,159 $\frac{1}{2}$  feet; thence in a curved line, to the left, radius 100 feet, distance 87 $\frac{1}{2}$  feet; thence southeasterly and tangent thereto, distance 445 $\frac{1}{2}$  feet; thence in a curved line to the right, radius 500 feet, distance 57 $\frac{1}{2}$  feet; thence in a reversed curved line, to the left, radius 800 feet, distance 425 $\frac{1}{2}$  feet; thence southerly and tangent thereto, distance 1,277 $\frac{1}{2}$  feet; thence in a curved line to the right, radius 500 feet, distance 138 $\frac{1}{2}$  feet; thence southwesterly and tangent thereto, distance 500 $\frac{1}{2}$  feet; thence in a curved line, to the left, radius 255 feet, distance 214 $\frac{1}{2}$  feet; thence southerly and tangent thereto, distance 134 $\frac{1}{2}$  feet; thence in a curved line, to the right, radius 300 feet, distance 300 $\frac{1}{2}$  feet; thence in a reversed curved line, to the left, radius 148 $\frac{1}{2}$  feet, distance 135 $\frac{1}{2}$  feet; thence southerly and tangent thereto, distance 154 $\frac{1}{2}$  feet; thence in a curved line, to the right, radius 550 feet, distance 30 $\frac{1}{2}$  feet, to the northerly line of One Hundred and Fifty-fifth street; thence westerly and along said northerly line of One Hundred and Fifty-fifth street, distance 114 $\frac{1}{2}$  feet, to the point or place of beginning.

Dated New York, April 22, 1885.

E. HENRY LACOMBE,  
Counsel to the Corporation,  
Tryon Row, New York City.

In the matter of the application of the Commissioners of the Department of Public Parks for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title wherever the same has not been heretofore acquired, to that part of EAST ONE HUNDRED AND SIXTY-FIFTH STREET (although not yet named by proper authority) extending from Union avenue to Westchester avenue, in the Twenty-third Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by said Department.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Chambers thereof, in the County Court-house, in the City of New York, on Friday, the twenty-second day of May, 1885, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title in the name and on behalf of the Mayor, Aldermen and Commonality of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as East One Hundred and Sixty-fifth street, extending from Union avenue to Westchester avenue, in the Twenty-third Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by said Department of Public Parks, being the following-described lots, pieces or parcels of land, viz.:

Beginning at the southeastern extremity of the lands acquired for opening East One Hundred and Sixty-fifth street, from Boston avenue to Union avenue.

- (1) Thence northerly along the most eastern course of said East One Hundred and Sixty-fifth street for 54 $\frac{1}{2}$  feet.
- (2) Thence deflecting to the right 90° 00' 24" south easterly for 663 $\frac{1}{2}$  feet.
- (3) Thence deflecting to the left 16° 27' 18" easterly for 108 $\frac{1}{2}$  feet to a point of curve.
- (4) Thence curving to the left northerly on the arc of a circle, tangent to the preceding course, whose radius is 10 feet, for 13 $\frac{1}{2}$  feet.
- (5) Thence northerly on a line tangent to the preceding course for 123 $\frac{1}{2}$  feet to a point of curve.
- (6) Thence curving to the right northeasterly on the arc of a circle tangent to the preceding course, whose radius is 110 feet for 186 $\frac{1}{2}$  feet to a point of compound curve.
- (7) Thence curving to the right southerly on the arc of a circle whose radius is 150 feet for 200 $\frac{1}{2}$  feet to a point of reverse curve.
- (8) Thence curving to the left easterly on the arc of a circle whose radius is 50 feet for 82 $\frac{1}{2}$  feet.
- (9) Thence easterly on a line forming an angle of 89° 35' 07" with the radius of the preceding course, drawn through its eastern extremity for 100 $\frac{1}{2}$  feet.
- (10) Thence deflecting to the left 3° 35' 07" easterly for 922 $\frac{1}{2}$  feet to the northern side of Westchester avenue.
- (11) Thence southwesterly along the northern side of Westchester avenue for 117 $\frac{1}{2}$  feet.
- (12) Thence deflecting to the right 30° 38' 15" westerly for 825 $\frac{1}{2}$  feet.
- (13) Thence deflecting to the right 3° 40' 10" westerly for 100 $\frac{1}{2}$  feet.
- (14) Thence curving to the right northwesterly on the arc of a circle, whose radius drawn through the western extremity of the preceding course forms an angle of 89° 40' 10" with the preceding course, and is 110 feet for 181 $\frac{1}{2}$  feet to a point of reverse curve.
- (15) Thence curving to the left northwesterly on the arc of a circle, whose radius is 90 feet for 120 $\frac{1}{2}$  feet to a point of compound curve.
- (16) Thence curving to the left southwesterly on the arc of a circle, whose radius is 50 feet for 84 $\frac{1}{2}$  feet.
- (17) Thence southerly on a line tangent to the preceding course for 123 $\frac{1}{2}$  feet to a point of curve.
- (18) Thence curving to the right southwesterly on the arc of a circle tangent to the preceding course, whose radius is 70 feet for 97 $\frac{1}{2}$  feet.
- (19) Thence southwesterly on a line tangent to the preceding course for 207 $\frac{1}{2}$  feet.
- (20) Thence deflecting to the right 16° 27' 18" northwesterly for 672 $\frac{1}{2}$  feet.
- (21) Thence deflecting to the right 89° 59' 36" northerly for 5 $\frac{1}{2}$  feet to the point of beginning; and as shown on certain maps, filed by the Commissioners of the Department of Public Parks in the office of the Register of the City and County of New York, in the office of the Secretary of State of the State of New York, and in the Department of Public Parks.

