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BOARD OF ALDERMEN.

STATED MEETING.

TUESDAY, February 21, 1893, {  
11 o'clock A. M.

The Board met in room No. 16, City Hall.

PRESENT:

Hon. George B. McClellan, President;

ALDERMEN

Andrew A. Noonan,  
Vice-President,  
William A. Baumert,  
Nicholas T. Brown,  
William E. Burke,  
Bartholomew Donovan,  
Edward A. Eisman,  
Cornelius Flynn,  
Peter Gecks,  
Patrick H. Keahon,

Francis J. Lantry,  
John Long,  
Edward McGuire,  
Rollin M. Morgan,  
Robert Muh,  
William H. Murphy,  
John T. Oakley,  
John J. O'Brien,  
James Owens,

John G. Prague,  
Frank Rogers,  
Patrick J. Ryder,  
Robert B. Saul,  
William H. Schott,  
Charles Smith,  
Samuel Wesley Smith,  
William Tait,  
Jacob C. Wund.

The minutes of the last meeting were read and approved.

PETITIONS.

By Alderman Murphy—

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

The petition of The East River Bridge Company respectfully shows:

That said company is a corporation duly organized and incorporated under and in pursuance of an act of the Legislature of the State of New York, designated as chapter 101 of the Laws of 1892 and entitled:

"An act to incorporate the East River Bridge Company," passed March 9, 1892.

That by said act said company is authorized to construct, maintain and operate "a bridge commencing at a point at or near Broadway in the City of Brooklyn and between the present pier-line and Marcy avenue, in the City of Brooklyn, which said bridge shall be constructed so as to cross the East river as directly as possible to a point between Delancey and Rivington streets in the City of New York, continuing thence westwardly over, through and across private property between Delancey and Rivington streets, and across intervening streets, so that the entrance and exits of said bridge for vehicles other than cars and for pedestrians and equestrians shall be at a point at or near Sheriff street in the City of New York."

That by said act said company is also authorized to construct, maintain and operate an approach to said bridge, so as to provide facilities for its use by the public from a point on said bridge at or about Cannon street, in the City of New York; thence extending westwardly over, through and along private property, and across intervening streets to the Bowery, and thence across the Bowery to Spring street, and that said approach is also authorized to be extended, if, in the judgment of a majority of the stockholders of said company, it should be deemed for the public convenience so to do, from its termination at the Bowery and Spring street westerly, above, through and along Spring street to or near the Hudson river, in the City of New York.

That all the stockholders of said company have duly determined that they deem it for the public convenience that such extension be made, and have certified that fact in writing to the said company, which has thereupon duly determined that said approach shall be so extended.

That said company is also authorized to build, maintain and operate "a second bridge, which shall commence at a point between the pier-line of the East river and Fulton street, in the City of Brooklyn; the limits of said locality shall be Bridge street on the west and Little street on the east in said city. From the point of beginning said bridge shall extend as nearly northwesterly as possible across private property, and across and along intervening and intersecting streets and avenues to the East river; thence across the East river as directly as possible to a point or place between Jackson and Scammel streets, in the City of New York; thence northwardly through private property between Jackson and Scammel streets and across the intervening streets to Grand street; thence across Grand street and over private property between Sheriff and Ridge streets and across the intervening streets to a point or place on private property between Delancey and Rivington streets, in junction with the line or route of said bridge hereinbefore first described."

That said company is also authorized by said act "to construct all necessary approaches other than those hereinbefore specified, and all necessary connections between the said bridge or bridges and approaches, and any railroad or railroads in the Cities of New York and Brooklyn, so as to enable passengers to be transferred to and from the same."

That said company also possesses the other powers and privileges granted by said act and the other laws affecting it.

That in pursuance of the power and authority vested in it by chapter 101 of the Laws of 1892, said company has duly located the following as the necessary approaches to the two bridges which it is by said act authorized to construct, and has duly declared (what is the fact) that the same and each thereof are necessary approaches to said bridges respectively, and that the connection between said bridge or bridges and such approach or approaches and the railroad or railroads in the Cities of New York and Brooklyn therein specified are necessary so as to enable passengers to be transferred to and from the same.

(For convenience of reference, the bridges which this company is authorized to construct will be designated as Bridges No. 1 and No. 2.)

Location of Bridge No. 1 and Approaches.

"Bridge No. 1 shall extend from a point between South Fifth and South Sixth streets, in the City of Brooklyn, located between the present pier-line and Marcy avenue, thence across the East river to a point at or about Cannon street, between Delancey and Rivington streets, in the City of New York, upon private property, having piers and anchorages as hereinafter set forth.

Approaches will be built to Bridge No. 1 as follows:

(1) From a point in the line of the bridge at or about Cannon street, in the City of New York, situated in the block bounded between Delancey and Rivington and Columbia and Cannon streets; thence westwardly over, through and along private property, and across intervening streets to the Bowery, connecting with the Second Avenue Elevated Railroad at Allen street, and across the Bowery to Spring street, connecting with the Third Avenue Elevated Railroad on each side of the Bowery. Said approach will also connect with all surface cars whose routes it may cross at the points at or near which its stations shall be located.

(2) From the Bowery at Spring street; thence westwardly over, through and along Spring street to West street, connecting with the Sixth Avenue Elevated Railroad at South Fifth avenue and with the Ninth Avenue Elevated Railroad at Greenwich street. Said approach will also connect with all surface cars whose routes it may cross at the points at or near which its stations shall be located.

As a connection with the Dry Dock, East Broadway and Battery Railroad, and other railroads, and with the ferry at Desbrosses street, and also to provide a proper terminal for the operation of said approach, there shall be constructed therefrom a curve from its terminus at West and Spring streets extending southerly into West street, and thence along the same to or near Vestry street.

(3) From a point in the line of the bridge between Delancey and Rivington streets, on the block between Columbia and Cannon streets, being the point of commencement of Approach No. 1, and thence over, along and through private property and across intervening streets to and across Delancey street to connect with Bridge No. 2, at a point on its line situated in the block bounded by Sheriff, Willett, Broome and Grand streets.

(4) An approach for vehicles, pedestrians and equestrians from the anchorage on the New York side, upon a suitable descending grade through private property to be acquired by the company between Delancey and Rivington streets and across intervening streets, following the general line of Approach No. 1 to Sheriff street; thence southerly by a curve through private property between Sheriff and Willett streets and across intervening streets in the line of Bridge No. 2, and under the same to the surface of the ground at Grand street, at which point it will connect with the surface cars running through that street.

(5) In Brooklyn a similar approach for vehicles, pedestrians and equestrians will be constructed in the line of the bridge as already set forth, from the anchorage upon suitable a descending grade through private property and across intervening streets between South Fifth and South Sixth streets, connecting with the surface of the ground at Bedford avenue.

(6) In Brooklyn an approach from the structure of the bridge to the structure of the Brooklyn Elevated Railroad running through Broadway.

Location of Bridge No. 2 and Approaches.

Bridge No. 2 will extend from a point between the pier-line of the East river and Fulton street in the City of Brooklyn, between Hudson avenue and Bridge street; thence across the East river, over, across and through private property and intervening streets in the City of New York at a point between Jackson and Scammel streets to Grand street, and across Grand street, and over, across and through private property and intervening streets, to connect with Bridge No. 1 at a point in its line between Delancey and Rivington streets, passing over Approach No. 4 of the same, having piers and anchorages as hereinafter set forth.

Approaches will be built to Bridge No. 2, as follows:

(1) An approach, beginning at a point in the line of Bridge No. 2, situated on the block between Sheriff and Willett streets and between Grand and Broome streets; thence over, across and through private property to Grand street; thence eastwardly along, over and through Grand street, upon a descending grade to the easterly side of East street, connecting with the Dry Dock, East Broadway and Battery Railroad, the Forty-second Street and Grand Street Ferry Railroad, and with other railroads, and with the ferry at the foot of Grand street.

(2) From the anchorage in the City of New York, an approach upon a descending grade, for pedestrians, vehicles and equestrians, through private property between Jackson and Scammel streets, over, through and across intervening streets, coming to the surface of the ground at East Broadway, in the vicinity of Scammel street.

(3) In the City of Brooklyn a similar approach for pedestrians, vehicles and equestrians, upon a descending grade, from the anchorage, through private property between Hudson avenue and Bridge street, and across, through and over intervening streets, coming to the surface of the ground at Myrtle avenue.

(4) In the City of Brooklyn an approach to connect the structure of the bridge with the elevated railroads in Hudson, Myrtle and Fulton avenues.

That thereafter the Board of Directors of said Company, in pursuance of the power and authority vested in it by said act, and also by chapter 102 of the Laws of 1892, entitled "An Act to amend chapter four of the Laws of 1891, entitled 'An Act to provide for rapid transit railroads in cities having over one million inhabitants,'" passed January 31, 1891, did duly determine, in lieu of constructing the approach or approaches to the said bridge or bridges as heretofore located by said East River Bridge Company (other than those located for pedestrians, vehicles and equestrians, which last-named approaches are approaches hereinabove described as Nos. 4 and 5 of Bridge No. 1, and approaches Nos. 2 and 3 of Bridge No. 2), to build, maintain and operate an elevated railroad, the routes of which shall be as follows:

Route of Proposed Elevated Railroad

(1) From a point in the line of Bridge No. 1, at or about Cannon street, in the City of New York, situated in the block bounded between Delancey and Rivington and Columbia and Cannon streets; thence westwardly, over, through and along private property, and across intervening streets to the Bowery, connecting with the Second Avenue Elevated Railroad at Allen street, and across the Bowery to Spring street, connecting with the Third Avenue Elevated Railroad on each side of the Bowery. Said elevated railroad will also connect with all surface cars whose routes it may cross at the points at or near which its stations shall be located.

(2) From the Bowery at Spring street; thence westwardly over, through and along Spring street to West street, connecting with the Sixth Avenue Elevated Railroad at South Fifth avenue and with the Ninth Avenue Elevated Railroad at Greenwich street. Said elevated railroad will also connect with all surface cars whose routes it may cross at the points at or near which its stations shall be located.

As a connection with the Dry Dock, East Broadway and Battery Railroad and other railroads, and with the ferry at Desbrosses street, and also to provide a proper terminal for the operation of said elevated railroad, there shall be constructed therefrom a curve from its terminus at West and Spring streets, extending southerly into West street, and thence along the same to or near Vestry street.

(3) From a point in the line of Bridge No. 1, between Delancey and Rivington streets, on the block between Columbia and Cannon streets, being the point of commencement of Approach No. 1, and thence over, along and through private property and across intervening streets to and across Delancey street, to connect with Bridge No. 2 at a point on its line situated in the block bounded by Sheriff, Willett, Broome and Grand streets.

(4) Beginning at a point in the line of Bridge No. 2, situated in the block between Sheriff and Willett streets and between Grand and Broome streets; thence over, across and through private property to Grand street; thence eastwardly along, over and through Grand street upon a descending grade to the southerly side of East street, connecting with the Dry Dock, East Broadway and Battery Railroad, the Forty-second Street and Grand Street Ferry Railroad and with other railroads and with the ferry at the foot of Grand street.

(5) In the City of Brooklyn, from the structure of the bridge to the elevated railroads in Hudson, Wythe and Fulton avenues.

That thereafter, in pursuance of said act, the said Board of Directors of said company duly adopted a general plan for the construction of the elevated railroad which they had determined to build, maintain and operate in lieu of constructing the approaches hereinbefore mentioned to the several bridges which said company had been authorized as aforesaid to construct. That the said Board of Directors also determined that said general plan shows the general mode of operation and contains all the details as to the manner of construction as in the judgment of said Board was necessary to show the extent to which any street, avenue, or public place in the City of New York and in the City of Brooklyn is to be encroached upon and the property abutting thereon is affected; that said plan also contains all the details as to the mode of operation and construction which it is practical to make in advance of the making of detailed surveys and drawings, which it is impracticable to make at the present time, and until the consent of the local authorities, and of the property holders or of the Supreme Court in lieu thereof is obtained. That by resolution of said Board of Directors a copy of the said plan, with maps accompanying the same, was directed to be transmitted to your Honorable Body and an application made to it for the consent of the local authorities in the City of New York for the construction and operation by said company of the elevated railroad hereinabove mentioned.

That the following is a copy of said plan and of the accompanying maps:

General Plan of Construction of the Bridges and Approaches Thereto of the East River Bridge Company.

The general plan of the enterprise will consist of two bridges spanning the East river, between the Cities of New York and Brooklyn, together with their several approaches, as described in chapter 101 of the Laws of 1892, and hereinafter set forth:

1st. Each bridge will be of the type known as suspension bridge, the cables of which will pass over suitable towers located within the pier-line of the Cities of New York and Brooklyn. Said cables being secured to anchorages located as hereafter described.

2d. The height of these bridges above mean high tide shall not be less than 135 feet at 90 degrees Fahrenheit in the centre, nor less than 120 feet at the pier-line.

3d. These bridges shall connect with the ground, the various railroads and ferries, and with each other by the several approaches as hereinafter described.



*Location of Bridge No. 1 and Approaches.*

Bridge No. 1 shall extend from a point between South Fifth and South Sixth streets in the City of Brooklyn, located between the present pier-line and Marcy avenue; thence across the East river to a point at or about Cannon street, between Delancey and Rivington streets in the City of New York, upon private property, having piers and anchorages as hereinafter set forth.

Approaches will be built to Bridge No. 1 as follows:

(1) From a point in the line of the bridge, at or about Cannon street, in the City of New York, situated in the block bounded between Delancey and Rivington and Columbia and Cannon streets; thence westwardly over, through and along private property and across intervening streets to the Bowery, connecting with the Second Avenue Elevated Railroad at Allen street, and across the Bowery to Spring street, connecting with the Third Avenue Elevated Railroad on each side of the Bowery. Said approach will also connect with all surface cars whose routes it may cross at the points at or near which its stations shall be located.

(2) From the Bowery at Spring street, thence westwardly over, through and along Spring street to West street, connecting with the Sixth Avenue Elevated Railroad at South Fifth avenue and with the Ninth Avenue Elevated Railroad at Greenwich street. Said approach will also connect with all surface cars whose routes it may cross at the points at or near which its stations shall be located.

As a connection with the Dry Dock, East Broadway and Battery Railroad and with other railroads and with the ferry at Desbrosses street, and also to provide a proper terminal for the operation of said approach, there shall be constructed therefrom a curve from its terminus at West and Spring streets extending southerly into West street and thence along the same to or near Vestry street.

(3) From a point in the line of the bridge, between Delancey and Rivington streets, on the block between Columbia and Cannon streets, being the point of commencement of Approach No. 1, and thence over, along and through private property and across intervening streets to and across Delancey street, to connect with Bridge No. 2 at a point on its line, situated in the block bounded by Sheriff, Willett, Broome and Grand streets.

(4) An approach for vehicles, pedestrians and equestrians, from the anchorage upon the New York side, upon a suitable descending grade through private property to be acquired by the company between Delancey and Rivington streets, and across intervening streets, following the general line of Approach No. 1 to Sheriff street; thence southerly by a curve through private property between Sheriff and Willett streets and across intervening streets in the line of Bridge No. 2, and under the same to the surface of the ground at Grand street, at which point it will connect with the surface cars running through that street.

(5) In Brooklyn a similar approach for vehicles, pedestrians and equestrians will be constructed on the line of the bridge as already set forth, from the anchorage upon a suitable descending grade through private property and across intervening streets between South Fifth and South Sixth streets, connecting with the surface of the ground at Bedford avenue. This is shown on plan E.

(6) In Brooklyn an approach from the structure of the bridge to the structure of the Brooklyn Elevated Railroad running through Broadway.

*Location of Bridge No. 2 and Approaches.*

Bridge No. 2 will extend from a point between the pier-line of the East river and Fulton street, in the City of Brooklyn, between Hudson avenue and Bridge street; thence across the East river, over, across and through private property and intervening streets in the City of New York at a point between Jackson and Scammel streets to Grand street, and across Grand street, and over, across and through private property and intervening streets, to connect with Bridge No. 1, at a point in its line between Delancey and Rivington streets, passing over Approach No. 4 of the same, having piers and anchorages as hereinafter set forth.

Approaches will be built to Bridge No. 2 as follows:

(1) An approach, beginning at a point in the line of the bridge, situated on the block between Sheriff and Willett streets, and between Grand and Broome streets; thence over, across and through private property to Grand street; thence easterly along, over and through Grand street upon a descending grade, to the easterly side of East street, connecting with the Dry Dock, East Broadway and Battery Railroad, Forty-second Street and Grand Street Ferry Railroad and with other railroads, and with the ferry at the foot of Grand street.

(2) From the anchorage in the City of New York, an approach upon a descending grade, for pedestrians, vehicles and equestrians, through private property, between Jackson and Scammel streets, over, through and across intervening streets, coming to the surface of the ground at East Broadway, in the vicinity of Scammel street. See plan E.

(3) In the City of Brooklyn a similar approach for pedestrians, vehicles and equestrians, upon a descending grade from the anchorage, through private property, between Hudson avenue and Bridge street, and across, through and over intervening streets, coming to the surface of the ground at Myrtle avenue.

(4) In the City of Brooklyn an approach to connect the structure of the bridge with the elevated railroads in Hudson, Myrtle and Fulton avenues.

*Piers for Bridge No. 1.*

In New York the pier shall be located between the pier and bulkhead lines at a point between Delancey and Rivington streets, upon property to be acquired by the company, as shown upon maps herewith, and will consist of masonry to a point above roadways of the bridge, above which steel towers will be erected, upon which will rest the cables of the bridge. This pier will be about 145 feet by 60 feet in area at the surface of the water.

Upon the Brooklyn side a similar masonry pier and steel tower will be erected, between South Fifth and South Sixth streets, upon property to be acquired by the company between the bulkhead and pier lines.

*Piers for Bridge No. 2.*

In New York the pier shall be located between the bulkhead and pier-lines at a point between Gouverneur and Jackson streets, upon property to be acquired by the company, as shown upon maps herewith, and will consist of masonry to a point above roadways of the bridge, above which point steel towers will be erected, upon which will rest the cables of the bridge. This pier will be about 145 feet by 60 feet in area at the surface of the water.

Upon the Brooklyn side a similar masonry pier and steel towers will be erected, between Gold street and Hudson avenue, upon property to be acquired by the company, between the bulkhead and pier-lines.

*Anchorages for Bridge No. 1.*

In the City of New York an anchorage of masonry will be constructed, about 130 feet by 110 feet, upon property to be acquired by the company, in the block between Delancey and Rivington streets and Mangin and Goerck streets, as shown upon map herewith.

A similar anchorage shall be constructed in the City of Brooklyn, upon property to be acquired by the company, in the block between South Fifth and South Sixth streets, and Kent and Wythe avenues.

*Anchorages for Bridge No. 2.*

In the City of New York an anchorage of masonry, about 130 feet by 110 feet, shall be constructed, upon property to be acquired by the company, in the block between Scammel and Jackson streets and Water and Cherry streets, as shown upon map herewith.

A similar anchorage shall be constructed in the City of Brooklyn, upon private property to be acquired by the company, in the block between Gold street and Hudson avenue, and John and Plymouth streets.

*Description of Construction.*

From anchorage to anchorage each bridge shall consist of four trusses, either of steel or wrought iron, suspended from four steel cables by suitable steel suspenders, each bridge having two tracks for railway travel, two driveways and one promenade.

The width of each bridge will be 76 feet, divided as follows: 31 feet for railway, 31 feet for vehicles and equestrians, and the remainder for promenade.

Beneath the structure of each bridge a strip of property shall be acquired by the company 100 feet in width from river front to anchorage upon each side of the river.

From anchorage to the terminus the structure of each bridge will consist of a viaduct of steel or wrought iron, resting upon suitable masonry piers to be built upon property to be acquired by the company.

The height of the bridge superstructure and its approaches above the streets which it shall cross will be about as follows:

Height of roadway of Bridge No. 1, in the City of New York, above the surface of the street:	
At East street, 110 feet.	At Lewis street, 75 feet.
At Tompkins street, 101 feet.	At Cannon street, 65 feet.
At Mangin street, 95 feet.	At Columbia street, 55 feet.
At Goerck street, 85 feet.	At Sheriff street, 50 feet.

Height of lowest point of Approach No. 1, above the surface of the streets, will be about as follows:

At Cannon street, 60 feet.	At Norfolk street, 35 feet.
At Columbia street, 50 feet.	At Essex street, 35 feet.
At Sheriff street, 45 feet.	At Ludlow street, 33 feet.
At Willett street, 40 feet.	At Orchard street, 30 feet.
At Pitt street, 40 feet.	At Allen street, 30 feet.
At Ridge street, 35 feet.	At Eldridge street, 30 feet.
At Attorney street, 37 feet.	At Forsyth street, 28 feet.
At Clinton street, 35 feet.	At Chrystie street, 29 feet.
At Suffolk street, 35 feet.	At Bowery, 30 feet.

Height of lowest point of Approach No. 2, above the surface of the streets, will be about as follows:

At Bowery, 30 feet.	At Sullivan street, 29 feet.
At Elizabeth street, 20 feet.	At Macdougall street, 22 feet.
At Mott street, 25 feet.	At Clarke street, 21 feet.
At Mulberry street, 24 feet.	At Varick street, 24 feet.
At Marion street, 20 feet.	At Hudson street, 26 feet.
At Crosby street, 20 feet.	At Renwick street, 26 feet.
At Broadway, 20 feet.	At Greenwich street, 31 feet.
At Mercer street, 22 feet.	At Washington street, 31 feet.
At Greene street, 25 feet.	At Spring street, 31 feet.
At Wooster street, 30 feet.	At West and West streets, 31 feet.
At South Fifth avenue, 30 feet.	At Vestry and West streets, 30 feet.
At Thompson street, 33 feet.	

Height of lowest point of Approach No. 3 above the surface of the streets will be about as follows:

At Cannon street, 60 feet.	At Delancey street, 45 feet.
At Columbia street, 50 feet.	At Broome street, 40 feet.
At Sheriff street, 45 feet.	At Grand street, 26 feet.

The height of roadway of Bridge No. 1 above the surface of the street in the City of Brooklyn will be about as follows:

At Kent avenue, 95 feet.	At Driggs street, 30 feet.
At Wythe avenue, 55 feet.	At Roebling street, 30 feet.
At Berry street, 35 feet.	At Havemeyer street, 35 feet.
At Bedford avenue, 25 feet.	At Marcy avenue, 35 feet.

The height of roadway of Bridge No. 2 above the surface of the street in the City of Brooklyn will be about as follows:

At Marshall street, 104 feet.	At Nassau street, 40 feet.
At John street, 86 feet.	At Concord street, 33 feet.
At Plymouth street, 72 feet.	At Tillary street, 35 feet.
At Water street, 58 feet.	At Johnson street, 40 feet.
At Front street, 48 feet.	At Myrtle avenue, 37 feet.
At York street, 40 feet.	At Willoughby street, 25 feet.
At Prospect street, 44 feet.	At Lafayette avenue, 26 feet.
At Sands street, 43 feet.	At De Kalb avenue, 30 feet.
At High street, 41 feet.	At Fulton street, 25 feet.

The height of the lowest point of Approach No. 1 to Bridge No. 2 in the City of New York above the surface of the street will be about as follows:

At Willett street, 26 feet.	At Goerck street, 26 feet.
At Sheriff street, 26 feet.	At Mangin street, 27 feet.
At Columbia street, 26 feet.	At Tompkins street, 27 feet.
At Cannon street, 26 feet.	At East street, 27 feet.
At Lewis street, 26 feet.	

