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BOARD OF ALDERMEN. STATED MEETING.

TUESDAY, May 21, 1895, 1 o'clock P. M.

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

PRESENT:

Hon. John Jeroloman, President.

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

The minutes of the last meeting were read.

After the reading of the minutes Alderman Goodman offered the following:

Whereas, The minutes of this Board of the last meeting, as found on page 309, are incorrect, as far as they relate to the point of order raised by Alderman Goodman; therefore

Resolved, That said minutes be and they are hereby corrected by substituting the following in place of the incorrect minute referred to:

"Alderman Goodman raised the point of order that he having signed but one document as a member of the Railroad Committee, said document being the only one presented for signature, the offering of two separate papers as emanating from and being submitted by the Railroad Committee was not authorized by said Committee, and could therefore not be considered as such."

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

And the President announced that the minutes stood approved as corrected.

MESSAGES FROM HIS HONOR THE MAYOR.

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

CITY OF NEW YORK—OFFICE OF THE MAYOR, May 15, 1895.

To the Honorable the Board of Aldermen:

I return herewith, for amendment, resolution of your Honorable Body, adopted May 7, 1895, amending section 161 of the City Ordinances, on the ground of the opinion of the Corporation Counsel that "As to the proposed ordinances relating to bay windows, the ordinance upon this subject in the compilation of 1866 is known as section 34 of article 4 in chapter 6. This ordinance was amended October 9, 1883, vide volume 51, Proceedings of the Board of Aldermen, page 422. The proposed ordinance is evidently intended to amend the ordinance adopted in 1883; it, however, refers to 'section 161 of the City Ordinances' as the ordinance to be amended. The reference is an evident error, and the correction should be made in that respect. When the proposed ordinance shall be so corrected it will be unobjectionable in form, relating to the subject matter of which the Common Council has heretofore assumed jurisdiction."

W. L. STRONG, Mayor.

Resolved, That section 161 of the City Ordinances be amended so as to read as follows:

AN ORDINANCE relating to bay-windows, oriel-windows, or other windows of dwellings, and to show-windows.

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

Section 1. Bay-windows, oriel-windows, or other windows of any dwelling heretofore or hereafter constructed, may extend not more than one foot beyond the street or building line. Show or bow windows may be placed in front of any store window opening; provided, however, that any such window shall not start from the ground or level of the platform, and is at least eighteen inches above the same to the sill, and is supported on suitable brackets, and shall not extend above the first story, nor more than twelve inches from the front wall of the building to which it is attached, nor more than twelve inches beyond the jambs or posts at the sides of the opening. Every window in this section mentioned shall in all respects conform to the laws regulating the erection of buildings in the City of New York. The penalty for violation of this ordinance shall be one hundred dollars.

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

Sec. 3. This ordinance shall take effect immediately.

Alderman Ware moved that the ordinance be amended by striking out the preamble.

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

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

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

CITY OF NEW YORK—OFFICE OF THE MAYOR, May 15, 1895.

To the Honorable the Board of Aldermen:

I return herewith, without approval, resolution of your Honorable Body, adopted May 7, 1895, to permit Joseph S. Contino to keep a movable barber-pole at No. 482 Lenox avenue, on the ground of the report of the Commissioner of Public Works that "The Superintendent of Incumbrances reports that the pole provided for in this resolution would be an illegal obstruction."

W. L. STRONG, Mayor.

Resolved, That permission be and the same is hereby given to Joseph S. Contino to place and keep a movable striped pole for barber shop in front of his premises, No. 482 Lenox avenue, said pole to be six feet high and not to exceed eight inches at the base, the said pole not to extend beyond five feet from the house-line and to be wholly within the stoop-line, the work to be done and materials supplied at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council. Which was laid over, ordered to be printed in the minutes and published in full in the CITY RECORD.

(G. O. 277.)

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

CITY OF NEW YORK—OFFICE OF THE MAYOR, May 15, 1895.

To the Honorable the Board of Aldermen:

I return herewith, for amendment, resolution of your Honorable Body, adopted May 7, 1895, to fence vacant lots on west side of St. Nicholas avenue, between One Hundred and Twenty-fifth and One Hundred and Twenty-sixth streets, on the ground of the report of the Commissioner of Public Works that "The Superintendent of Street Improvements reports that this resolution should be amended to include the south side of One Hundred and Twenty-sixth street, between St. Nicholas and Columbus avenues, in order that the lots may be properly fenced in."

W. L. STRONG, Mayor.

Resolved, That the vacant lots on the west side of St. Nicholas avenue, from One Hundred and Twenty-fifth to One Hundred and Twenty-sixth street, be fenced in with a tight board fence, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

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

CITY OF NEW YORK—OFFICE OF THE MAYOR, May 15, 1895.

To the Honorable the Board of Aldermen:

I return herewith, without approval, resolution of your Honorable Body, adopted May 7, 1895, to pave with granite blocks Manhattan avenue, from One Hundred and Sixth to One Hundred and Tenth street, on the ground of the report of the Commissioner of Public Works that "The Water Purveyor reports that this part of Manhattan avenue has been regulated and graded, but has not been curbed nor flagged. While a sewer has been built in the avenue, no water or gas pipes have yet been laid, and there are no buildings between One Hundred and Sixth and One Hundred and Tenth streets."

W. L. STRONG, Mayor.

Resolved, That the carriageway of Manhattan avenue, from One Hundred and Sixth to One Hundred and Tenth street, be paved with granite-block pavement, on concrete foundation, and that crosswalks be laid at each intersecting and terminating street, where not already laid, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted. Which was laid over, ordered to be printed in the minutes and published in full in the CITY RECORD.

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

CITY OF NEW YORK—OFFICE OF THE MAYOR, May 15, 1895.

To the Honorable the Board of Aldermen:

I return herewith, without approval, resolution of your Honorable Body, adopted May 7, 1895, to lay water-mains in One Hundred and Sixty-ninth street, from Franklin avenue to Boston road, on the ground of the report of the Commissioner of Public Works that "the water-mains provided for in this resolution have already been laid."

W. L. STRONG, Mayor.

Resolved, That Croton mains be laid in the south side of One Hundred and Sixty-ninth street, from Franklin avenue to Boston road, pursuant to section 356 of the New York City Consolidation

Act of 1882. Which was laid over, ordered to be printed in the minutes and published in full in the CITY RECORD.

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

CITY OF NEW YORK—OFFICE OF THE MAYOR, May 15, 1895.

To the Honorable the Board of Aldermen:

I return herewith, without approval, resolution of your Honorable Body, adopted May 7, 1895, to lay water-mains in Travers street, from Jerome avenue to Bainbridge avenue, on the ground of the report of the Commissioner of Public Works that "this work is already under contract, and will be done in June, 1895."

W. L. STRONG, Mayor.

Resolved, That water-mains be laid in Travers street, from Jerome avenue to Bainbridge avenue, under the direction of the Commissioner of Public Works. Which was laid over, ordered to be printed in the minutes and published in full in the CITY RECORD.

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

CITY OF NEW YORK—OFFICE OF THE MAYOR, May 15, 1895.

