

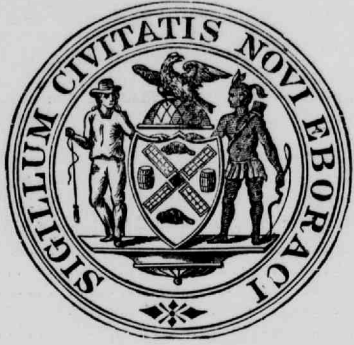
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LEGISLATIVE DEPARTMENT.

BOARD OF ALDERMEN.

STATED SESSION.

THURSDAY, April 19, 1877,
2 o'clock P. M.

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

PRESENT:

Hon. Henry D. Parroy, President;

ALDERMEN

William L. Cole,
Rufus B. Cowing,
John De Vries,
Ferdinand Ehrhart,
John W. Guntzer,
George Hall,
Henry E. Howland,

William Joyce,
Patrick Keenan,
William Lamb,
Samuel A. Lewis,
John J. Morris,
Lewis J. Phillips,
Joseph C. Pinckney,

Bryan Reilly,
William Salmon,
William Sauer,
Thomas Sheils,
Stephen N. Simonson,
James J. Slevin,
Michael Tuomey.

The minutes of the last meeting were read and approved.

MOTIONS AND RESOLUTIONS.

By Alderman Sheils—

Whereas, Madison and Market streets, their entire length, are in a very dangerous condition by reason of the bad pavements of said streets being almost impassable for vehicles of any description; and

Whereas, If placed in good repair the said streets would be used by cartmen and others more than any other streets on the east side of this city, thereby relieving South street and East Broadway of a great deal of traffic; therefore be it

Resolved, That the Commissioner of Public Works be and he is hereby respectfully requested to pave Madison street, from Pearl street to Grand street, and Market street, from Bayard street to South street, with either granite or trap block pavements.

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

By Alderman Reilly—

Resolved, That permission be and the same is hereby given to Michael McMahon to erect a watering-trough in front of his premises, situated on the northeast corner of East Broadway and Clinton street, the work to be done at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

By Alderman Ehrhart—

Resolved, That two street-lamps of the Boulevard pattern be erected and lighted in front of the church on the northwest corner of Park avenue and Thirty-ninth street, in place and in lieu of the lamps now lighted in front of said church.

Which was referred to the Committee on Public Works.

By Alderman Hall—

Resolved, That Edwin Clark be and he is hereby reappointed a Commissioner of Deeds in and for the City and County of New York, to date from the expiration of his present term of office, May 11, 1877.

Which was referred to the Committee on Law Department.

By Alderman Lamb—

Resolved, That Oscar W. Angell be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York, in place of Robert H. Gibbons, whose term of office has expired.

Which was referred to the Committee on Law Department.

By Alderman Joyce—

Resolved, That Isaac G. Boyce 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 Law Department.

By Alderman Morris—

Resolved, That permission be and the same is hereby given to Joseph Weill to lay a crosswalk across the Sixth avenue, in front of his place of business No. 126; the work to be done at his own expense, 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 Alderman Pinckney—

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

Which was referred to the Committee on Law Department.

By Alderman Joyce—

Resolved, That Alex. Lamont 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 Law Department.

By the same—

Resolved, That John J. Reilly 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 Law Department.

COMMUNICATIONS FROM THE DEPARTMENTS AND CORPORATION OFFICERS.

The President laid before the Board the following communication from the Comptroller:

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, April 14, 1877.

To the Honorable the Board of Aldermen:

Weekly Statement, showing the appropriations made under the authority contained in section 112, chapter 335, Laws of 1873, for carrying on the Common Council from January 1 to December 31, 1877, both days inclusive, and of the payments made up to and including the date hereof, for and on account of each appropriation.

Title of Appropriations.	Am't of Appropriations.	Payments.
City Contingencies.....	\$5,000 00	
Contingencies—Clerk of the Common Council.....	500 00	\$24 14
Salaries—Common Council.....	109,000 00	27,374 67

JOHN KELLY, Comptroller.

Which was ordered on file.

The President laid before the Board a communication from the Commissioner of Jurors.

Which was ordered on file, and directed to be printed in the CITY RECORD.

(For which see CITY RECORD hereafter.)

MESSAGE FROM HIS HONOR THE MAYOR.

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

EXECUTIVE DEPARTMENT—CITY HALL,
NEW YORK, April 19, 1877.

To the Honorable the Board of Aldermen:

GENTLEMEN—By a resolution adopted by your Board on the first day of February, 1877, I was directed "to ascertain the feasibility of constructing by private enterprise an underground road, commencing at or near the City Hall and connecting with the rapid transit trains now running on the Harlem road, the cost of such road, the time required for its completion, the measures necessary to obtain in conformity with law the requisite franchises, and all other matters relating to the construction and operation of such road," and to report thereon to your Board.

In accordance with this resolution, I respectfully report that I have investigated the matters referred to me by the said resolution, and have consulted in regard thereto with the Commissioner of Public Works, who, at my request, has prepared an elaborate report giving the information called for by said resolution, which report is herewith transmitted, and the views expressed in which report have my concurrence and approval.

SMITH ELY, Jr., Mayor.

OFFICE OF THE COMMISSIONER OF PUBLIC WORKS,
NEW YORK, April 16, 1877.

To the Honorable SMITH ELY, Jr., Mayor:

SIR—In accordance with your request, to give you my views upon the feasibility, etc., of extending the sunken or underground railways now in operation on the Fourth avenue, between the Harlem river and Forty-second street, to the lower part of the city, as called for by a resolution of the Common Council, passed February 1, 1877, I have the honor to submit the following statement:

The question of rapid transit, from the Harlem river to the Battery, has been much discussed for the last twelve or fourteen years, during which time several grants from the Legislature have been obtained, both for underground and elevated roads; but no practical result has been reached, except in the cases of the Harlem Railroad on the Fourth avenue, north of Forty-second street, where four tracks are in operation on an underground road, constructed under the act of 1872, authorizing the "Fourth Avenue Improvement," and the Elevated road on the western side of the city, of one track, extending from the Battery to Fifty-ninth street.

The conveyance at the Grand Central Depot of three great railway lines, leading from the East, the North and the West, and over which vast numbers of persons pass and repass daily, has naturally made this station an important point to be reached in most of the projected routes of rapid transit; and even when they do not touch it with the main line, branches have been contemplated to accomplish the purpose.

Since the completion of the "Fourth Avenue Improvement," which has furnished a rapid transit road (mainly underground), along the Fourth avenue, from the Harlem river to Forty-second street, a distance of four and a half miles, the conclusion seems irresistible, that if this line, on an underground or depressed plan, can be extended southerly to Broadway, at or near the City Hall, a distance of three and one-half miles, the problem of rapid transit will, at least in good part, be solved. One-half of the distance having been completed, at an expenditure of six and a half millions of dollars, the question very pertinently is asked, is it not the cheapest and wisest plan to complete the remaining half, rather than to encounter the whole expense upon some other route?

The Legislature, in 1868, granted a charter to the New York City Central Underground Company, with very liberal powers as to the route, amount of capital, etc. As the line of this company would pass within a few hundred feet of the Forty-second street station, and could be connected with the Harlem Railroad tracks near that point, we may consider it as within the scope of the present inquiry.

Nothing, however, having been done by the Central Underground Company, except in organization, surveys, and negotiations for capital, the Legislature, in May, 1872, incorporated "The New York City Rapid Transit Company," authorizing Cornelius Vanderbilt and his associates to construct and operate an underground railway, upon a route described in the act, as follows:

"The tunnel and railway hereby authorized to be constructed and enjoyed by said corporation shall follow as nearly as possible the line of the streets, avenues, courses, and places named, as follows: Commencing at a point in the City Hall Park, on the easterly side of Broadway, between the terminus of the New York City Central Underground Railway on the north, and the land of the United States upon which the new Post Office is now being erected, and running from thence underground, curving across the City Hall Park, to a point near the southeasterly corner of the Hall of Records to Chatham or Centre street; thence northerly through Centre street, curving easterly to Park street, formerly called Cross street; thence easterly through Park street, underground, or northerly or southerly of said Park street, through the blocks by an open cut to Mott street; thence, underground, across Mott street and curving northeasterly through the intervening blocks, and across the intervening streets, to the Bowery, at or near its intersection with Bayard street; thence northerly, underground, through the Bowery, until it intersects the Third avenue; thence northerly through the public square, between the Third and Fourth avenues, south of Seventh street, to the Fourth avenue; thence northerly, underground, through the easterly half of Fourth avenue to Fourteenth street; thence northerly, under the Fourth avenue, to a point between Fifty-ninth and Forty-eighth streets.

"The said corporation may make, on the route aforesaid, the necessary connections, turn-outs, switches, and other conveniences for the proper working and accommodation of said railway, and may make connection with the New York and Harlem Railroad, between Forty-eighth and Fifty-ninth streets."

The Legislature also chartered the Beach Pneumatic Company with authority to build an underground road, from the Battery up Broadway. A part of the plan of this company was to connect with the Harlem Railroad, near Forty-second street. No work has been done under this grant, and the company is now asking an extension of its charter.

Another plan for which no grant has been obtained, but which has been somewhat discussed, is that of Mr. John Schuyler, Civil Engineer, being a depressed but open road, through a range of lots (twenty-five feet wide) between the streets. The following is a description of the route proposed by Mr. Schuyler:

"Commencing at the City Hall Park, and running thence northerly, between Broadway and Centre street to Howard street; thence still northerly, between Centre and Crosby streets, to Broome street; thence still northerly, between Crosby and Mulberry streets, to Bleeker street; thence between Broadway and the Bowery to Astor place; thence crossing under Astor place, Eighth and Ninth streets, and the Fourth avenue to Tenth street; thence still northerly, between the Third and Fourth avenues, to the Grand Central Depot grounds, and forming a junction with the Fourth avenue improvements."

The feasibility of an underground railway from the City Hall Park to connect with the Harlem Railroad near Forty-second street must be considered in both its physical and financial aspects.

First—As to the engineering question:

Two reports were made to William B. Ogden, Esq., the President of the Central Underground Railway Company, one in October, 1868, by the late Isaac C. Buckhout, Civil Engineer, and another a year later by Messrs. W. W. Evans, E. S. Chesbrough, and George S. Greene, all engineers of high rank and long experience. The route adopted is thus described in the later report:

"The line of the railway commences on Broadway in the City Hall Park; thence by a double line on each side of the City Hall to Centre street, and through City Hall place to Worth street; thence to the angle of Mulberry street, and through Mulberry and across the blocks between Bleeker and Great Jones street, to and through Lafayette place and Astor place, and through the block between Eighth and Ninth streets to Fourth avenue, and through Fourth avenue and Union Square to Seventeenth street, and through the blocks between Seventeenth and Twenty-third streets to Madison Square and Madison avenue, and through Madison avenue to Harlem river."

It will be seen that this description embraces the whole extent of the city from Broadway to the Harlem river, the Fourth avenue improvement not having at that time been contemplated. To combine the two plans, it would be necessary to cross some of the blocks between Fortieth and Fiftieth streets, which would involve a large expenditure for private property.

Mr. Buckhout, in his report, describes with minuteness the necessary changes in street grades (which are few), and also the necessary alterations and rearrangements of sewers and water-pipes. Of course, these are obstacles which must be met and overcome, but they are not at all insuperable, and the expense is estimated by Messrs. Evans, Chesbrough and Greene for that part of the road lying between the City Hall and Forty-sixth street, as follows:

Raising and repaving streets.....	\$200,000 00
Changing water-pipes, etc.....	125,000 00
Changing sewers, etc.....	180,000 00

Say.....\$500,000 00

Both the reports above mentioned treat of the method of construction and ventilation, and in support of their own opinions, as to the entire feasibility of the project as an engineering problem, cite the success of the London underground railway. Since the date of those reports, the London lines have been considerably extended, and the multitudes of passengers are daily transported over them.

The construction and successful working of the Fourth Avenue underground line, north of Forty-second street, may also be cited in support of the practicability of the underground system.

The feasibility, therefore, of the work now under consideration, in an engineering point of view, cannot be questioned. In some respects it differs from the London lines, having a less extent of opening overhead, and from the Fourth Avenue improvement for the same reason, and also because it passes in part through lower ground and through more densely settled portions of the city than the latter work.

These circumstances will increase its cost per mile, and will require the application of plans and work suited to the locality, all of which were no doubt duly considered by the able engineers whose reports have been quoted. If I am correctly informed, one of the engineers engaged on the London underground road visited this country to examine the New York project, and pronounced it not only entirely feasible as a work of engineering, but expressed the opinion that it would afford an adequate return upon the capital expended.

In regard to the Vanderbilt underground road, no reports or estimates were published, though surveys, plans, and estimates were made by Mr. Buckhout, the Engineer of the Harlem Railroad Co. These documents cannot at present be found, but the information obtained by me when the work was under consideration, at which time I had several interviews with Commodore Vanderbilt upon the subject, will suffice for our present purpose.

In order to arrive at the safest possible estimate of the cost, a proposition was made by a firm of responsible and experienced contractors, after a careful examination of the line and plans:

To execute the work of construction proper, for \$6,000,000 00
The cost of private property required was carefully valued at 1,000,000 00
Adding for rolling stock, engineering, superintendence, etc. 1,250,000 00
Also 10 per cent. for contingencies, say 850,000 00

Would give for the total estimated cost \$9,100,000 00

The law authorizing the Vanderbilt road provided for openings for light and ventilation, six feet in diameter, at intervals of not less than twenty feet along the line of the tunnel, none of which were to be placed at the intersections of streets or avenues, nor on any sidewalk; the openings to be protected by substantial iron railings, four feet in height. The work was required to be commenced in six months from the passage of the act, and completed within three years from the time of commencement.