Height of roadway of Bridge No. 2 in the City of New York above the surface of the streets:

At South street, 112 feet.	At Henry street, 43 feet.
At Front street, 102 feet.	At East Broadway, 33 feet.
At Water street, 94 feet.	At Grand street, 31 feet.
At Cherry street, 77 feet.	At Broome street, 45 feet.
At Monroe street, 63 feet.	At Delancey street, 50 feet.
At Madison street, 51 feet.	

*Approaches.*

The general plan of the several approaches to the two bridges hereinbefore set forth will be as follows:

The general plan of the structure from Sheriff street to the Bowery shall be that of an elevated railway, constructed through private property, to accommodate not less than two nor more than three tracks and to be supported upon a row or rows of columns. The tracks are to be carried upon longitudinal girders carried by cross girders resting upon or attached to the columns. At the street crossings these columns will be placed inside of the house-line. This structure is shown on plan A.

The general plan of the structure from the Bowery to West street shall be that of a double-track elevated railroad of standard gauge, supported upon a row of columns placed within each curb-line, the tracks to be carried upon longitudinal girders carried by cross girders resting upon or attached to the columns. This structure is shown on plan B.

The general plan of the structure on West street, from Spring to Vestry, shall be that of a double-track elevated railroad, carried upon a row or rows of columns, the tracks to be carried upon longitudinal girders carried by cross girders resting upon or attached to the columns. See plans C. 1 and C. 2.

The general plan of structure on Grand street, from Willett to East street, will be that of a double-track elevated railroad, carried upon a row or rows of columns, the tracks to be carried upon longitudinal girders carried by cross girders resting upon or attached to the columns. (See plan D.) The general plan of the connections with the elevated railroads in Brooklyn will, whenever the same is in any street, be similar to that of the approach to and through Spring street.

When the same is practicable the general plan of the several structures will be similar to those shown on the plans hereto attached, and signed by the President and Chief Engineer of the company.

The general location of tracks upon the structure shall be such as to admit of intertrack stations and necessary sidings or turnouts between tracks for the passage of trains in either direction by trains that may be upon the sidings, except that in streets less than thirty feet between the curbs the stations shall not be placed between tracks.

In passing over other elevated railways and at such other points as it may be desirable to keep as low as possible without encroaching upon head room, tracks may be carried by through spans, on which the tracks are carried upon floor beams and stringers between longitudinal girders.

*Columns.*

No part of any abutment, column, pier or anchorage of any part of either of the two bridges used as a drive or roadway for vehicles drawn by animals or equestrians shall be located in whole or any part upon any street or public place except to cross it.

In Spring street the columns for the support of the part of the structure used for railway purposes shall be located upon the sidewalks inside the curb-line in such a manner as to interfere as little as possible with travel upon the sidewalk and in the roadway, and as may be approved by the Commissioner of Public Works in the City of New York and of City Works in the City of Brooklyn.

By the term curb-line is meant the line fixed by the local authorities for the location of curbstones for any street.

Upon West street, and upon Grand street, east of Goerck street, columns for the support of the portion of the structure not used for vehicles drawn by animals or equestrians may be located within the curb-lines as above, or in the roadway not less than ten feet from each curb, or one row upon the sidewalk and the other in the street as above.

In no street shall there be an excess of two rows of columns excepting where an extra column may be found to be necessary to meet the exigencies arising in construction, as at stations, curves, etc.

The roadway of every cross street, not more than thirty feet between the curb-lines, shall be spanned by a single span, except where columns are located in the roadway.

The longitudinal distance between columns shall be at least thirty feet, with the exception of those at stations, curves, etc.

The location of all columns in the streets shall be approved by the Commissioners above mentioned.

No column shall be more than twenty-four inches upon a side if rectangular, nor twenty-four inches in diameter if round, exclusive of fenders if in the roadway and bases if upon the sidewalk. All columns erected in the roadway of any street shall be provided with suitable fenders upon bases, to prevent the hubs of passing vehicles from striking the column.

No part of the supported superstructure shall be less than sixteen feet above the surface of the roadway, as fixed at the time of construction.

Wherever any existing elevated railroad is crossed, at least fourteen feet head room shall be allowed between it and said elevated railroad.

At stations, curves, junctions, sidings and terminals, columns and tracks may be otherwise located as the necessities of construction may demand. In such instances columns necessary for the support of structure or track may be located in the curb-lines of main or cross streets when in the roadway thereof, not less than six feet from the centre of any street-car track nor within ten feet of the curb-line of such street.

In above cases tracks may be placed above or across sidewalks or adjoining private property as may be required for the safe and convenient operation of the railways.

*Foundations of Columns.*

Foundations of columns shall be built of stone, brick or concrete masonry in a substantial manner, so proportioned as to carry the loads with safety. Sub-piers or piling may be resorted to when needed by nature of the ground.



All masonry shall be laid in good hydraulic cement mortar, in which clean sharp sand is used. All material and workmanship shall be first class.

#### Superstructure.

With the exception of wood work of track system and stations, the superstructure may be of iron or open hearth steel, designed and built to satisfy the requirements of the load and traffic imposed upon it.

All workmanship shall be equal to that required in first class bridge construction.

#### Wrought Iron.

All wrought iron shall be tough, ductile, fibrous and uniform, with an elastic limit in no case less than 26,000 pounds per square inch. Specimen of uniform sectional area of at least  $\frac{1}{4}$  square inch for a distance of 10 inches, cut from tension member, rolled to section less than  $\frac{1}{4}$  square inches, shall show ultimate strength of at least 52,000 pounds per square inch, with an elongation of at least 20 per cent. in 8 inches. For each additional square inch in sections in original bar over  $\frac{1}{4}$  square inches, a reduction of 500 pounds will be allowed to minimum of 50,000 pounds. All tension iron must bend cold through an angle of 90 degrees to a curve where diameter is not over twice the thickness of the piece without cracking. One sample in three must bend 120 degrees without cracking. Nicked on one side and bent by a blow from a sledge, the fracture must be fibrous with practically no crystalline spots.

The same sized specimens from angle and other shapes must have ultimate tensile strength of at least 48,000 pounds per square inch and elongate 15 per cent. in 8 inches. Specimens must bend cold without cracking to a curve where the diameter is not over twice the thickness of the piece through an angle of 90 degrees. Nicking test must show fibrous fracture. Plates from 8 inches to 36 inches in width must give ultimate strength of 50,000 pounds with 20 per cent. elongation. Over 36 inches, 48,000 pounds ultimate strength with 15 per cent. elongation. All plates must bend cold to a curve whose diameter is not over three times the thickness of the plate through an angle of 90 degrees without cracking. Nicking test must show fibrous fracture.

All rivet iron must bend cold 180 degrees close upon itself without sign of fracture.

#### Steel.

All steel shall be open hearth steel, tough, ductile, uniform in quality, free from cracks and flaws, with a clean, smooth surface, incapable of receiving temper. Strips cut lengthwise from shapes, bars and plates shall show in test pieces ultimate strength of not less than 54,000 nor more than 62,000 pounds, with elastic limit of not less than 36,000 pounds per square inch, and elongation of not less than 28 per cent. in 8 inches and a reduction of area of at least 65 per cent. Strips cut lengthwise  $1\frac{1}{2}$  inches wide, heated uniformly to low cherry red, and cooled in water at 82 degrees Fahrenheit, must bend double and close down flat under the hammer without visible cracking.

Rivet steel must have ultimate strength not exceeding 54,000 pounds per square inch and show reduction of area of 60 per cent. Rivets heated to red heat and upset for 3 inches of metal shall show no crystalline appearance when cut out.

No portion of the material in the structure shall be subjected to strains exceeding the following:

Wrought-iron—Tension or compression on columns and transverse girders, 10,000 pounds per square inch. Tension or compression in longitudinal girders, 9,000 pounds per square inch.

Steel—Tension or compression for columns and transverse girders, 11,000 pounds per square inch. Tension or compression for longitudinal girders, 10,000 pounds per square inch.

The shearing stresses shall not exceed 10,000 pounds per square inch for steel and 7,500 pounds for wrought iron.

In addition to the dead weight of track, girders, bracing and stations, the structure shall be proportioned to sustain the following loads per lineal foot of track:

#### Longitudinal Girders.

Spans 30 to 35 feet.....	4,250 pounds.
" 35 " 40 ".....	3,550 "
" 40 " 45 ".....	3,220 "
" 45 " 50 ".....	3,140 "
" 50 " 55 ".....	3,094 "
" 55 " 60 ".....	3,033 "

The station structure shall be proportioned to sustain a uniformly distributed load of 80 pounds per square foot of platforms, stairs and floors, in addition to weights of these structures.

Any form or type of girder or support may be used, provided they comply with requirements herein specified.

The different parts of the structure shall be properly proportioned to resist all strains that may come upon it from appliance of breaks and sudden stoppage of trains, and all strains that may result from a wind pressure of 30 pounds per square foot.

#### Track System.

All rails shall be of steel not less than 70 pounds per yard. They shall be laid in best manner upon cross-ties, spaced and proportioned to give them ample bearing and support and be securely fastened thereto.

Each track shall have at least two continuous guard rails properly secured to cross-ties. A foot walk or platform may be laid upon both sides of each track for the safety and convenience of the men employed in the management or repair of the railway.

#### Signals, etc.

An efficient system of switching and signal devices shall be provided, together with telegraph lines and other appliances necessary to secure safety and convenience in operating the railway.

#### Stations

Shall be located at the following points:

1st. A passenger station to the railway will be located on the line of Bridge No. 2 at Grand street, between Willett and Sheriff streets, upon property to be acquired by the company.

2d. Stations on railway will be located on Approach No. 1 at the following points: At the crossing of Allen street, the Bowery, and when travel requires, another may be located at the crossing of Clinton street.

3d. Stations on the railway will be located on Approach No. 2 at the following points: At the crossing of Broadway, South Fifth avenue, Greenwich street, and when travel requires it, another may be located at the crossing of Varick street.

4th. On West street, a station on the railway will be located between Vestry and Desbrosses streets.

5th. On approach to Bridge No. 2 a station will be located on Grand street, between Ferry house on East street and Tompkins.

Additional stations may be constructed when required to accommodate the public.

Intertrack stations shall be used whenever the height of structure and width of street will permit, with the exceptions of stations at terminals, and at Vestry, Grand and Willett, and Grand and East streets, where any form may be adopted which may be demanded by the requirements of the traffic.

The stations and platforms shall be neat, commodious, well lighted, and shall be provided with easy and convenient access to the street.

Their general construction shall be similar to the stations upon the existing elevated railroads in the Cities of New York and Brooklyn.

Private property may be acquired for the stations, and for water and coaling purposes, whenever, in the judgment of the company, it may be necessary.

Platforms of all stations shall be long enough to permit of loading and unloading of five cars.

Stair landings may be extended not to exceed 25 feet into the cross streets if necessary in the opinion of the railway company.

The station building may extend into such streets not to exceed 20 feet.

#### Passenger Cars.

All passenger cars shall be commodious, well lighted and ventilated, and be fitted with hand brakes, and an efficient system of continuous brakes under the control of the engineer at all times.

#### Mode of Operation.

The general mode of operation of the several bridges and elevated railways will be as follows: Trains will run from the Brooklyn terminus of Bridge No. 1, across said Bridge No. 1 and over the elevated structure between Delancey and Rivington streets in the City of New York to Spring and West streets, and thence through the latter to Vestry street and return.

Trains will run from the Brooklyn terminus of Bridge No. 2, across said Bridge No. 2 to and over the aforesaid elevated structure between Delancey and Rivington streets, on Spring street and West street, to Vestry street in the City of New York and return.

Trains will also run from the Brooklyn terminus of Bridge No. 1, across said Bridge No. 1, and over approach connecting with Bridge No. 2, between Sheriff and Willett and Grand and Broome streets; thence across Bridge No. 2 to Brooklyn terminus of same and return.

Trains will also run from foot of Grand street in New York, along the elevated structure on Grand street, and across Bridges Nos. 1 and 2 to their Brooklyn terminus and return.

The motive power to be employed upon the several bridges and elevated railways will be steam, with the power to substitute any other power that may be developed in the future.

#### General Provisions.

These plans being of necessity only general in their character, authority is given for the construction of all necessary turnouts, switches, supports, sidings, connections, landing places, stations, buildings, platforms, stairways, elevators, water stations, telegraph and signal devices, together with all other necessary requisites in the construction, operation and maintenance of such elevated railways, as may be needed from time to time for their proper construction in case of unexpected obstructions or difficulties in construction, and for the comfort, safety and convenience of the traveling public, and the proper operation of the said bridges and elevated railroads, including such changes in operation as experience shall prove to be required.

All pavements, curbs, gutters and sidewalks, and all sewers, drains, water and gas pipes encountered in the excavations, shall be cared for and restored if they are moved or injured, and all such work and excavation and construction in connection with foundations on the public street shall be done in compliance with the State or municipal laws relating to the streets, and to the satisfaction of the Department of Public Works in the City of New York and of the Department of City Works in the City of Brooklyn.

These specifications shall be incorporated into and shall constitute an essential part of every contract entered into by the company for material or construction.

A prior application of the same tenor as that hereinbefore set forth was granted by resolutions of the Common Council adopted November 22, 1892, and approved by his Honor the Mayor November 23, 1892.

Said resolutions, however, failed to provide, as required by chapter 102 of the Laws of 1892, that said consent of the local authorities was given upon the condition that the rate of fare upon such elevated railroad should not exceed five cents for each passenger and that the payment of such fare should entitle a passenger to or from said elevated railroad to free transit across the bridge or bridges with which it is intended to connect the same—and for this reason the said application is hereby renewed in order that resolutions granting the same may be passed containing such condition.

Wherefore, your petitioner, the East River Bridge Company, respectfully requests your Honorable Body for its consent and permission to construct, maintain, operate and use an elevated railroad upon the various routes designated in the said plan as hereinbefore set forth, and as provided by the above-mentioned acts, and all other provisions of law applicable thereto.

NEW YORK, February 14, 1893.

[SEAL]

EAST RIVER BRIDGE COMPANY,  
By FREDERICK UHLMANN, President.

Which was received.

In connection therewith Alderman Murphy offered the following:

Whereas, The East River Bridge Company is a corporation duly organized and incorporated under and in pursuance of an act of the Legislature of the State of New York, designated as chapter 101 of the Laws of 1892, and entitled "An act to incorporate the East River Bridge Company," passed March 9, 1892;

Whereas, By said act said company is authorized to construct, maintain and operate "a bridge commencing at a point at or near Broadway in the City of Brooklyn and between the present pier-line and Marcy avenue, in the City of Brooklyn, which said bridge shall be constructed so as to cross the East river as directly as possible to a point between Delancey and Rivington streets in the City of New York, continuing thence westwardly over, through and across private property between Delancey and Rivington streets, and across intervening streets, so that the entrance and exits of said bridge for vehicles other than cars and for pedestrians and equestrians shall be at a point at or near Sheriff street in the City of New York";

Whereas, By said act said company is also authorized to construct, maintain, and operate an approach to said bridge, so as to provide facilities for its use by the public from a point on said bridge at or about Cannon street in the City of New York, thence extending westwardly over, through and along private property, and across intervening streets to the Bowery, and thence across the Bowery to Spring street, and that said approach is also authorized to be extended, if, in the judgment of a majority of the stockholders of said company it should be deemed for the public convenience so to do, from its termination at the Bowery and Spring street westerly, above, through and along Spring street, to or near the Hudson river, in the City of New York;

Whereas, All of the stockholders of said company have duly determined that they deem it for the public convenience that such extension be made, and have certified that fact in writing to the said company, which has thereupon duly determined that said approach shall be so extended;

Whereas, Said company is also authorized to build, maintain and operate "a second bridge, which shall commence at a point between the pier-line of the East river and Fulton street, in the City of Brooklyn; the limits of said locality shall be Bridge street on the west, and Little street on the east in said city. From the point of beginning said bridge shall extend as nearly northwardly as possible across private property, and across and along intervening and intersecting streets and avenues to the East river; thence across the East river as directly as possible to a point or place between Jackson and Scammel streets, in the City of New York; thence northwardly through private property between Jackson and Scammel streets, and across the intervening streets to Grand street; thence across Grand street and over private property between Sheriff and Ridge streets and across the intervening streets to a point or place on private property between Delancey and Rivington streets, in junction with the line or route of said bridge hereinbefore described";

Whereas, Said company is also authorized by said act "to construct all necessary approaches other than those hereinbefore specified, and all necessary connections between the said bridge or bridges and approaches, and any railroad or railroads in the Cities of New York and Brooklyn, so as to enable passengers to be transferred to and from the same";

Whereas, Said company also possesses the other powers and privileges granted by said act and the other laws affecting it;

Whereas, In pursuance of the power and authority vested in it by chapter 101 of the Laws of 1892, said company has duly located the following as the necessary approaches to the two bridges which it is by said act authorized to construct and has duly declared (what is the fact) that the same and each thereof are necessary approaches to said bridges respectively, and that the connection between said bridge or bridges, and such approach or approaches and the railroad or railroads in the Cities of New York and Brooklyn therein specified, are necessary so as to enable passengers to be transferred to and from the same:

(For convenience of reference, the bridges which this company is authorized to construct will be designated as Bridges No. 1 and No. 2.)

#### Location of Bridge No. 1 and Approaches.

Bridge No. 1 shall extend from a point between South Fifth and South Sixth streets, in the City of Brooklyn, located between the present pier-line and Marcy avenue, thence across the East river to a point at or about Cannon street, between Delancey and Rivington streets, in the City of New York, upon private property, having piers and anchorages as hereinafter set forth.

Approaches will be built to Bridge No. 1 as follows:

(1) From a point in the line of the bridge at or about Cannon street, in the City of New York, situated in the block bounded between Delancey and Rivington and Columbia and Cannon streets; thence westwardly over, through and along private property, and across intervening streets to the Bowery, connecting with the Second Avenue Elevated Railroad at Allen street, and across the Bowery to Spring street, connecting with the Third Avenue Elevated Railroad on each side of the Bowery. Said approach will also connect with all surface cars whose routes it may cross at the points at or near which its stations shall be located.

(2) From the Bowery at Spring street, thence westwardly over, through and along Spring street to West street, connecting with the Sixth Avenue Elevated Railroad at South Fifth avenue and with the Ninth Avenue Elevated Railroad at Greenwich street. Said approach will also connect with all surface cars whose routes it may cross at the points at or near which its stations shall be located.

As a connection with the Dry Dock, East Broadway and Battery Railroad and other railroads, and with the ferry at Desbrosses street, and also to provide a proper terminal for the operation of said approach, there shall be constructed therefrom a curve from its terminus at West and Spring streets, extending southerly into West street, and thence along the same to or near Vestry street.

(3) From a point in the line of the bridge between Delancey and Rivington streets, on the block between Columbia and Cannon streets, being the point of commencement of Approach No. 1, and thence over, along and through private property and across intervening streets to and across Delancey street to connect with Bridge No. 2 at a point on its line situated in the block bounded by Sheriff, Willett, Broome and Grand streets.

(4) An approach for vehicles, pedestrians and equestrians from the anchorage on the New York side, upon a suitable descending grade through private property to be acquired by the company between Delancey and Rivington streets and across intervening streets, following the general line of Approach No. 1 to Sheriff street; thence southerly by a curve through private property between Sheriff and Willett streets and across intervening streets in the line of Bridge No. 2, and under the same to the surface of the ground at Grand street, at which point it will connect with the surface cars running through that street.

(5) In Brooklyn a similar approach for vehicles, pedestrians and equestrians will be constructed in the line of the bridge as already set forth, from the anchorage, upon a suitable descending grade, through private property and across intervening streets between South Fifth and South Sixth streets, connecting with the surface of the ground at Bedford avenue.

(6) In Brooklyn, an approach from the structure of the bridge to the structure of the Brooklyn Elevated Railroad, running through Broadway.

#### Location of Bridge No. 2 and Approaches.

Bridge No. 2 will extend from a point between the pier-line of the East river and Fulton street, in the City of Brooklyn, between Hudson avenue and Bridge street; thence across the East river, over, across and through private property and intervening streets in the City of New York,



at a point between Jackson and Scammel streets to Grand street, and across Grand street, and over, across and through private property and intervening streets, to connect with Bridge No. 1, at a point in its line between Delancey and Rivington streets, passing over Approach No. 4 of the same, having piers and anchorages as hereinafter set forth.

Approaches will be built to Bridge No. 2 as follows:

(1) An approach, beginning at a point in the line of Bridge No. 2, situated on the block between Sheriff and Willett streets and between Grand and Broome streets; thence over, across and through private property to Grand street; thence eastwardly, along over and through Grand street, upon a descending grade to the easterly side of East street, connecting with the Dry Dock, East Broadway and Battery Railroad, the Forty-second Street and Grand Street Ferry Railroad and with other railroads, and with the ferry at the foot of Grand street.

(2) From the anchorage in the City of New York an approach upon a descending grade, for pedestrians, vehicles and equestrians, through private property between Jackson and Scammel streets, over, through and across intervening streets, coming to the surface of the ground at East Broadway, in the vicinity of Scammel street.

(3) In the City of Brooklyn a similar approach for pedestrians, vehicles and equestrians, upon a descending grade, from the anchorage, through private property between Hudson avenue and Bridge street, and across, through and over intervening streets, coming to the surface of the ground at Myrtle avenue.

(4) In the City of Brooklyn an approach to connect the structure of the bridge with the elevated railroads in Hudson, Myrtle and Fulton avenues.

That thereafter the Board of Directors of said company, in pursuance of the power and authority vested in it by said act, and also by chapter 102 of the Laws of 1892, entitled "An act to amend chapter four of the Laws of 1891, entitled 'An act to provide for rapid transit railways in cities having over one million inhabitants,'" passed January 31, 1891, did duly determine, in lieu of constructing the approach or approaches to the said bridge or bridges as heretofore located by said East River Bridge Company (other than those located for pedestrians, vehicles and equestrians, which last-named approaches are approaches hereinabove described as Nos. 4 and 5 of Bridge No. 1, and approaches Nos. 2 and 3 of Bridge No. 2), to build, maintain and operate an elevated railroad, the routes of which shall be as follows:

#### Route of Proposed Elevated Railroad.

(1) From a point in the line of Bridge No. 1, at or about Cannon street, in the City of New York, situated in the block bounded between Delancey and Rivington and Columbia and Cannon streets; thence westwardly, over, through and along private property, and across intervening streets to the Bowery, connecting with the Second Avenue Elevated Railroad at Allen street, and across the Bowery to Spring street, connecting with the Third Avenue Elevated Railroad on each side of the Bowery. Said elevated railroad will also connect with all surface cars whose routes it may cross at the points at or near which its stations shall be located.

(2) From the Bowery at Spring street; thence westwardly over, through and along Spring street to West street, connecting with the Sixth Avenue Elevated Railroad at South Fifth avenue, and with the Ninth Avenue Elevated Railroad at Greenwich street. Said elevated railroad will also connect with all surface cars whose routes it may cross at the points at or near which its stations shall be located.

As a connection with the Dry Dock, East Broadway and Battery Railroad and other railroads, and with the ferry at Desbrosses street, and also to provide a proper terminal for the operation of said elevated railroad, there shall be constructed therefrom a curve from its terminus at West and Spring streets, extending southerly into West street, and thence along the same to or near Vespy street.

(3) From a point in the line of Bridge No. 1, between Delancey and Rivington streets, on the block between Columbia and Cannon streets, being the point of commencement of Approach No. 1, and thence over, along and through private property and across intervening streets to and across Delancey street, to connect with Bridge No. 2 at a point on its line situated in the block bounded by Sheriff, Willett, Broome and Grand streets.