To the Honorable the Board of Aldermen:

I return herewith, without approval, resolution of your Honorable Body, adopted May 7, 1895, to lay water-mains in Fairmount place, from Marmion place to a point about 400 feet west therefrom, on the ground of the report of the Commissioner of Public Works that "this part of Fairmount place is not graded, and should be graded before water-mains are laid."

W. L. STRONG, Mayor.

Resolved, That water-mains be laid in Fairmount place, from Marmion avenue to a point about four hundred feet west therefrom, under the direction of the Commissioner of Public Works. Which was laid over, ordered to be printed in the minutes and published in full in the CITY RECORD.

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

CITY OF NEW YORK—OFFICE OF THE MAYOR, May 15, 1895.

To the Honorable the Board of Aldermen:

I return herewith, without approval, resolution of your Honorable Body, adopted May 7, 1895, to lay water-mains in Marmion avenue, from Elsmere place to Fairmount place, on the ground of the Commissioner of Public Works that "this part of Marmion avenue is not graded, and there are no houses to be supplied with water. The avenue should be graded before water-mains are laid."

W. L. STRONG, Mayor.

Resolved, That water-mains be laid in Marmion avenue, from Elsmere place to Fairmount place, under the direction of the Commissioner of Public Works. Which was laid over, ordered to be printed in the minutes and published in full in the CITY RECORD.

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

CITY OF NEW YORK—OFFICE OF THE MAYOR, May 15, 1895.

To the Honorable the Board of Aldermen:

I return herewith, without approval, resolution of your Honorable Body, adopted May 7, 1895, to lay water-mains in Lafontaine avenue, from Tremont avenue to Lebanon street, on the ground of the report of the Commissioner of Public Works that "this part of Lafontaine avenue is not graded and is low and swampy. It should be graded before water-mains are laid."

W. L. STRONG, Mayor.

Resolved, That water-mains be laid in Lafontaine avenue, from Tremont avenue to Lebanon street, under the direction of the Commissioner of Public Works. Which was laid over, ordered to be printed in the minutes and published in full in the CITY RECORD.

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

CITY OF NEW YORK—OFFICE OF THE MAYOR, May 15, 1895.

To the Honorable the Board of Aldermen:

I return herewith, without approval, resolution of your Honorable Body, adopted May 7, 1895, to fence in with picket fence, vacant lots on the north side of One Hundred and Forty-first street, commencing at a point one hundred and fifty-six and one-half feet west from Willis avenue westerly fifty-one and one-half feet, etc., on the ground of the report of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards, that "a board fence has been built within the limits named in this resolution since the resolution was reported, and it is therefore deemed inexpedient to pass the same."

W. L. STRONG, Mayor.

Resolved, That the vacant lots on north side of East One Hundred and Forty-first street, commencing at a point one hundred and fifty-six and five-tenths feet west from Willis avenue and extending westerly fifty-one and five-tenths feet, be fenced in with picket fence, under the direction of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards; and that the accompanying ordinance therefor be adopted. Which was laid over, ordered to be printed in the minutes and published in full in the CITY RECORD.

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

CITY OF NEW YORK—OFFICE OF THE MAYOR, May 15, 1895.

To the Honorable the Board of Aldermen:

I return herewith, without approval, resolution of your Honorable Body, adopted May 7, 1895, for two lamps in front of the Deborah Nursery and Child's Protectory, on the Southern Boulevard, between One Hundred and Forty-first and One Hundred and Forty-second streets, on the ground of the report of the Commissioner of Public Works that "The Superintendent of Lamps and Gas reports that there is an electric-lamp about 50 feet from one entrance, and another about 100 feet from the other entrance of this institution."

W. L. STRONG, Mayor.

Resolved, That two lamp-posts be erected and street-lamps placed thereon and lighted in front of the Deborah Nursery and Child's Protectory, on Southern Boulevard, between One Hundred and Forty-first and One Hundred and Forty-second streets, one light to be placed on One Hundred and Forty-first street and the other at the entrance to the Protectory, under the direction of the Commissioner of Public Works. Which was laid over, ordered to be printed in the minutes and published in full in the CITY RECORD.

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

CITY OF NEW YORK—OFFICE OF THE MAYOR, May 15, 1895.

To the Honorable the Board of Aldermen:

I return herewith, without approval, resolution of your Honorable Body, adopted May 7, 1895, to fence the south side of Ninety-eighth street, between Madison and Fifth avenues, on the ground of the report of the Commissioner of Public Works, that "in this case the language of the resolution and ordinance are not identical. The wording of the ordinance should be made to correspond with that of the resolution."

W. L. STRONG, Mayor.

Resolved, That the south side of Ninety-eighth street, from Madison to Fifth avenue, be fenced with a picket fence, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted. Which was laid over, ordered to be printed in the minutes and published in full in the CITY RECORD.

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

CITY OF NEW YORK—OFFICE OF THE MAYOR, May 15, 1895.

To the Honorable the Board of Aldermen:

I return herewith, without approval, resolution of your Honorable Body, adopted May 7, 1895, to permit D. J. Donovan to place and keep a watering-trough on the north side of One Hundred and Twenty-sixth street, twenty-five feet west of the west house-line of Seventh avenue, on the ground of the report of the Commissioner of Public Works that "the Water Purveyor reports that this street, between Seventh and Eighth avenues, was paved with asphalt in 1894, with a fifteen years' guarantee." The resolution could, therefore, not be approved without affecting the responsibility of the contractor for the maintenance of the pavement.

W. L. STRONG, Mayor.

Resolved, That permission be and the same is hereby given to D. J. Donovan to place and keep a watering-trough on the sidewalk, near the curb, in front of his premises on the northerly side of One Hundred and Twenty-sixth street, about twenty-five feet west of the westerly house-line of Seventh avenue, 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. Which was laid over, ordered to be printed in the minutes, and published in full in the CITY RECORD.

REPORTS.

The Committee on Streets, to whom was referred the annexed resolution in favor of permitting P. Dolan & Nephew to keep two ornamental lamp-posts and lamps in front of No. 33 Park Row, respectfully

REPORT:

That, having examined the subject, they believe the resolution should be returned to the introducer for amendment. They therefore recommend that the said resolution be returned to Alderman Kennefick for amendment.

Resolved, That permission be and the same is hereby given to P. Dolan & Nephew to place and keep two ornamental lamp-posts and lamps in front of their premises, No. 33 Park Row, and within the stoop-line, that the posts shall not exceed the dimensions prescribed by law (eighteen inches square at the base), the lamps not to exceed two feet in diameter, the work to be done and gas supplied at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

COLLIN H. WOODWARD, ANDREW A. NOONAN, JACOB C. WUND, JOSEPH SCHILLING, W. M. K. OLCOTT, Committee on Streets.

The President put the question whether the Board would agree to accept said report. Which was decided in the affirmative.

In connection herewith Alderman Kennefick offered the following resolution as a substitute for the resolution named in the above report.