The whole length of the line from about Fifty-fifth street (where it would diverge from the Fourth Avenue improvement), to the City Hall, is about four miles.

As a good deal has been said by opponents of underground roads, in regard to the great cost, if not the inseparable difficulties of overcoming the obstacles of sewers, water-pipes, gas-pipes, etc., I would here state that a contract was signed by responsible and experienced contractors, in case the Vanderbilt road should be constructed, to perform all such work for about \$300,000, which is nearly the sum estimated for similar work by the engineers of the Central Underground Company.

Having stated above, approximately, the estimated cost of the Vanderbilt line, it may be interesting, by way of comparison, to give the estimate of Messrs. Evans, Chesbrough and Greene, for the route of the Central Underground Company, for the same distance.

It is as follows:

From City Hall Park to Forty-sixth Street.

633,990 cubic yards earth excavation, including drainage, sheet piling and bracing, and refilling over the masonry, at \$1.50 \$950,985 00
56,000 cubic yards rock excavation in tunnel, at \$6 336,000 00
502 cubic yards rock, in shafts, at \$20 10,040 00
Raising and repaving streets 200,000 00
Changing water-pipes, etc. 125,000 00
Changing sewers, etc. 180,000 00

For grading \$1,802,025 00

74,088 cubic yards brick masonry, at \$16 \$1,185,308 00
68,600 " rubble masonry, at \$10 686,000 00
58,800 " concrete, at \$8 470,400 00

10 miles single track and ballast 2,341,708 00
8 depots and stations, at \$50,000 395,500 00

Repair shop, engine-house and sheds \$400,000 00
Telegraph and gas-fittings 250,000 00
7 ventilating stations, shafts and machinery 30,000 00
330,000 00

27 engines, at \$16,000 1,010,000 00

200 passenger cars, at \$5,000 \$432,000 00
1,000,000 00

1,432,000 00

Land Damages.

From Worth to Mulberry street, 750 feet, at \$300 \$225,000 00
From Bleeker to Great Jones street, 500 feet, at \$600 300,000 00
From Eighth street to Fourth avenue, 150 feet, at \$600 90,000 00
From Seventeenth to Twenty-third street, 1,200 feet, at \$600 720,000 00
For depot, near Forty-second street 261,000 00
For three stations 210,000 00

1,806,000 00
Contingencies, etc., etc., 15 per cent. 1,318,085 00

Total from Broadway to Forty-sixth street \$10,105,318 00

The resolutions of the Common Council, requesting the Mayor to report upon this project, seem to contemplate the use of the present tunnel, on the present grade, between Forty-second and Thirty-second streets, as part of the extension of a steam road to the City Hall.

Such use would compel all the trains to cross Forty-second street, on the surface, directly in front of the Grand Central Depot, and would completely obstruct that street to the great detriment of traffic, and at the risk of life. Even if otherwise practicable, it would require a very steep gradient from Thirty-seventh to Thirty-second street, to pass at sufficient depth below the latter street to prevent its being closed.

The Fourth Avenue city cars now occupy the tunnel between Thirty-second and Forty-second streets, and would be compelled to pass over the hill through Park Avenue.

In cost of construction this plan would be economical, as it would save about one mile of underground work, but for the reasons above given it would fail to accomplish the great object of successful rapid transit, from the upper to the lower part of the city.

Mr. Schuyler's present estimate of the cost of a depressed road through the blocks from the City Hall, to connect with the Harlem Railroad near Fifty-sixth street, on the line hereinbefore described, the intersecting streets to be carried over on iron bridges, is as follows:

Construction \$2,500,000 00
Right of way, estimated as equivalent to 120 lots, at \$30,000 each, say 3,500,000 00
Rolling stock 1,000,000 00

\$7,000,000 00

In view of the uncertainty as to damages to adjacent buildings, this estimate seems to be too low, but I give it as stated by Mr. Schuyler. A depressed road has the advantage of light and ventilation, but the disadvantage of being subject to incumbrance by snow, which in a narrow cutting would be a somewhat serious matter.

Passing from the consideration of the feasibility of construction and working of the road, we may now examine the question in its financial aspect. The first element is the cost of the work, completed and put in successful operation.

I have already given the estimates of engineers on three different routes, and plans which vary in amount from seven to ten millions of dollars. The estimates of 1868 and 1872 were made when the price of labor and materials was high, and a proportionate reduction should be made to meet present prices.

Still there are certain expenses which are not covered by any of these estimates, but which must be met, such as interest on capital during the time of construction (three years), litigation, etc.

I have no means at present of making a detailed estimate of cost, but in view of all the facts, I think it may be assumed, in round numbers, at from nine to ten millions of dollars.

The important question is, will the traffic yield a sufficient return on such an outlay? There can be no doubt that such a road will enhance the value of real estate, particularly in the upper part of the city, and in many ways tend to promote the prosperity and growth of the city. These self-evident truths, however, are not sufficient to enlist capitalists in such a large undertaking. It must be made reasonably clear, that the earnings of the road will pay upon the cost, and doubt upon this subject, added to the conflicting and confusing projects which have from time to time been put forward, has probably prevented the investment of capital in any underground road. While it is im-

possible to state, with any degree of certainty, what would be the amount of travel on such a road, yet all would probably agree that it would be enormous.

It is of course essential that an agreement should be made with the Harlem Railroad Company, or the lessees of their road, the Hudson River and New York Central Railroad Company, for the running of trains through from the upper part of the city over their road, in connection with the projected road, south of Forty-second street.

One of the objects contemplated by the Fourth Avenue Improvement (towards which the city paid over three millions of dollars) was to promote rapid transit. The law authorizing this improvement provides, "That said company (New York and Harlem) is hereby authorized, for the purpose of facilitating rapid transit and accommodating local traffic, to lay down, permanently, two additional tracks on said avenue, and to make such landings and excavations in said avenue, as may be required for such additional tracks, with landings for the entrance and delivery of passengers, outside of the said excavations and viaduct."

Should a road be constructed south of Forty-second street, to connect with the existing road north of that point, the Harlem Railroad Company would probably eventually extend their four tracks beyond the Harlem river to the northern boundary of the city, so that the numerous local trains could be run with safety and certainty, making the necessary stops without interruption or danger from through trains.

The capital being nine or ten millions of dollars, the net earnings of the road, over and above all expenses, must be at least \$600,000 per annum, to pay six or seven per cent. upon the investment.

The travel upon all the street railroads of the city for ten years, from 1866 to 1875, compiled from official sources, and discarding fractions, was as follows:

1866	90,000,000 passengers.
1867	101,500,000 "
1868	106,300,000 "
1869	114,300,000 "
1870	114,600,000 "
1871	133,900,000 "
1872	143,600,000 "
1873	144,700,000 "
1874	151,100,000 "
1875	166,000,000 "

In the year 1875 the travel upon north and south lines, between Second and Eighth avenues, was as follows:

Second Avenue Railroad	15,600,000 passengers.
Third Avenue " "	31,500,000 "
Fourth Avenue " "	10,200,000 "
Broadway and Seventh Avenue Railroad	19,700,000 "
Sixth Avenue Railroad	16,700,000 "
Eighth Avenue " "	16,300,000 "

110,000,000 passengers.

Omnibus lines and Harlem river steamboats, estimated 10,000,000 "

Total 120,000,000 passengers.

Mr. Buckhout, in his report to the City Central Underground Railroad Company in 1868, said: "I have no doubt (as soon as your line is open) you will carry from 60,000 to 75,000 passengers daily, and the travel will increase rapidly to 135,000."

Messrs. Evans, Chesbrough and Greene, in their report to the same company in 1869, estimated the number of passengers at 230,000 per day after the road should have been some time in operation.

According to the above tables, the total number of passengers, on all the street railroads in 1875, was 166,000,000, or an average of 455,000 for each of the 365 days.

On the north and south lines, the number of passengers in 1875 was 120,000,000, or an average of 329,000 for every day of the year.

With these figures before us, the important question to be answered is, how many passengers daily may safely be counted on, for an underground road, from the City Hall to Forty-second street, connecting near that point with the Harlem Railroad.

The road should be considered and worked as one line from the northern limits of the city to the City Hall.

When such a road is built, travel will accommodate itself to it. Cross railroads, like the Twenty-third street line, would probably be built from river to river, at every half mile, about which distance apart, stations would be placed upon the steam road. These crosstown roads would bring much travel to the main line; and thousands would find their way on foot to these stations, where they would meet a train every few minutes, with assurance of comfortable seats, to their destination.

If we assume the travel at 100,000 passengers daily, averaged for every day of the year, being much less than computed by the engineers above quoted, and less than one-third of the present actual travel on the north and south lines between Second and Eighth avenues, the earnings would be as follows:

100,000 passengers daily, at five cents each per day \$5,000 00
And for 365 days, from City Hall to Forty-second street, say 1,800,000 00
Required to pay interest on capital 600,000 00
Leaving for all expense of operation, repairs and renewals 1,200,000 00

If six cents per passage can be charged, then

The daily receipts would be 6,000 00

The yearly receipts would be (say) 2,200,000 00

Required for interest 600,000 00

Leaving for all expenses, and perhaps some surplus over expenses 1,600,000 00

If the estimates of travel on this line, made by the engineers in 1868 and 1869, should be verified, the earnings would be far greater than those above stated.

The increase in the city travel is very rapid.

In 1866 it was 90,000,000 passengers.

In 1875 it was 166,000,000 "

Increase in ten years 75,000,000 "

Or more than 80 per cent.

I have merely attempted to show what minimum amount of travel must be commanded, to insure sufficient receipts to pay all expenses, and yield a moderate return upon the cost of the work.

These figures can be increased or diminished, according to the sanguine or doubtful views of those who may examine them.

When we reflect that the Third Avenue railroad alone carries 86,000 passengers daily, or nearly 32,000,000 annually, the anticipation of 100,000 each day, or 36,000,000 for the year, upon the rapid transit road herein discussed, will hardly be deemed extravagant. No allowance has been made for goods, express matter, or mails, which would add something to the receipts.

In the foregoing review of the subject of an underground railroad, its practicability, cost, time of completion, probable business, etc., have been considered.

The Mayor is also directed by the resolutions of the Common Council, to ascertain the feasibility of constructing such road by private enterprise; and the necessity to get steps to obtain the requisite franchises.

All the special grants for underground roads seem to have lapsed, by non-compliance with prescribed conditions as to time of commencement and rate of progress. In fact, no bona fide commencement of actual construction was ever made, under any of these charters. Any new organization, duly empowered, would therefore have a clear field, and the opportunity to select the best route without infringing on the rights of others.

Under the amended constitution of the State the legislature can grant no "special charters."

The requisite franchise must therefore be acquired under existing general laws, or by further general legislation. It is maintained by some, that the necessary privileges may be obtained under the rapid transit law of 1875 (chapter 606), entitled "An act further to provide for the construction and operation of a steam railway or railways in counties of the State." The first section of this law provides that, "whenever it shall appear, by the application of fifty reputable householders and taxpayers of any county in this State, verified upon oath, before a Justice of the Supreme Court, that there is need in such county, of a steam railway or railways for the transportation of passengers, mails or freight," etc., etc., then five commissioners shall be appointed to select routes and plans, and open books of subscription, etc.; the appointment of said commissioners in cities to be made by the Mayor.

The commissioners appointed by Mayor Wickham selected certain routes and plans and authorized several corporations to proceed with the construction of elevated roads.

Having completed their duties, the terms of office of the Commissioners probably expired, according to the provisions of the 39th section of the law.

Whether the Mayor may appoint another commission, to select other routes and plans, on proper application is a question for consideration. It would hardly seem to have been the intent and meaning of a general law, to limit its operation to any one year, or to three or four routes, or to any particular plan. Time might show the necessity of additional lines, and experience prove the advantage of other plans.

If these views be correct, then a new commission may be appointed, to act upon an application for a steam road, between the the points designated by the resolutions of the Board of Aldermen, and to decide upon the route, and whether the work shall be a depressed road, an underground tunnel, or an elevated road. Having decided these points, the commission could fix the amount of capital, and open books of subscription.

This would be one mode of ascertaining the feasibility of constructing such a work by private enterprise.

The owners of real estate in the upper part of city, including those of the annexed district, north of the Harlem river, whose property would be greatly enhanced in value, by this road, and the great corporations whose railways converge at the Grand Central Depot, as well as capitalists and citizens generally, might possibly be induced to contribute to the capital of a company organized upon a sound basis, though it must be confessed, the times are unpropitious for such an undertaking.

With substantial subscriptions, to the extent of two-thirds the estimated cost, loans might be procured for the remainder upon mortgage.

The constitution prohibits subscriptions by the city, or the loan of its credit in aid of the road of a private corporation, but even if this were not so, no public officer could at this time conscientiously recommend such aid in view of the existing burthen of debt and taxation, even for the promotion of the great public benefit which this important work would undoubtedly secure.

I have not dwelt upon the advantages of an underground road with respect to safety, speed, and capacity for the transportation of vast numbers of persons, by means of powerful engines, running upon solid foundations, and of its freedom from obstruction to the streets and avenues, because these are matters well understood and demonstrated by experience.

Nor have I made more than passing allusion to the successful working of the underground roads of London, where there are now some twenty-five miles in operation, constructed at a cost of ninety millions of dollars, and carrying a hundred millions of passengers annually.