(4) Beginning at a point in the line of Bridge No. 2, situated in the block between Sheriff and Willett streets, and between Grand and Broome streets; thence over, across and through private property to Grand street; thence eastwardly along, over and through Grand street upon a descending grade to the southerly side of East street, connecting with the Dry Dock, East Broadway and Battery Railroad, the Forty-second Street and Grand Street Ferry Railroad, and with other railroads, and with the ferry at the foot of Grand street.

(5) In the City of Brooklyn, from the structure of the bridge to the elevated railroads in Hudson, Wythe and Fulton avenues; and

Whereas, Thereafter, in pursuance of said act, the Board of Directors of said company, duly adopted a general plan for the construction of the elevated railroad which they had determined to build, maintain and operate in lieu of constructing the approaches hereinbefore mentioned to the several bridges which the said company had been authorized as aforesaid to construct. That the said Board of Directors also determined that said general plan shows the general mode of operation and contains all the details, as to the manner of construction, as in the judgment of said board was necessary to show the extent to which any street, avenue or public place in the City of New York and in the City of Brooklyn is to be encroached upon and the property abutting thereon is affected; that said plan also contains all the details as to the mode of operation and construction which is practical to make in advance of the making of detailed surveys and drawings, which it is impracticable to make at the present time, and until the consent of the local authorities and the property holders, or of the Supreme Court in lieu thereof, is obtained. That by resolution of said Board of Directors a copy of said plan, with maps accompanying the same, was directed to be transmitted to this Common Council and an application made to it for the consent of the local authorities in the City of New York for the construction and operation by said company of the elevated railroad hereinabove mentioned; and

Whereas, In pursuance of said resolutions, a copy of said plan, with the maps accompanying the same, was duly transmitted to this Board and have been duly received; it is therefore

Resolved, That this Common Council, in pursuance of the act hereinabove mentioned, and of the provisions of chapter 4 of the Laws of 1891, entitled "An act to provide rapid transit in cities having over one million inhabitants," and of the other existing provisions of law, does hereby appoint the 28th day of February, 1893, at 11 o'clock A.M., at the Chambers of the Board of Aldermen, for the consideration of such plans and conclusions.

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

CITY OF NEW YORK—OFFICE OF THE MAYOR, }  
February 20, 1893.

To the Honorable the Board of Aldermen:

I return, without approval, two resolutions of your Honorable Body, adopted February 14, 1893, which provide for the placing of improved iron drinking-fountains, one at the southwest corner of One Hundred and Sixtieth street and Courtlandt avenue and the other in front of No. 620 St. Ann's avenue.

The Commissioner of Public Works reports, as he did on a similar resolution adopted by your Board and returned without approval, that "The appropriation of \$2,000 for public drinking-hydrants for 1893 is sufficient only for repairs and the maintenance of the existing fountains and hydrants, leaving no margin for the placing of additional ones."

In view of this condition of facts, the further adoption of resolutions of this character must necessarily be without purpose or effect.

THOS. F. GILROY, Mayor.

Resolved, That an improved iron drinking-fountain be placed on the southwest corner of One Hundred and Sixtieth street and Courtlandt avenue, under the direction of the Commissioner of Public Works.

Resolved, That an improved iron drinking-fountain be placed in front of No. 620 St. Ann's avenue, under the direction of the Commissioner of Public Works.

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

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

CITY OF NEW YORK—OFFICE OF THE MAYOR, }  
February 20, 1893.

To the Honorable the Board of Aldermen:

I return, without approval, the resolution of your Honorable Body, adopted February 14, 1893, "to permit the Central Park, North and East River Railroad Company to place and keep a platform scale in front of their building on Fifty-fourth street, about 300 feet from Tenth avenue."

The Commissioner of Public Works reports that the proposed scale is intended to be placed in the sidewalk, where it would be a serious objection to pedestrian travel when in use for the purpose of weighing loaded vehicles. I cannot, therefore, approve of it.

THOS. F. GILROY, Mayor.

Resolved, That permission be and the same is hereby given to the Central Park, North and East River Railroad Company to place and keep a platform scale, not to exceed eight by fourteen feet, on Fifty-fourth street side and close to their building, about three hundred feet from Tenth avenue, the same to be constructed flush with the surface of the street so as to be no obstruction to

the free use thereof, the work to be done and material supplied at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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 Finance Department:

CITY OF NEW YORK—FINANCE DEPARTMENT, }  
COMPTROLLER'S OFFICE,  
February 18, 1893.

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, 1893, 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.....	\$1,500 00	.....	\$1,500 00
Contingencies—Clerk of the Common Council.....	200 00	.....	200 00
Salaries—Common Council.....	86,300 00	\$7,108 65	79,191 35

THEO. W. MYERS, Comptroller.

Which was ordered on file.

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

HEALTH DEPARTMENT, No. 301 MOTT STREET, }  
NEW YORK, February 17, 1893.

Hon. MICHAEL F. BLAKE, Clerk, Common Council:

SIR—At a meeting of the Board of Health of the Health Department, held on the 15th instant, the following resolution was adopted:

Resolved, That a copy of the report of Sanitary Inspector McLoughlin and the recommendation of Chief Sanitary Inspector Bullard, in respect to the condition of vacant lots situated on the northeast corner of Seventy-second street and West End avenue, be forwarded to the Honorable the Board of Aldermen, with the request that a resolution be adopted authorizing and directing the Department of Public Works to cause said lots to be fenced.

A true copy.

EMMONS CLARK, Secretary.

#### HEALTH DEPARTMENT—CITY OF NEW YORK.

Complaint and report of inspection in reference to premises northeast corner Seventy-second street and West End avenue:

To the Board of Health:

I, John A. McLoughlin, holding the position of a Sanitary Inspector in the Health Department of the City of New York, do report: That, on the twenty-third day of November, 1892, I personally examined and carefully inspected the premises situated northeast corner of Seventy-second street and West End avenue, and found the facts, as follows: Said premises consist of vacant lots, of which of is and in violation of section of the Sanitary Code, were found in a condition dangerous to life and detrimental to health for the following reasons, viz.: That the vacant lots thereat are filthy and offensive with human excreta and decaying vegetable matter. Said lots are situated below the level of sidewalk and are dangerous to life and limb. Said lots are also a rendezvous for tramps and vicious characters. Question of ownership is now before the Court of Appeals.

(Signed)

JOHN A. McLOUGHLIN, Sanitary Inspector.

Recommending that a copy of the complaint and report be sent to the Board of Aldermen, requesting that a resolution be passed authorizing and directing the Commissioner of Public Works to cause said lots to be fenced. An order has been made directing the lots to be fenced, and, on account of the question of ownership being in dispute, the enforcement of the order failed.

(Signed)

W. BULLARD, Chief Sanitary Inspector.

A true copy.

EMMONS CLARK, Secretary.

Which was referred to the Committee on Police and Health Departments.

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

CITY OF NEW YORK—FINANCE DEPARTMENT, }  
COMPTROLLER'S OFFICE,  
February 15, 1893.

To the Honorable the Board of Aldermen:

On May 31, 1887, the franchise of a street railroad was sold to the North and East River Railroad Company, upon certain terms and conditions, as provided by law, and a resolution granting consent of the city authorities, and an agreement to pay to the City a certain percentage of the gross receipts of the road. The road commenced operations on or about June 15, 1890, and the company has not paid any of the stipulated percentage of its gross receipts, and under the terms and conditions of sale it has forfeited its franchise.

By the advice of the Counsel to the Corporation certain legal proceedings should be taken against said railroad company, as provided by section 93 of the General Railroad Law.

Section 93 of the General Railroad Law, as amended, provides for the resale of the franchise of a street railroad when it is forfeited, and the Counsel to the Corporation advises that, before taking legal proceedings for such resale of the franchise of said street railroad, the Common Council should take action declaring said franchise to be forfeited.

I have the honor to submit herewith resolutions prepared by the Counsel to the Corporation for such action thereon as may be deemed proper in the premises.

Respectfully,

THEO. W. MYERS, Comptroller.

Whereas, The North and East River Railroad Company has failed or refused to pay the rental or percentage of gross earnings agreed upon;

Resolved, That application be made to the Supreme Court, pursuant to section 93 of the Railroad Law, for judgment declaring the consent and right to operate and use the railroad operated or used by the said company forfeited, and authorizing the sale again of the same in the manner prescribed by said statute; and it is further

Resolved, That the Counsel to the Corporation be and he hereby is requested to take proceedings to obtain said judgment.

Which was referred to the Committee on Railroads.

#### COMMUNICATIONS.

The President laid before the Board the following communication from the West End Association:

NEW YORK, February 20, 1893.

To the Clerk of the Board of Aldermen, City:

DEAR SIR—I beg to furnish you herein with copy of resolutions passed at a special meeting of this association, on 18th instant, regarding extension of the existing railroad in the Central Park transverse road:

"Whereas, It has been deemed desirable to extend the track of the surface railroad now laid through the transverse road to its outlet at West Eighty-sixth street, through said street, to connect with the proposed railroad on Columbus avenue and the Ninth avenue line on Amsterdam avenue; be it

"Resolved, That it is the sense of the West End Association that said road should be extended through West Eighty-sixth street to Amsterdam avenue, it being a wide street and the only desirable place for such a road without depreciating or impairing the value of real estate in this section of the city; and be it further

"Resolved, That copies of this preamble and resolution be sent to the Assemblymen and the Senator representing this section of the city in the Legislature, to the Secretary of the Park Board and to the Clerk of the Common Council."

Yours, respectfully,

G. B. SHEPPARD, Secretary.

Which was referred to the Committee on Railroads.



## MOTIONS AND RESOLUTIONS.

(G. O. 132.)

By Alderman Donovan—

Resolved, That the vacant lots on the south side of One Hundred and Seventh street, between Madison and Park avenues, be fenced in where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

By Alderman Flynn—

Resolved, That permission be and the same is hereby given to the estate of J. Monroe Taylor to lay a crosswalk of two courses, with a row of paving-blocks between the courses, across Cortlandt street, from No. 39 to the opposite side of the street, the work to be done and material supplied at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

(G. O. 133.)

By Alderman Gecks—

Resolved, That One Hundred and Sixty-fourth street, from One Hundred and Sixty-fifth street to Railroad avenue, West, be regulated and graded, the curb-stones set, the sidewalks flagged a space of four feet in width, and crosswalks be laid at each intersecting and terminating street or avenue where not already laid, under the direction of the Commissioner of Street Improvements, Twenty-third and Twenty-fourth Wards; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 134.)

By the same—

Resolved, That Ogden avenue, from Jerome avenue to Orchard street, be regulated and graded, the curb-stones set, the sidewalks flagged a space of four feet in width, and crosswalks be laid at each intersecting and terminating street or avenue where not already laid, under the direction of the Commissioner of Street Improvements, Twenty-third and Twenty-fourth Wards; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 135.)

By the same—

Resolved, That Orchard street, from Ogden avenue to Marcher avenue, be regulated and graded, the curb-stones set, the sidewalks flagged a space of four feet in width, and crosswalks be laid at each intersecting and terminating street or avenue where not already laid, under the direction of the Commissioner of Street Improvements, Twenty-third and Twenty-fourth Wards; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 136.)

By the same—

Resolved, That Wolf street, from Union street to Sedgwick avenue, be regulated and graded, the curb-stones set, the sidewalks flagged a space of four feet in width, and crosswalks be laid at each intersecting and terminating street or avenue, where not already laid, under the direction of the Commissioner of Street Improvements, Twenty-third and Twenty-fourth Wards; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 137.)

By the same—

Resolved, That One Hundred and Sixty-second street, from Port Morris Branch Railroad to Third avenue, be regulated and graded, the curb-stones set, the sidewalks flagged a space of four feet in width, and crosswalks be laid at each intersecting and terminating street or avenue, where not already laid, under the direction of the Commissioner of Street Improvements, Twenty-third and Twenty-fourth Wards; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 138.)

By Alderman Lantry—

Resolved, That the resolution of 1892, known as General Order 442, calling for the paving of Eighty-eighth street, from Amsterdam avenue to the Boulevard, which was ordered on file, be taken from on file and restored to the list of General Orders.

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

Which was decided in the affirmative.

By Alderman Morgan—

Resolved, That permission be and the same is hereby given to Frederick J. Nott to place and keep a storm-door in front of his premises, No. 500 Madison avenue, the same not to exceed the dimensions prescribed by law, the work to be done at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

(G. O. 139.)

By the same—

Resolved, That a crosswalk of two courses of North river blue stone, with a row of paving-blocks between, be laid across Sixth avenue, on the north side of Fifty-fourth street, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 140.)

By Alderman O'Brien—

Resolved, That two lamp-posts be erected and street-lamps placed thereon and lighted in front of the school-house of St. Jean the Baptist, No. 153 East Seventy-sixth street, under the direction of the Commissioner of Public Works.

Which was laid over.

(G. O. 141.)

By Alderman Owens—

Resolved, That the vacant lots on south side One Hundred and Twentieth street, between Lenox and Seventh avenues, about one hundred and fifty east of Seventh avenue, be fenced in, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 142.)

By Alderman Prague—

Resolved, That Eightieth street, from West End avenue to Riverside Drive, be paved with asphalt pavement on concrete foundation, and that crosswalks be laid at each intersecting and terminating street or avenue, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 143.)

By Alderman Saul—

Resolved, That water-mains be laid in One Hundred and Forty-ninth street, from the Boulevard to the Hudson River Railroad, as provided by section 306 of the New York City Consolidation Act of 1882.

Which was laid over.

(G. O. 144.)

By the same—

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps placed thereon and lighted in One Hundred and Forty-ninth street, from the Boulevard to the Hudson River Railroad, under the direction of the Commissioner of Public Works.

Which was laid over.

(G. O. 145.)

By the same—

Resolved, That the carriageway of One Hundred and Forty-fourth street, from Convent avenue to the Boulevard, be paved with granite-block pavement, and that crosswalks be laid at each intersecting and terminating street or avenue, where not already laid, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 146.)

By the same—

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

Which was laid over.

By Alderman Schott—

Resolved, That the Commissioners for lighting the city be and they are hereby respectfully requested to light Boston road, from the Southern Boulevard to the Bronx river; Vyse avenue, from the Boston road to Samuel street, and One Hundred and Seventy-seventh street, or Tremont avenue, from Jerome avenue to the Bronx river, with electric lights.

Which was referred to the Committee on Lamps and Gas.

(G. O. 147.)

By the same—

Resolved, That One Hundred and Seventy-fifth street, from Third avenue to Webster avenue, be regulated and graded, the curb-stones set, the sidewalks flagged a space of four feet in width, and crosswalks be laid at each intersecting and terminating street or avenue, where not already laid, under the direction of the Commissioner of Street Improvements, Twenty-third and Twenty-fourth Wards; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 148.)

By the same—

Resolved, That Wendover avenue, from Third avenue to Webster avenue, be regulated and graded, the curb-stones set, the sidewalks flagged a space of four feet in width, and crosswalks be laid at each intersecting and terminating street or avenue, where not already laid, under the direction of the Commissioner of Street Improvements, Twenty-third and Twenty-fourth Wards; and that the accompanying ordinance therefor be adopted.

Which was laid over.

By Alderman S. W. Smith—

Resolved, That the Counsel to the Corporation be and he is hereby respectfully requested to inform this Board what progress, if any, has been made by him in the matter of codifying and revising the City Ordinances, under the appropriation made by the Board of Estimate and Apportionment in 1891.

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

Which was decided in the affirmative.

By the same—

AN ORDINANCE to amend sections 89, 91, 98 and 100 of article 8, chapter 80, Revised Ordinances of 1880.

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

Section 89 of article 8, chapter 8, of Revised Ordinances of 1880 is hereby amended, in subdivision 2, to read as follows:

For the use of a cab by the hour, for the purpose of shopping or making calls or stops, from place to place, as often and as long as may be required, one dollar for the first hour or part thereof, and for each succeeding half hour or part thereof, fifty cents.

For the use of a cab by the hour, for continuous driving, such terms may be made as are agreed upon in advance. In default of any such agreement in advance, the charge shall be as above stated.

Subdivision 4 is hereby amended to read—For the use of a coach by the hour, for the purpose of shopping or making calls, or stops from place to place, as often and as long as may be required, for each succeeding half hour or part thereof, seventy-five cents.

For the use of a coach by the hour, for continuous driving, such terms may be made as are agreed upon in advance. In default of any such agreement in advance, the charge shall be as above stated.

Subdivision 6 is hereby amended to read, from the words "line balls"—For one or two passengers, two dollars for the first mile or part thereof, and one dollar for each additional mile or part thereof.

Section 91 is hereby amended to read as follows:

All disputes as to prices or distances shall be settled by the Mayor's Marshal, or by the Captain, Sergeant or other officer in charge of any police station to whom the matter is referred.

Section 98 is hereby amended by adding the following paragraph:

No licensed hackney-coach or cab shall carry or have affixed to it, inside or outside, any number except the number of the license above provided.

Section 100 is hereby amended in Paragraph I., to read as follows:

There shall be fixed in each hackney-coach or cab, in such manner as can be conveniently read by any person riding in the same, a card containing the name of the owner of said carriage, the number of his license, and the whole of section 89 of this article, printed in plain, legible characters, under a penalty of revocation of license for violation thereof; said printed section to be provided by the License Bureau, in card form, and to be furnished free to the owner of such hackney-coach or cab; and such card is to be firmly and permanently fastened to the back or side of such hackney-coach or cab, on the inside thereof, at least two feet above the seat.

Which was referred to the Committee on Law Department.

By the same—

Resolved, That permission be and the same is hereby given to Benjamin S. Wise and Company to place and keep a post and clock on the sidewalk nearest the curb in front of No. 861 Broadway, the work to be done and materials supplied at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

By Alderman Tait—

Resolved, That the petition of the New York and New Jersey Terminal Railroad Company, which was referred to the Committee on Bridges and Tunnels on June 28, 1892, and which was ordered on file January 2, 1893, at 10.30 A. M., be taken from on file and recommitted to the Committee on Bridges and Tunnels.

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

Which was decided in the affirmative.

By Alderman Flynn—

Resolved, That the names of the following persons recently appointed or superseded as Commissioners of Deeds be and they are hereby corrected so as to read as follows:

John C. List, to read.....	John C. Lyst.
A. Gloistner, ".....	August J. Gloistein.
Cornelius Kettles, ".....	Cornelius Ketels, Jr.
Thomas J. Hayden, to read.....	K. H. Hayden.

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

Which was decided in the affirmative.

By the Vice-President—

Resolved, That Michael Nicholsburg, No. 221 Henry street, be and he is hereby appointed Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By the same—

Resolved, That Thomas Ahearn, No. 327 Madison street, be and he is hereby appointed 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 Baumert—

Resolved, That Stephen S. Blake, No. 65 Park Row, be and he is hereby appointed Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Brown—

Resolved, That A. Morris, No. 10 Franklin street, be and he is hereby reappointed 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 Gecks—

Resolved, That Peter A. Hatting, No. 606 East One Hundred and Forty-second street, and John Dehart, Fox street, near Westchester avenue, be and they are hereby appointed Commissioners of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Flynn—

Resolved, That James O'Hara, No. 37 Hubert street, be and he is hereby appointed Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By the same—

Resolved, That John W. Ingalls, No. 346 West Fifty-ninth street, be and he is hereby appointed Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By the same—

Resolved, That Charles Schwick, No. 33 Park Row, be and he is hereby reappointed 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 Gecks—  
Resolved, That E. F. Hollister, No. 1884 Vanderbilt avenue, and George E. Sherwood, No. 3473 Third avenue, be and they are hereby appointed Commissioners of Deeds in and for the City and County of New York.  
Which was referred to the Committee on Salaries and Offices.

By Alderman Long—  
Resolved, That John H. Clinch, of No. 532 East Eighty-fourth street, be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York.  
Which was referred to the Committee on Salaries and Offices.

By the same—  
Resolved, That David Doran, No. 118 East Eighty-ninth street, and Patrick Cunningham, No. 1200 Madison avenue, be and they are hereby appointed Commissioners of Deeds in and for the City and County of New York.  
Which was referred to the Committee on Salaries and Offices.

By Alderman Murphy—  
Resolved, That James J. Welsh, No. 328 East Twenty-seventh street, be and he is hereby appointed Commissioner of Deeds in and for the City and County of New York.  
Which was referred to the Committee on Salaries and Offices.

By Alderman Muh—  
Resolved, That W. Wagstaff Craig, No. 342 West Forty-eighth street, be and he is hereby appointed Commissioner of Deeds in and for the City and County of New York.  
Which was referred to the Committee on Salaries and Offices.

By Alderman Morgan—  
Resolved, That William B. Aitken, residing at No. 702 Madison avenue, be and he hereby is reappointed Commissioner of Deeds in and for the City and County of New York.  
Which was referred to the Committee on Salaries and Offices.

By the same—  
Resolved, That Harry R. McCready, residing at No. 142 West Forty-third street, be and he hereby is appointed a Commissioner of Deeds in and for the City and County of New York.  
Which was referred to the Committee on Salaries and Offices.

By Alderman Oakley—  
Resolved, That Leo Sonneberg, No. 166 First avenue, be and he is hereby appointed 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 Owens—  
Resolved, That Francis E. Freeman, of No. 47 West One Hundred and Twenty-eighth street, be and he is hereby appointed 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 Prague—  
Resolved, That Meyer Grayhead, No. 102 Broadway, be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York.  
Which was referred to the Committee on Salaries and Offices.

By the same—  
Resolved, That William Hennessy, No. 840 Columbus avenue, be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York.  
Which was referred to the Committee on Salaries and Offices.

By Alderman Parks—  
Resolved, That James B. Reeve, No. 315 West Twenty-eighth street, be and he is hereby appointed 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 Rinn—  
Resolved, That Charles G. Hewison, No. 437 West Forty-second street, be and he is hereby appointed 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 Rogers—  
Resolved, That John L. Thornton, No. 493 Eighth avenue, be and he is hereby appointed Commissioner of Deeds in and for the City and County of New York.  
Which was referred to the Committee on Salaries and Offices.

By the same—  
Resolved, That John E. Cunningham, No. 422 West Thirty-second street, and Henry Lippman, No. 474 Tenth avenue, be and they are hereby appointed Commissioners of Deeds in and for the City and County of New York.  
Which was referred to the Committee on Salaries and Offices.

By Alderman Ryder—  
Resolved, That Thomas H. Coleman, No. 427 Canal street, be and he is hereby reappointed a Commissioner of Deeds in and for the City and County of New York.  
Which was referred to the Committee on Salaries and Offices.

By Alderman Schott—  
Resolved, That William K. Porter, No. 12 Bridge street; William C. Quinlan, No. 524 East One Hundred and Forty-second street, and James Hyland, No. 45 Broadway, be and they are hereby appointed Commissioners of Deeds in and for the City and County of New York.  
Which was referred to the Committee on Salaries and Offices.

By Alderman Tait—  
Resolved, That Louis Wentz, No. 218 Seventh street, be and he is hereby reappointed Commissioner of Deeds in and for the City and County of New York.  
Which was referred to the Committee on Salaries and Offices.

By the same—  
Resolved, That Herman L. Roth, No. 185 East Broadway, be and he is hereby appointed 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 Donovan—  
Resignation of Louis Davidson, as Commissioner of Deeds.  
Which was accepted and the vacancy referred to the Committee on Salaries and Offices.

## RESIGNATION.

## MOTIONS AND RESOLUTIONS RESUMED.

By Alderman Owens—  
Resolved, That George Sibell Towle, No. 9 West One Hundred and Twenty-third street, be and he is hereby appointed a City Surveyor.  
Which was referred to the Committee on Salaries and Offices.