Dated New York, April 22, 1885.

E. HENRY LACOMBE,  
Counsel to the Corporation,  
Tryon Row, New York City.

In the matter of the application of the Department of Public Works, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to the opening of ONE HUNDRED AND EIGHTY-FIRST STREET, from Eleventh avenue to the Boulevard, in the City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Chambers thereof in the City of New York, on Friday, the 22d day of May, 1885, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment, in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title, in the name and on behalf of the Mayor, Aldermen and Commonality of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as One Hundred and Eighty-first street, from Eleventh avenue to the Boulevard, in the City of New York, being the following-described lots or parcels of land, viz.:

Beginning at a point in the westerly line of Eleventh avenue, distant 6,095 feet 8 inches northerly from the southerly side of One Hundred and Fifty-fifth street, thence westerly and parallel with said street 530 feet to the easterly line of Kingsbridge road; thence northerly along said line 80 feet 9 $\frac{1}{2}$  inches; thence easterly 541 feet 3 $\frac{1}{2}$  inches to the westerly line of Eleventh avenue; thence southerly along said line 80 feet to the point or place of beginning.

Also, beginning at a point in the westerly line of Kingsbridge road, distant 6,095 feet 8 inches northerly from the southerly line of One Hundred and Fifty-fifth street; thence westerly 650 feet 2 $\frac{1}{2}$  inches to a point in the easterly line of Fort Washington Ridge road, said point being 6,846 feet 10 inches northerly from the southerly line of One Hundred and Fifty-fifth street; thence northerly along said line 80 feet 1 $\frac{1}{2}$  inches; thence easterly 666 feet 2 $\frac{1}{2}$  inches to the westerly line of Kingsbridge road; thence southerly along said line 76 feet 9 $\frac{1}{2}$  inches; thence still further along said westerly line of Kingsbridge road 3 feet 5 inches to the point or place of beginning.

Also, beginning at a point in the westerly line of Fort Washington Ridge road, said point being 6,794 feet 10 inches northerly from the southerly line of One Hundred and Fifty-fifth street; thence westerly 300 feet 8 $\frac{1}{2}$  inches to a point 6,749 feet 9 $\frac{1}{2}$  inches northerly from the southerly line of One Hundred and Fifty-fifth street, and 2,660 feet 4 inches westerly from the easterly line of Tenth avenue; thence westerly and in a curved line, radius 560 feet, distance 233 feet 4 inches; thence westerly and tangent thereto, distance 100 feet; thence westerly and northerly in a curved line, radius 340 feet, distance 283 feet 4 $\frac{1}{2}$  inches to a point 6,573 feet, 5 $\frac{1}{2}$  inches northerly from the southerly line of One Hundred and Fifty-fifth street, and 2,233 feet 8 $\frac{1}{2}$  inches westerly from the easterly line of Tenth avenue; thence northerly and tangent thereto, distance 135 feet 2 $\frac{1}{2}$  inches to the easterly line of Boulevard; thence northerly along said line 80 feet 1 $\frac{1}{2}$  inches; thence southerly 131 feet 1 $\frac{1}{2}$  inches; thence easterly and northerly in a curved line, radius 260 feet, distance 216 feet 8 $\frac{1}{2}$  inches; thence easterly and tangent thereto, distance 100 feet; thence easterly and in a curved line, radius 640 feet, distance 266 feet 8 inches; thence easterly and tangent thereto, distance 295 feet 10 $\frac{1}{2}$  inches to the westerly line of Fort Washington Ridge road; thence southerly and along said line 80 feet 1 $\frac{1}{2}$  inches to the point or place of beginning.