It is reported that the London Metropolitan Underground road cost five millions of dollars per mile (three-quarters of this sum having been absorbed for right of way), and that it pays to its shareholders four and a half per cent. upon its capital.

A map of the City of New York is hereto annexed, upon which are delineated in different colors the routes of the Central Underground Road, the Vanderbilt Underground Road, and Mr. Schuyler's Depressed Road.

I am very respectfully,
ALLAN CAMPBELL,
Commissioner of Public Works.

Which was referred to the Committee on Railroads.

REPORTS.

The undersigned Committee on Public Works, to whom was referred the annexed petition of property owners, business men, and residents of Chatham street, asking to have the name of said street changed to Park row, respectfully

REPORT :

That your Committee duly met and considered the subject, and believe that the change will greatly improve the business and property of said street.

And your Committee further report that, as a further cause for said change of name, the fact that Park row, City Hall square, and Chatham street are one and the same avenue, but with different names, which circumstance is productive of great confusion to the traveling public, as well as to those who are engaged in business in said several streets. Your Committee therefore, after mature deliberation, and considering the various reasons presented for said change of name, do respectfully report as follows :

That the property owners, business men, and residents of Chatham street are almost unanimously in favor of the change of the name of said street to Park row.

That it has heretofore been the custom and practice in this city when a name of a street for any reason becomes obnoxious or objectionable, to change the name of said street, as in the case of Orange street, which was changed to Baxter street ; Cross street, which was changed to Park street ; Anthony street, to Worth street.

That it has also been the practice when an avenue or line of a street has different names to simplify the map of the city by giving to said street but one name, as has been done in the case of Hammond street and Amity street, and of other streets on the western side of the city, in what was known as Greenwich Village.

And your Committee find that the only opposition manifested to the changing of the name of Chatham street is made on patriotic grounds, because of the friendship shown by Lord Chatham to the American colonies during the Revolutionary War.

In answer thereto, your Committee find that the proposed change of name does not interfere in any way with Chatham square (which comprises those buildings facing westward and running from Division street to East Broadway), so that the name of Lord Chatham will be retained in perpetuity.

Your Committee therefore report the following resolution for adoption :

Resolved, That Chatham street, from Spruce to Catharine street on the east, and Doyer street on the west, be hereafter known and designated as Park row.

THOMAS SHEILS, } Committee
WILLIAM JOYCE, } on
WM. SALMON, } Public Works.

Alderman Pinckney moved to amend by striking out the words "Park row," and inserting the words "East Broadway."

The President put the question whether the Board would agree with said motion. Which was decided in the negative by the following vote, on a division called by Alderman Sheils, viz. :

Affirmative—Aldermen Pinckney and Simonson—2.
Negative—The President, Aldermen Cole, Cowing, De Vries, Ehrhart, Guntzer, Hall, Howland, Joyce, Keenan, Lamb, Lewis, Morris, Phillips, Reilly, Salmon, Sheils, Slevin, and Tuomey—18.

The President then put the question whether the Board would agree with the resolution reported by the Committee.

Which was decided in the affirmative by the following vote :
Affirmative—The President, Aldermen Cole, Guntzer, Hall, Joyce, Keenan, Lewis, Morris, Phillips, Reilly, Salmon, Sheils, Slevin, and Tuomey—14.
Negative—Aldermen Cowing, De Vries, Ehrhart, Howland, Lamb, Pinckney, Sauer, and Simonson—8.

(G. O. 130.)

The Committee on Public Works, to whom was referred the annexed resolution in favor of erecting an improved iron drinking fountain (for man and beast) on the southwest corner of Third avenue and Ninety-second street, respectfully

REPORT :

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

Resolved, That improved iron drinking fountain (for man and beast) be placed on the southwest corner of Third avenue and Ninety-second street, under the direction of the Commissioner of Public Works, to be similar to the one now erected on the corner of the southern Boulevard (One Hundred and Thirty-third street) and Third avenue.

THOMAS SHEILS, } Committee
WILLIAM JOYCE, } on
WM. SALMON, } Public Works.
S. N. SIMONSON,
JOS. C. PINCKNEY,

Which was laid over.

(G. O. 121.)

The Committee on Public Works, to whom was referred the annexed resolution in favor of substituting two Boulevard lamps for the two ordinary street lamps in front of Baptist church in Forty-fifth street, west of Fifth avenue, respectfully

REPORT :

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

Resolved, That two Boulevard lamps be substituted for the two ordinary street lamps, now in front of the Baptist church, on the south side of Forty-sixth street, west of Fifth avenue, under the direction of the Commissioner of Public Works.

THOMAS SHEILS, } Committee
WILLIAM JOYCE, } on
WM. SALMON, } Public Works.
S. N. SIMONSON,

Which was laid over.

(G. O. 122.)

The Committee on Public Works, to whom was referred the annexed petition of owners of property on One Hundred and Forty-fifth and One Hundred and Forty-sixth streets, from College to Ryder avenues, in the Twenty-third Ward, asking for the laying of Croton mains, respectfully

REPORT :

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

Resolved, That the Commissioner of Public Works be and he is hereby authorized to lay Croton mains in One Hundred and Forty-fifth and One Hundred and Forty-sixth streets, between College and Ryder avenues, pursuant to the provisions of section 2, chapter 477, Laws of 1875.

WILLIAM JOYCE, } Committee
WM. SALMON, } on
S. N. SIMONSON, } Public Works.
J. C. PINCKNEY,

Which was laid over.

(G. O. 123.)

The Committee on Public Works, to whom was referred the annexed communication from the Commissioner of Public Works certifying in accordance with law that Sixth avenue, from Forty-second to Fifty-ninth street, requires to be repaved, respectfully

REPORT :

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

Resolved, That the Commissioner of Public Works is hereby authorized, in pursuance to the provisions of section 1, chapter 476, Laws of 1875, to repave Sixth avenue, from the southerly side of Forty-second street to the southerly side of Fifty-ninth street, with granite-block pavement.

THOMAS SHEILS, } Committee
WILLIAM JOYCE, } on
WM. SALMON, } Public Works.
S. N. SIMONSON,
J. C. PINCKNEY,

Which was laid over.

(G. O. 124.)

The Committee on Public Works, to whom was referred the annexed resolution in favor of erecting iron lamp-posts and lighting lamps on Mott avenue, between One Hundred and Forty-sixth and One Hundred and Fifty-first streets, respectfully

REPORT :

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

Resolved, That iron lamp-posts be erected and lamps lighted with illuminating gas, under the direction of the Commissioner of Public Works ; said lamp-posts to be placed not more than one hundred and fifty feet apart, on Mott avenue, on the easterly and westerly side thereof, from a point on said avenue, where lamp-posts are now placed to the iron bridge crossing the New York Central Railroad on said avenue.

THOMAS SHEILS, } Committee
WILLIAM JOYCE, } on
WM. SALMON, } Public Works.
S. N. SIMONSON,
J. C. PINCKNEY,

Which was laid over.

(G. O. 125.)

The Committee on Public Works, to whom was referred the annexed resolution in favor of laying croton mains in Eighty-eighth street, between First and Second avenues, respectfully

REPORT :

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

Resolved, That the Commissioner of Public Works be and he is hereby authorized and directed to cause Croton water-mains to be laid in Eighty-eighth street, between First and Second avenues, as provided in section 2, chapter 477, Laws of 1875, and amendatory acts.

THOMAS SHEILS, } Committee
WILLIAM JOYCE, } on
WM. SALMON, } Public Works.
S. N. SIMONSON,
J. C. PINCKNEY,

Which was laid over.

The Committee on Streets, to whom was referred the annexed resolution, giving permission to John Spellman to erect an iron stairway on building corner of Chatham and Chambers streets, respectfully

REPORT :

That Mr. Spellman is the lessee of the said premises, and that the owner of the same (and who also owns the property for one hundred feet adjoining), has given his consent to the erection of the said stairway, which is not to extend beyond the stoop line. Your committee respectfully recommend for adoption the annexed resolution :

Resolved, That permission be and the same is hereby given to John Spellman to construct an iron stairway on the outside of his premises, corner of Chatham and New Chambers street, said stairway to be on the Chambers street side of his building, to be done under the direction of the Commissioner of Public Works, and to remain only during the pleasure of the Common Council.

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

Which was decided in the affirmative by the following vote, on a division called by Alderman Simonson :

Affirmative—The President, Aldermen Cole, Ehrhart, Guntzer, Hall, Howland, Joyce, Keenan, Lamb, Lewis, Morris, Phillips, Reilly, Salmon, Sauer, Sheils, Slevin, and Tuomey—18.
Negative—Aldermen De Vries and Simonson—2.

BRYAN REILLY, } Committee
JAS. J. SLEVIN, } on
L. J. PHILLIPS, } Streets.

(G. O. 126.)

The Committee on Streets, to whom was referred the annexed resolution in favor of numbering Park row, from Ann street to Catharine street, on the east, and Doyer street, on the west, respectfully

REPORT :

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

Resolved, That the Commissioner of Public Works be and he is hereby authorized and directed to number Park row, from Ann street to Catharine street, on the east, and Doyer street, on the west.

BRYAN REILLY, } Committee
JAS. J. SLEVIN, } on
L. J. PHILLIPS, } Streets.

Which was laid over.

(G. O. 127.)

The Committee on Streets, to whom was referred the annexed resolution in favor of lighting a gas-lamp in alleyway at Nos. 10 and 12 Rivington street, respectfully

REPORT :

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

Resolved, That a lamp-post be erected and a street-lamp lighted in the alleyway adjacent to Nos. 10 and 12 Rivington street, under the direction of the Commissioner of Public Works.

BRYAN REILLY, } Committee
JAMES J. SLEVIN, } on
L. J. PHILLIPS, } Streets.

Which was laid over.

(G. O. 128.)

The Committee on Finance, to whom was referred the annexed bill of Underhill, Bonyng & Adams, for services in reporting two copies of testimony for the Committee appointed by your Honorable Body to investigate the charges of Robert Cushing against President Porter, of the Third District Court-house, respectfully

REPORT :

That your Committee, having examined the same, find that the charges are reasonable and just, and that the services above mentioned were duly performed. The following resolution is respectfully offered for adoption :

Resolved, That the Comptroller be and he is hereby authorized and directed to draw his warrant in favor of Underhill, Bonyng & Adams, for the sum of twenty-seven dollars and sixty-five cents, being the services rendered in furnishing stenographic copies of testimony to the Special Committee of the Board of Aldermen appointed to investigate the charges made by Robert Cushing against President Porter, of the Third District Court-house, and charge the same to the account of City Contingencies.

PATRICK KEENAN, } Committee
WM. L. COLE, } on
JOHN J. MORRIS, } Finance.
JOS. C. PINCKNEY,
SAML. A. LEWIS,

Which was laid over.

(G. O. 129.)

The Committee on Finance, to whom was referred the annexed resolution, authorizing the Comptroller to draw his warrant in favor of Lieutenant O. S. Bogert, Treasurer of the Twenty-second Regiment, for the sum of \$578, to pay bill of Gilmore's Twenty-second Regiment Band for services on the occasion of the obsequies of the late Vice-President Henry Wilson, respectfully

REPORT :

That your Committee having ascertained that the same is correct, recommend that the same be paid, and respectfully submit for adoption the annexed resolution :

Resolved, That the Comptroller be and he is hereby authorized and directed to draw his warrant in favor of Lieutenant O. S. Bogert, Treasurer of the Twenty-second Regiment, for the sum of five hundred and seventy-eight dollars (\$578), that amount being required to pay bill of Gilmore's

Twenty-second Regiment Band, for services on the occasion of the obsequies of the late Vice-President Henry Wilson, and charge the amount to the proper appropriation.

PATRICK KEENAN,
WM. L. COLE,
JOHN J. MORRIS,
JOS. C. PINCKNEY,
SAMUEL A. LEWIS,

Committee
on
Finance.

Which was laid over.

UNFINISHED BUSINESS.

Alderman Sheils called up G. O. 91, being a resolution, as follows:

Resolved, That in pursuance of section 1, chapter 476, Laws of 1875, the Commissioner of Public Works be and he is hereby authorized and directed to pave with granite-block pavement West Broadway, from Chambers to Canal street; College place, from Chambers to Barclay street; Ferry street, from Gold street to Peck slip; Spruce street, from Nassau to Gold street; John street, from Broadway to Water street; Warren street, from Broadway to West street; Maiden lane, from Broadway to South street; Nassau street, from Spruce to Wall street; Franklin street, from West Broadway to Centre street; Dey street, from Broadway to West street; Cortlandt street, from Broadway to West street; Murray street, from Broadway to West street; Wall street, from William to Hanover street; Liberty street, from Maiden lane to West street; Rector street, from Broadway to West street; and with a trap-block pavement, Washington street, from Battery place to Liberty street; Pearl street, from Fulton street to Coenties slip.

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

Which was decided in the affirmative by the following vote:

Affirmative—The President, Aldermen Cole, Cowing, De Vries, Ehrhart, Guntzer, Hall, Howland, Joyce, Keenan, Lamb, Lewis, Morris, Pinckney, Reilly, Salmon, Sauer, Sheils, Simonson, Slevin, and Tuomey—21.

Alderman Slevin called up G. O. 92, being a resolution and ordinance, as follows:

AN ORDINANCE to prevent the danger of hydrophobia to any of the inhabitants of the City of New York.