## UNFINISHED BUSINESS.

Alderman Flynn called up G. O. 90, being a resolution, as follows:  
Resolved, That the Comptroller be and he is hereby authorized to pay Thomas V. Costello fifty dollars, for supplying the Board of Aldermen with legislative documents for the session of 1892, the same to be paid out of the appropriation of "City Contingencies."  
The President put the question whether the Board would agree with said resolution.  
Which was decided in the affirmative by the following vote:  
Affirmative—The President, the Vice-President, Aldermen Baumert, Brown, Burke, Donovan, Eiseman, Flynn, Gecks, Keahon, Lantry, Long, McGuire, Morgan, Muh, Murphy, Oakley, O'Brien, Owens, Prague, Rogers, Ryder, Saul, Schott, C. Smith, S. W. Smith, Tait, and Wund—28.

Alderman Flynn called up G. O. 98, being a resolution, as follows:  
Resolved, That gas-mains be laid, lamp-posts erected and street-lamps placed thereon and lighted on Clifford street, between First and Second streets, Woodlawn, the work to be done under the direction of the Commissioner of Public Works.

And G. O. 31, being a resolution, as follows:  
Resolved, That gas-mains be laid, lamp-posts erected and street-lamps placed thereon and lighted in Moshulu Parkway, from Decatur avenue to Perry avenue, under the direction of the Commissioner of Public Works.  
The President put the question whether the Board would agree with said resolutions.  
Which was decided in the affirmative by the following vote:  
Affirmative—The President, the Vice-President, Aldermen Baumert, Brown, Burke, Donovan, Eiseman, Flynn, Gecks, Keahon, Lantry, Long, McGuire, Muh, Murphy, Oakley, O'Brien, Owens, Prague, Rogers, Ryder, Saul, Schott, C. Smith, S. W. Smith, Tait, and Wund—27.

Alderman Brown called up G. O. 68, being a resolution and ordinance, as follows:  
Resolved, That the flagging and the curb now on the sidewalks on Sixty-seventh street, from Central Park, West, to Columbus avenue, be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.  
The President put the question whether the Board would agree with said resolution.

Which was decided in the affirmative by the following vote:  
Affirmative—The President, the Vice-President, Aldermen Baumert, Brown, Burke, Donovan, Eiseman, Flynn, Gecks, Keahon, Lantry, Long, McGuire, Muh, Murphy, Oakley, O'Brien, Owens, Prague, Rogers, Ryder, Saul, Schott, C. Smith, S. W. Smith, Tait, and Wund—27.

Alderman Brown called up G. O. 129, being a resolution, as follows:  
Resolved, That an improved iron drinking-fountain be placed on the sidewalk nearest the curb on the northwest corner of One Hundred and Fifteenth street and Lexington 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, the Vice-President, Aldermen Baumert, Brown, Burke, Donovan, Eiseman, Flynn, Gecks, Keahon, Lantry, Long, McGuire, Muh, Murphy, Oakley, O'Brien, Owens, Prague, Rogers, Ryder, Saul, Schott, C. Smith, S. W. Smith, Tait, and Wund—27.

Alderman C. Smith called up G. O. 124, being a resolution, as follows:  
Resolved, That the vacant lots on the south side of One Hundred and Twentieth street, commencing one hundred and fifty feet east of Seventh avenue and extending seventy-five feet east, be fenced in, where not already done, under the direction of the Commissioner of Public Works.

The President put the question whether the Board would agree with said resolution.  
Which was decided in the affirmative by the following vote:  
Affirmative—The President, the Vice-President, Aldermen Baumert, Brown, Burke, Donovan, Eiseman, Flynn, Gecks, Keahon, Lantry, Long, McGuire, Morgan, Muh, Murphy, Oakley, O'Brien, Owens, Prague, Rogers, Ryder, Saul, Schott, C. Smith, S. W. Smith, Tait, and Wund—28.

Alderman C. Smith called up G. O. 126, being a resolution and ordinance, as follows:  
Resolved, That the carriageway of One Hundred and First street, from Madison to Park avenue, be paved with granite-block pavement, and that crosswalks be laid at each intersecting and terminating street or avenue, where not already laid, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

The President put the question whether the Board would agree with said resolution.  
Which was decided in the affirmative by the following vote:  
Affirmative—The President, the Vice-President, Aldermen Baumert, Burke, Donovan, Eiseman, Flynn, Gecks, Keahon, Lantry, Long, McGuire, Morgan, Muh, Murphy, Oakley, O'Brien, Owens, Prague, Rogers, Ryder, Saul, Schott, C. Smith, S. W. Smith, Tait, and Wund—27.

The Vice-President called up G. O. 71, being a resolution and ordinance, as follows:  
Resolved, That the sidewalks on One Hundred and Forty-first street, from Seventh to Eighth avenue, be flagged four feet wide, where not already done, and that all the flagging and the curb now on the sidewalks be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

The President put the question whether the Board would agree with said resolution.  
Which was decided in the affirmative by the following vote:  
Affirmative—The President, the Vice-President, Aldermen Baumert, Burke, Donovan, Eiseman, Flynn, Gecks, Keahon, Lantry, Long, McGuire, Morgan, Muh, Murphy, Oakley, O'Brien, Owens, Prague, Rogers, Ryder, Saul, C. Smith, S. W. Smith, Tait, and Wund—26.

The Vice-President called up G. O. 122, being a resolution and ordinance, as follows:  
Resolved, That a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across Hancock place, from a point on the southerly side of One Hundred and Twenty-fourth street, two hundred and nine feet east of the easterly curb-line of Columbus avenue to a point on the northerly side of One Hundred and Twenty-fourth street, eighty-eight feet west of the westerly curb-line of Avenue St. Nicholas; the materials to be used for said work to be bridge-stone of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

The President put the question whether the Board would agree with said resolution.  
Which was decided in the affirmative by the following vote:  
Affirmative—The President, the Vice-President, Aldermen Baumert, Burke, Donovan, Eiseman, Flynn, Gecks, Keahon, Lantry, Long, McGuire, Morgan, Muh, Murphy, Oakley, O'Brien, Owens, Prague, Rogers, Ryder, Saul, Schott, C. Smith, S. W. Smith, Tait, and Wund—27.

Alderman Eiseman called up G. O. 123, being a resolution and ordinance, as follows:  
Resolved, That the sidewalks on the southeast corner of Eighty-fifth street and Columbus avenue, extending a distance about one hundred feet each on street and avenue, be flagged eight feet wide, where not already done, and that all the flagging and the curb now the sidewalks be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321, chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

The President put the question whether the Board would agree with said resolution.  
Which was decided in the affirmative by the following vote:  
Affirmative—The President, the Vice-President, Aldermen Baumert, Burke, Donovan, Eiseman, Flynn, Gecks, Keahon, Lantry, Long, McGuire, Morgan, Muh, Murphy, Oakley, O'Brien, Owens, Prague, Rogers, Ryder, Saul, Schott, C. Smith, S. W. Smith, Tait, and Wund—27.

Alderman Eiseman called up G. O. 131, being a resolution, as follows:  
Resolved, That two additional lamp-posts be erected and street-lamps placed thereon and lighted in front of the Dutch Reformed Church, on the northeast corner of West End avenue and Seventy-seventh street, the lamps to be placed forty-two feet and fifty-four feet, respectively, north of West End avenue.

Alderman Eiseman moved that the resolution be amended by adding at the end thereof the words "under the direction of the Commissioner of Public Works."  
The President put the question whether the Board would agree with said amendment.

Which was decided in the affirmative.  
The President put the question whether the Board would agree with said resolution as amended.  
Which was decided in the affirmative by the following vote:  
Affirmative—The President, the Vice-President, Aldermen Baumert, Burke, Donovan, Eiseman, Flynn, Gecks, Keahon, Lantry, Long, McGuire, Morgan, Muh, Murphy, Oakley, O'Brien, Owens, Prague, Rogers, Ryder, Saul, Schott, C. Smith, S. W. Smith, Tait, and Wund—27.

Alderman Ryder called up G. O. 37, being a resolution, as follows:  
Resolved, That Thomas V. Costello be and he is hereby employed to furnish, for the use of members of the Board, copies of all bills, documents and printed matter introduced in the Legislature of this State, particularly affecting public interests in the City of New York, at the rate of compensation usually paid for like services in former years, viz.: fifty dollars (\$50) for the session of the Legislature of 1893, the expenses to be taken from the appropriation for "City Contingencies."

The President put the question whether the Board would agree with said resolution.  
Which was decided in the affirmative by the following vote:  
Affirmative—The President, the Vice-President, Aldermen Burke, Donovan, Eiseman, Flynn, Gecks, Keahon, Lantry, Long, McGuire, Morgan, Muh, Murphy, Oakley, O'Brien, Owens, Prague, Rogers, Ryder, Saul, Schott, C. Smith, S. W. Smith, Tait, and Wund—26.

Alderman Ryder called up G. O. 49, being a resolution and ordinance, as follows:  
Resolved, That all the flagging and the curb now on the sidewalks on the block bounded by Sullivan, Bleecker, Macdougal and West Houston streets be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321, chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

The President put the question whether the Board would agree with said resolution.  
Which was decided in the affirmative by the following vote:  
Affirmative—The President, the Vice-President, Aldermen Burke, Donovan, Eiseman, Flynn, Gecks, Keahon, Lantry, Long, McGuire, Morgan, Muh, Murphy, Oakley, O'Brien, Owens, Prague, Rogers, Ryder, Saul, Schott, C. Smith, S. W. Smith, Tait, and Wund—26.

Alderman Keahon called up G. O. 85, being a resolution and ordinance, as follows:  
Resolved, That the sidewalks in front of No. 23 Jopes street be flagged full width, where not already done, and that all the flagging and the curb now on the sidewalks be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321, chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

The President put the question whether the Board would agree with said resolution.  
Which was decided in the affirmative by the following vote:  
Affirmative—The President, the Vice-President, Aldermen Baumert, Burke, Donovan, Eiseman, Flynn, Gecks, Keahon, Lantry, Long, McGuire, Morgan, Muh, Murphy, Oakley, O'Brien, Owens, Prague, Rogers, Ryder, Saul, Schott, C. Smith, S. W. Smith, Tait, and Wund—27.



Alderman Oakley called up G. O. 74, being a resolution and ordinance, as follows:  
Resolved, That the sidewalks on the south side of Sixty-first street, commencing about one hundred feet east of Eleventh avenue, and extending east about two hundred and twenty-five feet, be flagged eight feet wide, where not already done, and that all the flagging and the curb now on the sidewalks be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

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

Which was decided in the affirmative by the following vote:

Affirmative—The President, the Vice-President, Aldermen Baumert, Burke, Eiseman, Flynn, Gecks, Keahon, Lantry, Long, McGuire, Morgan, Muh, Murphy, Oakley, O'Brien, Owens, Prague, Rogers, Ryder, Saul, Schott, C. Smith, S. W. Smith, Tait, and Wund—26.

Alderman Oakley called up G. O. 83, being a resolution and ordinance, as follows:  
Resolved, That the sidewalks on the south side of Sixty-ninth street, from Eighth to Columbus avenue, be flagged full width, where not already done, and that all the flagging and the curb now on the sidewalks be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321, chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

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

Which was decided in the affirmative by the following vote:

Affirmative—The President, the Vice-President, Aldermen Baumert, Burke, Donovan, Eiseman, Flynn, Gecks, Keahon, Lantry, Long, McGuire, Morgan, Muh, Murphy, Oakley, O'Brien, Owens, Prague, Rogers, Ryder, Saul, Schott, C. Smith, S. W. Smith, Tait, and Wund—27.

Alderman S. W. Smith called up G. O. 121, being a resolution and ordinance, as follows:

Resolved, That a crosswalk of two courses, with a row of paving-blocks between the courses, be laid across Avenue St. Nicholas at its intersection with the northerly and southerly sides of One Hundred and Nineteenth street, the materials to be used for said work to be bridge-stone of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

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

Which was decided in the affirmative by the following vote:

Affirmative—The President, the Vice-President, Aldermen Baumert, Burke, Donovan, Eiseman, Flynn, Gecks, Keahon, Lantry, Long, McGuire, Morgan, Muh, Murphy, Oakley, O'Brien, Owens, Prague, Rogers, Ryder, Saul, Schott, S. W. Smith, Tait, and Wund—26.

Alderman S. W. Smith called up G. O. 130, being a resolution and ordinance, as follows:

Resolved, That the carriage-way of Ninety-third street, between the Boulevard and West End avenue, be paved with granite-block pavement on concrete foundation, and that crosswalks be laid at each intersecting and terminating street or avenue, where not already laid, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

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

Which was decided in the affirmative by the following vote:

Affirmative—The President, the Vice-President, Aldermen Baumert, Burke, Donovan, Eiseman, Flynn, Gecks, Keahon, Lantry, Long, McGuire, Morgan, Muh, Murphy, Oakley, O'Brien, Owens, Prague, Rogers, Ryder, Saul, Schott, S. W. Smith, Tait, and Wund—26.

Alderman Wund called up G. O. 82, being a resolution and ordinance, as follows:

Resolved, That the sidewalks in front of No. 414 East Sixty-sixth street be flagged full width, where not already done, and that all the flagging and the curb now on the sidewalks be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321, chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

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

Which was decided in the affirmative by the following vote:

Affirmative—The President, the Vice-President, Aldermen Baumert, Burke, Donovan, Eiseman, Flynn, Gecks, Keahon, Lantry, Long, McGuire, Morgan, Muh, Murphy, Oakley, O'Brien, Owens, Prague, Rogers, Ryder, Saul, Schott, S. W. Smith, Tait, and Wund—26.

Alderman Wund called up G. O. 128, being a resolution, as follows:

Resolved, That an improved iron drinking-fountain be placed on the sidewalk nearest the curb on the northwest corner of Sixty-third street and Amsterdam 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, the Vice-President, Aldermen Baumert, Burke, Donovan, Eiseman, Flynn, Gecks, Keahon, Lantry, Long, McGuire, Morgan, Muh, Murphy, Oakley, O'Brien, Owens, Prague, Rogers, Ryder, Saul, Schott, C. Smith, S. W. Smith, Tait, and Wund—27.

#### MOTIONS AND RESOLUTIONS AGAIN RESUMED.

By Alderman Murphy—

Whereas, It has pleased Divine Providence to remove from among us Edward P. Hagan, Senator from the Ninth Senatorial District of the City of New York; and

Whereas, Senator Hagan, during his lifetime, by his genial temperament, his sturdy loyalty to friends and his generous disposition, endeared himself to thousands of the citizens of this metropolis; and

Whereas, During his frequent terms of service as a member of the State Legislature, he was always the friend and protector of the rights and privileges of the Board of Aldermen, and was the warm personal friend of almost every member of this Board; therefore be it

Resolved, That this Common Council deplores the untimely death of Senator Edward P. Hagan, and that on the day of the funeral, the members of this Board attend the ceremonies in a body.

That a copy of these resolutions suitably engrossed and duly authenticated by the Clerk, be forwarded to the widow of the deceased; and be it further

Resolved, That, as an additional mark of respect, this Board do now adjourn.

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

Which was decided in the affirmative.

And the President announced that the Board stood adjourned until Tuesday, February 28, 1893, at 11 o'clock A. M.

MICHAEL F. BLAKE, Clerk.

## DEPARTMENT OF STREET CLEANING.

DEPARTMENT OF STREET CLEANING—CITY OF NEW YORK,  
STEWART BUILDING,  
NEW YORK, February 13, 1893.

In accordance with the provisions of section 51, chapter 410 of the Laws of 1882, the Commissioner of Street Cleaning makes the following abstract of the transactions of the Department or the week ending January 8, 1893:

Streets Swept.		Square Yards.	
By Department forces	26,489,874.7		
Material Collected.			
	Ashes and Garbage.	Street Sweepings.	Total Loads.
By Department forces	24,480	2,400	26,880
On permits—			
Bureau of Markets	96	.....	96
Departments of Public Works and Parks	.....	115	115
Manufacturers (boiler ashes, etc.)	3,750	.....	3,750
Totals	28,326	2,515	30,841
Snow and Ice.			
Collected and removed			7,685
Final Disposition of Material.			
		Loads.	
At sea and behind bulkheads—			
51 dumpers at sea		18,693	
14 deck scows at sea		4,258	
19 deck scows at Hart's Island		5,490	
3 deck scows at Staten Island		958	
2 deck scows at Casanova		694	
			30,093

In lots for fertilizing, filling-in, etc.—

At One Hundred and Fortieth street and Lenox avenue	1,414
At various places	454
	1,868
	31,961

(Includes 1,120 loads of material previously collected and left on scows.)

#### Appointments.

John Fallon, Department Cart Driver.	William Quince, Department Cart Driver.
Francisco Marchese, Department Cart Driver.	William Flarlaye, Department Cart Driver.
John Bowe, Department Cart Driver.	Joseph Schmidt, Department Cart Driver.
John Eck, Department Cart Driver.	Patrick J. Sullivan, Department Cart Driver.
Antonio Caggiono, Department Cart Driver.	Patrick Bolton, Department Cart Driver.
William E. Keeley, Department Cart Driver.	George Kessel, Department Cart Driver.
Arthur Connelly, Department Cart Driver.	Hugh McGee, Department Cart Driver.
James Regan, Department Cart Driver.	Louis Nagel, Department Cart Driver.
William Kennedy, Department Cart Driver.	John F. Smith, Department Cart Driver.
John Cox, Department Cart Driver.	Charles McShane, Department Cart Driver.
Max Gabbert, Department Cart Driver.	William Harris, Department Cart Driver.
Michael Egan, Department Cart Driver.	James Robinson, Department Cart Driver.
Theodore Hopper, Department Cart Driver.	James Foley, Department Cart Driver.
Thomas Reilly, Department Cart Driver.	Genaro Panselli, Department Cart Driver.
Patrick Shea, Department Cart Driver.	Thomas Murphy, Sweeper.
Patrick Coyle, Department Cart Driver.	Owen McDonald, Sweeper.
	Michael Ruby, Department Cart Driver.

#### Suspensions.

John J. Kennedy, No. 2, Department Cart Driver.	John Manrahan, Sweeper.
William Toone, Department Cart Driver.	Michael Griffin, Department Cart Driver.
Joseph Devlin, Department Cart Driver.	Joseph Farrell, Department Cart Driver.
Edward Hayes, Sweeper.	Patrick Hackett, Department Cart Driver.
Joseph Kennedy, Department Cart Driver.	George Allen, Sweeper.
John P. Ford, Department Cart Driver.	Anton Capparella, Department Cart Driver.
Peter Glennon, Department Cart Driver.	Donato Montefort, Department Cart Driver.
John Ferguson, Department Cart Driver.	Chris. Traupe, Department Cart Driver.
Phil. Cahill, Department Cart Driver.	Patrick Byrnes, Department Cart Driver.
James Cawley, Department Cart Driver.	Andrew McKeever, Department Cart Driver.
Thomas Morgan, Department Cart Driver.	John Leavy, Department Cart Driver.
John Mullaney, Department Cart Driver.	Michael Cox, Sweeper.
Philip Sheridan, Sweeper.	Patrick Simpson, Sweeper.
Thomas Reilly, No. 1, Department Cart Driver.	Peter Coleman, Department Cart Driver.
Patrick Rice, Department Cart Driver.	John D. Shea, Department Cart Driver.
Patrick Leavy, Department Cart Driver.	Charles Brawley, Sweeper.
Henry Duckett, Department Cart Driver.	Patrick McKeon, Department Cart Driver.
John McDonald, Department Cart Driver.	Antonio Fallottica, Department Cart Driver.
Lawrence Friery, Sweeper.	Robert Upton, Department Cart Driver.
Terence Kelly, Sweeper.	James Linden, Department Cart Driver.
Garrett Motley, Sweeper.	John Fagan, Department Cart Driver.
George Brown, Sweeper.	Denis Meehan, Department Cart Driver.
William Reynolds, Department Cart Driver.	Owen Ward, Department Cart Driver.
Patrick Walpole, Department Cart Driver.	Richard Mooney, Department Cart Driver.
Thomas Murphy, Sweeper.	William E. Kelly, Department Cart Driver.
James Hart, Department Cart Driver.	Patrick McGrath, Sweeper.
Peter Galligan, Department Cart Driver.	Terence Cahill, Sweeper.
Eugene O'Toole, Sweeper.	Thomas Kleine, Sweeper.
	Joseph Reynolds, Department Cart Driver.
	Owen Chester, Sweeper.

#### Removals.

John Collins, Temporary Fireman.	Philip Sheridan, Sweeper.
William Ward, Department Cart Driver.	John Mullaney, Department Cart Driver.
Denis O'Keeffe, Department Cart Driver.	Thomas Morgan, Department Cart Driver.
Tim. Hughes, Sweeper.	Thomas Murphy, Sweeper.
James Smith, Department Cart Driver.	Terence Kelly, Sweeper.
Michael Kelly, Sweeper.	John Scully, Department Cart Driver.
John Kelly, Department Cart Driver.	Garrett Motley, Sweeper.
John Griffin, Sweeper.	Lawrence Friery, Sweeper.
Peter Finan, Sweeper.	Eugene O'Toole, Sweeper.
George Frabelli, Department Cart Driver.	James Hughes, Dump Inspector.
Patrick Leavy, Department Cart Driver.	Peter Kearney, Sweeper.

#### Reinstatements.

Fred Worth, Department Cart Driver.	Patrick Rice, Department Cart Driver.
Denis Foley, Sweeper.	Thomas Ryan, Department Cart Driver.
Frank Hoffman, Department Cart Driver.	James Hart, Department Cart Driver.
Richard Mooney, Department Cart Driver.	George Brown, Sweeper.
Joseph Kennedy, Department Cart Driver.	Daniel Hanlon, Sweeper.
Peter Glennon, Department Cart Driver.	Edward Hayes, Sweeper.
John P. Ford, Department Cart Driver.	William Reynolds, Department Cart Driver.
John Ferguson, Department Cart Driver.	Joseph Devlin, Department Cart Driver.
Patrick Walpole, Department Cart Driver.	Henry Duckett, Department Cart Driver.
Philip Cahill, Department Cart Driver.	Michael Griffin, Department Cart Driver.
Thomas Featherston, Department Cart Driver.	Joseph Farrell, Department Cart Driver.
	Andrew McKeever, Department Cart Driver.

#### Bills Audited

—and transmitted to the Finance Department:

Schedule No. 125—	
J. H. Timmerman, City Paymaster, wages of Laborers, Cartmen, etc., for the nine days ending December 31, 1892	\$33,649 09
—chargeable to the appropriation for 1892, as follows:	
"Sweeping"	\$19,808 98
"Carting"	13,240 60
"Final Disposition"	599 51
	\$33,649 09

Schedule No. 1—	
J. H. Timmerman, City Paymaster, wages of Laborers, Cartmen, etc., for the week ending January 5, 1893	\$18,043 90
—chargeable to the appropriation for 1893, as follows:	
"Sweeping"	\$10,822 12
"Carting"	6,915 17
"Final Disposition"	306 61
	\$18,043 90

#### Public Moneys Collected

—and transmitted to the City Chamberlain:	
For trimming scows	\$2,308 40

THOMAS S. BRENNAN, Commissioner of Street Cleaning.

## FIRE DEPARTMENT.

HEADQUARTERS FIRE DEPARTMENT,  
NEW YORK, October 4, 1892.

The Board of Commissioners met this day.

Present—President Henry D. Purroy, in the chair, and Commissioners S. Howland Robbins and Anthony Eickhoff.

#### Trials.

Fireman 3d grade Daniel F. O'Hara, Hook and Ladder 11, "absence without leave" (four charges), and "violation section 36, article VI., Rules and Regulations" (two charges). Accused called, and failed to appear. Dropped from the rolls, to take effect from October 1.