Resolved, That permission be and the same is hereby given to P. Dolan & Nephew to place and keep two ornamental lamp-posts and lamps in front of their premises, No. 33 Park Row, and within the stoop-line, provided the lamps be kept lighted during the same hours as the public lamps, that the posts shall not exceed the dimensions prescribed by law (eighteen inches square at the base), the lamps not to exceed two feet in diameter and not to be used for advertising purposes, the work to be done and gas supplied at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

The Committee on Streets, to whom was referred the annexed resolution in favor of permitting the Trustees of the General Theological Seminary to construct and maintain two bay windows on their premises on the north side of Twentieth street, twenty-nine feet two inches from the northeast corner of Tenth avenue, respectfully

REPORT:

That, having examined the subject, they believe the permission asked for should be granted. They therefore recommend that the said annexed resolution be adopted.

Resolved, That permission is hereby granted to the Trustees of the General Theological Seminary, located in the City of New York, to construct and maintain two bay-windows projecting twenty inches beyond the building-line on the north side of Twentieth street, in the City of New York, as shown on the drawings submitted herewith, for two houses to be erected on the north side of Twentieth street, commencing twenty-nine feet two inches east of the northeast corner of Tenth avenue and Twentieth street; the projection to commence about eleven feet above the curb level and to continue through two stories.

The Trustees of the General Theological Seminary owning and occupy the entire block bounded by Ninth avenue on the east, Tenth avenue on the west, Twentieth street on the south and Twenty-first street on the north, and consenting to the construction and maintenance of said bay-windows.

COLLIN H. WOODWARD, ANDREW A. NOONAN, JACOB C. WUND, JOSEPH SCHILLING, WILLIAM M. K. OLCOTT, Committee on Streets.

The President put the question whether the Board would agree to accept said report and adopt said resolution. Which was decided in the affirmative.

NEW YORK, May 21, 1895.

To the Honorable the Board of Aldermen:

The undersigned, Committee on Lands, Places and Park Department, to whom was referred the annexed resolution, presented by Alderman Goodman, calling upon the City to co-operate with the Association for the Improvement of the Condition of the Poor in providing vacant lots to be cultivated for a given period by the unemployed, beg leave to

REPORT:

That we have investigated the subject, and believe it worthy of the most favorable consideration.

There are doubtless many acres of land in the northern and other parts of this city, unused and unimproved, which for some time to come can be applied to the purposes suggested without detriment to public interest, and prove of incalculable benefit to many deserving families seeking opportunity to work and toil for sustenance and self-support.

From a recent statement made by Secretary William H. Tolman, representing the officers having this noble work in charge, we learn that:

"The Committee on Cultivation of Vacant Lots by the Unemployed has united forces with the Association for Improving the Condition of the Poor, with headquarters at No. 105 East Twenty-second street.

"The use of a considerable amount of land in various parts of the city and across the ferries (the property of private citizens) has been placed at the disposal of the committee. That those who want a bit to cultivate can apply either in person or by letter.

"Were it not for the fear that the committee might be swamped with applications from evil persons, bummers and petty thieves, all applicants would be enrolled and given a plot of land, if enough is offered, as soon as practicable; as it is, it will be necessary that some responsible person, society or church certify that the applicant is unable to get employment and is willing and capable of doing agricultural work.

"After the man's name and address and the certificate of recommendation, with such particulars as are necessary to make up a record of sociological value, are obtained, and it is known how much, if any, credit he really needs for seed, fertilizer and tools, the applicant will be given an appointment on the farming lot near his residence. Here he will meet the farmer foreman, who will assign him one-quarter of an acre, put his name on the boundary stake and note it in his book. The foreman will supply him with seed, spade and fertilizer, for which he will be expected to pay either when he gets them, or if he is not able to do so then, as soon as he can. For those who cannot live while the crop grows the committee intends to cultivate a large plot, on which willing men can be employed at a mere living wage till the crops on their own plots mature.

"It is hoped that temporary shelter may be provided for those who are unable to pay for lodging, and even car or ferry fares, as may be necessary. The ferry companies and other transportation corporations will undoubtedly give free or at least reduced rates of transportation. A considerable part of expenditure will doubtless be repaid. Should any funds be left over they will be devoted to permanently acquiring land to be farmed upon similar principles by the unemployed."

This good work is not confined to this locality; in all parts of the country similar efforts are being made with encouraging results. Other cities are taking official cognizance of the matter.

We heartily recommend that New York City add its moral and material support, and therefore offer the following:

Resolved, That the annexed resolution be and is hereby adopted, and that the Committee on Lands, Places and Park Department make early inquiry as to what City property can be properly devoted to the purposes set forth, where located, area of same, and all other information necessary in the matter.

Resolved, That the Sinking Fund Commissioners, the Park Commissioners, and other City Departments having official charge of City lands, be and they are hereby requested to co-operate in carrying into effect the object hereby sought to be attained.

Resolved, That a copy of this report be transmitted to the Association for the Improvement of the Condition of the Poor, with request that said Association furnish to the Committee of this Board such suggestions as may be deemed advisable, to enable them to aid in this work to the fullest extent possible.

Whereas, The Association for Improving the Condition of the Poor have inaugurated a movement to relieve the unemployed by giving them an opportunity to cultivate vacant lots in and about the city; and

Whereas, Such movement is meeting with merited encouragement, to an extent which indicates that success is fully assured; and

Whereas, This charity is one of the most practical and praiseworthy, and is deserving of all the moral and material aid which can be given towards extending it in every direction; therefore

Resolved, That the Committee on Lands, Places and Park Department be and they are hereby instructed to co-operate with the Association for the Improvement of the Condition of the Poor, with a view of offering such lots and lands belonging to the City as are vacant and suitable for the purpose indicated, and to recommend to this Board the length of time and under what conditions such lots shall be tendered for the uses set forth.

THOMAS DWYER, Alderman, Eighth District; CHARLES A. PARKER, Alderman, Twenty-fifth District; ANDREW ROBINSON, Alderman, Seventeenth District; WILLIAM E. BURKE, Alderman, Nineteenth District; JEREMIAH KENNEFICK, Alderman, First District.

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

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

NEW YORK, May 21, 1895.

To the Honorable the Board of Aldermen:

The undersigned, Committee on Rules, to whom was referred the resolution presented by Alderman Hall on April 16 ultimo, to amend Rule II. of the Rules and Orders of this Board, so as to have subdivision 9 read "Unfinished Business," and subdivision 10 read "General Orders," beg leave to

REPORT:

That, as the consideration of General Orders usually occupies all the time which can be given thereto, and Unfinished Business rarely requires much time, we deem it advisable and necessary that the respective subdivisions be transposed as suggested, in order that there may be as little interruption of business as possible whenever General Orders are reached, without overlooking or neglecting any important unfinished business in the desire to take up General Orders.

We offer the following:

Resolved, That the annexed resolution be and it is hereby adopted.

Resolved, That Rule II. of the Rules and Orders of the Board of Aldermen be and it hereby is amended so as to read as follows: Subdivision 9. "Unfinished Business;" Subdivision 10. "General Orders."

JOHN JEROLOMAN, ELIAS GOODMAN, BENJAMIN E. HALL, Committee on Rules.

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

NEW YORK, May 21, 1895.