Section 1. Hereafter it shall not be lawful to permit any dog to go abroad loose or at large in any of the public streets, lanes, alleys, highways, parks or places within the corporate limits of the City of New York, under a penalty of three dollars for each offense, to be recovered against the owner, possessor, or person who harbored such dog within three days previous to the time of such dog being so found going abroad loose or at large; and the Commissioners of Police are hereby authorized and directed to cause complaint to be made to the Corporation Attorney against the owner or possessor of every dog permitted to go loose or at large within the corporate limits, as aforesaid, for the recovery of the penalties prescribed in this ordinance; such penalties and all license fees, when collected, to be accounted for semi-monthly, and paid to the Comptroller of said city, and upon the requisition of the Mayor, to be applied towards the payment of enforcing the provisions of this ordinance. Nothing in this ordinance shall prevent any dog from going into any such street, lane, alley, highway, park or public place, provided such dog shall be held, by such owner or other person, securely by a cord or chain to be not more than six feet long, fastened to a collar around the neck of the animal.

Sec. 2. Every owner, possessor, or person who harbors any dog shall take out a permit for each dog, at the Permit Bureau, paying the sum of two dollars (\$2) for the same. All permits, and renewals of the same, shall be dated from the first day of May in each and every year, and shall be for one year from date, and all renewals shall be one dollar (\$1). Said permit shall have the name of the owner and the number of the permit or license on it. Any dog so licensed must have a collar around his neck, with a metal tag attached, having the number of the license on it. And any dog so licensed must, when in the street, be held by such owner, or other person, secured by a cord, rope, or chain, not more than six feet in length; but the owner, at his option, may use instead of the above, a muzzle, constructed so as to prevent the dog from biting. Any dog that is not so secured, although he is licensed, shall be captured the same as if no license was granted. No dog having a collar and tag, with the number of his license on it around his neck, that may be in a wagon or other vehicle belonging to his owner, shall be captured. Any person appointed by his Honor the Mayor to capture dogs who shall permit any person to take one or more dogs from him for nothing, or for pay, shall be arrested, and taken before a police justice, and upon the facts being proven, the judge shall impose a fine of not less than \$10, or more than \$50, for each offense. Any person may make a complaint of persons having dogs unlicensed at the police stations, and the officer in command shall entertain the same; and all policemen on patrol duty must report all violations of this ordinance the same as any other violation of a Corporation ordinance. All such reports shall be transmitted to the Corporation Attorney, the same as for other violations of city ordinances, and in addition to the \$3 license fee, shall be added all costs and suits of the same as for any other violation of the city ordinances.

Sec. 3. The Mayor of the City of New York is hereby authorized and empowered to take such measures as he may deem most efficient to carry into effect the provisions of section 1 of this ordinance. All dogs found loose or at large, as aforesaid, shall be seized, captured and delivered by such persons as the Mayor shall designate, at a place to be provided and indicated by him, where such animals, if not within forty-eight hours thereafter claimed, and redeemed by the owner or some other person, shall be killed and destroyed in such manner, and by such persons as the Mayor shall designate.

Sec. 4. Chapter XLIV. of the Revised Ordinances of 1866, and all other ordinances or parts of ordinances inconsistent or conflicting with the provisions of this ordinance, are hereby repealed.

Sec. 5. This ordinance shall take effect immediately.

Alderman Slevin moved to amend by inserting after the word "who," in the sixth line of section 1, the word "knowingly."

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

Which was decided in the affirmative.

Alderman Sheils moved to amend by striking out the words and figures "two dollars (\$2)," in section 2, and inserting in lieu thereof, the words and figures "five dollars (\$5)."

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

Which was decided in the negative.

Alderman Reilly moved to amend by striking out the words and figures "two dollars (\$2)," and inserting in lieu thereof, the words and figures "one dollar (\$1)," in the second section.

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

Which was decided in the negative.

Alderman Cowing moved to amend by striking out the word "and" before the word "suits," in section 2, and inserting in lieu thereof, the word "of," and by inserting after the word "suits," the words "for the recovery."

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

Which was decided in the affirmative.

Alderman Reilly moved to amend by fixing the license fee to be paid, at "two dollars for a bitch, and one dollar for a dog."

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

Which was decided in the negative.

Alderman Sauer moved to amend by striking out all relating to the length of the "cord, rope or chain," used in holding dogs in the streets.

Alderman Lewis, as an amendment to the amendment, moved to limit the length of the "cord, rope or chain," to "four feet."

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

Which was decided in the affirmative.

Alderman Simonson moved to amend by striking out the words "license fees," after the word "all," in the first section, and inserting in lieu thereof, the word "fines."

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

Which was decided in the affirmative.

Alderman Sheils moved to amend by striking out the words and figures "two dollars (\$2)," and insert in lieu thereof, the words and figures "three dollars (\$3)."

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

Which was decided in the negative.

The President put the question whether the Board would agree with said ordinance, as amended.

Which was decided in the affirmative.

Alderman Lewis was here called to the chair.

Alderman Pinckney called up G. O. 82, being a resolution, as follows:

Resolved, That the name of Hoboken street be changed to Canal street, and numbered continuously with the numbers now in Canal street.

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

Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—The President, Aldermen Cole, De Vries, Ehrhart, Guntzer, Hall, Joyce, Keenan, Lamb, Lewis, Morris, Phillips, Pinckney, Reilly, Sauer, Sheils, Slevin, and Tuomey—18.

Negative—Aldermen Cowing and Simonson—2.

Alderman Pinckney called up G. O. 104, being a resolution, as follows:

Resolved, That the Commissioner of Public Works be and he is hereby authorized and directed to cause retaining walls and arches to be constructed for the support and protection of the forty feet roadway excavated in the centre of Forty-second street, between First and Second avenues; that the work be done in such manner as the said Commissioner shall deem for the best interests of the city and the property-owners, and he shall, also, cause to be placed a sufficient protecting railing, where needed, and have proper steps built on the east extremity of the work, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Alderman Salmon moved to amend by striking from the resolution and ordinance the word "arches" after the word "and," and inserting in lieu thereof the words "an arch."

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

Which was decided in the affirmative.

The President pro tem. then put the question whether the Board would agree with said resolution and ordinance, as amended.

Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—The President, Aldermen Cole, Cowing, De Vries, Ehrhart, Guntzer, Hall, Howland, Joyce, Keenan, Lamb, Lewis, Morris, Phillips, Pinckney, Reilly, Salmon, Sauer, Sheils, Simonson, Slevin, and Tuomey—22.

MESSAGE FROM HIS HONOR THE MAYOR.

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

EXECUTIVE DEPARTMENT—CITY HALL,
NEW YORK, April 19, 1877.

To the Honorable the Board of Aldermen:

GENTLEMEN—In compliance with the requirements of section 25 of chapter 335 of the Laws of 1873, I hereby nominate Isaac H. Bailey, Esq., for appointment by and with your consent, to be one of the Police Commissioners of the City of New York, for a full term, in place of Joel B. Erhardt, whose term has expired.

SMITH ELY, JR., Mayor.

Alderman Cowing moved that the Board do now proceed to confirm the nomination of Isaac H. Bailey as a Commissioner of Police.

As a substitute for the motion of Alderman Cowing, the President moved that the nomination of Isaac H. Bailey be rejected, and in support of his motion addressed the Board as follows:

I am at a loss to understand why this nomination has been sent in to this Board; but if it is done in pursuance of any agreement, then that agreement cannot bind us, because we were not parties to it.

At the last election the people of this city, by a majority of more than 50,000, decided to intrust its government to Democratic hands, and now, at the very first opportunity, to confirm a Republican member of our most important municipal commission is such a betrayal of the people who elected us to this Board as I shall never consent to be guilty of. It was the Democratic majority of New York City which last fall decided the contest in both the nation and the State. Determined efforts are now being made by partisan legislation and disfranchisement to break down this majority and to gradually make this city Republican. To confirm this gentleman for Police Commissioner will, in my opinion, further and abet these efforts, and therefore ought not to hesitate one moment in the performance of its plain duty.

Mr. President, I have heard it urged by gentlemen whose opinion I respect, that the Police Board ought to be non-partisan, because it appoints Inspectors and Poll Clerks. I cannot see the force of the argument. In appointing Inspectors and Poll Clerks the Police Board performs a ministerial duty, because the United States Circuit Court, in a well-known case, has decided that these appointments must be taken from the lists furnished by the two parties at variance on State issues.

But apart from this, Mr. President, I believe the whole theory of non-partisan commissions is essentially wrong. It is entirely antagonistic to the principle upon which all governments in the country is founded, and whenever it has been put in practice in this city its results have been most pernicious, for it begot the most corrupt and infamous Board that ever disgraced New York—the old non-partisan Board of Supervisors—and its bad effects are already becoming visible in the management of the present Police Board. Besides I don't think that these times are suited to non-partisanism.

The Democratic party has had enough stolen from it lately to cause it to refuse to willingly surrender any more. Our opponents concede nothing to us. Why, then, should we be constantly conceding everything to them? Within the past few weeks we have seen a Republican Senate, representing a minority of the people, throw back in the face of the Executive the nomination which he had selected from among our purest and best citizens. Why, our own self-respect, if nothing else, require us to reject this nomination. This Board has been the butt of every Republican attack; every partisan bill introduced this session at Albany contains a clause depriving us of our rights and reducing us to the condition of mere figure-heads; and to cap the climax, we have been again and again denounced as corrupt by men who at the very time they uttered the words were themselves secretly negotiating to secure silence on the part of the prisoner in Ludlow street. Even here among ourselves, do the minority of this Board ever forget their party bias? When the name of the present Comptroller—a man who has done more than any one else to secure honest government in this city—was sent in to this Board, I can never forget that while not one of the minority could utter a word against his purity or fitness, yet not one of them could be induced to vote for him. In conclusion, Mr. President, I know that it is now threatened that unless the nomination, which has been forcibly wrung from an unwilling Mayor, be confirmed promptly, the right to confirm all other nominations will be taken from us by special act, and our city be made to feel the vengeance of a Republican Legislature. Well, let them do their worst. These threats should not be considered for a moment. We are not responsible for Albany legislation, nor are we personally interested in the confirming power; but while we possess this power, I am in favor of exercising it fearlessly and in good faith towards the people who elected us, even though this be our last act.

The President pro tem. then put the question whether the Board would agree to accept the substitute offered by the President.

Which was decided in the affirmative, on a division called by the President, as follows:

Affirmative—The President, Aldermen Cole, Guntzer, Hall, Joyce, Keenan, Lamb, Lewis, Reilly, Salmon, Sauer, Sheils, Slevin, and Tuomey—14.

Negative—Aldermen Cowing, De Vries, Ehrhart, Howland, Morris, Phillips, Pinckney, and Simonson—8.

The President pro tem. then put the question whether the Board would agree to reject the nomination of Isaac H. Bailey.

Which was decided in the affirmative, on a division called by Alderman Pinckney, viz.:

Affirmative—The President, Aldermen Cole, Guntzer, Hall, Joyce, Keenan, Lamb, Lewis, Reilly, Salmon, Sauer, Sheils, Slevin, and Tuomey—14.

Negative—Aldermen Cowing, De Vries, Ehrhart, Howland, Morris, Phillips, Pinckney, and Simonson—8.

MOTIONS RESUMED.

The President moved that when this Board adjourns, it do adjourn to meet again on Thursday next, the 26th inst., at 2 o'clock P. M.

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

Which was decided in the affirmative.

UNFINISHED BUSINESS RESUMED.

Alderman Ehrhart called up G. O. 102, being a resolution, as follows:

Resolved, That gas-mains be laid, lamp-posts erected, and street-lamps lighted in Sixty-seventh street, between Tenth and Eleventh avenues, 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 (three-fourths of all the members elected voting in favor thereof):

Affirmative—Aldermen Cole, Cowing, De Vries, Ehrhart, Guntzer, Hall, Howland, Joyce, Keenan, Lamb, Lewis, Morris, Phillips, Pinckney, Reilly, Salmon, Sauer, Sheils, Simonson, Slevin, and Tuomey—22.

The President here resumed the chair.

Alderman Ehrhart called up G. O. 94, being a resolution, as follows:

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

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

Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—The President, Aldermen Cole, De Vries, Ehrhart, Guntzer, Hall, Howland, Joyce, Keenan, Lamb, Lewis, Morris, Phillips, Pinckney, Reilly, Salmon, Sauer, Sheils, Simonson, Slevin, and Tuomey—21.

Alderman Howland called up G. O. 93, being a resolution, as follows:

Resolved, That the Commissioner of Public Works be and he is hereby authorized and directed to renumber the buildings on the east side of Broadway, between Twelfth and Thirteenth streets, without delay, as the Charter requires work of the description to be performed between the first day of December, in one year, and the first day of May, in the succeeding year.

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

Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—The President, Aldermen Cole, De Vries, Ehrhart, Guntzer, Howland, Joyce, Keenan, Lamb, Lewis, Morris, Phillips, Pinckney, Reilly, Salmon, Sauer, Sheils, Simonson, Slevin, and Tuomey—19.

Alderman Howland called up G. O. 101, being a resolution, as follows:

Resolved, That the Commissioner of Public Works be and he is hereby directed to cause the culverts on the northeast and southeast corners of Carmine and Bleeker streets to be repaired; also, to repair and raise to a proper grade the crosswalks at each of the four intersections of said streets.

The President put the question whether the Board would agree with said resolution. Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—Aldermen Cowing, De Vries, Ehrhart, Guntzer, Hall, Joyke, Keenan, Lewis, Morris, Phillips, Pinckney, Reilly, Salmon, Sauer, Sheils, Simonson, Slevin, and Tuomey—19.