Resolved, That a voucher be and hereby is ordered drawn in favor of Theodore Morrison for the sum of seven hundred and eighty-seven dollars and fifty cents, being amount of judgment rendered in favor of said Theodore Morrison for salary due him while employed as an Inspector of Masonry on the New Aqueduct, and certified to the Comptroller for payment.

The same was adopted by the following vote:

Affirmative—Commissioners Duane, Tucker, Scott and Cannon—4.

The Committee also recommended the adoption of the following preamble and resolutions:

Whereas, The Chief Engineer of this Commission has certified in writing, under date of January 31, 1893, that John F. Gaynor, assignee of John M. Waddle, contractor, has completely performed and carried out the provisions of the contract made by said Waddle with this Commission on the 25th day of April, 1891, for building the blow-off at Shaft No. 24, on Section A of the New Croton Aqueduct, and has stated, from actual measurements, the whole amount of work done and materials furnished under and according to the terms of said contract and of the true value thereof; now, therefore, be it

Resolved, That the Aqueduct Commissioners do accept the work done and materials furnished by John F. Gaynor, assignee of John M. Waddle, contractor, under the contract above referred to, and direct that proper vouchers for the final payment for work done and materials furnished be approved by the Aqueduct Commissioners and certified to the Comptroller for payment, as follows:

To John F. Gaynor, assignee.....	\$2,981 58
To New York Central and Hudson River Railroad Company, for work done for the contractor in the construction of said blow-off, as per agreement dated January 7, 1892.....	491 84

And further,

Resolved, That the following claims, which have been presented to the Aqueduct Commissioners, namely:

1st. Of the New York and Northern Railway Company, for work performed in supporting its tracks over the excavation made by the contractor.....	\$268 40
2d. Of Mr. McArdle, for amount of board bill retained from wages of Michael Rogers, for month of September, 1892.....	20 00
3d. Of John Conroy, for hire of horse and cart.....	6 00
4th. Of Michael King, for hire of team of horses.....	2 50
5th. Of Mr. Kesenyer, for hire of team of horses.....	3 50

—be transmitted to the Comptroller with said final estimate, and, in connection therewith, the attention of the Comptroller be called to Clause "S" of the contract for the doing of said work.

The same were adopted by the following vote:

Affirmative—Commissioners Duane, Tucker, Scott and Cannon—4.

The Comptroller, under date of January 31, 1893, gave notice of the issue of warrants for the payment of vouchers not certified to by the Aqueduct Commissioners, for—

Cornell Dam.....	\$150 00
Reservoir "M".....	8,750 00
Sodom Dam and Reservoir.....	1,314 47

—leaving a balance to the credit of "Additional Water Fund" of \$73,799.17.

Which was ordered entered upon the books of the Commission and filed.

On motion of Commissioner Tucker, the minutes of special meeting of January 13, 1893, were ordered approved.

The Commissioners then adjourned.

J. C. LULLEY, Secretary.

NOTE—On Wednesday, February 15, 1893, no quorum being present, the meeting stood adjourned.

J. C. LULLEY, Secretary.

## DEPARTMENT OF DOCKS.

At a meeting of the Board of Docks of the City of New York, held at the office of the Board, Pier "A," Battery place, Thursday, February 2, 1893, at 11 o'clock A. M.

Present—President Cram.

Commissioner Post.

" " Phelan.

The minutes of the meeting held January 26, 1893, were read and approved.

The minutes of the meetings held December 8 and 13, 1892, were read and approved—Commissioner Post not voting, owing to his absence from said meetings.

The following communications were received, read and,

On motion, tabled, viz.:

From the Southern Pacific Company—Requesting a lease of Pier, new 37, North river, for ten years from May 1, 1893, with privilege of renewal.

From the Engineer-in-Chief—Submitting specifications and form of contract for building a rip-rap embankment at the westerly end of Riker's Island for the purpose of retaining filling to be placed thereat by the Department of Street Cleaning.

The communication from the Department of Street Cleaning, relative to the filling-in between Fifth and Seventh avenues, Harlem river, and requesting permission to continue dumping street cleaning material at the foot of West Ninety-seventh street, was referred to the Treasurer.

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

New York, Lake Erie and Western Railroad Company—To repair Pier at West Twenty-second street, in accordance with the application of C. T. Van Santvoord, lessee.

Carl Shultz—To open deck and sheathing of the Pier at East Twenty-sixth street in order to obtain access to salt-water pipe.

Department of Public Works—To pierce the bulkhead wall foot of East Seventy-eighth street for a sewer outlet.

Nathan Straus—To extend coal-bin erected on the Pier foot of West Fifty-second street, to continue only during the pleasure of the Board.

The communication from the Ocean Steamship Company, of Savannah, lessee, stating that it is their intention to take advantage of the privilege of renewal of the lease of Pier, new 35, North river, for ten years from May 1, 1893, was taken from the table, placed on file and the Secretary directed to prepare form of renewal.

The communication from John Eltz & Son, protesting against the berthing of the steamer "Dean Richmond" at the Pier foot of West Fifty-second street, together with the report of the Treasurer respecting the assignment of said berth, were taken from the table, placed on file and permit granted the People's Line to occupy said berth, compensation to be paid therefor at the rate of \$5 per day, Sundays included, payable at the end of each week to the Dock Master of the District.

The following communications were received, read and,

On motion, ordered to be placed on file, viz.:

From the Mayor's Office—Inclosing copy of communication from the United States Army Engineers, stating that the Secretary of War approved the recommendation of the New York Harbor Line Board for a modification of the lines around Riker's Island.

From the Counsel to the Corporation—Approving specifications and form of Contract No. 434.

From the Finance Department—Approving sureties on Contract No. 433.

From Thomas Gearty and John Booth, sureties—Consenting to the extension of time granted John Peirce for the completion of deliveries of granite under Contract No. 414.

From C. P. Huntington, lessee—Stating that he does not intend to take advantage of the privilege of renewal of the lease of Pier, new 37, North river, which expires May 1, 1893.

From Stickney, Conyngham & Co.—Stating that the sunken canal boats at Seventy-sixth street, East river, and bulkhead between Ninety-fourth and Ninety-fifth streets, North river, have been abandoned to Carpenter & Baker, insurance agents. Notify Carpenter & Baker to remove said boats forthwith.

From E. Ellery Anderson, attorney—Requesting the Board to assume the expense incurred by Popham & Co., in rebuilding bulkhead foot of East Thirty-sixth street. Notify him that this Board has no authority and is therefore unable to assume said charge.

From Schwarzschild & Sulzberger—Agreeing to remove the temporary building on the bulkhead foot of East Forty-fifth street, as soon as their permanent structures are completed. The action of the Secretary in replying thereto, approved.

From the Librarian, Columbia College—Requesting a copy of the annual reports of the Department from 1878 to 1884, and from 1886 to 1892, inclusive. The Secretary directed to furnish same.

From Dock Master Woods—Reporting the dumping of refuse material by unknown parties at the foot of Jay street and north of Pier, old 41, North river.

From Dock Master Monaghan—Reporting repairs required to the sheathing on Piers 48 and 61, East river. The Engineer-in-Chief directed to repair if necessary.

From the Treasurer:

1st. Recommending that the application of the Columbus Boat Club, for a transfer to them of the permit granted the Xavier Boat Club for boat house and float foot of One Hundred and Fifty-fourth street, Harlem river, be denied. Recommendation adopted.

2d. Reporting that Robert J. Gray does not desire to avail himself of the permit granted December 22, 1892, for a berth for the propeller "General Wool" in the vicinity of One Hundred and Thirty-eighth street, Harlem river. Permit revoked.

The Treasurer, Commissioner Phelan, submitted his report of receipts for the week ending February 1, 1893, amounting to \$42,279.31, which was received and ordered to be spread in full on the minutes, as follows:

DATE.	FROM WHOM.	FOR WHAT.	AMOUNT.	TOTAL.	DATE DEPOSITED.
1893.					1893.
Jan. 24	H. D. Mould.....	4 mos. rent, l. u. w., for pfm., W. side Pier 53, E. R.....	\$41 67		
" 26	Ridgewood Ice Co.....	2 mos. rent, berth at Pier 43, E. R....	200 00		
" 26	Thomas Smith.....	Sale of dump tickets 12501 to 15000, at 10c., for filling in S. of 55th st., N. R.....	250 00		
" 26	John W. Flaherty.....	Sale of map, New Pier at Canal st., N. R.....	5 00		
" 30	John H. McCarthy.....	1 qrs. rent, Pier 117th st., H. R.....	181 25		
" 30	John H. Starin.....	" Pier 32d st., E. R.....	350 00		
" 30	"	" pfm. bet. Piers 18 and 20, N. R.....	300 00		
" 31	William J. Clark.....	2 mos. rent, l. u. w., for pfm., S. Pier 43, E. R.....	32 60		
" 31	George A. Woods.....	Wharfage, District No. 2, N. R.....	96 44		
" 31	Edward Abeel.....	" 4, ".....	501 30		
" 31	B. F. Kenney.....	" 6, ".....	213 93		
" 31	William B. Osborne.....	" 8, ".....	75 00		
" 31	James J. Fleming.....	" 10, ".....	140 10		
" 31	Thomas P. Walsh.....	" 12, ".....	29 50		
" 31	Henry A. Palmstine.....	" 1, E. R.....	163 43		
" 31	Charles S. Coye.....	" 3, ".....	133 40		
" 31	James A. Monaghan.....	" 5, ".....	46 36		
" 31	Maurice Stack.....	" 7, ".....	315 82		
" 31	Joseph F. Meehan.....	" 9, ".....	161 52		
" 31	James W. Carson.....	" 11, ".....	64 80		
" 31	John J. Martin.....	" 13, ".....	32 50		
Feb. 1	Riverside and Fort Lee Ferry Co.....	1 qrs. rent, S. side Pier at 131st st. and bkd., N. R.....	\$125 00		
" 1	Riverside and Fort Lee Ferry Co.....	" bkd. pfm. at 130th st., N. R.....	100 00		
" 1	Quebec Steamship Co.....	" Pier, new 47 and bkd., N. R.....	5,000 00		
" 1	"	" bkd. bet. Piers, new 46 and 47, N. R.....	83 33		
" 1	Yellow Pine Co.....	" timber basin, N. 125th st., H. R.....	37 50		
" 1	Consolidated Gas Co.....	" bkd. at 15th st., E. R.....	68 75		
" 1	George H. Penniman.....	" l. u. w. for ex. Pier, old 36, E. R.....	750 00		
" 1	H. P. Farrington.....	" Pier, old 40 and bkd. north, N. R.....	5,000 00		
" 1	Hoboken Land and Improvement Co.....	" l. u. w. for ferry structure, south Barclay st., N. R.....	2,151 06		
" 1	Hoboken Ferry Co.....	" bell tower outer end Pier, new 15, N. R.....	25 00		
" 1	"	9 mos. and 19 days rent to May 1, 1893, of l. u. w. to widen ferry slip, ft. Barclay st., N. R.....	3,208 22		
" 1	Hencken & Co.....	1 qrs. rent, bkd. ft. 4th st., E. R.....	37 50		
" 1	Thomas Ward.....	1 mos. rent, bkd., etc., S. 8th st., N. R.....	83 33		
" 1	James E. Ward & Co.....	1 qrs. rent, easterly half Pier, old 18, E. R.....	2,375 00		
" 1	B. F. Clyde.....	" easterly half Pier 33 and westerly half Pier 34 and bkd., E. R.....	2,000 00		
" 1	Cunard Steamship Co.....	" Pier, new 40, N. R.....	7,625 00		
" 1	Western Stock Yard Co.....	" Pier, etc., at 40th st., N. R.....	1,925 00		
" 1	N. Y. and Baltimore Transportation Line.....	" l. u. w. for pfm. bet. Piers 6 and 8, N. R.....	100 00		
" 1	Oceanic Steam Navigation Co. on behalf Liverpool and Great Western Steamship Co.....	" Pier, new 38, N. R.....	7,875 00		
" 1	Bridgeport Steamboat Co.....	" wharf structure at Pier 35, E. R.....	375 00		
			\$3,334 62		Jan. 31
			\$42,279 31	\$42,279 31	Feb. 1

Respectfully submitted,

JAMES J. PHELAN, Treasurer.

The Auditing Committee presented an audit of five bills or claims, amounting to \$28,460.31, which were approved and audited and ordered to be spread in full on the minutes, as follows:

### Construction Account.

Audit No.	Name.	Amount.
13050.	Graves & Steers, Estimate No. 4 and final, Contract No. 410.....	\$14,180 76
13051.	John Peirce, Estimate No. 4, Contract No. 414.....	13,996 29
13052.	Car fares.....	178 25
13053.	Incidentals.....	75 23
		\$28,430 53

### Annual Expense Account.

13054.	Incidentals.....	29 78
		\$28,460 31

Respectfully submitted,

EDWIN A. POST, } Auditing  
JAMES J. PHELAN, } Committee.

The action of the President in transmitting the same with requisitions for the amount to the Finance Department for payment approved.

From the Engineer-in-Chief:

1st. Report for the week ending January 28, 1893.

2d. Reporting the non-commencement of the work of erecting a temporary shed on Pier, new 15, North river, under permit granted W. D. Munson, September 29, 1892. Permit revoked.



**LEE PHILLIPS, Secretary and Executive Officer.**

Part I., Room No. 26, 11 o'clock A. M. to adjournment  
Part II., Room No. 24, 11 o'clock A. M. to adjournment  
Equity Term, Room No. 25, 11 o'clock A. M. to adjournment.



Naturalization Bureau, Room No. 23, 9 A. M. to 4 P. M.  
JOSEPH F. DALY, Chief Judge; MILES BEACH, HENRY  
BOOKSTAYER, HENRY BISCHOFF, JR., ROGER A. PRYOR  
and LEONARD A. GIEGERICH, Judges; ALFRED WAG-  
STAFF, Chief Clerk.

#### COURT OF GENERAL SESSIONS

No. 32 Chambers street. Court open at 11 o'clock A. M.  
adjourns 4 P. M.  
FREDERICK SMYTH, Recorder; RANDOLPH B. MAR-  
TINE, JAMES FITZGERALD and RUFUS B. COWING,  
Judges.  
JOHN F. CARROLL, Clerk. Office, Room No. 11, 10  
A. M. till 4 P. M.

#### OYER AND TERMINER COURT

New County Court-house, second floor, southeast cor-  
ner Room No. 12. Court opens at 10½ o'clock A. M.  
JOHN F. CARROLL, Clerk. Office, Brown-stone Building,  
City Hall Park, second floor, northwest corner, Room  
No. 11, 10 A. M. till 4 P. M.

#### CITY COURT.

City Hall.  
General Term, Room No. 20.  
Trial Term, Part I., Room No. 20.  
Part II., Room No. 21.  
Part III., Room No. 15.  
Part IV., Room No. 11.  
Special Term Chambers and will be held in Room No.  
19, 10 A. M. to 4 P. M.  
Clerk's Office, Room No. 10, City Hall, 9 A. M. to 4 P. M.  
SIMON M. EHRLICH, Chief Justice; HENRY P. Mc-  
GOWN, ROBERT A. VAN WYCK, JAMES M. FITZSIMONS,  
JOSEPH E. NEWBURGER and JOHN H. MCCARTHY, Jus-  
tices; JOHN B. MCGOLDRICK, Clerk.

#### COURT OF SPECIAL SESSIONS.

At Tombs, corner Franklin and Centre streets, daily  
at 10.30 A. M., excepting Saturday.  
JAMES P. KEATING, Clerk. Office, Tombs

#### SURROGATE'S COURT.

New County Court-house. Court opens at 10.30 A. M.  
adjourns 4 P. M.  
KASTUS S. RANSOM and FRANK T. FITZGERALD, Sur-  
rogates; WILLIAM V. LEARY, Chief Clerk.

#### SUPREME COURT

Second floor, New County Court-house, opens  
10.30 A. M.; adjourns 4 P. M.  
CHARLES H. VAN BRUNT, Presiding Justice; GEORGE  
L. INGRAM, ABRAHAM R. LAWRENCE, GEORGE C.  
BARRETT, GEORGE P. ANDREWS, EDWARD PATTERSON  
and MORGAN J. O'BRIEN, Justices; HENRY D. PURROY,  
Clerk.  
General Term, Room No. 9, WILLIAM LAMB, Jr., Clerk  
Special Term, Part I., Room No. 10, HUGH DONNELLY  
Clerk.  
Special Term, Part II., Room No. 18, WILLIAM J.  
HILL, Clerk.  
Chambers, Room No. 11, AMBROSE A. MCCALL,  
Clerk.  
Circuit, Part I., Room No. 12, WALTER A. BRADY,  
Clerk.  
Circuit, Part II., Room No. 14, JOHN LERSCHER,  
Clerk.  
Circuit, Part III., Room No. 13, GEORGE F. LYON,  
Clerk.  
Circuit, Part IV., Room No. 15, J. LEWIS LYON, Clerk.

#### POLICE COURTS.

Judges—JOHN J. RYAN, SOLOMON B. SMITH, CHARLES  
WELDE, DANIEL F. MCMAHON, EDWARD HOGAN,  
CHARLES N. TANTON, CLARENCE W. MEADE, PATRICK  
DIVVER, THOMAS F. GRADY, JOHN R. VOORHIS, ANDREW  
J. WHITE, WILLIAM H. BURKE, CHARLES E. SIMMS, JR.,  
THOMAS L. FEITNER and JOSEPH KOCH.  
JAMES McCABE, Secretary.  
Office of Secretary, Fifth District Police Court, One  
Hundred and Twenty-fifth street, near Fourth avenue.  
First District—Tombs, Centre street.  
Second District—Jefferson Market.  
Third District—No. 69 Essex street.  
Fourth District—Fifty-seventh street, near Lexington  
avenue.  
Fifth District—One Hundred and Twenty-first street,  
southeastern corner of Sylvan place.  
Sixth District—One Hundred and Fifty-eighth street  
and Third avenue.

#### BOARD OF EDUCATION.

SEALED PROPOSALS WILL BE RECEIVED BY  
the Board of School Trustees for the Seventeenth  
Ward, at the Hall of the Board of Education, No. 146  
Grand street, until 9.30 o'clock A. M., on Thursday,  
March 9, 1893, for erecting an Addition to Grammar  
School Building No. 19, on north side of Thirteenth  
street, between First and Second avenues.  
HIRAM MERRITT, Chairman,  
H. H. HAIGHT, Secretary,  
Board of School Trustees, Seventeenth Ward.  
Dated New York, February 24, 1893.

Sealed proposals will also be received at the same  
place, by the School Trustees of the Twelfth Ward,  
until 9 o'clock A. M., on Friday, March 3, 1893, for  
altering Building No. 230 East One Hundred and  
Twenty-fifth street, to be used as an annex to Grammar  
School No. 39.

JOHN WHALEN, Chairman,  
ANTONIO RASINES, Secretary,  
Board of School Trustees, Twelfth Ward.  
Dated New York, February 18, 1893.

Sealed proposals will also be received at the same  
place by the School Trustees of the Tenth Ward,  
until 9.30 o'clock A. M., on Friday, March 3, 1893,  
for Sanitary, etc., Work at Primary School Building  
No. 1, corner Ludlow and Delancey streets.  
CHAS. B. STOVER, Chairman,  
LOUIS HAUT, Secretary,  
Board of School Trustees, Tenth Ward.  
Dated New York, February 17, 1893.

Sealed proposals will also be received at the same  
place by the Board of School Trustees of the Twelfth  
Ward, until 9.30 o'clock A. M., on Thursday, February  
23, 1893, for supplying New Furniture for Grammar  
School Building No. 93, on northwest corner of Ninety-  
third street and Amsterdam avenue.  
JOHN WHALEN, Chairman,  
ANTONIO RASINES, Secretary,  
Board of School Trustees, Twelfth Ward.  
Dated New York, February 8, 1893.

Sealed proposals will also be received at the same  
place by the School Trustees of the Sixth Ward,  
until 4 o'clock P. M., on Thursday, February 23, 1893,  
for supplying a Steam Heating Apparatus for the New  
School Building, corner of Mulberry and Bayard streets.  
JOHN F. WHALEN, Chairman,  
ALEXANDER PATTON, Secretary,  
Board of School Trustees, Sixth Ward.  
Dated New York, February 8, 1893.

Plans and specifications may be seen, and blank pro-  
posals obtained, at the office of the Superintendent of  
School Buildings, No. 146 Grand street, third floor.

The Trustees reserve the right to reject any or all  
of the proposals submitted.

The party submitting a proposal, and the parties pro-  
posing to become sureties, must each write his name and  
place of residence on said proposal.

Two responsible and approved sureties, residents of  
this city, are required in all cases.  
No proposal will be considered from persons whose  
character and antecedent dealings with the Board of  
Education render their responsibility doubtful.

The party submitting a proposal must include in his  
proposal the names of all sub-contractors, and no change  
will be permitted to be made in the sub-contractors  
named without the consent of the School Trustees and  
Superintendent of School Buildings.

#### CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS.

NEW YORK CITY CIVIL SERVICE BOARDS,  
Room 30, COOPER UNION,  
NEW YORK, February 18, 1893.

PUBLIC NOTICE IS HEREBY GIVEN THAT  
open competitive examinations will be held at this  
office for the positions below mentioned upon the dates  
specified:

February 24. ASSISTANT ENGINEER.  
LEE PHILLIPS,  
Secretary and Executive Officer.

#### DEPARTMENT OF DOCKS.

DEPARTMENT OF DOCKS,  
PIER "A," NORTH RIVER.

#### TO CONTRACTORS.

(No. 435.)

PROPOSALS FOR ESTIMATES FOR DREDGING  
AT PIERS, NEW 38, NEW 42, PIER FOOT OF  
BETHUNE STREET, PIER, NEW 63, AND  
AT PIER FOOT OF WEST THIRTY-FOURTH  
STREET, ON THE NORTH RIVER.

ESTIMATES FOR DREDGING AT THE  
above-named places, on the North river, will be  
received by the Board of Commissioners at the head of  
the Department of Docks, at the office of said Depart-  
ment, on Pier "A," foot of Battery place, North river,  
in the City of New York, until 1 o'clock P. M. of

THURSDAY, MARCH 9, 1893.

at which time and place the estimates will be publicly  
opened by the head of said Department. The award  
of the contract, if awarded, will be made as soon as  
practicable after the opening of the bids.

Any person making an estimate for the work shall  
furnish the same in a sealed envelope to said Board, at  
said office, on or before the day and hour above named,  
which envelope shall be indorsed with the name or  
names of the person or persons presenting the same, the  
date of its presentation, and a statement of the work to  
which it relates.

The bidder to whom the award is made shall give  
security for the faithful performance of the contract, in  
the manner prescribed and required by ordinance, in  
the sum of Eleven Thousand Eight Hundred Dollars.

The Engineer's estimate of the quantities of material  
necessary to be dredged in order to secure at the  
premises mentioned the depth of water set opposite  
thereto in the specifications, is as follows:

ON THE NORTH RIVER.	
At Pier, new 38.....	35,000 cubic yards.
At Pier, new 42 (south side).....	12,000 "
At Pier foot of Bethune street.....	9,000 "
At Pier, new 63, north side.....	25,000 "
At Pier foot of West Thirty-fourth street.....	65,000 "
Total.....	147,000 cubic yards.

N. B.—Bidders are required to submit their estimates  
upon the following express conditions, which shall  
apply to and become a part of every estimate received:  
1st. Bidders must satisfy themselves, by personal  
examination of the locations of the proposed dredging,  
and by such other means as they may prefer, as to the  
accuracy of the foregoing Engineer's estimate, and shall  
not at any time after the submission of an estimate dis-  
pute or complain of the above statement of quantities,  
nor assert that there was any misunderstanding in  
regard to the nature or amount of the work to be done.