To the Honorable the Board of Aldermen:

The undersigned, Committee on Rules, to whom was referred the resolution offered by Alderman Hall, April 16 ult., to amend Rule XII. of the Rules and Orders of this Board, so that Cushing's instead of Jefferson's Rules of Parliamentary Procedure shall hereafter govern the Board of Aldermen, beg leave to

REPORT:

That we have carefully considered the subject, and believing that Jefferson's Manual is not well suited for a Body organized and controlled by the laws which govern the Board of Aldermen, being mainly, if not entirely, adapted to the requirements of legislative bodies composed of two branches—an upper and a lower house—and as Cushing's rules are more generally observed by legislative assemblies of the character of the Board of Aldermen, we offer the following:

Resolved, That the annexed resolution be and it is hereby adopted.

Resolved, That Rule XII. of the Rules and Orders of the Board of Aldermen be and it is hereby amended by striking out the word "Jefferson's" and inserting the word "Cushing's."

JOHN JEROLOMAN, ELIAS GOODMAN, BENJAMIN E. HALL, Committee on Rules. Alderman Noonan moved that the report be printed in full in the CITY RECORD and consideration postponed until Tuesday, May 28, 1895.

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

NEW YORK, May 21, 1895.

To the Honorable the Board of Aldermen:

The undersigned, Committee on Rules, to whom was referred the annexed resolution, presented by Alderman Goodman on April 16 ult., to procure a copy of Jefferson's Manual, beg leave to

REPORT:

That, in view of the fact that we have recommended a change of rules which makes Cushing's Manual the authority hereafter for the parliamentary procedure of this Board, we recommend the following resolution as a substitute for the one referred to us:

Resolved, That the Clerk of the Common Council be and he is hereby instructed to procure a copy of the latest unabridged edition of Cushing's Rules of Parliamentary Law; and also a copy of the small or abridged edition of Cushing's Manual, for the use of the President and members of this Board.

JOHN JEROLOMAN, CHARLES GOODMAN, BENJAMIN E. HALL, Committee on Rules.

On motion, the paper was laid over and consideration postponed until Tuesday, May 28, 1895.

The President laid before the Board the following, being majority and minority reports of the Committee on Rules:

NEW YORK, May 21, 1895.

The Committee on Rules, to whom was referred the annexed resolution, presented by Alderman Brown, to increase the Committee of County Affairs from five to seven, beg leave to

REPORT:

That after due and full consideration of the subject, we conclude that the proposed change would not be advisable.

We have heard of no good reason why the change should be made.

We believe, that in view of the general public interest now being manifested in the matter of reapportioning the Assembly Districts of the city, and in consideration of the charge made by many, that political advantages are sought and are to be taken by one or the other of the great political parties, in the redistricting of the city, it would be imprudent to add any members to the Committee having the reapportionment in charge, and thus lend color to the impression that any undue advantage is sought by either party or faction of party. We believe that the work of reapportionment having so far advanced, practically completed, it would retard progress of that work by the addition, at this time, of any new members to the committee performing that important duty. In view of these conclusions we offer the following:

Resolved, That this Board deems it inexpedient to adopt the annexed resolution, and the Committee on Rules be and they are hereby discharged from further consideration of the subject.

JOHN JEROLOMAN, ELIAS GOODMAN, BENJAMIN E. HALL, Committee on Rules.

The Committee on Rules, to whom was referred the matter of increasing the members of the Committee on County Affairs, respectfully

REPORT:

That, having examined the subject, they believe the proposed increase should be made. They therefore recommend as a minority report that the Committee on County Affairs be increased to seven members, and that Aldermen Francis J. Lantry and John P. Windolph be added to the said Committee.

NICHOLAS T. BROWN, Committee on Rules.

Alderman Brown moved that the minority report be substituted for the majority report and demanded the ayes and noes.

Alderman Hall moved that the two reports be laid over for two weeks.

The President put the question whether the Board would agree with said motion of Alderman Hall. Which was decided in the negative by the following vote:

Affirmative—The President, Aldermen Goodman, Hall, Ware, Wines, and Woodward—6.

Negative—The Vice-President, Aldermen Brown, Burke, Campbell, Clancy, Dwyer, Goetz, Goodwin, Hackett, Kennefick, Lantry, Marshall, Muh, Murphy, Noonan, Oakley, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, and Wund—25.

Alderman Brown reiterated his motion to substitute the minority report for the majority.

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

Affirmative—The Vice-President, Aldermen Brown, Burke, Campbell, Clancy, Dwyer, Goetz, Goodwin, Hackett, Kennefick, Lantry, Marshall, Muh, Murphy, Noonan, Oakley, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, and Wund—25.

Negative—The President, Aldermen Goodman, Hall, Ware, Wines, and Woodward—6.

Alderman Olcott then moved the adoption of the minority report.

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

Affirmative—The Vice-President, Aldermen Brown, Burke, Campbell, Clancy, Dwyer, Goetz, Goodwin, Hackett, Kennefick, Lantry, Marshall, Muh, Murphy, Noonan, Oakley, O'Brien, Olcott, Parker, Randall, Robinson, Schilling, School, Tait, and Wund—25.

Negative—The President, Aldermen Goodman, Hall, Ware, Wines, and Woodward—6.

By Alderman Muh—

PETITIONS.

To the Common Council of the City of New York: The petition of the Central Park, North and East River Railroad Company and the Metropolitan Street Railway Company, respectfully shows to your Honorable Body:

I.—That your petitioner, the Central Park, North and East River Railroad Company, by articles of association filed in the office of the Secretary of State on July 19, 1860, became, and is now a street surface railroad corporation, organized and existing under the laws of the State of New York, for the purpose of constructing, maintaining and operating a railroad in the City of New York. Said corporation is the assignee and grantee of the rights, franchises and privileges conferred by chapter 511 of the Laws of 1860, and for many years, and until on or about the 14th day of October, 1892, operated a street surface railroad in said city, upon the routes mentioned in the said grant of the Common Council.

On said October 14, 1892, the said corporation leased its railroad rights, franchises and privileges to the Metropolitan Crosstown Railway Company, which last-named corporation, by articles of consolidation filed May 28, 1894, was merged with other corporations and became the Metropolitan Street Railway Company.

II.—That your petitioner, the Metropolitan Street Railway Company, by articles of consolidation filed May 28, 1894, in the office of the Secretary of State, is now, and has been for over one year last past, a street surface railroad corporation, organized and existing under the laws of the State of New York, for the purpose of owning, maintaining and operating street surface railroads in said city, and is now the owner and operator of the railroad tracks in Chambers street and Duane street, which were formerly owned by the Chambers Street and Grand Street Ferry Railroad Company, and also operates the cable railroad on Broadway in said city.

III.—That your petitioners have made and filed in each of the offices in which their respective certificates of incorporation are filed, to wit: In the office of the Secretary of State and in the office of the Clerk of the City and County of New York a statement of the names and a description of the streets, roads and highways in or upon which it is proposed to construct, maintain and operate the extension or branch herein applied for.

