

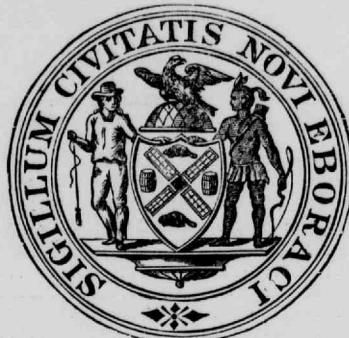
# THE CITY RECORD.

## OFFICIAL JOURNAL.

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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. Purroy, President;

##### ALDERMEN

William L. Cole,  
Rufus B. Cowing,  
John De Vries,  
Ferdinand Ehrhart,  
John W. Guntzer,  
George Hall,  
Henry E. Howland,  
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 Bleecker 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. Buckout, 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 Centre street to Worth street; thence to the angle of Mulberry street, and through Mulberry and across the blocks between Bleecker 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 Forty-sixth and Fifty-first streets, which would involve a large expenditure for private property.

Mr. Buckout, 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
<b>Say.....</b>	<b>\$500,000 00</b>

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, Cheshire 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.

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-fixtures.	250,000.00
7 ventilating stations, shafts and machinery.	30,000.00
27 engines, at \$16,000.	330,000.00
200 passenger cars, at \$5,000.	1,010,000.00

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 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 entranced 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, and Slevin—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 amatory 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 Streets.  
L. J. PHILLIPS, }

(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 Streets.  
L. J. PHILLIPS, }

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, }  
SAM'L 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 Reilly 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 inserting 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 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—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-partisanship.

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 substance 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



## DEPARTMENT OF BUILDINGS.

DEPARTMENT OF BUILDINGS,  
OFFICE OF SUPERINTENDENT,  
NO. 2 FOURTH AVENUE,  
NEW YORK, April 16, 1877.

The following comprises the operations of the Department of Buildings for the week ending April 14, 1877.

W. W. ADAMS,  
Superintendent of Buildings.

## BUREAU OF INSPECTION OF BUILDINGS.

## New Buildings.

No. of plans and specifications filed, etc.	18
No. of buildings embraced in same.	27
Classified as follows:	
First-class dwellings.	9
Second-class dwellings.	1
French flats.	1
Tenement houses.	6
Hotels and boarding-houses.	1
First-class stores.	1
Second-class stores.	4
Third-class stores.	1
Office buildings.	1
Manufactories and workshops.	2
School-houses.	1
Churches.	1
Public buildings.	1
Stables.	2
Frame buildings (in upper districts).	1
Total.	27

Plans passed upon, including those previously filed.	22
Approved.	17
Amended and approved.	3
Disapproved.	1
Pending.	1
Total.	22

## Altered Buildings.

No. of plans and specifications filed.	41
No. of buildings embraced in same.	46
Classified as follows:	
First-class dwellings.	3
Second-class dwellings.	8
French flats.	1
Tenement houses.	13
Hotels and boarding-houses.	1
First-class stores.	2
Second-class stores.	2
Third-class stores.	1
Office buildings.	1
Manufactories and workshops.	6
School-houses.	1
Churches.	1
Public buildings.	1
Stables.	1
Frame buildings.	10
Total.	46

Buildings examined and plans relating thereto passed upon, including those previously filed.	63
Approved.	36
Amended and approved.	8
Disapproved.	9
Pending.	10
Total.	63

## Special Applications.

Number filed and examinations made.	39
Approved.	32
Disapproved.	7
Pending.	7
Total.	39

Respectfully submitted,  
ROBERT MCGINNIS,  
Chief of Bureau.

BUREAU OF VIOLATIONS AND APPLICATIONS.	
Operations for the week ending April 14, 1877:	
Complaints received from outside sources.	
Violations of the law reported.	
" " removed.	
Unsafe buildings reported.	
" " made safe.	
" " taken down.	
Surveys held on unsafe buildings.	
Violation cases sent to the Attorney for prosecution.	
Unsafe building cases sent to the Attorney for prosecution.	
Violation notices served.	
Unsafe building notices served.	
Buildings surveyed as to general condition.	

Respectfully submitted,  
ANDREW OWENS,  
Chief of Bureau.

BUREAU OF FIRE-ESCAPES AND IRON WORK.	
Operations for the week ending April 14, 1877:	
Buildings reported for fire-escapes.	
Fire-escapes provided.	
Arch girders tested (approved).	
" (not approved).	
Iron beams tested (approved).	
" (not approved).	
Iron lintels tested (approved).	
" (not approved).	
Notices for fire-escapes, etc., served.	
Cases sent to the Attorney for prosecution.	
Buildings reported for trap-doors and railings to hoistways.	

Respectfully submitted,  
CHAS. K. HYDE,  
Chief of Bureau.

## OFFICIAL DIRECTORY.

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

## EXECUTIVE DEPARTMENT

Mayor's Office, No. 6, City Hall, 10 A. M. to 3 P. M.  
Mayor's Marshal, No. 7, City Hall, 10 A. M. to 3 P. M.  
Permit Bureau, No. 1, City Hall, 10 A. M. to 3 P. M.  
License Bureau, No. 1, City Hall, 10 A. M. to 3 P. M.