2d. Bidders will be required to complete the entire  
work to the satisfaction of the Department of Docks, and  
in substantial accordance with the specifications of the  
contract. No extra compensation, beyond the amount  
payable for the work before mentioned, which shall be  
actually performed, at the price therefor, per cubic yard,  
to be specified by the lowest bidder, shall be due or  
payable for the entire work.

The work to be done under this contract is to be com-  
menced within five days after the date of the contract,  
and the entire work is to be fully completed on or be-  
fore the 15th day of May, 1893, and the damages to  
be paid by the contractor for each day that the contract  
may be unfulfilled after the time fixed for the fulfillment  
thereof has expired, are, by a clause in the contract,  
fixed and liquidated at Fifty Dollars per day.

Bidders will state in their estimates a price, per  
cubic yard, for doing such dredging, in conformity with  
the approved form of agreement and the specifica-  
tions therein set forth, by which price the bids will  
be tested. This price is to cover all expenses of  
every kind involved in or incidental to the fulfillment of  
the contract, including any claim that may arise through  
delay, from any cause, in the performing of the work  
thereunder.

Bidders will distinctly write out, both in words and in  
figures, the amount of their estimates for doing this  
work.

The person or persons to whom the contract may be  
awarded will be required to attend at this office with the  
sureties offered by him or them, and execute the con-  
tract within five days from the date of the service of a  
notice to that effect; and in case of failure or neglect so to  
do, he or they will be considered as having abandoned it,  
and as in default to the Corporation, and the contract  
will be re-advertised and relet, and so on until it be  
accepted and executed.

Bidders are required to state in their estimates their  
names and places of residence; the names of all persons  
interested with them therein; and if no other person be  
so interested, the estimate shall distinctly state the  
fact; also, that the estimate is made without any con-  
nection with any other person making an estimate for  
the same work, and that it is in all respects fair and with-  
out collusion or fraud; and also, that no member of the  
Common Council, head of a department, chief of a  
bureau, deputy thereof, or clerk therein, or other  
officer of the Corporation, is directly or indirectly inter-  
ested therein, or in the supplies or work to which it re-  
lates, or in any portion of the profits thereof; which  
estimate must be verified by the oath, in writing, of the  
party making the estimate, that the several matters  
stated therein are in all respects true. Where more  
than one person is interested, it is requisite that the  
verification be made and subscribed to by all the parties  
interested.

Each estimate shall be accompanied by the con-  
sent, in writing, of two householders or freeholders in  
the City of New York, with their respective places of  
business or residence, to the effect that if the contract be  
awarded to the person or persons making the esti-  
mate, they will, upon its being so awarded, become  
bound as his or their sureties for its faithful perfor-  
mance; and that if said person or persons shall omit or  
refuse to execute the contract, they will pay to the Cor-  
poration of the City of New York any difference  
between the sum to which said person or persons  
would be entitled upon its completion and that which

said Corporation may be obliged to pay to the per-  
son to whom the contract may be awarded at any  
subsequent letting; the amount, in each case, to be  
calculated upon the estimated amount of the work to  
be done by which the bids are tested. The consent  
above mentioned shall be accompanied by the oath  
or affirmation, in writing, of each of the persons sign-  
ing 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 his debts of every nature, and over and  
above his liabilities as bail, surety and otherwise; and  
that he has offered himself as a surety in good faith, and  
with the intention to execute the bond required by law.  
The adequacy and sufficiency of the security offered  
will be subject to approval by the Comptroller of the  
City of New York after the award is made and prior to  
the signing of the contract.

No estimate will be received or considered unless  
accompanied by either a certified check upon one of the  
State or National banks of the City of New York,  
drawn to the order of the Comptroller, or money, to the  
amount of five per centum of the amount of security  
required for the faithful performance of the contract.  
Such check or money must not be included 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 success-  
ful bidder, will be returned to the persons making the  
same, within three days after the contract is awarded.  
If the successful bidder shall refuse or neglect, within  
five days after notice that the contract has been awarded  
to him, to execute the same, the amount of the deposit  
made by him shall be forfeited and retained by the  
City of New York as liquidated damages for such neg-  
lect or refusal; or if he shall execute the contract  
within the time aforesaid, the amount of his deposit  
will be returned to him.

Bidders are informed that no deviation from the  
specifications will be allowed, unless under the written  
instructions of the Engineer-in-Chief.

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

THE RIGHT TO DECLINE ALL THE ESTI-  
MATES IS RESERVED IF DEEMED FOR THE  
INTEREST OF THE CORPORATION OF THE  
CITY OF NEW YORK.

Bidders are requested, in making their bids or esti-  
mates, to use the blank prepared for that purpose by the  
Department, a copy of which, together with the form of  
agreement, including specifications, and showing the  
manner of payment for the work, can be obtained  
upon application therefor at the office of the Depart-  
ment.

J. SERGEANT CRAM,  
EDWIN A. POST,  
JAMES J. PHELAN,  
Commissioners of the Department of Docks.  
Dated New York, February 23, 1893.

#### BOARD OF STREET OPENING AND IMPROVEMENT.

NOTICE IS HEREBY GIVEN THAT THERE  
will be a regular meeting of the Board of Street  
Opening and Improvement of the City of New York  
held in the Mayor's office, on Friday, February 24, 1893,  
at 12 o'clock M., at which meeting it is proposed to  
consider unfinished business and such other matters  
as may be brought before the Board.

Dated New York, February 21, 1893.  
V. B. LIVINGSTON,  
Secretary.

WHEREAS, THE COMMISSIONER OF  
Street Improvements of the Twenty-third  
and Twenty-fourth Wards has prepared for adoption certain  
changes and revision of maps in the Twenty-third  
and Twenty-fourth Wards, which will be submitted  
to this Board for its concurrence and approval, in  
pursuance of chapter 545 of the Laws of 1890, in refer-  
ence to which changes and revision the said Commis-  
sioner gave a public hearing on the 31st of January,  
1893, in pursuance of chapter 721 of the Laws of 1887,  
and chapter 545 of the Laws of 1890.

Notice is hereby given, that this Board will, at the  
Mayor's office, in the City Hall, in the City of New  
York, on the 24th day of February, 1893, at twelve  
o'clock M., hear and consider all statements, objec-  
tions and evidence that may be then and there offered,  
in reference to such contemplated changes, the general  
character and extent of the same being a revision of  
the street system in that portion of the Twenty-third  
and Twenty-fourth Wards bounded on the south by  
the Harlem river, on the west by Jerome avenue and  
an unnamed avenue; running northerly from the first  
curve in Jerome avenue, north of Kingsbridge road, on  
a prolongation of said avenue to Moshulu Parkway and  
Van Cortlandt Park; on the north by the Gun Hill  
road, and on the east by Webster avenue and the New  
York and Harlem Railroad.

Dated New York, February 16, 1893.  
V. B. LIVINGSTON,  
Secretary.

#### FINANCE DEPARTMENT.

PROPOSALS FOR \$800,000 STOCKS AND  
BONDS OF THE CITY OF NEW YORK.

#### EXEMPT FROM TAXATION.

EXECUTORS, ADMINISTRATORS, GUARDIANS  
AND OTHERS HOLDING TRUST FUNDS  
ARE AUTHORIZED BY LAW TO INVEST  
IN THESE BONDS.

INTEREST THREE PER CENT. PER ANNUM.

SEALED PROPOSALS WILL BE RECEIVED  
at the office of the Comptroller of the City of New  
York until Monday, the 27th day of February, 1893,  
at 2 o'clock P. M., when they will be publicly opened by  
him in the presence of the Commissioners of the Sinking  
Fund, or such of them as shall attend, for the whole or  
a part of the following registered stocks and bonds of  
the City of New York, all of which are redeemable from  
the Sinking Fund and exempt from City and County  
taxation, to wit:

\$250,000 ADDITIONAL WATER STOCK OF THE  
CITY OF NEW YORK,

issued in pursuance of the provisions of chapter 490 of  
the Laws of 1883, entitled "An act to provide new res-  
ervoirs, dams and a new aqueduct, with the appurte-  
nances thereto, for the purpose of supplying the City of  
New York with an increased supply of pure and whole-  
some water;" and under a resolution of the Aqueduct  
Commissioners adopted February 8, 1893.

The principal is payable on the first day of October,  
1912, and the interest, semi-annually, at the rate of  
three per cent. per annum, on the first day of April and  
October in each year.

For the redemption of said stock the Commissioners  
of the Sinking Fund have created a special sinking fund  
by a resolution adopted February 6, 1887, pursuant to  
the provisions of section 11 of Article VIII. of the State  
Constitution, as amended November 4, 1884.

The said stock is exempt from taxation under section  
34 of said chapter 490 of the Laws of 1883, and a resolu-  
tion of the Commissioners of the Sinking Fund adopted  
September 3, 1883.

\$550,000 DOCK BONDS OF THE CITY OF NEW  
YORK,

authorized by section 143 of the New York City Con-  
solidation Act of 1882, and a resolution of the Commis-  
sioners of the Sinking Fund, adopted November 2, 1892.

The principal is payable from the Sinking Fund,  
November 1, 1923. Said bonds will bear interest at  
the rate of three per cent. per annum, payable semi-  
annually, on the first day of May and November in each  
year.

Said Dock Bonds are exempt from city and county  
taxation, under an ordinance of the Common Council of  
the City of New York, passed October 2, 1880, pursuant  
to the provisions of section 137 of the New York City  
Consolidation Act of 1882, and a resolution of the Com-  
missioners of the Sinking Fund, adopted November 2,  
1892.

AUTHORITY FOR TRUST INVESTMENTS.  
Attention is called to the provisions of an act passed  
by the Legislature March 14, 1880, authorizing execu-  
tors, administrators, guardians and trustees, and others  
holding trust funds to invest such funds in the stocks or  
bonds of the City of New York.

#### CONDITIONS.

Section 146 of the New York City Consolidation Act  
of 1882 provides that "the Comptroller, with the  
approval of the Commissioners of the Sinking Fund,  
shall determine what, if any, part of said proposals shall  
be accepted, and upon the payment into the City  
Treasury of the amounts due by the persons whose bids  
are accepted, respectively, certificates therefor shall be  
issued to them as authorized by law"; and also,  
"that no proposals for bonds or stocks shall be ac-  
cepted for less than the par value of the same."

Those persons whose bids are accepted will be re-  
quired to deposit with the City Chamberlain the amount  
of the bonds awarded to them at their par value, together  
with the premium thereon, within three days after  
notice of such acceptance.

Proposals will be received for said stocks or bonds in  
sums of one thousand dollars or multiples thereof, for the  
whole or any part of each issue.

The proposals should be enclosed in a sealed envelope,  
indorsed "Proposals for Stocks and Bonds of the City of  
New York," and each proposal should also be enclosed  
in a second envelope, addressed to the Comptroller of the  
City of New York.

THEO. W. MYERS,  
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,  
COMPTROLLER'S OFFICE, February 14, 1893.

#### AUTHORITY FOR TRUST INVESTMENTS.

CHAPTER 65, LAWS OF 1889.

AN ACT authorizing the investment of trust funds in  
stocks or bonds of any of the cities of this State.  
Approved by the Governor, March 14, 1889. Passed,  
three-fifths being present.

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

Section 1. It shall be lawful for executors, adminis-  
trators, guardians and trustees and others holding trust  
funds for investment to invest the funds so held by  
them in trust in bonds or stocks of any of the cities of  
this State, issued pursuant to the authority of any law  
of this State.

Section 2. This act shall take effect immediately.

#### NOTICE OF ASSESSMENT.

ASSESSMENT FOR OPENING WENDOVER  
AVENUE, TWENTY-FOURTH WARD, CON-  
FIRMED BY THE SUPREME COURT MAY  
12, 1892.

IN PURSUANCE OF SECTION 997 OF THE  
"New York City Consolidation Act of 1882," the  
Comptroller of the City of New York hereby gives pub-  
lic notice to all owners of property and persons affected  
by the assessment, in the matter of acquiring title  
to WENDOVER AVENUE, from Webster avenue to  
Third avenue, which assessment was confirmed by the  
Supreme Court May 12, 1892, and entered on the  
9th day of February, 1893, in the Record of Titles of  
Assessments kept in the "Bureau for the Collection  
of Assessments and Arrears of Taxes and Assess-  
ments 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 assessment, 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 assessment is payable to the Collector of  
Assessments and Clerk of Arrears at the "Bureau for  
the Collection of Assessments and Arrears of Taxes and  
Assessments and of Water Rents," Room 37, Stewart  
Building, between the hours of 9 A. M. and 2 P. M., and  
all payments made thereon on or before April 10,  
1893, will be exempt from interest as above provided,  
and after that date will be subject to a charge of in-  
terest 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.

THEO. W. MYERS,  
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,  
COMPTROLLER'S OFFICE, February 11, 1893.

#### DEPARTMENT OF TAXES AND ASSESSMENTS.

DEPARTMENT OF TAXES AND ASSESSMENTS,  
STAATS ZEITUNG BUILDING,  
NEW YORK, January 9, 1893.

IN COMPLIANCE WITH SECTION 877 OF THE  
New York City Consolidation Act of 1882, it is  
hereby advertised that the books of "The Annual  
Record of the Assessed Valuations of Real and Personal  
Estate" of the City and County of New York, for the  
year 1893, are open, and will remain open for examina-  
tion and correction until the thirtieth day of April,  
1893.

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

Applications for correction of assessed valuations on  
personal estate must be made by the person assessed to  
the said Commissioners, between the hours of 10 A. M.  
and 2 P. M., except on Saturdays, when between 10 A. M.  
and 12 M., at this office, during the same period.

EDWARD P. BAKER,  
GEORGE C. CLAUSEN,  
EDWARD L. PARRIS,  
Commissioners of Taxes and Assessments.

#### POLICE DEPARTMENT.

POLICE DEPARTMENT—CITY OF NEW YORK,  
OFFICE OF THE PROPERTY CLERK (Room No. 9),  
No. 300 MULBERRY STREET,  
NEW YORK, 1893.

OWNERS WANTED BY THE PROPERTY  
Clerk of the Police Department of the City of  
New York, No. 300 Mulberry street, Room No. 9, for the  
following property, now in his custody, without claim-  
ants: Boats, rope, iron, lead, male and female clothing,  
boots, shoes, wine, blankets, diamonds, canned goods,  
liquors, etc., also small amount money taken from  
prisoners and found by patrolmen of this Department.

JOHN F. HARRIOT,  
Property Clerk.



## ARMORY BOARD.

BOARD OF ARMORY COMMISSIONERS,  
SECRETARY'S OFFICE,  
STAATZ ZEITUNG BUILDING, TRYON ROW,  
NEW YORK, January 24, 1893.

## TO ARCHITECTS.

A GENERAL INVITATION IS HEREBY extended to architects to furnish competitive designs and plans for an armory building for the use of Troop A, of the National Guard of the State of New York.

The building to be erected on the ground 200 x 100 feet in the rear of the Eighth Regiment Armory, between Ninety-fourth and Ninety-fifth streets, and fronting on Madison avenue. The building to be of brick, with stone trimmings, and provided with a roof of glass, slate, tile or other durable material, and in design should harmonize as near as possible with the Eighth Regiment Armory adjoining.

The excavation for the building to be over the whole area of 20 x 100 feet, and to give a depth that will insure nine feet clear from the floor of the cellar to the ceiling above.

The cellar to contain a target range, marker's pit, large saddle room, armorer's room, boiler room and a runway for horses to the floor above.

The remainder of the cellar to be left unfinished and to be used as a stable, and to be fitted up by the Troop at their own expense, and not to be provided for in the present plans or estimates.

The main floor, on street level, is to be occupied with a ring of tan bark or dirt (similar to riding school rings) of the largest possible dimensions. This floor to be supported on columns and arches.

The plans to show accommodation in the building for Troop Meeting-room, Captain's Room, Lieutenant's Room, First Sergeant's Room, Quartermaster Sergeant's Room, Janitor's Apartments, Kitchen, with range, etc.; Locker-rooms, with lockers, to be provided for 105 men; suitable Water-closets, Bath-rooms, etc.; as much Gallery and Seating Accommodations as possible.

Building to be lighted by electricity and gas. Heated by steam. Ample provisions made for drainage.

Plans to be submitted, to be drawn scale 1/8 inch equal to one foot with a perspective drawing, rendered in black and white.

The entire cost of building, as called for in these specifications, shall not exceed \$140,000.

The Armory Board reserves the right to reject any or all plans which may be offered if, for any reason, they deem it best to do so, and in case any plan is accepted as presented or with alterations or suggestions of the Armory Board, and it is subsequently found that a contract satisfactory to the Armory Board can be made for the complete erection of the building as herein called for, for a sum, including the architect's fees, which shall not exceed the appropriation for the work, the architect presenting such plans shall be engaged for the work and his compensation for plans and superintendence shall be four per cent. of the amount of such contract.

The plans must be prepared with the view of inviting proposals for the erection of the building for a gross sum, and must be presented to the Committee on Plans, at this office, on or before March 1, 1893.

A map showing the site is on file in this office, and must be consulted by architects for such information as they may need in that respect.

THOS. F. GILROY, Mayor;

EDWARD P. BARKER,

President Department Taxes and Assessments;

MICHAEL T. DALY,

Commissioner Public Works;

BRIG.-GEN. LOUIS FITZGERALD,

COL. JAMES CAVANAGH,

Armory Board Commissioners.

## DEPARTMENT OF PUBLIC WORKS

DEPARTMENT OF PUBLIC WORKS,  
COMMISSIONER'S OFFICE,  
Room 6, No. 31 CHAMBERS STREET,  
NEW YORK, February 21, 1893.

## TO CONTRACTORS.

BIDS OR ESTIMATES, INCLOSED IN A sealed envelope, with the title of the work and the name of the bidder indorsed thereon, also the number of the work as in the advertisement, will be received at this office on Tuesday, March 7, 1893, until 12 o'clock M., at which place and hour they will be publicly opened by the head of the Department.

No. 1. FOR FURNISHING MATERIALS AND PERFORMING WORK IN REPAIRING PONTOONS FOR THE FREE FLOATING BATHS, REPAIRING AND PAINTING THE ROOFS AND PAINTING FIFTEEN FREE FLOATING BATHS, AND REPAIRING AND FURNISHING SIGNAL LAMPS.

No. 2. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT, WITH CONCRETE FOUNDATION, THE CARRIAGEWAY OF THIRD AVENUE, from Fifty-ninth to Ninety-third street.

No. 3. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON THE PRESENT STONE-BLOCK PAVEMENT, THE CARRIAGEWAY OF THIRTY-FIFTH STREET, from Madison to Fourth avenue, and SEVENTY-SIXTH STREET, from Madison to Fifth avenue.

No. 4. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON THE PRESENT STONE-BLOCK PAVEMENT, THE CARRIAGEWAY OF ONE HUNDRED AND FIFTEENTH STREET, from Fifth to Sixth avenue, ONE HUNDRED AND TWENTY-SECOND STREET, from Sixth to Seventh avenue, and ONE HUNDRED AND TWENTY-EIGHTH STREET, from Sixth to Madison avenue.

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 State or National banks of the City of New York, drawn to the order of the Comptroller, or money, to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such check or money must NOT be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within 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 the 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 Rooms 1 and 15, No. 31 Chambers street.

MICHAEL T. DALY,  
Commissioner of Public Works.

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

## TO OWNERS OF LANDS ORIGINALLY ACQUIRED BY WATER GRANTS.

ATTENTION IS CALLED TO THE RECENT act of the Legislature (chapter 449, Laws of 1889), which provides that whenever any streets or avenues in the city, described in any grant of land under water, from the Mayor, Aldermen and Commonalty containing covenants requiring the grantees and their successors to pave, repave, keep in repair or maintain such streets, shall be in need of repairs, pavement or repavement, the Common Council may, by ordinance, require the same to be paved, repaved or repaired, and the expense thereof to be assessed on the property benefited; and whenever the owner of a lot so assessed shall have paid the assessment levied for such paving, repaving or repairing, such payment shall release and discharge such owner from any and every covenant and obligation as to paving, repaving and repairing, contained in the water grant under which the premises are held, and no further assessment shall be imposed on such lot for paving, repaving or repairing such street or avenue, unless it shall be petitioned for by a majority of the owners of the property (who shall also be the owners of a majority of the property in frontage) on the line of the proposed improvement.

The act further provides that the owner of any such lot may notify the Commissioner of Public Works, in writing, specifying the ward number and street number of the lot that he desires, for himself, his heirs and assigns, to be released from the obligation of such covenants, and elects and agrees that said lot shall be thereafter liable to be assessed as above provided, and thereupon the owner of such lot, his heirs and assigns shall thenceforth be relieved from any obligation to pave, repair, uphold or maintain said street, and the lot in respect of which such notice was given shall be liable to assessment accordingly.

The Commissioner of Public Works desires to give the following explanation of the operation of this act: When notice, as above described, is given to the Commissioner of Public Works, the owner of the lot or lots therein described, and his heirs and assigns, are forever released from all obligation under the grant in respect to paving, repaving or repairing the street in front of or adjacent to said lot or lots, except one assessment for such paving, repaving or repairs, as the Common Council may, by ordinance, direct to be made thereafter.

No street or avenue within the limits of such grants can be paved, repaved or repaired until said work is authorized by ordinance of the Common Council, and when the owners of such lots desire their streets to be paved, repaved or repaired, they should state their desire and make their application to the Board of Aldermen and not to the Commissioner of Public Works, who has no authority in the matter until directed by ordinance of the Common Council to proceed with the pavement, repavement or repairs.

MICHAEL T. DALY,  
Commissioner of Public Works

## 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 4072, No. 1. Sewer and appurtenances on the southerly side of the Southern Boulevard, from the end of existing sewer west of Willis avenue to the summit east of Willis avenue.

List 4073, No. 2. Sewer in One Hundred and Eighth street, between Boulevard and Amsterdam avenue.

List 4079, No. 3. Sewer in One Hundred and Ninth street, between Manhattan avenue and Central Park, West.

List 4082, No. 4. Sewer in First avenue, between Forty-second and Forty-third streets, connecting with present sewer in Forty-third street, east of First avenue.

List 4083, No. 5. Sewer in Sixty-eighth street, between Avenue A and East river.

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

No. 1. South side of the Southern Boulevard, extending easterly from Willis avenue, about 525 feet.

No. 2. Both sides of One Hundred and Eighth street, from Boulevard to Amsterdam avenue.

No. 3. Both sides of One Hundred and Ninth street, from Central Park, West, to Manhattan avenue; east side of Manhattan avenue, from One Hundred and Eighth to One Hundred and Ninth street, and north side of One Hundred and Eighth street, from Central Park, West, to Manhattan avenue.

No. 4. Both sides of First avenue, from Forty-second to Forty-third street.

No. 5. Both sides of Sixty-eighth street, from Avenue A to the East river.

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

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation on the 25th day of March, 1893.

EDWARD GILON, Chairman,  
PATRICK M. HAVERTY,  
CHARLES E. WENDT,  
EDWARD CAHILL,  
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,  
No. 27 CHAMBERS STREET,  
NEW YORK, February 23, 1893.

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 3976, No. 1. Sewer in One Hundred and Seventieth street, between Tenth avenue and Kingsbridge road, and in Kingsbridge road, east side between One Hundred and Seventieth and One Hundred and Seventy-third streets.

List 4026, No. 2. Paving Amsterdam avenue, from One Hundred and Thirtieth to One Hundred and Fortieth street, with granite blocks and laying crosswalks.

List 4028, No. 3. Paving One Hundred and Sixteenth street, from Avenue A to Harlem river, with granite blocks.

List 4034, No. 4. Paving One Hundred and Forty-third street, from Amsterdam avenue to the Boulevard, with granite blocks, and laying crosswalks.