IV.—That it is desirable to unite the two street surface railroads of your petitioners in College place, at Vesey street, at a point of union not over one-half mile from the respective lines or routes of your petitioners, and that said connection is to be made by the construction, maintenance and operation of an extension or branch of the railroad and route of the Central Park, North and East River Railroad Company, connecting with the company's existing road and route, commencing at the intersection of Dey street and West street and connecting there by suitable curves, switches

and appliances with said company's existing tracks on West street; running thence easterly, with double tracks in or upon Dey street to Greenwich street, and thence northerly, through, upon and along Greenwich street and West Broadway (formerly College place as widened) with double tracks to Vesey street, there to connect with a double track extension or branch of the Metropolitan Street Railway Company, and by the construction, maintenance and operation of an extension or branch of the Metropolitan Street Railway Company, commencing at the intersection of West Broadway and Duane street, and connecting there by suitable curves, switches and appliances with the company's existing tracks in said Duane street; running thence southerly in or upon West Broadway, with a single track to Chambers street, and thence southerly, with double tracks, in or upon West Broadway (formerly College place) to Vesey street, there to connect with a double track extension or branch of the road and route of the Central Park, North and East River Railroad Company. Said double tracks in West Broadway (formerly College place), below Chambers street, are intended to be connected with the company's existing single track in Chambers street, by suitable curves, switches and appliances.

V.—That by the union and connection of the said two street surface railroad routes of your petitioners, at the intersection of Vesey street and West Broadway (formerly College place), which is a point not over one-half mile from the respective lines or routes of your petitioners, they will be able to establish, by the construction of such connection, a new route for public travel, and form a connection which cannot be operated as an independent railroad without inconvenience to the public, but one which it is to the public advantage that the same should be operated as a continuous line or route with the existing railroads of your petitioners.

That it will enable said Metropolitan Street Railway Company to operate a line of cars from Grand Street Ferry, on the East river, to the Cortlandt Street Ferry, on the North river, and furnish a more direct and convenient line between said points than is now in operation in said city, and will enable the said Metropolitan Street Railway Company to operate cars between the said Cortlandt Street Ferry and business centres in the City of New York, which cannot at the present time be reached by any direct means of communication.

VI.—That such connection is to be operated by cable power or by an underground current of electricity or by any other power which is now or may at any time hereafter lawfully be used on either of the routes connected thereby.

VII.—That it is necessary for your petitioners to obtain the consent of your Honorable Body in order to authorize them to construct the said proposed extensions and connections.

Wherefore your petitioners pray that your Honorable Body grant its consent to the construction, maintenance and operation of each of the extensions or branches aforesaid and to the operation of the connection to be formed by the construction of such extensions or branches, as a new continuous line or route for public travel with the existing railroads of your petitioners.

Dated NEW YORK, May 20, 1895.

CENTRAL PARK, NORTH AND EAST RIVER RAILROAD COMPANY, by D. B. HASBROUCK, Vice-President.

METROPOLITAN STREET RAILWAY COMPANY, by H. H. VREELAND, President.

Which was referred to the Committee on Railroads.

In connection therewith Alderman Muh offered the following:

Resolved, That Thursday, the 13th day of June, 1895, at 2.30 o'clock in the afternoon, at the Chamber of the Board of Aldermen, in the City Hall, in the City of New York, be and they hereby are designated as the time and place when and where the application of the Central Park, North and East River Railroad Company and the Metropolitan Street Railway Company to the Common Council of the City of New York for its consent and permission to the construction, maintenance and operation of the extensions or branches in Dey street and West Broadway, and as mentioned in the petition of said companies, for such consent and permission will be first considered, and that public notice be given by the Clerk of this Board by publishing the same daily for at least fourteen days in two daily newspapers published in the City of New York, to be designated therefor by his Honor the Mayor, according to the provisions of section 92 of the Railroad Law as amended, such advertising to be at the expense of the said petitioners.

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

MOTIONS AND RESOLUTIONS.

Alderman Olcott moved that the courtesies of the floor be extended to Assemblyman Seth Wilks of the Fifteenth District.

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

Alderman Hall moved that similar courtesies be extended to Congressman Ben L. Fairchild.

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

PETITIONS RESUMED.

By Alderman Muh—

To the Common Council of the City of New York:

The petition of the Broadway and Seventh Avenue Railroad Company and the Metropolitan Street Railway Company respectfully shows to your Honorable Body:

First—That your petitioner, the Broadway and Seventh Avenue Railroad Company, by articles of incorporation which were filed May 26, 1864, in the office of the Secretary of State, became and is now a street surface railroad corporation, organized and existing under the laws of the State of New York, for the purpose of constructing, maintaining and operating a railroad in the City of New York.

That said corporation has constructed, and for many years has maintained and operated the street surface railroad in the City of New York commencing at the Central Park and running by way of Seventh avenue, Broadway, University place, Wooster street and other streets, to the City Hall in said city, which said railroad so constructed and operated is now being operated by its lessee, the Metropolitan Street Railway Company.

Second—That your petitioner, the Metropolitan Street Railway Company, by articles of consolidation filed May 28, 1894, in the office of the Secretary of State, is now and has been for over one year last past, a street surface railroad corporation, organized and existing under the laws of the State of New York, for the purpose of owning, maintaining and operating street surface railroads in said city, and is now the owner of the existing double track railroad in South Fifth avenue, above Spring street, and operates, under lease, the railroads in South Fifth avenue, south of Spring street, and in West Broadway proper, and by reason of such ownership and rights is enabled to transport passengers in cars to the foot of College place, near Barclay street, and, by connections about to be applied for, its cars will be enabled to reach the Cortlandt Street Ferry by a shorter, more direct and convenient route from the upper parts of the city than by any route which is now in operation therein.

Third—That each of your petitioners has respectfully made and filed in each of the offices in which its certificates of incorporation are filed, to wit: in the office of the Secretary of the State of New York, and in the office of the Clerk of the City and County of New York, a statement of the names and description of the streets, roads and highways in and upon which it is proposed to construct, maintain and operate the extensions or branches herein applied for.

That it is desirable to unite the roads of your petitioners in West Third street in said city, at a point therein one hundred and thirty feet east of South Fifth avenue, and at the intersection of Wooster street and West Fourth street, which points are not over one-half mile from the respective lines or routes of your petitioners, and that said connection is to be made by the construction, maintenance and operation of an extension or branch of the railroad and route of the Broadway and Seventh Avenue Railroad Company, connecting with the company's existing road and route in or upon University place, at or near Clinton place or Eighth street, by suitable curves, switches and appliances, running thence southerly with a single track, through, upon and along University place and Wooster street or Washington Square, East, to West Fourth street, there to unite with an extension or branch of the Metropolitan Street Railway Company.

And also commencing at the intersection of West Third street and Wooster street, and connecting there by suitable curves, switches and appliances with said company's track in Wooster street, running thence westerly with a single track in or upon West Third street one hundred and thirty feet, being one half the block between Wooster street and South Fifth avenue, there to unite with an extension or branch of the Metropolitan Street Railway Company, and by the construction, maintenance and operation of an extension or branch of the railroad and route of the Metropolitan Street Railway Company, commencing at the intersection of South Fifth avenue and West Fourth street and connecting there by suitable curves, switches and appliances with the company's existing tracks in said South Fifth avenue, running thence easterly with a single track, two hundred and sixty feet (one block) in or upon West Fourth street, to the intersection of Wooster street with West Fourth street, there to unite with an extension or branch of the road and route of the Broadway and Seventh Avenue Railroad Company.