Said street to be 80 feet wide between the Eleventh avenue and the Boulevard.

Dated New York, April 22, 1885.

E. HENRY LACOMBE,  
Counsel to the Corporation,  
Tryon Row, New York City.

In the matter of the application of the Department of Public Works for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to the opening of ONE HUNDRED AND SEVENTEETH STREET from Tenth avenue to the Kingsbridge road, in the City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Chambers thereof in the County Court-house, in the City of New York, on Friday, the 22d day of May, 1885, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title, in the name and on behalf of the Mayor, Aldermen and Commonality of the City of New York, for the use of the public, to all the lands and premises with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue, known as One Hundred and Seventeenth street, from Tenth avenue to the Kingsbridge road, in the City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point in the westerly line of Tenth avenue, distant 4,047 feet 6 inches northerly from the southerly line of One Hundred and Fifty-fifth street; thence westerly and parallel with said street, distance 800 feet to the easterly line of Eleventh avenue; thence northerly and along said line 80 feet; thence easterly 800 feet to the westerly line of Tenth avenue; thence southerly along said line 80 feet to point or place of beginning.

Also, beginning at a point in the westerly line of Eleventh avenue, distant 4,047 feet 6 inches northerly from the southerly line of One Hundred and Fifty-fifth street; thence westerly and parallel with said street, distance 29 feet 9 $\frac{1}{2}$  inches to the easterly line of Kingsbridge road; thence southerly along said line 68 feet 9 $\frac{1}{2}$  inches to the westerly line of Eleventh avenue; thence northerly and along said line 61 feet 11 $\frac{1}{2}$  inches to the point or place of beginning.

Said street to be 80 feet wide between the lines of Tenth and Eleventh avenues, and to take all of the triangle of land at the junction of Kingsbridge road and Eleventh avenue, south of the northerly line of One Hundred and Seventeenth street, as laid down upon the Commissioner's map of the City of New York.

Dated New York, April 22, 1885.

E. HENRY LACOMBE,  
Counsel to the Corporation,  
Tryon Row, New York City.

In the matter of the application of the Commissioners of the Department of Public Parks for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title wherever the same has not been heretofore acquired, to that part of EAST ONE HUNDRED AND FIFTY-SEVENTH STREET (although not yet named by proper authority), extending from Elton avenue to North Third avenue, in the Twenty-third Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by said Department.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Chambers thereof, in the County Court-house, in the City of New York, on Friday, the 22d day of May, 1885, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title, in the name and on behalf of the

Mayor, Aldermen and Commonality of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue, known as East One Hundred and Fifty-seventh street, extending from Elton avenue to North Third avenue, as the same has been heretofore laid out and designated, as a first-class street or road by said Department of Public Parks, being the following-described lots, pieces, or parcels of land, viz.:

Beginning at a point in the westerly line of North Third avenue, distant 212.9 feet northeasterly from the intersection of the northern line of East One Hundred and Fifty-sixth street with the western line of North Third avenue; thence northeasterly along the western line of North Third avenue for 51.166 feet; thence deflecting to the left 94° 02' 20" northwesterly for 231.54 feet; thence deflecting to the left 90° southwesterly for 50 feet; thence deflecting to the left 90° southeasterly for 227.47 feet to the point of beginning; and as shown on certain maps filed by the Commissioners of the Department of Public Parks, in the Department of Public Parks, in the office of the Register of the City and County of New York, and in the office of the Secretary of State of the State of New York.

Dated New York, April 20, 1885.

E. HENRY LACOMBE,  
Counsel to the Corporation,  
Tryon Row, New York City.

In the matter of the application of the Commissioners of the Department of Public Parks for and in behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring right and title to certain lands required for a certain public park or parks, square or squares, or place or places, at or near the intersections of Sedgwick avenue with Mott and Walton avenues, in the Twenty-third Ward of the City of New York.