Alderman Morris called up G. O. 98, being a resolution, as follows:

Resolved, That the Commissioner of Public Works be and he is hereby authorized to put in Bond street, between Broadway and the Bowery, two (2) additional fire-hydrants, and that he is authorized to put in any street or avenue additional fire-hydrants of any size, with sufficient size pipe to connect with the mains, upon the recommendation and request of the Commissioners of the Fire Department, in pursuance of section 2, chapter 477, Laws of 1875.

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

Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—The President, Aldermen Cole, Cowing, De Vries, Ehrhart, Guntzer, Hall, Joyke, Keenan, Lamb, Lewis, Morris, Phillips, Pinckney, Reilly, Salmon, Sauer, Sheils, Simonson, Slevin, and Tuomey—21.

Alderman Morris called up G. O. 83, being a resolution, as follows:

Resolved, That One Hundred and Third street, from Lexington to Fourth avenue, and Lexington avenue, from One Hundred and Third to One Hundred and Fourth street, be paved with Belgian or trap-block pavement, and that at the several intersecting streets and avenues crosswalks be laid where not now laid, and relaid where those now laid are, in the opinion of the Commissioner of Public Works, not in good repair, or are not upon a grade adapted to the grade of the proposed new pavement, 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 and ordinance.

Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—The President, Aldermen Cole, Cowing, De Vries, Ehrhart, Guntzer, Hall, Joyke, Keenan, Lamb, Lewis, Morris, Phillips, Reilly, Salmon, Sauer, Sheils, Simonson, Slevin, and Tuomey—20.

Alderman Tuomey called up G. O. 96, being a resolution, as follows:

Resolved, That Croton-mains be laid in Ninetieth street, between Second and Third avenues, under the direction of the Commissioner of Public Works, as provided in chapter 477, Laws of 1875.

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

Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—The President, Aldermen Cole, Cowing, De Vries, Ehrhart, Guntzer, Hall, Joyke, Keenan, Lamb, Morris, Phillips, Pinckney, Reilly, Salmon, Sauer, Sheils, Simonson, and Tuomey—19.

Alderman Tuomey called up G. O. 99, being a resolution, as follows:

Resolved, That the Commissioner of Public Works be and he is hereby authorized and directed to remove the lamps now on the lamp-posts on the east side of Greenwich avenue, the south side of West Tenth street, and west side of Sixth avenue, being the block of ground occupied by the Jefferson Market and the New Court-house and Prison, and substitute therefor Boulevard lamps.

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

Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—Aldermen Cole, Cowing, De Vries, Ehrhart, Guntzer, Hall, Joyke, Keenan, Lamb, Morris, Phillips, Reilly, Salmon, Sauer, Sheils, Simonson, and Tuomey—17.

Alderman Cowing was here called to the chair.

Alderman Sauer called up G. O. 86, being a resolution and ordinance, as follows:

Resolved, That permission be and the same is hereby given to L. Delmonico to place two (2) ornamental lamp-posts and lamps, the posts not to exceed twenty (20) inches in diameter, in front of his premises, one to be placed on the sidewalk at the southeast corner of Broadway and Twenty-sixth street, and one on the southwest corner of Fifth avenue and Twenty-sixth street, the gas to be supplied from his own meter, the work to be done at his own expense, under the direction of the Commissioner of Public Works; and to remain only during the pleasure of the Common Council.

Which was again laid over.

Alderman Sauer called up G. O. 74, being a resolution, as follows:

Resolved, That a receiving-basin and culvert be built on the northeast corner of Third avenue and Sixty-sixth street, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

The President pro tem. put the question whether the Board would agree with said resolution and ordinance.

Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—Aldermen Cole, Cowing, De Vries, Ehrhart, Guntzer, Hall, Joyke, Keenan, Lamb, Morris, Phillips, Pinckney, Salmon, Sauer, Sheils, Simonson, Slevin, and Tuomey—18.

Alderman Sauer called up G. O. 62, being a resolution and ordinance, as follows:

Resolved, That the fire-hydrant now on the sidewalk in front of No. 138 East Sixty-seventh street be removed, under the direction of the Commissioner of Public Works.

Alderman Morris moved that the paper be again laid over, and the opinion of the President of the Fire Department be obtained, as to the propriety of removing the hydrant.

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

Which was decided in the affirmative.

Alderman Salmon called up G. O. 89, being a resolution and ordinance, as follows:

Resolved, That the vacant lots on both sides of Broadway, from Forty-second to Fifty-ninth street, be fenced in, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

The President pro tem. put the question whether the Board would agree with said resolution and ordinance.

Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—Aldermen Cole, Cowing, De Vries, Ehrhart, Guntzer, Hall, Joyke, Keenan, Lamb, Morris, Phillips, Reilly, Salmon, Sauer, Sheils, Simonson, Slevin, and Tuomey—18.

Alderman Salmon called up G. O. 90, being a resolution and ordinance, as follows:

Resolved, That Twelfth avenue, from the northerly line of One Hundred and Thirtieth to One Hundred and Thirty-third street, be regulated and graded, the curb-stones set, the sidewalks flagged a space four feet wide through the centre thereof, the carriageway paved with Belgian pavement, and crosswalks laid at each intersecting street, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

The President pro tem. put the question whether the Board would agree with said resolution and ordinance.

Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—Aldermen Cole, Cowing, De Vries, Ehrhart, Guntzer, Hall, Joyke, Keenan, Lamb, Morris, Phillips, Pinckney, Reilly, Salmon, Sauer, Sheils, Simonson, and Tuomey—18.

Alderman Guntzer called up G. O. 69, being a resolution and ordinance, as follows:

Resolved, That Tenth avenue, from Eighty-first to Eighty-second street, be regulated and graded, the curb and gutter stones set, and the sidewalks flagged a space four feet wide through the centre thereof, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

The President pro tem. put the question whether the Board would agree with said resolution and ordinance.

Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—Aldermen Cole, Cowing, De Vries, Ehrhart, Guntzer, Hall, Joyke, Keenan, Lamb, Morris, Phillips, Pinckney, Reilly, Salmon, Sauer, Sheils, Simonson, Slevin, and Tuomey—19.

Alderman Guntzer called up G. O. 76, being a resolution and ordinance, as follows:

Resolved, That the four vacant lots on the south side of One Hundred and Eighteenth street, commencing 237 feet west of First avenue, be fenced in, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

The President pro tem. put the question whether the Board would agree with said resolution and ordinance.

Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—Aldermen Cowing, De Vries, Ehrhart, Guntzer, Hall, Joyke, Keenan, Lamb, Morris, Phillips, Pinckney, Reilly, Salmon, Sauer, Sheils, Simonson, Slevin, and Tuomey—18.

Alderman Keenan called up G. O. 107, being a resolution, as follows:

Resolved, That Fulton street be renumbered, on the north side, commencing from the north-west corner of Fulton and William streets to Broadway, under the direction of the Commissioner of Public Works.

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

Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—Aldermen Cole, Cowing, De Vries, Ehrhart, Guntzer, Hall, Joyke, Keenan, Lamb, Morris, Phillips, Pinckney, Reilly, Salmon, Sauer, Sheils, Simonson, Slevin, and Tuomey—19.

Alderman Keenan called up G. O. 85, being a resolution, as follows:

Resolved, That the lamps on the north side of One Hundred and Thirty-eighth street, opposite the New York and Harlem Railroad Depot, be removed 14 feet west, opposite the gate of the Harlem Railroad Depot, 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 (three-fourths of all the members elected voting in favor thereof):

Affirmative—Aldermen Cole, Cowing, De Vries, Ehrhart, Guntzer, Hall, Joyke, Keenan, Lamb, Morris, Phillips, Reilly, Salmon, Sheils, Simonson, Slevin, and Tuomey—17.

Alderman Slevin called up G. O. 87, being a resolution and ordinance, as follows:

Resolved, That the Commissioner of Public Works be and he is hereby authorized and directed to have a lamp-post with Boulevard lamp placed on Sixth avenue, at or near the southeast corner of Twenty-third street.

Alderman Pinckney moved to amend by striking out the word "Boulevard" before the word "lamp."

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

Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—Aldermen Cole, Cowing, De Vries, Ehrhart, Guntzer, Hall, Joyke, Keenan, Lamb, Morris, Phillips, Pinckney, Reilly, Salmon, Sauer, Sheils, Simonson, Slevin, and Tuomey—19.

Alderman Slevin called up G. O. 108, being a resolution, as follows:

Resolved, That Fifty-eighth street, between Fifth avenue and the Hudson river, be renumbered, 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 (three-fourths of all the members elected voting in favor thereof):

Affirmative—Aldermen Cole, Cowing, De Vries, Ehrhart, Guntzer, Hall, Joyke, Keenan, Lamb, Morris, Phillips, Pinckney, Reilly, Salmon, Sauer, Sheils, Simonson, Slevin, and Tuomey—19.

Alderman Joyce called up G. O. 106, being an ordinance, as follows:

AN ORDINANCE to amend section 1 of chapter XXXII. of the Revised Ordinances of 1866.

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

Section 1 of chapter XXXII. of the Revised Ordinances of 1866 is hereby amended so as to read as follows:

§ 1. In all cases of blasting rock or stones within the City of New York, except as hereinafter provided, each blast, before firing it, shall be securely covered with six timbers of not less than four inches thick, ten inches wide, and ten feet long each, to be placed over each charge, and which said timbers shall be securely fastened together by an iron or steel chain, the links of which shall not be less than one-half inch in diameter. In the case of detached stones, holes of not more than one inch in diameter, and of a depth not exceeding two feet, shall be covered around and over the mouth of the hole with large stones, not less than one hundred pounds in weight.

The President pro tem. put the question whether the Board would agree with the said resolution and ordinance.

Which was decided in the affirmative by the following vote (three-fourths of the members elected voting in favor thereof):

Affirmative—Aldermen Cole, Cowing, De Vries, Ehrhart, Guntzer, Hall, Joyke, Keenan, Lamb, Morris, Phillips, Pinckney, Salmon, Sauer, Sheils, Simonson, Slevin, and Tuomey—18.

Alderman Joyce called up G. O. 64½, being a resolution and ordinance, as follows:

Resolved, That the sidewalks on the north side of Eighty-third street, from the Eighth avenue to the Boulevard, be flagged a space four feet wide through the centre thereof, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

The President pro tem. put the question whether the Board would agree with said resolution and ordinance.

Which was decided in the affirmative by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—Aldermen Cowing, De Vries, Ehrhart, Guntzer, Hall, Joyke, Keenan, Lamb, Morris, Phillips, Pinckney, Salmon, Sauer, Sheils, Simonson, Slevin, and Tuomey—17.

MOTIONS AND RESOLUTIONS RESUMED.

Alderman Morris moved that the Board do now adjourn.

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

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

Affirmative—Aldermen Cole, Ehrhart, Guntzer, Keenan, Sauer, and Tuomey—6.

Negative—Aldermen Cowing, De Vries, Joyke, Lamb, Morris, Phillips, Pinckney, Salmon, Sheils, and Slevin—11.

UNFINISHED BUSINESS RESUMED.

Alderman DeVries called up G. O. 96½, being a resolution as follows:

Resolved, That the sidewalks on the south side of Fifth-sixth street, between Sixth and Seventh avenues, be flagged full width, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

The President pro tem. put the question whether the Board would agree with said resolution and ordinance.

Which was decided in the negative by the following vote, three-fourth of the members elected voting in favor thereof.

Affirmative—Aldermen Cowing, DeVries, Ehrhart, Guntzer, Hall, Joyke, Lamb, Morris, Phillips, Pinckney, Sheils, Simonson, and Tuomey—13.

Negative—Aldermen Keenan, Sauer, and Slevin—3.

On motion of Alderman Simonson, the above vote was reconsidered, and the paper again laid over.

MOTIONS AND RESOLUTIONS AGAIN RESUMED.

Alderman Sauer moved that the Board do now adjourn.

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

Which was decided in the affirmative.

And the President pro tem. announced that the Board stood adjourned until Thursday, April 26, 1877, at 2 o'clock P. M.

FRANCIS J. TWOMEY, Clerk.

APPROVED PAPERS.

Resolved, That an improved iron drinking fountain for man and beast be erected at Third avenue and One Hundred and Thirty-ninth street, under the direction of the Commissioner of Public Works.

Adopted by the Board of Aldermen, March 15, 1877.

Approved by the Mayor, March 26, 1877.

Resolved, That a free drinking fountain for man and beast be placed on the northwest corner of One Hundred and Twenty-fifth street and Eighth avenue, the same to be placed under the direction of the Commissioner of Public Works.

Adopted by the Board of Aldermen, March 15, 1877.

Approved by the Mayor, March 26, 1877.

Resolved, That William Kirk be and he is hereby appointed a Commissioner of Deeds, in place of Charles H. Noyes, and Gerhard Meyer be and he is hereby appointed a Commissioner of Deeds, in place of Leo Schwab.

Adopted by the Board of Aldermen, March 27, 1877.

Approved by the Mayor, April 4, 1877.

Resolved, That permission be and the same is hereby given to Morton & Bathe to erect a sign 3 x 2½ in front of their premises, No. 945 Sixth avenue, the work to be done at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

Adopted by the Board of Aldermen, March 27, 1877.

Received from his Honor the Mayor, April 11, 1877, without his approval or objections thereto; therefore, as provided in section 11, chapter 335, Laws of 1873, the same became adopted.

DEPARTMENT OF PUBLIC PARKS,
36 UNION SQUARE,
NEW YORK, April 19, 1877.

CONSTRUCTION OF DRAINS IN THE TWENTY-FOURTH WARD.