And also commencing at the intersection of South Fifth avenue and West Third street and connecting there by suitable curves, switches and appliances with said company's existing tracks in South Fifth avenue, running thence easterly, with a single track, in or upon West Third street, one hundred and thirty feet (being one-half the block between Wooster street and said South Fifth avenue), there to unite with an extension or branch of the Broadway and Seventh Avenue Railroad Company.

Fourth—That by the construction of such connection your petitioners will be enabled to unite their respective lines or routes with single tracks in West Third street and West Fourth street, between South Fifth avenue and Wooster street, and have consented and do hereby consent to operate such connection so as to be constructed as part of a continuous route for one fare, that is to say, to carry passengers from the Central Park to the City Hall by way of Seventh avenue, Broadway, University place, West Fourth street, West Third street, South Fifth avenue, West Broadway and Barclay street, and to Cortlandt Street Ferry by extensions about to be applied for.

Fifth—That such connection cannot be operated as an independent railroad without inconvenience to the public, but it is manifestly to the public advantage that the same should be operated

as a continuous line or route with the existing lines of your petitioners respectively, as a new continuous route for public travel.

That such connection is to be operated by cable power or by an underground current of electricity, or by any other power which is now, or may at any time hereafter, lawfully be used on any of the routes connected thereby.

Sixth—That it is necessary for your petitioners to obtain the consent of your Honorable Body in order to authorize them to construct the said proposed connection.

Wherefore, your petitioners pray that your Honorable Body grant its consent to the construction, maintenance and operation of each of the extensions or branches aforesaid, and to the operation of the connection to be formed by the construction of such extensions or branches as a new continuous line or route for public travel with the existing railroads of your petitioners.

Dated NEW YORK, May 20, 1895.

BROADWAY AND SEVENTH AVENUE RAILROAD COMPANY, by D. B. HASBROUCK, Vice-President.

METROPOLITAN STREET RAILWAY COMPANY, by H. H. VREELAND, President.

Which was referred to the Committee on Railroads.

In connection therewith Alderman Muh offered the following:

Resolved, That Thursday, the 13th day of June, 1895, at half-past one o'clock in the afternoon, at the chamber of the Board of Aldermen, in the City Hall, in the City of New York, be and they hereby are designated as the time and place when and where the application of the Broadway and Seventh Avenue Railroad Company and the Metropolitan Street Railway Company to the Common Council of the City of New York for its consent and permission to the construction, maintenance and operation of the extensions or branches in University place, Wooster street, West Fourth street and West Third street, and as mentioned in the petition of said companies for such consent and permission will be first considered, and that public notice be given by the Clerk of this Board by publishing the same daily for at least fourteen days in two daily newspapers published in the City of New York, to be designated therefor by his Honor the Mayor, according to the provisions of section 92 of the Railroad Law, as amended, such advertising to be at the expense of the said petitioners.

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

By Alderman Hall—
HEADQUARTERS WASHINGTON HEIGHTS PROGRESSIVE ASSOCIATION, }
NEW YORK, May 17, 1895. }

To the Hon. WILLIAM L. STRONG, Mayor, and the Honorable Board of Aldermen of the City of New York—Greeting:

At a special meeting of the Washington Heights Progressive Association and property owners, business men and residents, held this day at their Headquarters, the following resolutions were unanimously adopted: That

Whereas, The majority of the members of the Railroad Committee of the Board of Aldermen have reported that they recommend the granting of a franchise to the Third Avenue Railroad Company to operate a cable road upon the Kingsbridge road, north of One Hundred and Sixty-second street, and upon the Boulevard, north of One Hundred and Twenty-fifth street; and

Whereas, The said Committee admit in their report, that the largest number of the property-owners, business men and residents of this section of the city, have earnestly and positively protested against the granting of this franchise to the Third Avenue Railroad Company at the various public hearings held before said Committee; and

Whereas, Contrary to the wishes and urgent demands of the greatest number of the residents of the upper West Side for additional surface railroad facilities along the West Side and west of the Central Park, your Railroad Committee ask you to turn over to the Third Avenue Railroad Company, the Boulevard and Kingsbridge road, which are the only remaining available avenues in this section of our city upon which a surface railroad can possibly be constructed; and

Whereas, The granting of this franchise to the Third Avenue Railroad Company will give said railroad company a monopoly of the entire surface railroad facilities, and will be unjust, unfair, and against the wishes, needs and necessities of the general public, and will be a serious menace to the development and advancement, and a positive detriment to the improvement of the entire upper West Side of this city; and

Whereas, Such a flagrant disregard of the will and wishes of the majority of the citizens of the City of New York, and of the earnest and publicly expressed desires of the residents of this section of our city, merits a just rebuke by all honest and upright members of the Board of Aldermen in whom we have placed full confidence, that they will insist that the will of the majority of the people shall rule, as against the mercenary motives of the Third Avenue Railroad Company, which company is now taxed to its utmost capacity and is far from equal to even the present demand of the public in this growing section to control the entire surface railroads now existing or that can possibly be constructed in this section of our city; it was

Resolved, That the Honorable Mayor William L. Strong, and the Honorable Board of Aldermen are earnestly requested and petitioned to protect the interests and welfare of the vast majority of the general public and the residents of the upper West Side of this city, by

Refusing to grant this franchise to the Third Avenue Railroad Company. And we further pray and petition you that this franchise shall only be given to such railroad corporation that will guarantee, to the residents of this vicinity, a passenger service direct along the west side of our city and west of the Central Park to the South Ferry for one fare of five cents; it was further

Resolved, That all other organizations, societies, lodges, clubs, churches and institutions and the general public of the upper West Side be immediately notified of this attempt by the Railroad Committee of the Board of Aldermen to override the will of the majority of the residents of the districts through which said Third Avenue Railroad Company desires to secure absolute control; it was also further

Resolved, That a copy of these resolutions be delivered to the Honorable Mayor William L. Strong, the Honorable Board of Aldermen and the public press, and that the standing committee of this association is empowered to take such further action as they may deem just and proper to secure a full compliance with these resolutions.

CHRISTIAN TRINKS, President.

JOHN C. KOOPMAN, JOHN C. KLETT, Secretaries.
John W. Fleck,
Frederick Adler,
Henry Behning,
A. Campbell,
C. E. Deppermann,
John Flieg,
Henry Gonder,
F. Kuhnle,
B. G. Kraft,
Max Lederer,
Chas. Neuendorffer,
Erwin Schmidt,
Gustav Bergau,
John M. Cahill,
Charles Conway,
John Eusner,
N. Fouchoux,
John Golla,
William Klein,
William Kuhn,
August Loewe,
John Peters,
James Smith,
John Lachner,
Which was referred to the Committee on Railroads.
John Brown,
James E. Costello,
Jacob Dux,
Chas. Eckhardt,
J. M. Fimian,
Jacob Guterding,
Patrick Merrigan,
William J. Reinhardt,
H. B. Wilson,
John Friedel,
F. Britch,
James Calhoun,
Gustav Deisler,
George J. Fielbig,
Charles Gerber,
Daniel Halley,
A. Krumenacker,
Justus Liebel,
John Menke,
George L. Rauch,
Dr. H. Webber,
Fred'k W. Esper,
James Rowan,
George Reubert,
J. W. Schimelpfening,
W. E. Stillings,
C. R. Terwilliger,
Jacob Raichle,
M. Rice,
George Sauter,
H. F. Strodman,
Dr. F. E. Webber,
Chas. Scheidecker,
Robert B. Saul,
William Schwarz,
John Welcker,
Louis Wendel, Sr.,
E. J. Radle,
B. Schippell,
William Schlott,
C. C. Wendel,
J. J. Ahrens,
Henry Dosher,
Leopold Leo,
Horace Moran,
Martin Reimers,
H. Rottmann,
Louis Wendel, Jr., Counsel.