#### CEDAR PARK.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all whom it may concern:

That it is our intention to present our supplemental or amended report herein to the Supreme Court of the State of New York, for confirmation at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, at the City Hall, in the City of New York, on the 19th day of May, 1885, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, and that all persons interested in these proceedings, or in any of the lands affected thereby, having objections thereto, shall file the same in writing, duly verified, with us at our office, No. 73 William street (third floor), in the said city, on or before the 4th day of May, 1885, and that we, the said Commissioners, will hear such objections within the ten weeks next after the said 4th day of May, 1885, and for that purpose will be in attendance at our said office on each of said ten days at 2 $\frac{1}{2}$  o'clock, P. M.

Dated New York, April 1, 1885.

HENRY M. WHITEHEAD,  
JOHN BERRY,  
RICHARD V. HARNETT,  
Commissioners.

ARTHUR BERRY, Clerk.

#### FINANCE DEPARTMENT.

CITY OF NEW YORK,  
FINANCE DEPARTMENT,  
COMPTROLLER'S OFFICE,  
May 15, 1885.

#### NOTICE TO PROPERTY-OWNERS.

IN PURSUANCE OF SECTION 997 OF THE "New York City Consolidation Act of 1882," the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the assessment lists for the opening of—

One Hundred and Forty-second street, between Tenth avenue and Boulevard.

One Hundred and Sixty-first street, between Tenth and Eleventh avenues.

—which were confirmed by the Supreme Court, May 8, 1885, and entered on the 12th day of May, 1885, in the Record of Titles of Assessments, kept in the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," that unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon as provided in section 998 of said "New York City Consolidation Act of 1882."

Section 998 of the said act provides that, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon, at the rate of seven per centum per annum, to be calculated from the date of such entry to the date of payment."

The above assessments are payable to the Collector of Assessments and Clerk of Arrears at the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," between the hours of 9 A. M. and 2 P. M., and all payments made thereon, on or before July 20, 1885, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per cent. per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

EDWARD V. LOEW,  
Comptroller.

#### SCOTT & MYERS, AUCTIONEERS.

#### CORPORATION SALE OF REAL ESTATE ON THIRD AVENUE AND SIXTY-SEVENTH AND SIXTY-EIGHTH STREETS.

PUBLIC NOTICE IS HEREBY GIVEN THAT the Commissioners of the Sinking Fund of the City of New York, by virtue of the powers vested in them, will offer for sale, at public auction, on Wednesday, May 27, 1885, at noon, at the Real Estate Exchange and Auction Room (limited), Nos. 59 to 65 Liberty street, in the City of New York, the following real estate belonging to the Corporation of said city, situated on Block Number 359 $\frac{1}{2}$ , between Third and Lexington avenues, and Sixty-seventh and Sixty-eighth streets, in the Nineteenth Ward of said city, and shown on a map or survey drawn by Eugene E. McLean, City Surveyor, dated March 23, 1885, filed in the Comptroller's office, to wit:

Lot No. 1. On the west side of Third avenue, corner of Sixty-seventh street, 25.5 x 100.  
Lots Nos. 2, 3, 4, 5, 6, and 7. On the west side of Third avenue, between Sixty-seventh and Sixty-eighth streets, each 25 x 100.  
Lot No. 8. On the west side of Third avenue, corner of Sixty-eighth street, 25.5 x 100.  
Lot No. 9. On the south side of Sixty-eighth street, in the rear of the lots on Third avenue, 20 x 100.5.  
Lot No. 10. Adjoining, 25 x 100.5.  
Lot No. 11. Adjoining, 25 x 100.5.  
Lot No. 12. On the north side of Sixty-seventh street, 25 x 100.5.  
Lot No. 13. Adjoining, 25 x 100.5.  
Lot No. 14. Adjoining and in the rear of the lots on Third avenue, 20 x 100.5.

#### TERMS AND CONDITIONS OF SALE.

The highest bidders will be required to pay ten (10) per cent. of the purchase money and the auctioneer's fee

on each lot immediately after the sale; thirty (30) per cent. upon the delivery of the deeds, within thirty days from the date of sale; and the balance, sixty (60) per cent., of the purchase money, or any portion thereof, may remain, at the option of the purchaser, on bond and mortgage, for five years, with interest at the rate of six per centum per annum, payable semi-annually, the mortgages to contain the customary thirty days' interest and ninety days tax clauses.