PROPOSALS, IN SEALED ENVELOPES, WILL be received at the office of the Department of Public Parks, 36 Union Square, New York City, until Wednesday, the 2d day of May, 1877, at the hour of half-past nine o'clock A. M., when they will be publicly opened, for constructing drains for the lands bounded on the north by Fordham and Pelham avenues, on the east by the Southern Boulevard, on the south by the Kingsbridge road, and on the west by Arthur street, in the Twenty-fourth Ward of the City of New York.

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

7,000 cubic yards of earth excavation.
100 " " rock
1,800 linear feet of open drains.
2,230 " " covered drains.
2,200 " " blind "

These quantities are considered as approximate, and any variation of them will not entitle the contractor to any claim for extra time in the completion of the work, or to any other claim for damages, if the quantities of work should prove to be greater or less than here estimated, and the Department of Public Parks expressly reserves the right of increasing or diminishing the said quantities, as in its opinion may be necessary.

Each proposal must state, in figures and in writing, a price per cubic yard, per linear foot, for each of the above-named items, which prices are to cover the whole cost of the work. The time required for completion, which will be tested at the rate of \$3 per day, must also be stated. No proposal will be received which contains prices for other items than those above mentioned.

No proposal will be considered unless accompanied by the consent, in writing, of two responsible householders or freeholders of the City of New York, their respective places of business or residence being named, to the effect that they will become bound as sureties in the sum of five thousand dollars for the faithful performance of the contract, should it be awarded upon that proposal.

Each proposal must state the name and place of residence of the person making the same; the names of all persons interested with him therein; that it is made without collusion with any other person making an estimate for the same work; and that no member of the Common Council or other officer of the Corporation is directly or indirectly interested therein, or in any portion of the profits thereof.

The Department reserves the right to reject any or all proposals. Proposed sureties must verify their consent by affidavit.

Forms of proposals may be obtained, and the terms of the contract (including the specifications), settled as required by law, seen at the office of the Secretary, as above. The plans for the work can also be seen at the office of the said Department.

Proposals must be addressed to the President of the Department of Public Parks, and indorsed "Proposals for construction of Drains in the Twenty-fourth Ward," and shall also be indorsed with the name or names of the person or persons presenting the same, and the date of presentation.

WM. R. MARTIN, President;
H. G. STEBBINS,
JAMES F. WENMAN,
WM. C. WETMORE,
Commissioners D. P. P.

WM. IRWIN,
Secretary D. P. P.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION

DEPARTMENT OF
PUBLIC CHARITIES AND CORRECTION,
CORNER OF THIRD AVENUE AND ELEVENTH ST.,
NEW YORK, April 14, 1877.

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

At Charity Hospital, Blackwell's Island, April 12, 1877—Michael Aaron; age 35 years; 5 feet 5 inches high; dark hair and eyes. Had on when admitted three coats, black vest, two pairs of pants, two shirts, black cap, corporation shoes. Nothing known of his friends or relatives.

By Order,
JOSHUA PHILLIPS,
Secretary.

DEPARTMENT OF
PUBLIC CHARITIES AND CORRECTION,
CORNER OF THIRD AVENUE AND ELEVENTH ST.,
NEW YORK, April 16, 1877.

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

At Morgue, Bellevue Hospital, from Pier 34, North river—Unknown man; age about 30 years; 5 feet 5 inches high; dark brown hair and moustache; blue eyes. Was dressed in black chinchilla overcoat, blue vest, gray striped pants, two red flannel undershirts, calico barred jumper, white knit drawers, brown cotton socks, low cut shoes.

By Order,
JOSHUA PHILLIPS,
Secretary.

DEPARTMENT OF
PUBLIC CHARITIES AND CORRECTION,
CORNER OF THIRD AVENUE AND ELEVENTH ST.,
NEW YORK, April 9, 1877.

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

At Hart's Island Hospital, April 5, 1877—Jacob Zimmer; age 45 years; 5 feet 2 inches high; black hair and whiskers; brown eyes. Had on when admitted gray sack coat, pants and vest, gaiter shoes, felt hat. Nothing known of his friends or relatives.

By Order,
JOSHUA PHILLIPS,
Secretary.

DEPARTMENT OF
PUBLIC CHARITIES AND CORRECTION,
CORNER OF THIRD AVENUE AND ELEVENTH ST.,
NEW YORK, April 10, 1877.

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

At Charity Hospital, Blackwell's Island, April 9, 1877—John Shangenback; age 50 years; 5 feet 7 inches high; dark hair and eyes. Had on when admitted, gray coat and pants, black vest, felt hat, boots. Nothing known of his friends or relatives.

By Order,
JOSHUA PHILLIPS,
Secretary.

DEPARTMENT OF
PUBLIC CHARITIES AND CORRECTION,
CORNER OF THIRD AVENUE AND ELEVENTH ST.,
NEW YORK, April 17, 1877.

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

At Morgue, Bellevue Hospital, from off Battery—Unknown man; age about 35 years; 5 feet 8 inches high; brown hair and moustache. Marks on body, figure of male and female with American flag, eagle with motto "come home." Was dressed in brown tweed coat, dark pants, brown mixed woolen vest, blue overalls and shirt, blue mixed cotton socks, elastic side gaiters.

By Order,
JOSHUA PHILLIPS,
Secretary.

DEPARTMENT OF
PUBLIC CHARITIES AND CORRECTION,
CORNER OF THIRD AVENUE AND ELEVENTH ST.,
NEW YORK, April 12, 1877.

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

At Charity Hospital, Blackwell's Island, April 10, 1877—Ann Devine; age 84 years; 5 feet 8 inches high; gray hair and eyes. Had on when admitted, gray shawl, black dress, shoes, stockings. Nothing known of her friends or relatives.

At Hart's Island Hospital, April 11, 1877—Mary Burke; age 60 years; 5 feet 4 inches high; brown hair, blue eyes. Had on when admitted, brown shawl, black skirt, laced shoes, black velvet hat. Nothing known of her friends or relatives.

By Order,
JOSHUA PHILLIPS,
Secretary.

DEPARTMENT OF
PUBLIC CHARITIES AND CORRECTION,
CORNER OF THIRD AVENUE AND ELEVENTH ST.,
NEW YORK, April 10, 1877.

PROPOSALS FOR DRY GOODS AND GROCERIES.

PROPOSALS, SEALED AND INDORSED AS above, will be received by the Commissioners of Public Charities and Correction, at their office, until 9 o'clock A. M., of Tuesday, April 24, 1877, at which time they will be publicly opened and read by the head of said Department, for furnishing and delivering, at the foot of East Twenty-sixth street, free of all expense to the Department:

DRY GOODS.
10,000 yards Ticking,
5,000 yards Cottonades,
1,000 yards Linen Diaper,
100 gross Hooks and Eyes, No. 3.

GROCERIES.
20,000 pounds Brown Sugar
20,000 pounds Rice
50 barrels Onions
250 barrels good sound Irish potatoes, to weigh 168 pounds to the barrel net, to be delivered at Store-house Dock, Blackwell's Island.

400 Quinats Codfish, "George's Bank" best quality, 28 quinats to be delivered each week in boxes of four quinats, and the boxes to be returned.

The quality of the goods furnished must conform in every respect to the samples of the above to be seen at this office.

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 the estimated amount of fifty per cent. 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 sufficiency of such security to be approved by the Comptroller.

The Department of Public Charities and Correction reserve the right to decline any and all proposals if deemed to be for the public interest, and to accept an offer for the whole bid or for any single article included in the proposal, 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 defaulter, as security 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.

THOMAS S. BRENNAN,
ISAAC H. BAILEY,
TOWNSEND COX,
Commissioners.

DEPARTMENT OF
PUBLIC CHARITIES AND CORRECTION,
CORNER OF THIRD AVENUE AND ELEVENTH ST.,
NEW YORK, April 10, 1877.

PROPOSALS FOR 3,000 BARRELS OF FLOUR.

PROPOSALS, SEALED AND INDORSED AS above, will be received by the Commissioners of Public Charities and Correction, at their office, until 9 o'clock A. M., of Tuesday, April 24, 1877, at which time they will be publicly opened and read by the head of said Department, for furnishing and delivering at the Bake-house, Blackwell's Island, free of all expense to the Department, 3,000 barrels of good extra spring wheat flour, to be equal in quality to sample to be seen at this office (empty barrels to be returned and deducted in proposals from the price of flour), to be delivered in quantities as required, free of all expense to the Department.

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 the estimated amount of fifty per cent. 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 sufficiency of such security to be approved by the Comptroller.

The Department of Public Charities and Correction reserve the right to decline any and all proposals if deemed to be for the public interest, and to accept an offer for the whole bid or for any single article included in the proposal, 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 defaulter, as security 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.

THOMAS S. BRENNAN,
ISAAC H. BAILEY,
TOWNSEND COX,
Commissioners.

SUPREME COURT.

In the matter of the application of the Department of Public Works for and in behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to the opening of Inwood street, from the westerly line of Kingsbridge road to the Hudson river, in the City of New York.

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

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 in the New Court-house, at the City Hall, in the City of New York, on the 9th day of May, 1877, 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, April 2, 1877.
EDWARD L. DONNELLY,
WALTER L. LIVINGSTON,
JOHN P. CUMMINGS,
Commissioners.

In the matter of the application of the Department of Public Works, for and on behalf of the Mayor, Aldermen, and Commonalty of the City of New York, relative to the widening of the Boulevard, twenty-five feet on the westerly side as now opened, between One Hundred and Seventh and One Hundred and Eighth streets, westerly from the westerly line of Eleventh avenue, in the City of New York.

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

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 in the New Court-house, at the City Hall, in the City of New York, on the 8th day of May, 1877, 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, March 31, 1877.
CLINTON W. SWEET,
HENRY McCABE,
GEORGE F. BETTS,
Commissioner.

CORPORATION NOTICES.

NOTICE IS HEREBY GIVEN THAT THE FOLLOWING Assessment Lists have been received by the Board of Assessors, from the Commissioner of Public Works, for—

No. 1. Sewer in Water street, between Jackson and Corlears street.
No. 2. Basin on the northwest corner of South and Corlears streets.

No. 3. Flagging west sidewalk of Berrian avenue, from Isaac street to the second angle north of Kingsbridge road, Fordham, in Twenty-fourth Ward.

No. 4. Flagging sidewalk on north side One Hundred and Seventy-third street, from Third avenue to Railroad avenue, and laying crosswalks across each intersecting avenue.

OFFICE BOARD OF ASSESSORS,
No. 19 CHATHAM STREET,
NEW YORK, April 5, 1877.

JOHN R. MUMFORD,
Secretary.

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.:

No. 1. Regulating, grading, setting curb and flagging and paving with Telford-macadamized pavement, Ninth avenue, from north side of One Hundred and Twenty-third street to the north side of One Hundred and Twenty-sixth street.

No. 2. Regulating, grading, curb, gutter, and flagging Ninety-fifth street, between Third and First avenues.

No. 3. Regulating, grading, curb, gutter, and flagging One Hundred and Thirty-first street, between Sixth and Eighth avenues.

No. 4. Regulating, grading, curb, gutter, and flagging Twenty-first street, from Eleventh avenue to Exterior or Thirtieth avenue.

No. 5. Regulating, grading, curb, gutter, and flagging One Hundred and Thirtieth street, from Seventh to Eighth avenue.

No. 6. Regulating, grading, curb, gutter, and flagging, four feet wide, Thirty-fifth street, from First avenue to the East river.

No. 7. Sewers in One Hundred and Twenty-fourth street, between First avenue and Harlem river, and Avenue A, between One Hundred and Twenty-third and One Hundred and Twenty-fourth streets.

No. 8. Sewers in Eighth avenue, between Sixty-eighth and Eighty-first streets.

No. 9. Regulating and Belgian pavement in Fifty-first street, from the east side of Twelfth avenue to the bulkhead line.

No. 10. Regulating and Belgian pavement in Eightieth street, from Third to Fourth avenue.

No. 11. Granite block pavement in Eighth avenue, from the circle at Fifty-ninth street to One Hundred and Twenty-fifth street.

No. 12. Regulating and Belgian pavement in One Hundred and Nineteenth street, between Third and Fourth avenues.

No. 13. Receiving basin and culvert on southeast corner of Second street and Avenue A.

No. 14. Receiving basin and culvert on southeast corner of Ridge and Houston streets.

No. 15. Receiving basin and culvert on southeast corner of Sixty-fifth street and Fourth avenue.

No. 16. Flagging sidewalks on One Hundred and Twentieth street, from Third to Sixth avenue.

No. 17. Flagging One Hundred and Twenty-fifth street, from Third to Eighth avenue.

No. 18. Flagging east sidewalk of Thomas avenue, from the New Fordham School-house to the southerly line of the Kingsbridge road, in the Twenty-fourth Ward.

No. 19. Flagging in Sixty-third street, both sides, four feet wide, from Third to Fifth avenue.

No. 20. Regulating, grading, paving with granite-blocks, laying crosswalks, setting curb and gutter stones, and flagging, and repaving, relaying crosswalks, resetting curb and gutter stones, and reflagging Worth street, from Broadway to Chatham street, and the streets intersecting Worth street, not exceeding one block on either side of Worth street.

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

No. 1. Both sides of Ninth avenue, between One Hundred and Twenty-third and One Hundred and Twenty-sixth streets, and to the extent of half the block at the intersecting streets.

No. 2. Both sides of Ninety-fifth street, between First and Third avenues.

No. 3. Both sides of One Hundred and Thirty-first street, between Sixth and Eighth avenues.