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

No. 1. Both sides of One Hundred and Seventieth street, from Tenth avenue to Kingsbridge road; both sides of Audubon avenue, from One Hundred and Seventieth to One Hundred and Seventy-first street; block bounded by One Hundred and Seventieth and One Hundred and Seventy-first streets, Audubon and Eleventh avenues; east side of Eleventh avenue, from One Hundred and Seventy-first to One Hundred and Seventy-second street, west side of Eleventh avenue, from One Hundred and Seventieth to One Hundred and Seventy-third street; and both sides of One Hundred and Seventy-first street and One Hundred and Seventy-second street, from Eleventh avenue to Kingsbridge road.

No. 2. Both sides of Amsterdam avenue, from One Hundred and Thirtieth street to the centre line of the block between One Hundred and Fortieth and One Hundred and Forty-first streets, and to the extent of half the block at the intersecting avenues.

No. 3. Both sides of One Hundred and Sixteenth street, from Avenue A to Harlem river, and to the extent of half the block at the intersecting avenues.

No. 4. Both sides of One Hundred and Forty-third street, from Amsterdam avenue to the Boulevard, and to the extent of half the block at the intersecting avenues.

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

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation on the 18th day of March, 1893.

EDWARD GILON, Chairman,  
PATRICK M. HAVERTY,  
CHAS. E. WENDT,  
EDWARD CAHILL,  
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,  
No. 27 CHAMBERS STREET,  
NEW YORK, February 16, 1893.

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 3972, No. 1. Paving with trap blocks, laying crosswalks, curbing and flagging One Hundred and Forty-fifth street, from Third avenue to One Hundred and Forty-sixth street.

List 3973, No. 2. Paving One Hundred and Sixty-ninth street, between the New York and Harlem Railroad and Franklin avenue, with granite blocks and laying crosswalks.

List 4039, No. 3. Sewer in One Hundred and Forty-eighth street, between Boulevard and Amsterdam avenue, and in Amsterdam avenue, between One Hundred and Forty-eighth and One Hundred and Forty-ninth streets.

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

No. 1. Both sides of One Hundred and Forty-fifth street, from Third avenue to One Hundred and Forty-sixth street, and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of One Hundred and Sixty-ninth street, from the New York and Harlem Railroad to Franklin avenue, and to the extent of half the block at intersecting avenues.

No. 3. Both sides of One Hundred and Forty-eighth street, from the Boulevard to Amsterdam avenue, and west side of Amsterdam avenue, from One Hundred and Forty-eighth to One Hundred and Forty-ninth street.

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

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation on the 13th day of March, 1893.

EDWARD GILON, Chairman,  
PATRICK M. HAVERTY,  
CHARLES E. WENDT,  
EDWARD CAHILL,  
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,  
No. 27 CHAMBERS STREET,  
NEW YORK, February 10, 1893.

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 3991, No. 1. Regulating, grading, curbing and flagging One Hundred and Sixty-ninth street, from Amsterdam avenue to Eleventh avenue.

List 3993, No. 2. Regulating, grading, curbing and flagging One Hundred and Thirty-second street, from Boulevard to Twelfth avenue.

List 4023, No. 3. Laying a crosswalk across Thirtieth street, at the westerly side of Tenth avenue.

List 4027, No. 4. Paving One Hundred and Forty-second street, from Eighth to Bradhurst avenue, with granite blocks.

List 4029, No. 5. Paving One Hundred and Forty-third street, from Eighth to Bradhurst avenue, with granite blocks.

List 4036, No. 6. Receiving-basin on the northwest corner of Eighty-first street and Lexington avenue.

List 4037, No. 7. Receiving-basin on the west side of Amsterdam avenue, 66 feet 9 inches north of One Hundred and Seventy-eighth street.

List 4042, No. 8. Sewer in One Hundred and Eighth street, between Manhattan avenue and Central Park, West.

List 4043, No. 9. Rebuilding receiving-basins at the northeast and southeast corners of One Hundred and Seventieth street and Vanderbilt avenue, East.

List 4055, No. 10. Fencing the vacant lot on the southwest corner of One Hundred and Fifth street and Madison avenue.

List 4056, No. 11. Sewer in One Hundred and Forty-ninth street, between Boulevard and Amsterdam avenue, and in Amsterdam avenue, west side, between One Hundred and Forty-ninth and One Hundred and Fiftieth streets.

List 4057, No. 12. Sewer in One Hundred and Thirtieth street, between Hamilton place and Amsterdam avenue.

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

No. 1. Both sides of One Hundred and Sixty-ninth street, from Amsterdam to Eleventh avenue, and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of One Hundred and Thirty-second street, from Boulevard to Twelfth avenue.

No. 3. To the extent of half the block, from the westerly intersection of Tenth avenue and Thirtieth street.

No. 4. Both sides of One Hundred and Forty-second street, from Eighth to Bradhurst avenue, and to the extent of half the block at the intersecting avenues.

No. 5. Both sides of One Hundred and Forty-third street, from Eighth to Bradhurst avenue, and to the extent of half the block at the intersecting avenues.

No. 6. Block bounded by Eighty-first and Eighty-second streets, Lexington and Park avenues, excepting the east side of Park avenue, from Eighty-first to Eighty-second street.

No. 7. Block bounded by One Hundred and Seventy-ninth and One Hundred and Eightieth streets, Amsterdam and Audubon avenues.

No. 8. Both sides of One Hundred and Eighth street and north side of One Hundred and Seventh street, from Central Park, West, to Manhattan avenue, and east side of Manhattan avenue, from One Hundred and Seventh to One Hundred and Eighth street.

No. 9. Both sides of One Hundred and Seventieth street, from Washington to Vanderbilt avenue; west side of Washington avenue, extending 300 feet north of One Hundred and Seventieth street, and east side of Vanderbilt avenue, extending 250 feet south of One Hundred and Seventieth street.

No. 10. Southwest corner of One Hundred and Fifth street and Madison avenue.

No. 11. Both sides of One Hundred and Forty-ninth street, from the Boulevard to Amsterdam avenue, and west side of Amsterdam avenue, from One Hundred and Forty-ninth to One Hundred and Fiftieth street.

No. 12. Both sides of One Hundred and Thirty-ninth street, from Hamilton place to Amsterdam 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 Chairman of the Board of Assessors, at their office, No. 27 Chambers street, within thirty days from the date of this notice.

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation on the 11th day of March, 1893.

EDWARD GILON, Chairman,  
PATRICK M. HAVERTY,  
CHARLES E. WENDT,  
EDWARD CAHILL,  
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,  
No. 27 CHAMBERS STREET,  
NEW YORK, February 9, 1893.

## DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,  
No. 66 THIRD AVENUE,  
NEW YORK, February 21, 1893.

## TO CONTRACTORS.

PROPOSALS FOR DRY GOODS FOR INSANE ASYLUMS.

SEALED BIDS OR ESTIMATES FOR FURNISHING Dry Goods during the year 1893, in conformity with samples and specifications, will be received at the office of the Department of Public Charities and Correction, No. 66 Third Avenue, in the City of New York, until 10 o'clock A. M. of Tuesday, March 7, 1893.

DRY GOODS FOR INSANE ASYLUMS.

70,000 yards Brown Muslin, "Indian Head," 36 inches.

27,000 yards Brown Muslin, "Indian Head," 48 inches.

6,000 yards Bleached Muslin, "Dwight Anchor," 36 inches.

17,000 yards Satinet, "Spring Brook."

18,000 yards Cottonade, "Flat Rock."

25,000 yards Ticking, "Cordis Mill, A. C. E."

15,000 yards Canton Flannel, "Amoskeag, A. A."

10,000 yards Kentucky jeans, "Flushing."

12,000 yards Blue Denim, "Silver Fox Amoskeag."

40,400 yards Gingham.

21,300 yards "Otis" Checks.

5,000 yards Seersucker "Bates Mill."

1,125 yards Red Flannel "Belvidere Scarlet."

1,200 yards Blue Flannel for Blouses.

1,750 white Toilet Quilts "Bates."

8,000 yards Crash Roller Toweling "Stevens all linen."

2,000 yards Crash Dish Toweling "Stevens all linen."

3,400 yards Huckabuck Toweling.

2,000 yards Damask for Table Cloths.

1,000 yards White Table Oil Cloth.

150 yards Sleeve Lining.

3,250 Men's Knit Undershirts.

3,250 Men's Knit Drawers.

500 Women's Knit Jackets, large.

500 Women's Woolen Shawls, black, brown and gray.

1,000 Women's Woolen Hoods, black, brown and gray.

2,500 pairs Colored Woolen Blankets, "Kersey," average seven pounds.

1,250 pairs White Woolen Blankets, "Hartford," average six pounds.

1,200 Overcoats, "Quinnepocit material."

500 Pea Jackets, "Quinnepocit material."

500 Summer Blouses (faced).

500 Summer Helms, with Department devices.

1,200 Men's Summer Hats.

2,500 Women's Summer Hats.

2,200 Men's Canvas Hats.

50 Men's Rubber Coats.

1,334 Rubber Sheets, 16 grommets each.

The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Dry Goods, etc.," 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



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 intended 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 State or National banks of the City of New York, drawn to the order of the Comptroller, or money, to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such check or money must not be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within 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 on exhibition 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 price for each article, by which the bids will be tested.

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

Payment will be made by a requisition on the Comptroller, in accordance with the terms of the contract, or from time to time, as the Commissioners may determine.

The form of the contract, including specifications and showing the manner of payment, will be furnished at the office of the Department; and bidders are cautioned to examine each and all of its provisions carefully, as the Board of Public Charities and Correction will insist upon its absolute enforcement in every particular.

HENRY H. PORTER, President,  
CHARLES E. SIMMONS, M. D.,  
EDWARD C. SHEEHY,  
Commissioners, Department of Public Charities and Correction.

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

#### PROPOSALS FOR 500 TONS OF FRESH MINED WHITE ASH STOVE COAL FOR THE OUT-DOOR POOR.

PROPOSALS, SEALED AND INDORSED AS above, will be received by the Board of Public Charities and Correction, at their office, until 10 o'clock A. M., of Thursday, February 23, 1893, at which time they will be publicly opened and read by the President of said Board, for FIVE HUNDRED (500) TONS Fresh Mined White Ash Stove Coal, of the best quality, each ton to consist of two thousand pounds; to be well screened and delivered in such quantities and in such parts of the city as may be required in specifications, and ordered from time to time, SOUTH OF EIGHTY-FOURTH STREET, to be subject to such inspection as the Commissioners may direct, and to meet their approval as to the quality, quantity, time and manner of delivery in every respect.

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

No proposal will be considered unless accompanied by the consent, in writing, of two householders or freeholders of the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded under that proposal, they will, on its being so awarded, become bound as sureties in ONE THOUSAND TWO HUNDRED (\$1,200) DOLLARS each, for its faithful performance; which consent must be verified by the justification of each of the persons signing the same for double the amount of surety required. The adequacy and sufficiency of such security to be approved by the Comptroller.

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

The Board of Public Charities and Correction reserves the right to reject all bids if deemed for the best interests of the city, and no proposal 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.

Blank forms of proposals and specifications, which are to be strictly complied with, can be obtained on application at the office of the Department, and all information furnished.

Dated New York, February 10, 1893.  
HENRY H. PORTER, President,  
CHARLES E. SIMMONS, M. D., Commissioner,  
EDWARD C. SHEEHY, Commissioner,  
Public Charities and Correction.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,  
No. 66 THIRD AVENUE,  
NEW YORK, February 10, 1893.

#### TO CONTRACTORS.

#### PROPOSALS FOR 15,000 BARRELS WHITE POTATOES.

SEALED BIDS OR ESTIMATES FOR FURNISHING 15,000 Barrels White Potatoes, to be good, sound and of fair size, to weigh 172 pounds net per barrel—packages to be returned—during the year 1893, in conformity with samples and specifications, will be received at the office of the Department of Public Charities and Correction, No. 66 Third Avenue, in the City of New York, until 10 o'clock A. M. of Thursday, February 23, 1893.

The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed, "Bid or Estimate for Potatoes, to weigh 172 pounds net per barrel—packages to be returned," 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 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 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 supplies delivered 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 intended 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 State or National banks of the City of New York, drawn to the order of the Comptroller, or money, to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such check or money must not be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within 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 supplies must conform in every respect to the samples of the same on exhibition 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 price for each article, by which the bids will be tested.

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

Payment will be made by a requisition on the Comptroller, in accordance with the terms of the contract, or from time to time, as the Commissioners may determine.

The form of the contract, including specifications, showing the manner of payment, will be furnished at the office of the Department, and bidders are cautioned to examine each and all of its provisions carefully, as the Board of Public Charities and Correction will insist upon its absolute enforcement in every particular.

HENRY H. PORTER, President,  
CHARLES E. SIMMONS, M. D., Commissioner,  
EDWARD C. SHEEHY, Commissioner,  
Public Charities and Correction.

#### DEPARTMENT OF STREET CLEANING.

##### NOTICE.

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

THOMAS S. BRENNAN,  
Commissioner of Street Cleaning.

#### SUPREME COURT.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to the opening of ONE HUNDRED AND FIFTH STREET, between Riverside Avenue and the Boulevard, in the Twelfth Ward of the City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, the Mayor, Aldermen and Commonality of the City of New York hereby give notice that the Counsel to the Corporation will apply to the Supreme Court, at a Special Term thereof, to be held at Chambers of said Court, in the County Court-house, in the City of New York, on the 20th day of March, 1893, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon, for the appointment of a Commissioner of Estimate and Assessment in the above-entitled proceeding in the place and stead of William H. Hoos, who declines to serve.

Dated New York, February 21, 1893.  
WILLIAM H. CLARK,  
Counsel to the Corporation,  
No. 2 Tryon Row, New York City.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, to acquire title to certain lands required for a public park, at or near CORLEARS HOOK, in the Seventh Ward of the City of New York.

NOTICE TO ALL PERSONS WHO MAY CONSIDER THEMSELVES AGGRIEVED BY THE ESTIMATE OF THE COMMISSIONERS IN THE ABOVE MATTER.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, Commissioners of Estimate and Assessment in the above-entitled matter, will be in attendance at our office, No. 200 Broadway (fifth floor, Room 25), on Friday, March 3, 1893, at three o'clock P. M., to hear any person or persons who may consider themselves aggrieved by our estimate (an abstract of which has been heretofore filed by us for and during the space of forty days in the office of the Commissioner of Public Works, No. 31 Chambers street), in opposition to the same; that our said abstract of estimate may be hereafter inspected at our said office, No. 200 Broadway; that it is our intention to present our report for confirmation to the Supreme Court, at a Special Term thereof, to be held at Chambers thereof, at the County Court-house, in the City of New York, on the 8th day of March, 1893, at the opening of 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, February 16, 1893.  
MEYER THALMESSINGER,  
Chairman,  
HENRY CAMPBELL,  
DAVID MCCLURE,  
Commissioners.

CARROLL BERRY, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to ONE HUNDRED AND NINETEENTH STREET, between the Boulevard and Riverside Avenue, in the Twelfth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 3d day of February, 1892, Commissioners of Estimate and Assessment, for the purpose of making a just and equitable estimate and assessment of the loss, if any, over and above the benefit and advantage, or of the benefit and advantage, if any, over and above the loss and damage, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening a certain street herein designated as One Hundred and Nineteenth street, as shown and delineated on a certain map of the City of New York, made by the Commissioners of Streets and Roads of the City of New York, filed in the office of the Street Commissioner of the City of New York April 1, 1881, and as shown and delineated on a certain map made by the Board of Commissioners of the Central Park, and filed in the office of the Street Commissioner of the City of New York on March 7, 1868, and more particularly set forth in the aforesaid order of appointment and the petition of the Board of Street Opening and Improvement filed therewith in the office of the Clerk of the City and County of New York; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street, so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled to or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act, entitled "An act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to the undersigned Commissioners of Estimate and Assessment, at our office, No. 51 Chambers street, in the City of New York, Room No. 3, with such affidavits or other proofs as the said owners or claimants may desire, within thirty days after the date of this notice (February 16, 1893).

And we, the said Commissioners, will be in attendance at our said office on Tuesday, the 21st day of March, 1893, at 1 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimants or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of the Mayor, Aldermen and Commonality of the City of New York.

Dated New York, February 16, 1893.  
EDWARD T. WOOD,  
PETER BOWE,  
HENRY G. CASSIDY,  
Commissioners.

MATTHEW P. RYAN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title (wherever the same has not been heretofore acquired), to ONE HUNDRED AND FORTY-SECOND STREET, from Convent Avenue to Amsterdam Avenue, in the Twelfth Ward of the City of New York.

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 51 Chambers street (Room 4), in said city, on or before the 29th day of March, 1893, and that we, the said Commissioners, will hear parties so objecting within the ten weekdays next after the said 29th day of March, 1893, and for that purpose will be in attendance at our said office on each of said ten days at 4 o'clock P. M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 28th day of March, 1893.

Third—That the limits of our assessment for benefit include all those lots, pieces, or parcels of land, situate, lying and being in the City of New York, which, taken together, are bounded and described as follows, viz.: Northerly by the centre line of the block between One Hundred and Forty-second street and One Hundred and Forty-third street; easterly by the westerly line of Convent Avenue; southerly by the centre line of the block between One Hundred and Forty-first street and One Hundred and Forty-second street; and westerly by the easterly line of Amsterdam Avenue; as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 11th day of April, 1893, 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, February 14, 1893.  
LEWIS H. ARNOLD, Jr., Chairman,  
WILLIAM B. ANDERSON,  
WILLIAM A. WOODHULL,  
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to the opening of ONE HUNDRED AND THIRTY-SECOND STREET, from Twelfth Avenue to the bulkhead-line, Hudson River, in the Twelfth Ward of the City of New York.

NOTICE TO ALL PERSONS INTERESTED IN THIS PROCEEDING OR IN ANY OF THE LANDS AFFECTED THEREBY.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants, of all houses and lots and improved 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 this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 200 Broadway (fifth floor), in the said city, on or before the twenty-eighth day of March, 1893, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said twenty-eighth day of March, 1893, and for that purpose will be in attendance at our said office on each of said ten days at three o'clock P. M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 29th day of March, 1893.

Third—That the limits of our assessment for benefit include all those lots, pieces, or parcels of land, situate, lying and being in the City of New York, which, taken together, are bounded and described as follows, viz.: Northerly by the centre line of the block between One Hundred and Thirty-second street and One Hundred and Thirty-third streets; easterly by the westerly line of Twelfth Avenue; southerly by the centre line of the block between One Hundred and Thirty-second and One Hundred and Thirty-first streets; and westerly by the bulkhead-line of the Hudson River; as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the twelfth day of April, 1893, 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, February 14, 1893.  
JOHN E. WARD, Chairman,  
J. P. SOLOMON,  
HENRY WINTHROP GRAY,  
Commissioners.

CARROLL BERRY, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to ONE HUNDRED AND TWENTY-FIRST STREET, between the Boulevard and Amsterdam Avenue, in the Twelfth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 3d day of February, 1892, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss, if any, over and above the benefit and advantage, or of the benefit and advantage, if any, over and above the loss and damage, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening a certain street herein designated as One Hundred and Twenty-first street, as shown and delineated on a certain map of the City of New York, made by the Commissioners of Streets and Roads of the City of New York, filed in the office of the Street Commissioner of the City of New York April 1, 1881, and as shown and delineated on a certain map made by the Board of Commissioners of the Central Park, and filed in the office of the Street Commissioner of the City of New York on March 7, 1868, and more particularly set forth in the aforesaid order of appointment.



and the petition of the Board of Street Opening and Improvement filed therewith in the office of the Clerk of the City and County of New York; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street, so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled to or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of them by chapter 16, title 5, of the act entitled "An Act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to the undersigned Commissioners of Estimate and Assessment, at our office, No. 51 Chambers street, in the City of New York, Room No. 3, with such affidavits or other proofs as the said owners or claimants may desire, within thirty days after the date of this notice (February 11, 1893).

And we, the said Commissioners, will be in attendance at our said office on Saturday the 18th day of March, 1893, at 11 o'clock in the forenoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner or on behalf of the Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, February 11, 1893.  
MICHAEL J. LANGAN,  
JOSEPH WOLFF,  
HENRY HUGHES,  
Commissioners.  
MATTHEW P. RYAN, Clerk.

In the matter of the application of Thomas F. Gilroy, Commissioner of Public Works of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring certain pieces or parcels of land, and the title thereto, wherever the same have not been heretofore acquired for the use of the public, for the purposes of sewerage and drainage, pursuant to section 327 of chapter 410 of the Laws of 1882 as amended by chapter 423 of the Laws of 1888, and chapter 31 of the Laws of 1892, between the easterly termination of One Hundred and Sixty-seventh street and the Harlem river, in the Twelfth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT THE BILL of 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, in the City of New York, on the 23d day of February, 1893, at 10:30 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, February 9, 1893.  
ANDREW S. HAMERSLEY, JR.,  
OLIVER B. STOUT,  
HENRY HUGHES,  
Commissioners.  
JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title (wherever the same has not been heretofore acquired), to ONE HUNDRED AND SIXTY-SIXTH STREET (although not yet named by proper authority), between Tenth avenue and Edgecombe avenue, in the Twelfth Ward of the City of New York.

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 51 Chambers street (Room 4), in said city, on or before the 23d day of March, 1893, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said 23d day of March, 1893, and for that purpose will be in attendance at our said office on each of said ten days at 2:30 o'clock, p. m.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 22d day of March, 1893.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which, taken together, are bounded and described as follows, viz: Northerly by the centre line of the block between One Hundred and Sixty-sixth street and One Hundred and Sixty-seventh street; easterly by the westerly line of Edgecombe road; southerly by the centre line of the block between One Hundred and Sixty-fifth street and One Hundred and Sixty-sixth street; and westerly by the easterly line of Amsterdam avenue; as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 4th day of April, 1893, 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, February 9, 1893.  
MAX MOSES, Chairman,  
BRYAN L. KENNELLY,  
JOHN MCL. NASH,  
Commissioners.  
MATTHEW P. RYAN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title (wherever the same has not been heretofore acquired), to FORT INDEPENDENCE STREET (although not yet named by proper authority), extending from its junction with Boston avenue to Broadway, in the Twenty-fourth 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.

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 51 Chambers street (Room 4), in said city, on or before the 23d day of March, 1893, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said 23d day of March, 1893, and for that purpose will be in attendance at our said office on each of said ten days at 2 o'clock, p. m.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 22d day of March, 1893.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which, taken together, are bounded and described as follows, viz: Northerly by the prolongation westerly from Broadway for a distance of 100 feet of the centre line of the blocks, between Fort Independence street and Van Cortlandt avenue, and by the centre line of said blocks from Broadway to Bailey avenue; easterly by the centre line of the block between Sedgwick avenue and Fort Independence street, from Oloff street to Boston avenue, an irregular broken line commencing at a point in the easterly line of Boston avenue opposite Fort Independence street, and running thence in a southerly direction, and between Sedgwick avenue and Boston avenue for a distance of about 300 feet and the easterly line of Boston avenue; southerly by a line commencing at a point in the easterly line of Boston avenue, distant about 240 feet southerly from the intersection of the southerly line of Fort Independence street with the westerly line of Boston avenue; and running thence easterly for a distance of about 100 feet, the centre line of the block between Heath avenue, Boston avenue and Fort Independence street and its prolongation westerly from Heath avenue, for a distance of 84 feet and the centre line of the blocks between Fort Independence street and a certain unnamed street, from Albany road to Broadway, and the prolongation of said centre line easterly from Albany road to the centre line of the block between Albany road and Fort Independence street, and westerly from Broadway for a distance of 100 feet; and westerly by the centre line of the block between Heath avenue, Bailey avenue and Fort Independence street, the centre line of the block between Bailey avenue, Albany road and Fort Independence street and a line parallel with and distant 100 feet westerly from the westerly line of Broadway; as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 4th day of April, 1893, 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, February 9, 1893.  
LEICESTER HOLME, Chairman,  
HENRY STEINERT,  
JAMES F. C. BLACKHURST,  
Commissioners.  
MATTHEW P. RYAN, Clerk.