The bond and mortgage may be paid off at any time within the term thereof on giving thirty days' notice to the Comptroller, or it may be paid by installments of not less than five hundred dollars, on any day when the interest is due, or on thirty days' notice. The bonds and mortgages will be prepared by the Counsel to the Corporation, and the sum of twelve dollars and fifty cents will be charged for drawing, acknowledging and recording each separate mortgage. If more than one lot of land is included in any mortgage, the whole mortgage must be paid off before any release can be given by the corporation, as a release of any part of the premises included in a mortgage to the corporation is forbidden by law.

The Comptroller may, at his option, resell any lot which may be struck off to the highest bidder if he fail to comply with the terms of sale, and the party who may fail to comply therewith will be held liable for any deficiency that may result from any such resale.

The Comptroller is authorized and empowered to make such conditions and provisions with respect to the removal of any and all of the buildings on the premises fronting on Third avenue, and for the erection of new buildings thereon as he may consider advisable and necessary in the interest of the city.

On and after May 1st, 1885, lithographic maps of the premises may be had at the office of the Comptroller.

By order of the Commissioners of the Sinking Fund, under a resolution adopted April 17, 1885.

EDWARD V. LOEW,  
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,  
COMPTROLLER'S OFFICE, April 20, 1885.

#### NOTICE OF POSTPONEMENT OF SALE OF LANDS AND TENEMENTS FOR UNPAID TAXES AND CROTON WATER RENTS IN THE CITY OF NEW YORK.

PURSUANT TO SECTION 928 OF THE NEW York City Consolidation Act of 1882, the Comptroller of the City of New York hereby gives public notice that the sale at public auction of lands and tenements in said City for unpaid taxes levied in the year 1880, and Croton water rents laid for the year 1879, and now remaining due and unpaid, which sale was advertised to be held at the County Court-house in the City Hall Park, in the City of New York, on Monday, December 22, 1884, at 12 o'clock noon, and was postponed until Monday, May 11, 1885, has been and is hereby again postponed until Wednesday, November 11, 1885, to be held on that day at the same hour and place.

A pamphlet containing a detailed statement of the property advertised for sale may be obtained at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room 31, Stewart Building.

EDWARD V. LOEW,  
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,  
COMPTROLLER'S OFFICE, May 9, 1885.

#### NOTICE OF POSTPONEMENT OF SALE OF LANDS AND TENEMENTS FOR UNPAID ASSESSMENTS FOR LOCAL IMPROVEMENTS IN THE CITY OF NEW YORK.

PURSUANT TO SECTION 928 OF THE NEW York City Consolidation Act of 1882, the Comptroller of the City of New York hereby gives PUBLIC NOTICE that the sale at public auction of lands and tenements in said City for unpaid assessments laid and confirmed during the year 1879 and prior thereto, for local improvements, which sale is advertised to be held at the County Court-house, in the City Hall Park, in the City of New York, on Monday, November 24, 1884, at 12 o'clock noon, has been and is hereby postponed by him until Monday, May 25, 1885, to be held on that day at the same hour and place.

A pamphlet containing a detailed statement of the property advertised for sale may be obtained at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents.

S. HASTINGS GRANT,  
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,  
COMPTROLLER'S OFFICE, Nov. 15, 1884.

#### REAL ESTATE RECORDS.

THE ATTENTION OF LAWYERS, REAL Estate Owners, Monetary Institutions engaged in making loans upon real estate, and all who are interested in providing themselves with facilities for reducing the cost of examinations and searches, is invited to these Official Indices of Records, containing all recorded transfers of real estate in the City of New York from 1653 to 1885, prepared under the direction of the Commissioners of Records.

Grantors, grantees, suits in equity, insolvents' and Sheriff's sales, in 61 volumes, full bound, price, \$100 00  
The same in 25 volumes, half bound, ..... 50 00  
Complete sets, folded, ready for binding, ..... 15 00  
Records of Judgments, 25 volumes, bound, ..... 10 00  
Orders should be addressed to "Mr. Stephen Angell, Room 23, Stewart Building."

EDWARD V. LOEW,  
Comptroller.

#### THE COLLEGE OF THE CITY OF NEW YORK.

A STATED MEETING OF THE BOARD OF Trustees of the College of the City of New York will be held at the Hall of the Board of Education, No. 146 Grand street, on Tuesday, May 19, 1885, at 4 o'clock P. M.

LAWRENCE D. KIERNAN,  
Secretary.

Dated New York, May 12, 1885.

#### DEPARTMENT OF PUBLIC PARKS

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

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

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