COMMUNICATIONS FROM DEPARTMENTS AND CORPORATION OFFICERS.

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

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, May 18, 1895. }

To the Honorable Board of Aldermen:

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

TITLES OF APPROPRIATIONS.	AMOUNT OF APPROPRIATIONS.	PAYMENTS.	AMOUNT OF UNEXPENDED BALANCES.
City Contingencies	\$1,500 00	\$97 00	\$1,403 00
Contingencies—Clerk of the Common Council.....	200 00	14 45	185 55
Salaries—Common Council.....	86,300 00	28,739 14	57,560 86

Which was ordered on file.
The President laid before the Board the following communication from the Clerk of the Common Council:

RICHARD A. STORRS, Deputy Comptroller.

OFFICE OF THE BOARD OF ALDERMEN, No. 8 CITY HALL,
NEW YORK, May 17, 1895.

To the Honorable the Board of Aldermen:

GENTLEMEN—I herewith submit communication from Henry A. Robinson, counsel to the Central Park, North and East River Railroad Company, and the Metropolitan Street Railway Company, bearing upon the publication of notices for public hearing of their application, on Monday, May 27, 1895, at 1 o'clock in the afternoon, together with a copy of my request, to the Counsel to the Corporation for an opinion on the subject matter contained in said letter of Henry A. Robinson, and the opinion of the Counsel to the Corporation in reply thereto.

Yours, respectfully, WM. H. TEN EYCK, Clerk of the Common Council.
NEW YORK, May 9, 1895.

WILLIAM H. TEN EYCK, Esq., Clerk of the Common Council:

DEAR SIR—In regard to the notices of hearing before the Common Council which have been published, I am informed that the "Press" failed to publish the notice of hearing of the railroad application on the first day of May, on which day the notice in the other paper, "Staats-Zeitung," was published. It has always been the custom to publish this notice on the same day in two papers. The "Press" people admit, on inquiry, that they forgot to insert the notice.

At the moment I cannot say that the statute does not require publication in two papers on the same day. What do you think of the situation as it is left?

Yours, very respectfully, HENRY A. ROBINSON.
(Copy.)

OFFICE OF THE BOARD OF ALDERMEN, No. 8 CITY HALL,
NEW YORK, May 10, 1895.

Hon. FRANCIS M. SCOTT, Counsel to the Corporation:

DEAR SIR—I respectfully transmit to you copy of a letter received by me this day from Henry A. Robinson, counsel to the Metropolitan Street Railway Company, calling my attention to the fact that the notice for a public hearing in the application of the Central Park, North and East River Railroad Company and the Metropolitan Street Railway Company, for permission to extend and connect tracks, which were ordered to be published in the "Staats-Zeitung" and the "New York Press," under the designation of his Honor the Mayor, William L. Strong, did not appear in these papers simultaneously. Will you kindly inform me at your earliest convenience whether section 92 of the Railroad Law requires the simultaneous publication of the notices for a public hearing in the two daily newspapers designated by his Honor the Mayor, and whether it is sufficient that the notices appear for fourteen days in the papers designated, or whether it must appear consecutively.

Yours, respectfully,

(Signed) WILLIAM H. TEN EYCK, Clerk of the Common Council.

LAW DEPARTMENT—OFFICE OF THE COUNSEL TO THE CORPORATION,
NEW YORK, May 14, 1895.

WILLIAM H. TEN EYCK, Esq., Clerk to the Board of Aldermen:

SIR—I am in receipt of your communication of May 10, transmitting me a copy of a letter received by you from Henry A. Robinson, Esq., counsel to the Metropolitan Street Railway Company, calling your attention to the fact that a notice for a public hearing in the application of the Central Park, North and East River Railroad Company and the Metropolitan Street Railway Company for permission to extend and connect tracks, which was ordered to be printed in the "Staats-Zeitung" and the "Press," under the designation of his Honor the Mayor, William L. Strong, did not appear in these papers simultaneously, and you request me to inform you whether section 92 of the Railroad Law requires a simultaneous publication of the notices for a public hearing in the two daily papers designated by the Mayor, and whether it is sufficient that the notice appear for fourteen days in the papers designated, or whether it must appear consecutively.

It appears from the letter of Mr. Robinson that the "Press" failed to publish the notice of hearing on May 1, on which day the notice in the other paper, the "Staats-Zeitung," was published, so that the notice appeared apparently fourteen days consecutively in the "Staats-Zeitung," commencing on May 1, and fourteen days consecutively in the "Press," commencing on May 2, leaving a publication of but thirteen days in the two papers simultaneously.

The Railroad Law, in section 92, as amended by chapter 434 of the Laws of 1893, provides, in reference to the application of the railroad company applying for the consent of the local authorities to the extension or construction of a street surface railroad, as follows:

"The application for the consent of the local authorities shall be in writing, and before acting thereon such authority shall give public notice thereof, and of the time and place when it will first be considered, which notice shall be published daily in any city for at least fourteen days in two of its daily newspapers, if there be two. Any such notice, publication heretofore or hereafter given, made or had in substantial conformity with the requirements of this section, is and shall be sufficient notice, publication for all the purposes hereof, notwithstanding any conflicting provision of any local or special act or charter."

In the case of *The People ex rel. St. Nicholas Avenue and Crosstown Railway Company vs. Grant*, 21 N. Y., Supp. 232; 50 St. Rep., 465, affirmed, 138 N. Y., 63, in speaking of a similar notice which was published in two papers simultaneously, but appeared in one of such papers with the wrong date of the first public hearing, the Supreme Court at General Term said:

"It is conceded that before the consent of the Board of Aldermen could be given the law required notice to be published daily 'for at least fourteen days, in two daily newspapers of said city, to be designated by the Mayor of the city,' of the time and place when application would be first made by a railroad company for a franchise to construct and operate a street railway. It is also conceded that the time and place were only properly advertised in one paper. If it can be argued that this was not fatal to the right of the Board of Aldermen to entertain the application, or that it was a compliance with the provisions of the act, then we see no reason why, if no advertisement at all had been published, it would not have been equally as effective. In other words, if the suggestion against the plain and explicit words of the statute, requiring notice to be published in two newspapers, is to be upheld upon showing publication in one, the argument would be equally as strong in support of the view that no advertisement at all was necessary."

Of course the case of the St. Nicholas Avenue Company was very much worse than the present one, but the opinion of the Court correctly indicates, I think, that such statutes should be very strictly construed, and the great privileges and franchises which are required thereunder by street railroads only be given when they have in all things complied with the law.

The notice of publication for fourteen days in two daily newspapers is not, in my opinion, properly published unless the fourteen days' publication is simultaneous in the two newspapers.