## LEGISLATIVE DEPARTMENT

Board of Aldermen and Supervisors, No. 9, City Hall,  
office hours from 10 A. M. to 4 P. M.  
Clerk of the Common Council and of Board of Supervisors, No. 8, City Hall, 10 A. M. to 4 P. M.

## FINANCE DEPARTMENT

NEW COUNTY COURT-HOUSE, OFFICE HOURS 9 A. M. TO 4 P. M.  
Comptroller's Office, second floor, west end.

1 Bureau for the collection of the revenue accruing from rents and interest on bonds and mortgages, and revenue arising from the use or sale of property belonging to or managed by the City, first floor, west end.

2 Bureau for the Collection of Taxes; Brown stone building, City Hall Park.

3 Bureau for the Collection of Arrears of Taxes and Assessments and Water Rents, first floor, west end.

4. Auditing Bureau, second floor, west end.

5. Bureau of Licenses, first floor, west end.

6. Bureau of Markets, first floor, west end.

7. Bureau for the reception of all moneys paid into the Treasury in the City, and for the payment of money on warrants drawn by the Comptroller and countersigned by the Mayor, at the Office of Chamberlain and County Treasurer, second floor, west end.

8. Bureau for the Collection of Assessments, Rotunda, south side.

## LAW DEPARTMENT

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

Public Administrator, 115 and 117 Nassau street, 10 A. M. to 4 P. M.

Corporation Attorney, 115 and 117 Nassau street, 8 1/2 A. M. to 4 1/2 P. M.

Attorney for the Collection of Arrears of Personal Taxes, No. 51 Chambers street, second floor.

Attorney to the Department of Buildings, 2 Fourth avenue, 9 A. M. to 5 P. M.

## POLICE DEPARTMENT

NO. 300 MULBERRY STREET, ALWAYS OPEN.

Commissioner's Office, second floor.

Inspectors' Office, first floor.

Chief Clerk's Office, second floor, 8 A. M. to 5 P. M.

Property Clerk, first floor (rear) " " 5 "

Bureau of Street Cleaning, Avenue C, from Sixteenth to Seventeenth street, 8 A. M. to 5 P. M.

Bureau of Elections, second floor (rear), 8 A. M. to 5 P. M.

## DEPARTMENT OF PUBLIC WORKS

CITY HALL, 9 A. M. TO 4 P. M.

Commissioner's Office, No. 19.

Chief Clerk's Office, No. 20.

Contract Clerk's Office, No. 21.

Engineer in charge of Sewers, No. 21.

" Boulevard and Avenues, No. 18 1/2

Bureau of Repairs and Supplies, No. 18.

" Lamps and Gas, No. 13.

" Incumbrances, No. 13.

" Street Improvements, No. 11.

" Chief Engineer Croton Aqueduct, No. 11 1/2

" Water Register, No. 10.

" Water Purveyor, No. 4.

" Streets and Roads, No. 13

W.M. IRWIN, Commissioner D. P. P.

## DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

Commissioners' Office, No. 66 Third avenue, 8 A. M. to 5 P. M.

Out Door Poor Department, No. 66 Third avenue, always open, entrance on Eleventh street.

Reception Hospital, Ninety-ninth street and Tenth avenue, always open.

Bellevue Hospital, foot of Twenty-sixth street, East river, always open.

## FIRE DEPARTMENT

NOS. 153, 155 AND 157 MERCER ST., 9 A. M. TO 4 P. M.

Commissioner's Office, second floor, 9 A. M. to 4 P. M.

Attorney's Office, third floor, 9 A. M. to 4 P. M.

Sanitary Superintendent, always open, third floor.

Register of Records, third floor, for granting burial permits, on all days of the week, except Sunday, from 7 A. M. to 6 P. M., and on Sundays, from 8 A. M. to 5 P. M.

DEPARTMENT OF PUBLIC PARKS

Commissioners' Office, 36 Union Square, 9 A. M. to 5 P. M.

## DEPARTMENT OF DOCKS

Commissioners' Office, 117 and 119 Duane street, 9 A. M. to 4 P. M.

## DEPARTMENT OF TAXES AND ASSESSMENTS

Commissioners' Office, Brown-stone building, City Hall, 9 A. M. to 4 P. M.

Surveyor's Bureau, 19 Chatham street, 9 A. M. to 4 P. M.

Board of Assessors, "

## DEPARTMENT OF BUILDINGS

Superintendent's Office, 2 Fourth avenue, 9 A. M.



## COMMISSIONERS' NOTICE.

NOTICE IS HEREBY GIVEN BY THE UNDER signed Commissioners, appointed to estimate and assess the expense of grading One Hundred and Forty-four 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-four 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-ninth 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.

SEALED 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—About 23,000 Rip-rap Stone.

Class 2.—Broken Stone for Concrete.

About 3,200 cubic yards of Broken Stone.

Class 3.—Sand.

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—5,000 cubic yards.

B—5,000 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 is 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 plan 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 will be 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 it 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 juries, and equalize 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 absenteers, 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. 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.

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-

## 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.