No. 4. Both sides of Twenty-first street, between Eleventh and Exterior or Thirtieth avenue.

No. 5. Both sides of One Hundred and Thirtieth street, between Seventh and Eighth avenues.

No. 6. Both sides of Thirty-fifth street, from First avenue to the East river.

No. 7. Both sides of One Hundred and Twenty-fourth street, between Avenue A and First avenue, and both sides

of Avenue A, between One Hundred and Twenty-third and One Hundred and Twenty-fourth streets.

No. 8. Both sides of Eighth avenue, between Sixty-eighth and Eighty-first streets.

No. 9. Both sides of Fifty-first street, from the east line of Twelfth avenue to the bulkhead line, and to the extent of half the block at the intersection of Twelfth avenue.

No. 10. Both sides of Eightieth street, from Third to Fourth avenue, and to the extent of half the block at the intersecting avenues.

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

No. 12. Both sides of One Hundred and Nineteenth street, between Third and Fourth avenues, and to the extent of half the block at the intersecting avenues.

No. 13. East side of Avenue A, between First and Second streets.

No. 14. East side of Ridge street, between Stanton and Houston streets.

No. 15. South side of Sixty-fifth street, between Lexington and Fourth avenues, and extending 50 feet south of the southeasterly corner of Fourth avenue and Sixty-fifth street.

No. 16. Both sides of One Hundred and Twentieth street, between Third and Sixth avenues.

No. 17. Both sides of One Hundred and Twenty-fifth street, between Third and Eighth avenues.

No. 18. East side of Thomas avenue, from the New Fordham School-house to the southerly line of the Kingsbridge road, in the Twenty-fourth Ward.

No. 19. Both sides of Sixty-third street, from Third to Fifth avenue.

No. 20. Both sides of Worth street, from Broadway to Chatham street, and to the extent of half the block at the intersecting streets.

All persons whose interests are affected by the above-named assessments, and who are opposed to the same, or either of them, are requested to present their objections in writing to the Board of Assessors, at their office, No. 19 Chatham street, within thirty days from the date of this notice.

The above described assessment lists will be transmitted as provided by law to the Board of Revision and Correction of Assessments for confirmation, on the 6th day of May ensuing.

THOMAS B. ASTEN,
JOHN MULLALLY,
EDWARD NORTH,
WILLIAM L. WILEY,
Board of Assessors.

OFFICE BOARD OF ASSESSORS,
NEW YORK, April 5, 1877.

ALL PARTIES PRESENTING CLAIMS FOR DAM age to property by reason of closing the Bloomingdale road, are required in filing such claims, to produce their title deeds to said property.

THOMAS B. ASTEN,
JOHN MULLALLY,
EDWARD NORTH,
WILLIAM L. WILEY,
Board of Assessors.

OFFICE BOARD OF ASSESSORS,
NEW YORK, February 27, 1877.

FIRE DEPARTMENT.

HEADQUARTERS
FIRE DEPARTMENT, CITY OF NEW YORK,
155 AND 157 MERCER STREET,
NEW YORK, April 17, 1877.

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

240,000 pounds Hay of the quality and standard known as good, sweet "Timothy."

40,000 pounds good, clean Rye Straw.

1,800 bags White Oats, 80 pounds to the bag.

1,200 bags Fine Feed, 60 pounds to the bag.

Will be received at these Headquarters until 9:30 o'clock A. M., on Wednesday, the 2d proximo, when they will be publicly opened and read.

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

Proposals may be made for one or more of the items, specifying the price per cwt. for Hay or Straw, and per bag for Oats and Feed. All of the articles are to be delivered at the various houses of the Department in such quantities and at such times as may be directed.

Two responsible sureties will be required upon each proposal, amounting in the aggregate to one thousand dollars or more, who must each justify in one-half the amount thereof upon the same prior to its presentation.

Proposals must be indorsed "Proposals for furnishing Forage," with the name of the bidder, and addressed to the Board of Commissioners of this Department.

Blank forms of proposals, together with such further information as may be required, may be obtained upon application at these Headquarters, where the prescribed form of contract may also be seen.

The Board of Commissioners reserves the right to reject any or all proposals received, or any part of such proposals, if deemed to be for the interest of the city.

JOSEPH L. PERLEY,
ROSWELL D. HATCH,
VINCENT C. KING,
Commissioners.

HEADQUARTERS
FIRE DEPARTMENT, CITY OF NEW YORK,
155 AND 157 MERCER STREET,
NEW YORK, April 17, 1877.

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

1,800 tons of egg coal.

1,200 " " stove "

To be of the best quality of Pittston, Scranton or Lackawanna Valley, 2,000 pounds to the ton, well screened and free from slate.

100 cords of wood, to be best Virginia pine, cut twice.

Will be received at these Headquarters until 9:30 o'clock A. M., on Wednesday, the 2d proximo, when they will be publicly opened and read.

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

Proposals may be made for one or more of the items, specifying the price per ton for coal and per cord for wood.

All of the articles are to be delivered at the various houses of the Department in such quantities and at such times as may be directed.

Two responsible sureties will be required upon each proposal, amounting in the aggregate to one thousand dollars or more, who must each justify in one-half the amount thereof upon the same prior to its presentation.

Proposals must be indorsed "Proposals for furnishing Fuel," with the name of the bidder, and be addressed to the Board of Commissioners of this Department.

Blank forms of proposals, together with such further information as may be required, may be obtained upon application at these Headquarters, where the prescribed form of contract may also be seen.

The Board of Commissioners reserves the right to reject any or all proposals received, or any part of such proposals, if deemed to be for the interest of the city.

JOSEPH L. PERLEY,
ROSWELL D. HATCH,
VINCENT C. KING,
Commissioners.

POLICE DEPARTMENT.

POLICE DEPARTMENT, CITY OF NEW YORK,
PROPERTY CLERK'S OFFICE,
300 MULBERRY STREET, ROOM 39,
NEW YORK, March 31, 1877.

OWNERS WANTED BY THE PROPERTY Clerk of the Police Department, 300 Mulberry street, Room 39, for the following property, now in his custody without claimants:

Revolvers, male and female clothing, watches, gold and silver, jewelry, boats, chocolate, clocks, musical instruments, and small amount money taken from prisoners.

C. A. ST. JOHN,
Property Clerk.

COMMISSIONERS' NOTICE.

NOTICE IS HEREBY GIVEN BY THE UNDER signed Commissioners, appointed to estimate and assess the expense of grading One Hundred and Forty-fourth street, in the city of New York, from Willis to St. Ann's avenue, that they have completed their assessment roll and report, and filed the same at the office of Charles Van Riper, Third avenue, near One Hundred and Forty-fourth street, for public inspection, and that the said Commissioners would meet at the office of Charles Van Riper on Monday, April 23, 1877, between the hours of 2 and 5 o'clock P. M., to revise their assessment and report, when all parties interested therein can examine the same, and file their objections, if any, in writing, with said Commissioners.

Dated New York, April 9, 1877.
ABRAHAM L. BYRNE,
THOMAS COLEMAN,
Commissioners.

BOARD OF EDUCATION.

SEALED PROPOSALS WILL BE RECEIVED BY the School Trustees of the Twenty-second Ward, at the Hall of the Board of Education, corner of Grand and Elm streets, until Wednesday, the 2d day of May, 1877, and until 9½ o'clock A. M., on said day, for enlarging Grammar School-house No. 28, on Fortieth street, near Eighth avenue.

Plans and specifications may be seen and blanks for proposals obtained at the office of the Superintendent of School Buildings, No. 146 Grand street, third floor.

Proposals must state the estimate for each branch of the work separately, and be indorsed "Proposal for Mason Work," "Proposal for Carpenter Work," "Proposal for Painting," "Proposal for Heating," "Proposal for Furniture."

Two responsible and approved sureties, residents of this city, will be required from each successful bidder. Proposals will not be considered unless sureties are named.

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

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

JOEL W. MASON,
A. H. UNDERHILL,
WALTER CARTER,
JOHN MORGAN,
JAMES R. CUMING,

Board of School Trustees, Twenty-second Ward.
Dated New York, April 18, 1877.

SEALED PROPOSALS WILL BE RECEIVED BY the School Trustees of the Ninth Ward, at the Hall of the Board of Education, until Monday, the 30th day of April, 1877, and until 4 o'clock P. M., on said day, for erecting new wings, and for alterations to Grammar School-house No. 16, on West Thirteenth street, near Seventh avenue.

Plans and specifications may be seen, and blanks for proposals obtained at the office of the Superintendent of School Buildings, No. 146 Grand street, third floor.

Proposals must state the estimate for each branch of the work separately, and be indorsed "Proposal for Mason Work," "Proposal for Carpenter Work," "Proposal for Painting," "Proposal for Heating," "Proposal for Furniture."

Two responsible and approved sureties, residents of this city, will be required from each successful bidder.

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

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

CHARLES S. WRIGHT,
E. DENISON, M. D.,
HENRY DAYTON,
WILLIAM H. ELY,
DAVID M. EARL,

Board of School Trustees, Ninth Ward.
Dated New York, April 16, 1877.

SEALED PROPOSALS WILL BE RECEIVED BY the School Trustees of the Twelfth Ward, at the Hall of the Board of Education, corner of Grand and Elm streets, until Thursday, the 26th day of April, 1877, and until 4 o'clock P. M., on said day, for erecting a new wing, and for altering and repairing Grammar School-house No. 39, on One Hundred and Twenty-fifth street, near Second avenue.

Plans and specifications may be seen and blanks for proposals obtained at the office of the Superintendent of School Buildings, No. 146 Grand street, third floor.

Proposals must state the estimate for each branch of the work separately, and be indorsed "Proposal for Mason Work," "Proposal for Carpenter Work," "Proposal for Painting," "Proposal for Heating," "Proposal for Furniture."

Two responsible and approved sureties, residents of this city, will be required from each successful bidder. Proposals will not be considered unless sureties are named.

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

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

DAVID H. KNAPP,
ROSWELL G. ROLSTON,
CHARLES CRARY,
JOHN N. TONNELE,
GERMAIN HAUSCHELL,

Board of School Trustees, Twelfth Ward.
Dated New York, April 12, 1877.

DEPARTMENT OF DOCKS.

DEPARTMENT OF DOCKS,
117 AND 119 DUANE STREET,
NEW YORK, April 10, 1877.

TO CONTRACTORS.

PROPOSALS FOR FURNISHING SMALL COBBLE, RIP-RAP AND BROKEN STONE, AND SAND.

SEALED PROPOSALS FOR FURNISHING THESE materials, indorsed with proper title, and addressed "Salem H. Wales, President of the Department of Docks," will be received at this office, until 12 o'clock M., of

MONDAY, APRIL 23, 1877,

at which time and place the bids will be publicly opened by the head of said Department and read. The award of the contract or contracts will be made as soon as practicable after the opening of the bids.

THE ENGINEER'S ESTIMATE OF THE QUANTITIES TO BE FURNISHED IS AS FOLLOWS:

Class 1.—Small Cobble and Rip-rap Stone for Bulkhead or River Wall, to be deposited in place by Contractor.
A—About 16,000 cubic yards of Small Cobble Stone.
B— " 23,000 " Rip-rap Stone.

Class 2.—Broken Stone for Concrete.
About 3,200 cubic yards of Broken Stone.

Class 3.— " and.
About 1,800 cubic yards of Sand.

Proposals may be made for one or more of the above three classes.

The above material to be furnished in accordance with specifications and to be delivered as called for by orders from the Engineer-in-Chief.

The small cobble and rip-rap stone for the bulkhead or river wall, is to be delivered and properly deposited around and between the piles, and in front and rear of the work. The small cobble only is to be placed between the piles, and the rip-rap is to be placed in front and rear of the foundation, and is to be properly mixed with small cobble.

The broken stone and sand are to be delivered and unloaded upon the scows of the Department or upon piers or bulkheads, at any point along the North river water-

front, south of Fourteenth street, as shall be designated, from time to time, by the Engineer.

All material will be measured, in bulk, on board the vessels, at the place of delivery.

The foregoing are the quantities which have been estimated approximately for the construction of that part of the bulkhead or river wall proposed to be completed during the present calendar year. They form, however, no part of the contract, and persons bidding are cautioned that the Department of Docks do not hold themselves responsible that any of them shall strictly obtain in the construction of the work, and reserve the right to terminate the contract at any time after the delivery of the following quantities, to wit:

Class 1. A—3,000 cubic yards.
B— " 3,000 cubic yards.
Class 2. 1,500 cubic yards.
Class 3. 1,000 cubic yards.

Any bidder for this contract must be known to be engaged in and well prepared for the business, and shall give security for the faithful performance of his contract, in the manner prescribed and required by ordinance, in the sum of ten thousand dollars, in case the whole contract shall be awarded to him; or in the sum of eight thousand dollars for the contract for small cobble and rip-rap stone only, or in the sum of two thousand dollars for the contract for broken stone only; or in the sum of five hundred dollars for the contract for sand only.

This contract is to cease and terminate on the 27th day of December, 1877, and a penalty of fifty dollars per day, as liquidated damages, will be exacted for each day that the delivery of any part of the said materials has been delayed through neglect to furnish the same within five days after the receipt of the necessary order therefor, Sundays and holidays not to be excepted.

Bidders will state in their proposals the price per cubic yard, for either or all of the above three classes of materials respectively, by which the bids will be tested. The price is to cover the expenses of freight, loading and unloading, towing, tools, run-ways, and all other expenses necessary for the complete fulfillment of the contract.