In the matter of the application of the Board of Education by the Counsel to the Corporation of the City of New York, relative to acquiring title by the Mayor, Aldermen and Commonalty of the City of New York, to certain lands on the northerly side of SEVENTY-SEVENTH STREET, between Columbus (formerly Ninth) avenue and Amsterdam (formerly Tenth) avenue, in the Twenty-second Ward of said city, duly selected and approved by said Board as a site for school purposes, under and in pursuance of the provisions of chapter 191 of the Laws of 1888, as amended by chapter 35 of the Laws of 1890.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate in the above-entitled matter, appointed pursuant to the provisions of chapter 191 of the Laws of 1888, as amended by chapter 35 of the Laws of 1890, hereby give notice to the owner or owners, lessee or lessees, parties and persons respectively entitled to or interested in the lands, tenements, hereditaments and premises, title to which is sought to be acquired in this proceeding, and to all others whom it may concern, to wit:

First—That we have completed our estimate of the loss and damage to the respective owners, lessees, parties and persons interested in the lands or premises affected by this proceeding or having any interest therein, and have filed a true report or transcript of such estimate in the office of the Board of Education for the inspection of whomsoever it may concern.

Second—That all parties or persons whose rights may be affected by the said estimate and who may object to the same or any part thereof may, within ten days after the first publication of this notice, file their objections to such estimate, in writing, with us at our office, Room No. 113, on the third floor of the Stewart Building, No. 280 Broadway, in said city, as provided by section 4 of chapter 191 of the Laws of 1888, as amended by chapter 35 of the Laws of 1890; and that we, the said Commissioners, will hear parties so objecting at our said office on the 21st day of February, 1893, at 11 o'clock in the forenoon, and upon such subsequent days as may be found necessary.

Third—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 in the County Court-house, in the City of New York, on the 27th day of February, 1893, 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, February 9, 1893.  
MATTHEW CHALMERS,  
WILLIAM MCKEAN,  
PETER HAULENBEEK,  
Commissioners.  
THOMAS J. O'ROURKE, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title (wherever the same has not been heretofore acquired), to EAST ONE HUNDRED AND FORTY-FOURTH STREET (although not yet named by proper authority), extending from River avenue to St. Ann's 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 the Department of Public Parks.

NOTICE IS HEREBY GIVEN THAT THE undersigned were appointed by an order of the Supreme Court, bearing date the 12th day of February, 1892, Commissioners of Estimate and Assessment, for the purpose of making a just and equitable estimate and assessment of the loss, if any, over and above the benefit and advantage, or of the benefit and advantage, if any, over and above the loss and damage, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening a certain street herein designated as East One Hundred and Forty-fourth street, as shown and delineated on a certain map made under authority of chapter 84 of the Laws of 1868, and filed in the office of the Register of the County of Westchester on the 23d day of February, 1871, and more particularly set forth

in the aforesaid order of appointment and the petition of the Board of Street Opening and Improvement filed therewith in the office of the Clerk of the City and County of New York, and a just and equitable estimate and assessment of the value of the benefit and advantage of said street so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled to or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying-out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An Act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken, or to be taken, for the purpose of opening the said street, or affected thereby and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to the undersigned Commissioners of Estimate and Assessment at their office, No. 51 Chambers street, in the City of New York, Room No. 3, with such affidavits or other proofs as the said owners or claimants may desire, within thirty days after the date of this notice (February 4, 1893).

And we, the said Commissioners, will be in attendance at our said office on Tuesday, the 14th day of March, 1893, at 11 o'clock in the forenoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of the Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, February 4, 1893.  
MICHAEL J. MULQUEEN,  
THEODORE E. SMITH,  
JAMES MITCHELL,  
Commissioners.  
JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title (wherever the same has not been heretofore acquired), to EAST ONE HUNDRED AND SEVENTY-EIGHTH STREET (although not yet named by proper authority), extending from Burnside avenue to Lafontaine avenue, in the Twenty-fourth 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.

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 51 Chambers street (Room 4), in said city, on or before the 17th day of March, 1893, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said 17th day of March, 1893, and for that purpose will be in attendance at our said office on each of said ten days at 12 o'clock, p. m.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 16th day of March, 1893.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz: Northerly by the centre line of the blocks between East One Hundred and Seventy-eighth street and East One Hundred and Seventy-ninth street, from Burnside avenue to Third avenue, and the prolongation of said centre line easterly from Third avenue to Lafontaine avenue; southerly by the centre line of the blocks between East One Hundred and Seventy-eighth street and Tremont avenue, from Lafontaine avenue to Webster avenue and the centre line of the block between East One Hundred and Seventy-eighth street, Webster avenue and Burnside avenue; and westerly by the easterly line of Burnside avenue and the easterly line of Webster avenue; excepting from said area all the streets, avenues and roads or portions thereof heretofore legally opened, and all the unimproved land included within the lines of streets, avenues, roads, public squares and places shown and laid out upon any map or maps filed by the Commissioners of the Department of Public Parks, pursuant to the provisions of chapter 604 of the Laws of 1874, and the laws amendatory thereof, or of chapter 410 of the Laws of 1882, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 30th day of March, 1893, 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, February 3, 1893.  
MICHAEL J. MULQUEEN,  
HENRY G. CASSIDY,  
EMANUEL M. FRIED,  
Commissioners.  
MATTHEW P. RYAN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title (wherever the same has not been heretofore acquired), for the use of the public, to the lands required for the opening of EAST ONE HUNDRED AND SEVENTEETH STREET (although not yet named by proper authority), from Prospect avenue to Bristow street, 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 Board.

NOTICE IS HEREBY GIVEN THAT THE undersigned were appointed by an order of the Supreme Court, bearing date the 12th day of April, 1892, Commissioners of Estimate and Assessment, for the purpose of making a just and equitable estimate and assessment of the loss, if any, over and above the benefit and advantage, or of the benefit and advantage, if any, over and above the loss and damage, as the case may be, to the respective owners, lessees, parties and persons, respectively, entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose, by and in consequence of opening a certain street herein designated as East One Hundred and Seventeenth street, as shown, laid out and established on certain maps made by the Board of Street Opening and Improvement and filed on or about the 9th day of December, 1890, in the office of the Counsel to the Corporation, in the office of the Department of Public Works, in the office of the Secretary of State of the State of New York, in the office of the Register of the City and County of New York, and

in the Department of Public Parks, and more particularly set forth in the aforesaid order of appointment and the petition of the Board of Street Opening and Improvement, filed therewith in the office of the Clerk of the City and County of New York; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street, so to be opened or laid out and formed, to the respective owners, lessees, parties and persons, respectively, entitled to or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying-out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An Act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street, or affected thereby and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to the undersigned Commissioners of Estimate and Assessment, at their office, No. 51 Chambers street, in the City of New York, Room No. 3, with such affidavits or other proofs as the said owners or claimants may desire, within thirty days after the date of this notice (January 30, 1893).

And we, the said Commissioners, will be in attendance at our said office on Monday, the sixth day of March, 1893, at three and one-half o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of the Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, January 30, 1893.  
JOHN E. WARD,  
THOMAS J. MILLER,  
J. P. SOLOMON,  
Commissioners.  
CHARLES V. GABRIEL, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title (wherever the same has not been heretofore acquired), to WELCH STREET (although not yet named by proper authority), extending from the New York and Harlem Railroad to Webster avenue, in the Twenty-fourth 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.

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 51 Chambers street (Room 4), in said city, on or before the 14th day of March, 1893, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said 14th day of March, 1893, and for that purpose will be in attendance at our said office on each of said ten days at 3 o'clock, p. m.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 13th day of March, 1893.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which, taken together, are bounded and described as follows, viz: Northerly by the centre line of the block between Third street and Kingsbridge road, the centre line of the block between Welch street and Pelham avenue; the centre line of the block between East One Hundred and Eighty-ninth street and Pelham avenue, and the prolongation westwardly of said last-mentioned line from Third avenue to Vanderbilt avenue, West; easterly by the centre line of the blocks between Washington avenue and Third avenue; southerly by the centre line of the block between East One Hundred and Eighty-ninth street and East One Hundred and Eighty-eighth street, and the centre line of the block between Welch street and East One Hundred and Eighty-eighth street, and the prolongation westwardly from Vanderbilt avenue, East, of the centre line of the block between Welch street and East One Hundred and Eighty-eighth street, to the centre line of the block between Webster avenue and Bainbridge avenue, and westerly by the centre line of the blocks between Webster avenue and Bainbridge avenue; excepting from said area all the streets, avenues and roads, or portions thereof, heretofore legally opened, and all the unimproved land included within the lines of streets, avenues, roads, public squares and places shown and laid out upon any map or maps filed by the Commissioners of the Department of Public Parks, pursuant to the provisions of chapter 604 of the Laws of 1874 and the laws amendatory thereof, or of chapter 410 of the Laws of 1882, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 27th day of March, 1893, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, January 30, 1893.  
MICHAEL J. LANGAN, Chairman,  
CHARLES F. WILDEY,  
JOHN COTTER,  
Commissioners.  
JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title (wherever the same has not been heretofore acquired), to the lands required for the opening and extension of PELHAM AVENUE (although not yet named by proper authority), westerly to Webster avenue, in the Twenty-fourth 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.

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 51



Chambers street (Room 4), in said city, on or before the 14th day of March, 1893, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said 14th day of March, 1893, and for that purpose will be in attendance at our said office on each of said ten days at 3 o'clock p. m.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 13th day of March, 1893.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which, taken together, are bounded and described as follows, viz.: Northerly by the centre line of the blocks between Kingsbridge road and Brookline street, the centre line of the block between Pelham avenue as extended, Webster avenue and Vanderbilt avenue, West, and a line parallel with and distant 100 feet northerly from the northerly line of Pelham avenue; easterly by a line equi-distant from the Southern Boulevard and Third avenue, and extending northerly from the centre line of the block between Pelham avenue and East One Hundred and Eighty-ninth street to a point distant 100 feet northerly of the northerly line of Pelham avenue; southerly by the centre line of the blocks between Pelham avenue and East One Hundred and Eighty-ninth street, the centre line of the blocks between Pelham avenue and Welch street and the centre line of the blocks between Kingsbridge road and Welch street and westerly by a line parallel with, and distant about 87 feet westerly from the westerly line of Kingsbridge avenue, excepting from said area all the streets, avenues and roads, or portions thereof heretofore legally opened, and all the unimproved land included within the lines of streets, avenues, roads, public squares and places shown and laid out upon any map or maps filed by the Commissioners of the Department of Public Parks, pursuant to the provisions of chapter 604 of the Laws of 1874, and the laws amendatory thereof, or of chapter 410 of the laws of 1882, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 27th day of March, 1893, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, January 20, 1893.

MICHAEL J. LANGAN, Chairman,  
CHARLES F. WILDEY,  
JOHN COITER, Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to ONE HUNDRED AND FORTY-FOURTH STREET, from Amsterdam avenue to Convent avenue, in the Twelfth Ward of the City of New York.

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 51 Chambers street, Room 4, in said city, on or before the 10th day of March, 1893, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said 10th day of March, 1893, and for that purpose will be in attendance at our said office on each of said ten days, at 2 o'clock p. m.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 9th day of March, 1893.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which, taken together, are bounded and described as follows, viz.:

Northerly by the centre line of the block between One Hundred and Forty-fourth street and One Hundred and Forty-fifth street; easterly by the westerly line of Convent avenue; southerly by the centre line of the block between One Hundred and Forty-fourth street and One Hundred and Forty-third street, and westerly by the easterly line of Amsterdam avenue; excepting from said area all the streets, avenues and roads, or portions thereof heretofore legally opened, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 24th day of March, 1893, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, January 18, 1893.

CHAUNCEY S. TRUAX, Chairman,  
APPLETON L. CLARK,  
HENRY G. CASSIDY, Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of the Department of Docks of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title to the wharf property, rights, tenements and privileges, the lands under water and uplands necessary to be taken for the improvement of that part of the water-front of the said city on the Harlem river, between One Hundred and Fourth and One Hundred and Fifth streets, pursuant to the plan heretofore adopted by the said Board and approved by the Commissioners of the Sinking Fund.

PURSUANT TO THE PROVISIONS OF AN act of the Legislature of the State of New York, entitled "An act to amend an act entitled 'An act to reorganize the local government of the City of New York,' passed April fifth, eighteen hundred and seventy," passed April eighteenth, eighteen hundred and seventy-one, and of an act of said Legislature, entitled "An act to reorganize the local government of the City of New York," passed April thirtieth, eighteen hundred and seventy-three, and of an act of said Legislature, entitled "An act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July first, eighteen hundred and ninety-two, and of an act of said Legislature entitled "An act to amend an act entitled 'An act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York,' passed July first, eighteen hundred and eighty-two," passed June twelfth, eighteen hundred and eighty-four, and of all other statutes in such case made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, upon due petition verified, at a Special Term of said Court, to be held at the Chambers thereof, in the County Court-

house, in the City of New York, on the twenty-third day of February, eighteen hundred and ninety-three, at the hour of eleven o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard for the appointment of a Commissioner of Estimate in the above entitled matter, in the place and stead of Littleton G. Garretson, Esq., deceased.

The nature and extent of the improvement intended to be effected by the prosecution of the above entitled proceeding is the acquisition of title, on behalf of the Mayor, Aldermen and Commonality of the City of New York, for the use of the public to all of the lands and premises, with the buildings thereon and the appurtenances thereunto belonging. Said lands and premises being described, as follows: that is to say:

Beginning at a point on the northerly line of One Hundred and Fourth street, distant seven hundred and twenty-five and sixty one one-hundredths feet easterly from the easterly line of First avenue; running thence easterly along the northerly line of One Hundred and Fourth street one hundred and forty-one and seventy-three one-hundredths feet, more or less, to the exterior or bulkhead-line of Harlem river, as established by the Legislature in 1857, as the same is shown on a map attached to a grant made by the Mayor, Aldermen and Commonality of the City of New York to Richard Kelly, dated May eighth, eighteen hundred and seventy-one, and filed in the office of the Comptroller of said city, in Book 1 of Grants, page 554; running thence in a northerly direction along the said exterior or bulkhead-line of Harlem river, as shown on the map last mentioned, to the line of low water in the Harlem river, as shown on the map last mentioned; thence running still in a northerly direction along the said line of low water in the Harlem river, as shown on the map last mentioned; and along the line of low water in the Harlem river, as shown on an other map attached to a grant made by the Mayor, Aldermen and Commonality of the City of New York to James H. Walsh, dated September fifteenth, eighteen hundred and seventy, and filed in the office of the Comptroller of the City of New York, in Book 1 of Grants, page 549, until it intersects the southerly line of One Hundred and Fifth street; running thence westerly along the southerly line of One Hundred and Fifth street one hundred and forty-five and thirty-nine one-hundredths feet; and running thence in a southeasterly direction two hundred and two and forty-six one-hundredths feet, more or less, to the point or place of beginning.

Also any and all wharfage, cranes, advantages or emoluments growing or accruing by or from that part of the exterior line of the said city lying on the easterly side of the said premises fronting on the Harlem river.

Saving and reserving out of that part of the premises herebefore described the same has not been heretofore acquired, to Richard Kelly and James H. Walsh, so much thereof as form part of any street or streets, avenue or avenues that were at the dates of said grants respectively or have since been assigned, designated or laid out through the said premises according to law.

Together with all the buildings and improvements thereon.

Dated New York, January 24, 1893.

WM. H. CLARK,  
Counsel to the Corporation,  
No. 2 Tryon Row, New York City.  
J. SERGEANT CRAM, Board of the  
JAMES J. PHELAN, Department of Docks.  
EDWIN A. POST.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to ONE HUNDRED AND FIFTIETH STREET, between Bradhurst avenue and the bulkhead line, Harlem river, in the Twelfth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT THE undersigned were appointed by order of the Supreme Court, bearing date the 8th day of March, 1892, Commissioners of Estimate and Assessment, for the purpose of making a just and equitable estimate and assessment of the loss, if any, over and above the benefit and advantage, or of the benefit and advantage, if any, over and above the loss and damage, as the case may be, to the respective owners, lessees, parties and persons, respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening a certain street herein designated as One Hundred and Fiftieth street, as shown and delineated on a certain map made by the Board of Commissioners of the Central Park, by and under authority of chapter 697 of the Laws of 1867, and filed in the office of the City Commissioner of the City of New York, on the 7th day of March, 1868, and more particularly set forth in the aforesaid order of appointment and the petition of the Board of Street Opening and Improvement of the City of New York, in the office of the Clerk of the City and County of New York; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street so to be opened or laid out and formed, to the respective owners, lessees, parties and persons, respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An Act to consolidate into one act and to declare the special and local laws affecting public interests in the city of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to the undersigned Commissioners of Estimate and Assessment, at their office, No. 51 Chambers street, in the City of New York, Room No. 3, with such affidavits or other proofs as the said owners or claimants may desire, within thirty days after the date of this notice (January 23, 1893).

And we, the said Commissioners, will be in attendance at our said office on Wednesday, the 1st day of March, 1893, at 2 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner or on behalf of the Mayor, Aldermen and Commonality of the City of New York.

Dated New York, January 23, 1893.

MICHAEL J. MULQUEEN,  
MATTHEW CHALMERS,  
BENJAMIN PATTERSON, Commissioners.

MATTHEW P. RYAN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to the opening of ONE HUNDRED AND FIFTIETH STREET, between Amsterdam avenue and the Boulevard, in the Twelfth Ward of the City of New York.

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and

having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 51 Chambers street (Room 4), in said city, on or before the 6th day of March, 1893, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said 6th day of March, 1893, and for that purpose will be in attendance at our said office on each of said ten days at 3 o'clock p. m.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 4th day of March, 1893.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land situate, lying and being in the City of New York, which, taken together, are bounded and described as follows, viz.: Northerly by the centre line of the block between One Hundred and Fiftieth street and One Hundred and Fifty-first street; easterly by the westerly line of Amsterdam avenue; southerly by the centre line of the block between One Hundred and Fiftieth street and One Hundred and Forty-ninth street, and westerly by the easterly line of the Boulevard; excepting from said area all the streets, avenues and roads, or portions thereof, heretofore legally opened, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 20th day of March, 1893, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, January 23, 1893.

BENJAMIN PATTERSON, Chairman,  
SAMUEL W. MILBANK,  
H. W. GRAY, Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to LOWELL STREET (although not yet named by proper authority), extending from Third avenue to Rider 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 the Department of Public Parks.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by order of the Supreme Court, bearing date the 23d day of September, 1891, Commissioners of Estimate and Assessment, for the purpose of making a just and equitable estimate and assessment of the loss, if any, over and above the benefit and advantage, or of the benefit and advantage, if any, over and above the loss and damage, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening a certain street, herein designated as Lowell street, as shown and delineated on the map of the village of Mott Haven, filed in the Register's office at White Plains June 5, 1866, and as retained and filed by the Commissioners of Morrisania, under chapter 841 of the Laws of 1868, and more particularly set forth in the petition of the Board of Street Opening and Improvement, filed in the office of the Clerk of the City and County of New York; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified to us, the undersigned Commissioners of Estimate and Assessment, at our office, No. 51 Chambers street, in the City of New York, Room No. 3, with such affidavits or other proofs as the said owners or claimants may desire, within thirty days after the date of this notice (January 18, 1893).

And we, the said Commissioners, will be in attendance at our said office on the 24th day of February, 1893, at 3 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto; and at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto, and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of the Mayor, Aldermen and Commonality of the City of New York.

Dated New York, January 18, 1893.

SAMUEL W. MILBANK,  
JACOB P. SOLOMON,  
HENRY W. GRAY, Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title (wherever the same has not been heretofore acquired) to ONE HUNDRED AND FORTY-THIRD STREET, from Amsterdam avenue to Convent avenue, in the Twelfth Ward of the City of New York.

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 51 Chambers street (Room 4), in said city, on or before the 1st day of March, 1893, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said 1st day of March, 1893, and for that purpose will be in attendance at our said office on each of said ten days at 2 o'clock p. m.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 25th day of February, 1893.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which, taken together, are bounded and described as follows, viz.: Northerly by the centre line of the block between One Hundred and Forty-third street and One Hundred and Forty-fourth street; easterly by the westerly line of Convent avenue; southerly by the centre line of the

block between One Hundred and Forty-third street and One Hundred and Forty-second street; and westerly by the easterly line of Amsterdam avenue; excepting from said area all the streets, avenues, roads or portions thereof heretofore legally opened, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the sixteenth day of March, 1893, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, January 20, 1893.

ARTHUR INGRAHAM, Chairman,  
THEODORE WESTON,  
MICHAEL J. MULQUEEN, Commissioners.

MATTHEW P. RYAN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to the opening and extension of ONE HUNDRED AND TWENTY-FIFTH STREET, between the Boulevard and Claremont avenue, in the Twelfth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT THE undersigned were appointed by an order of the Supreme Court, bearing date the 7th day of April, 1891, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss, if any, over and above the benefit and advantage, or of the benefit and advantage, if any, over and above the loss and damage, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening a certain street herein designated as Claremont place, as shown and delineated on certain maps made by the Board of Street Opening and Improvement of the City of New York, under authority of chapter 410 of the Laws of 1882, as amended by chapter 360 of the Laws of 1883, and chapter 17 of the Laws of 1884, and filed in the office of the Department of Public Works on the 9th day of December, 1890, and in the office of the Counsel to the Corporation on the 9th day of December, 1890, and more particularly set forth in the aforesaid order of appointment and the petition of the Board of Street Opening and Improvement filed therewith in the office of the Clerk of the City and County of New York; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street, so to be opened or laid out and formed, to the respective owners, lessees, parties and persons, respectively entitled to or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An Act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to the undersigned Commissioners of Estimate and Assessment, at their office, No. 51 Chambers street, in the City of New York (Room No. 3), with such affidavits or other proofs as the said owners or claimants may desire, within thirty days after the date of this notice (January 17, 1893).

And we, the said Commissioners, will be in attendance at our said office on the 23d day of February, 1893, at 4 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner or on behalf of the Mayor, Aldermen and Commonality of the City of New York.

Dated New York, January 17, 1893.

J. ROMANE BROWN,  
SIDNEY HARRIS,  
JOHN H. KITCHEN, Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, to acquire title to certain lands required for a public park, at or near CORLEARS HOOK, in the Seventh Ward of the City of New York.

NOTICE TO ALL PERSONS INTERESTED IN THIS PROCEEDING OR IN ANY OF THE LANDS AFFECTED THEREBY.

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

First—That we have completed our estimate, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 200 Broadway, (fifth floor), in the said city, on or before the 15th day of February, 1893, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said 15th day of February, 1893, and for that purpose will be in attendance at our said office on each of said ten days at three o'clock p. m.

Second—That the abstract of our said estimate, together with our damage maps, showing the land to which title is sought to be acquired, with the improvements thereon, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 16th day of February, 1893.

Third—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 8th day of March, 1893, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, December 30, 1892.

MEYER THALMESSINGER, Chairman,  
HENRY CAMPBELL,  
DAVID McCLEURE, Commissioners.

CARROLL BERRY, Clerk.

## THE CITY RECORD.

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W. J. K. KENNY,  
Supervisor