Bidders will write out the price bid, in addition to inserting the same in figures.

Should the lowest bidder or bidders neglect or refuse to accept this contract within forty-eight (48) hours after written notice that the same has been awarded to his or their bid, 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, and so on until it be accepted and executed.

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

Each proposal shall be accompanied by the consent, in writing, of two householders or freeholders of the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person or persons making the bid, they will, on its being so awarded, become bound as his or their sureties for its faithful performance; and that if said person or persons shall omit or refuse to execute the contract, they will pay to the Corporation any difference between the sum to which said person or persons would be entitled on its completion, and that which the Corporation may be obliged to pay to any higher bidder 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 contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety and otherwise; and that he has offered himself as surety in good faith and with the intention to execute the bond required by section 27 of chapter VIII. of the Revised Ordinances of the City of New York, if the contract shall be awarded to the person for whom he consents to become surety. The adequacy and sufficiency of the sureties offered are to be approved by the Comptroller of the City of New York after the award is made and prior to the signing of the contract.

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

No proposal 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 proposals is reserved, if deemed for the interest of the Corporation.

Bidders are requested, in making their bids, to use the blank prepared for that purpose by the Department, a copy of which, together with the form of the agreement, including specifications, and showing the manner of payment for the material, can be had upon application at the office of the Department, Room No. 6.

SALEM H. WALES,
JACOB A. WESTERVELT,
HENRY F. DIMOCK,
Commissioners of the Department of Docks.

JURORS.

NOTICE
IN RELATION TO JURORS FOR STATE COURTS.

OFFICE OF THE COMMISSIONER OF JURORS,
NEW COUNTY COURT-HOUSE,
NEW YORK, June 1, 1876.

APPLICATIONS FOR EXEMPTIONS WILL BE heard here, from 9 to 4 daily, from all persons hitherto liable or recently serving who have become exempt, and all needed information will be given.

Those who have not answered as to their liability, or proved permanent exemption, will receive a "jury enrollment notice," requiring them to appear before me this year. Whether liable or not, such notices must be answered in person, if possible, and at this office only under severe penalties. If exempt, the party must bring proof of exemption; if liable, he must also answer in person, giving full and correct name, residence, etc., etc. No attention paid to letters.

Persons "enrolled" as liable must serve when called or pay their fines. No mere excuse will be allowed or interference permitted. The fines, received from those who, for business or other reasons, are unable to serve at the time selected, pay the expenses of this office, and if unpaid will be entered as judgments upon the property of the delinquents.

All good citizens will aid the course of justice, and secure reliable and respectable jurors, and equitably their duty by serving promptly when summoned, allowing their clerks or subordinates to serve, reporting to me any attempt at bribery or evasion, and suggesting names for enrollment. Persons between sixty and seventy years of age, summer absentees, persons temporarily ill, and United States and District Court jurors are not exempt.

Every man must attend to his own notice. It is a misdemeanor to give any jury paper to another to answer. It is also punishable by fine or imprisonment to give or receive any present or bribe, directly or indirectly, in relation to a jury service, or to withhold any paper or make any false statement, and every case will be fully prosecuted.

THOMAS DUNLAP, Commissioner,
County Court-house (Chambers street entrance)

FINANCE DEPARTMENT.

DEPARTMENT OF FINANCE,
BUREAU FOR THE COLLECTION OF ASSESSMENTS,
ROTUNDA, NEW COURT-HOUSE,
NEW YORK, April 18, 1877.

NOTICE TO PROPERTY-HOLDERS.

PROPERTY-HOLDERS ARE HEREBY NOTIFIED that the following assessment lists were received this day in this Bureau for collection:

CONFIRMED MARCH 31, 1877.

One Hundredth street opening, from the westerly line of the Bloomingdale road to the easterly line of Riverside avenue.

All payments made on the above assessment on or before June 17, 1877, will be exempt (according to law) from interest. After that date interest will be charged at the rate of seven (7) per cent. from the date of confirmation.

The Collector's office is open daily from 9 A. M. to 2 P. M., for the collection of money, and until 4 P. M. for general information.

EDWARD GILON,
Collector of Assessments.

PROPOSALS FOR \$713,500, BONDS OF THE CITY OF NEW YORK.

SEALED PROPOSALS WILL BE RECEIVED AT the Comptroller's Office, until Tuesday, April 24, 1877, at 2 o'clock P. M., when the same will be publicly opened, for the whole or any part of the sum of \$713,500, Bonds of the City of New York, to wit:

Assessment Bonds of the Corporation of the City of New York, authorized by chapter 756, Laws of 1873. \$713,500 00

Said Bonds will bear interest at the rate of five per cent. per annum, payable on the first day of May and November in each year, and the principal will be redeemed on the first day of November, 1880.

The proposals will state the amount of Bonds desired, and the price per one hundred dollars thereof; and the persons whose proposals are accepted will thereupon be required to deposit with the Chamberlain the sums awarded to them respectively, together with any premiums thereon.

On presenting to the Comptroller the receipts of the Chamberlain for such deposit, the parties will be entitled to receive certificates for equal amounts of the par value of the sums awarded to them, bearing interest from the dates of payment.

Each proposal should be sealed and indorsed "Proposals for Bonds of the City of New York," and inclosed in a second envelope addressed to the Comptroller.

The right is reserved on the part of the Comptroller to reject any or all of the bids, if in his judgment the interests of the Corporation require it.

The above mentioned Bonds will be applied exclusively to the redemption of like Bonds of the City of New York, which mature May 1, 1877, and their issue, therefore, will not make any addition to the City Debt.

The holders of like City Bonds which mature May 1, 1877, may apply the amount due on such Bonds, respectively, to the payments for any Bonds that may be awarded them on their bids under these proposals.

JOHN KELLY,
Comptroller.

CITY OF NEW YORK,
DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
April 13, 1877.

WILLIAM KENNELLY, AUCTIONEER.

SCHOOL-SHIP MERCURY.

TO BE SOLD AT PUBLIC AUCTION, ON Wednesday, April 25, 1877, at 12 o'clock, noon, at the New County Court-house, the

SCHOOL-SHIP MERCURY,

formerly in use by the Department of Public Charities and Correction.

The vessel now lies off Hart's Island, where she can be seen at all reasonable hours.

TERMS OF SALE.

Ten per cent. to be paid to the Collector of City Revenue, at the time and place of sale, the balance within three days, at the office of the Collector of City Revenue, in the New County Court-house, upon delivery of the vessel.

COMPTROLLER'S OFFICE,
NEW YORK, April 9, 1877.

JOHN KELLY,
Comptroller.

DEPARTMENT OF FINANCE,
BUREAU FOR THE COLLECTION OF ASSESSMENTS,
ROTUNDA, NEW COURT-HOUSE,
NEW YORK, March 31, 1877.

NOTICE TO PROPERTY-HOLDERS.

PROPERTY-HOLDERS ARE HEREBY NOTIFIED that the following assessment lists were received this day in this Bureau for collection:

CONFIRMED MARCH 24, 1877.

Fifth and last installment, 3d avenue opening, etc., Morrisania.

1st avenue, paving, from 16th to 125th street.

60th street, paving, from 1st avenue to the East river.

63d street, paving, from 2d to 3d avenue.

67th street, paving, from 3d to 5th avenue.

76th street, paving, from 2d to 3d avenue.

156th street, sewer, between St. Ann's avenue and M Brook.

1st street, sewer, between 10th avenue and Boulevard.

35th street, sewer, between 9th and 10th avenues.

4th avenue, sewer, east side, between 85th and 88th streets.

Madison avenue, sewer, between 127th and 128th streets.

Basin on the northeast corner of Birmingham and Madison streets.

Basin on the southwest corner of 54th street and 11th avenue.

Basin on the northeast corner of 22d street and 13th avenue, and the northeast and southeast corners of 24th street and 13th avenue.

Basin on East 3d street, in front of Nos. 395 and 397.

70th street, flagging, from 4th to 5th avenue.

All payments made on the above assessments on or before May 30, 1877, will be exempt (according to law) from interest. After that date interest will be charged at the rate of seven (7) per cent. from the date of confirmation.

The Collector's office is open daily from 9 A. M. to 2 P. M. for the collection of money, and until 4 P. M. for general information.

EDWARD GILON,
Collector of Assessments.

REAL ESTATE RECORDS.

THE ATTENTION OF LAWYERS, REAL Estate Owners, Monetary Institutions engaged in making loans upon real estate, and all who are interested in providing themselves with facilities for reducing the cost of examinations and searches, is invited to these Official Indices of Records, containing all recorded transfers of real estate in the City of New York from 1653 to 1857, prepared under the direction of the Commissioners of Records.

Grantors, grantees, suits in equity, insolvents' and Sheriffs' sales, in 61 volumes, full bound, price, \$100 00

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Orders should be addressed to "Mr. Stephen Angell, Comptroller's Office, New County Court-house."

JOHN KELLY,
Comptroller.

COMPTROLLER'S OFFICE,
NEW YORK, February 6, 1877.

DEPARTMENT OF FINANCE,
BUREAU FOR THE COLLECTION OF ASSESSMENTS,
ROTUNDA, NEW COURT-HOUSE,
NEW YORK, February 21, 1877.

NOTICE TO PROPERTY-HOLDERS.

PROPERTY-HOLDERS ARE HEREBY NOTIFIED that the following assessment lists were received this day in this Bureau for collection:

CONFIRMED FEBRUARY 14, 1877.

Sixty-ninth street, regulating, curb, gutter, and flagging, from Third avenue to East river.

One Hundred and Fifty-ninth street, grading, from Third avenue to Elton avenue.

Madison avenue, crosswalks, at each intersection with One Hundred and Twentieth, One Hundred and Twenty-first, One Hundred and Twenty-second, One Hundred and Twenty-third, One Hundred and Twenty-fourth, One Hundred and Twenty-fifth, One Hundred and Twenty-sixth, One Hundred and Twenty-seventh, One Hundred and Twenty-eighth, One Hundred and Twenty-ninth, One Hundred and Thirtieth, One Hundred and Thirty-first, and One Hundred and Thirty-second streets.

Fourth avenue, crosswalks, at intersection with Sixty-fifth street.

Bloomfield street, curb, gutter, and flagging, between West street and Thirteenth avenue.

Seventieth street, curb, gutter, and flagging, from Lexington to Madison avenue.

One Hundred and Sixteenth street, curb, gutter, and flagging, from Seventh to Eighth avenue.

Eleventh avenue, east side, curb, gutter, and flagging, between Thirty-sixth and Thirty-seventh streets.

One Hundred and Forty-fifth street, paving, curb gutter, and flagging, from Seventh avenue to Boulevard.

Thirty-sixth street, paving, from Eleventh avenue to North river.

Fortieth street, paving, from First to Second avenue.

Eighty-second street, paving, from Second to Third avenue.

Manhattan street, paving, from Avenue St. Nicholas to One Hundred and Twenty-fifth street.

Centre street, sewer between Pearl and Canal streets.

Avenue A, sewer, between Eighty-ninth and Ninety-second streets, with branches.

One Hundred and Sixteenth street, basins, northeast and southeast corners of Sixth avenue.

Basin, southeast corner Forty-first street and Seventh avenue.

Basins, southwest corner Forty-fifth street and Broadway.

Basins, northwest corner Fifty-third street and Sixth avenue.

All payments made on the above assessments on or before April 22, 1877, will be exempt (according to law) from interest. After that date interest will be charged at the rate of seven (7) per cent. from the date of confirmation.

The Collector's office is open daily from 9 A. M. to 2 P. M. for the collection of money, and until 4 P. M. for general information.

EDWARD GILON,
Collector of Assessments.

WILLIAM KENNELLY, AUCTIONEER.

REAL ESTATE BELONGING TO THE CORPORATION of the City of New York, to be leased at auction, on Tuesday, May 15, 1877, pursuant to adjournment this day.

The leases of the following described property belonging to the Corporation of the City of New York, will be sold at public auction at the New County Court-house, on Tuesday, May 15, 1877, at 11 o'clock A. M., for the term of one year, eleven months, and fifteen days:

No. 91 Chatham street.

No. 61 Thompson street.

Lots on south side Sixty-eighth street, between Third and Lexington avenues, Nos. 13 to 16.

Lot on north side Sixty-seventh street, between Third and Lexington avenues, No. 30.

TERMS OF SALE.

Twenty per cent. on the yearly rent bid for each parcel to be paid to the Collector of City Revenue at the time and place of sale; and the successful bidder will be required, at the same time, to have an obligation executed by two sureties, to be approved by the Comptroller, for carrying into effect the terms of sale.

Twenty per cent., when paid, will be credited on the first quarter's rent; or forfeited, if the lessee does not execute the lease and bond within fifteen days after the sale; and the Comptroller shall be authorized, at his option, to resell the premises bid off by those failing to comply with the terms as above; and the party so failing to comply to be liable for any deficiency that may result from such resale.

No person will be received as lessee or surety who is delinquent on any former lease from the Corporation. No bid will be accepted from any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as security or otherwise, upon any obligation to the Corporation. (Sec. 99 of Charter of 1873.)

The leases will contain the usual covenants and conditions, reserving to the Corporation the right to cancel the lease whenever the premises may be required by them for public purposes.

All repairs will be made at the expense of the lessees, and no deduction whatever will be allowed for damage by reason of any sickness or epidemic that may prevail in the city during the continuance of the lease.

The lessees will be required to give a bond for double the amount of the annual rent, with two sureties, to be approved by the Comptroller, conditioned for the payment of the rent quarter-yearly, and the fulfillment on their part of the covenants of the lease.