If this is not the case, we reach the absurd result that a publication of fourteen days at one time in one paper, and fourteen days at another time in another paper would be a sufficient notice of the first hearing.

In my opinion, therefore, the notice of the first hearing must appear on fourteen consecutive days simultaneously in two daily newspapers to be a legal notice of this hearing.

Yours, FRANCIS M. SCOTT, Counsel to the Corporation.

Which was referred to the Committee on Railroads.

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

POLICE DEPARTMENT OF THE CITY OF NEW YORK, TWENTY-EIGHTH PRECINCT,
NEW YORK, May 15, 1895.

WILLIAM H. TEN EYCK, Clerk of the Common Council:

SIR—The vacant lots from Nos. 117 to 125 on East One Hundred and First street and Nos. 114 to 118 East One Hundred and Second street are unfenced, and the people residing in private houses on the south side of One Hundred and First street opposite said vacant lots complain of boys playing ball and men passing through the street going into said lots to commit a nuisance. The boys are frequently arrested for playing ball, but it is difficult to prevent men from stopping there to commit a nuisance unless the lots are properly fenced.

I would therefore most respectfully ask that you lay the matter before the Honorable Board of Aldermen for such action as they may deem proper, with a view of having the lots properly fenced.

Respectfully, JOSIAH A. WESTERVELT, Captain.

(G. O. 278.)

In connection herewith Alderman Parker offered the following resolution:

Resolved, That the vacant lots at Nos. 117 to 125 East One Hundred and First street, and Nos. 114 to 118 East One Hundred and Second street, be fenced in with a tight board fence, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

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

HEALTH DEPARTMENT—CRIMINAL COURT BUILDING,
NEW YORK, May 16, 1895.

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

SIR—At a meeting of the Board of Health of the Health Department held May 14, it was Resolved, That a copy of the report of Chief Sanitary Inspector Lucas on the dangerous condition of vacant lots Nos. 316 to 326 East Forty-sixth street, be forwarded to the Honorable the Board of Aldermen, with the request that for sanitary reasons the Department of Public Works be authorized to fence said lots.

A true copy.

EMMONS CLARK, Secretary.
HEALTH DEPARTMENT—OFFICE OF THE CHIEF SANITARY INSPECTOR,
CRIMINAL COURT BUILDING, NEW YORK, May 13, 1895.

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

SIR—On November 14, 1894, on complaint of a citizen, an inspection was made of the vacant lots Nos. 316 to 326 East Forty-sixth street, and the same were found in a dangerous condition and an order (No. 18513) was issued November 15, 1894, and was served upon the alleged owner, Simon

Arendt, No. 130 Fulton street, directing him to fence said lots, which he has failed to do. All the remedies existing in this Department for the enforcement of said order have been exhausted.

I, therefore, respectfully recommend that the Board of Aldermen be requested to authorize the Department of Public Works to have said lots fenced. Respectfully,

(Signed) ALFRED LUCAS, Chief Sanitary Inspector.

EMMONS CLARK, Secretary.

A true copy.

Which was referred to the Committee on Streets.

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

HEALTH DEPARTMENT, CRIMINAL COURT BUILDING,
NEW YORK, May 16, 1895.

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

SIR—At a meeting of the Board of Health of the Health Department held May 14, it was Resolved, That a copy of the report of Chief Sanitary Inspector Lucas on the dangerous condition of vacant lot, north side of West Ninety-ninth street, beginning one hundred feet east of Amsterdam avenue, be forwarded to the Honorable the Board of Aldermen, with the request that for sanitary reasons the Department of Public Works be authorized to fence said lot.

A true copy.

EMMONS CLARK, Secretary.

HEALTH DEPARTMENT—OFFICE OF THE CHIEF SANITARY INSPECTOR,
CRIMINAL COURT BUILDING, NEW YORK, May 13, 1895.

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

SIR—On October 14, 1894, on complaint of a citizen, an inspection was made of the vacant lot north side of West Ninety-ninth street, beginning 100 feet east of Amsterdam avenue and extending 50 feet east, and the same was found in a dangerous condition and an order (16679) was issued October 15, 1894, and was served upon the alleged owner, J. V. Campbell, No. 355 West Twenty-seventh street, and new service was made December 10, 1894, on John Hutchinson, No. 115 East Twenty-fourth street, directing him to fence said lots, which he has failed to do. All the remedies existing in this Department for the enforcement of said order have been exhausted, and I therefore recommend that the Board of Aldermen be requested to authorize the Department of Public Works to have said lots fenced.

Respectfully,

(Signed) ALFRED LUCAS, Chief Sanitary Inspector.

EMMONS CLARK, Secretary.

A true copy.

In connection herewith Alderman Olcott offered the following:

Whereas, A communication has just been received from the Board of Health calling attention to the necessity for fencing vacant lots on the north side of Ninety-ninth street, between Amsterdam avenue and Columbus avenue; and

Whereas, An ordinance to fence such lots was, upon motion of the Alderman representing the Twenty-third Assembly District, adopted on March 5, 1895, and approved by the Mayor on March 14, 1895 (see page 250 of the Minutes);

Resolved, That the Clerk of this Board be directed to write to the Board of Health stating these facts; and further

Resolved, That the Commissioner of Public Works be and he hereby is requested to carry out the provisions of ordinances, when passed and adopted by this Board and approved by the Mayor, as speedily as possible.

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

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

HEALTH DEPARTMENT, CRIMINAL COURT BUILDING,
NEW YORK, May 16, 1895.

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

SIR—At a meeting of the Board of Health of the Health Department held May 14, it was Resolved, That a copy of the report of Chief Sanitary Inspector Lucas on the dangerous condition of vacant lot No. 113 West Sixty-eighth street, be forwarded to the Honorable the Board of Aldermen, with the request that for sanitary reasons the Department of Public Works be authorized to fence said lot.

A true copy.

EMMONS CLARK, Secretary.

HEALTH DEPARTMENT—OFFICE OF THE CHIEF SANITARY INSPECTOR,
CRIMINAL COURT BUILDING, NEW YORK, May 10, 1895.

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

SIR—On March 24, 1895, on complaint of a citizen, an inspection was made of the vacant lot No. 113 West Sixty-eighth street, and the same was found in a dangerous condition, and an order (No. 6269) was issued March 29, 1895, to fence said lots. A careful search has been made to find the owner of said lot, to serve the necessary order, but without success, and I, therefore, respectfully recommend that the Board of Aldermen be requested to authorize the Department of Public Works to have said lot fenced.

Respectfully,

(Signed) ALFRED LUCAS, Chief Sanitary Inspector.

EMMONS CLARK, Secretary.

A true copy.

(G. O. 279.)

In connection herewith Alderman Burke offered the following:

Resolved, That the vacant lots at No. 113 West Sixty-eighth street be fenced in with a tight board fence, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

MOTIONS AND RESOLUTIONS RESUMED.

By Alderman Brown—

Whereas, The Policemen of the Park Department have won the gratitude of our citizens by their bravery on frequent occasions, and have almost daily risked their lives in Central Park and elsewhere by saving human beings from being killed in runaway accidents; and

Whereas, The State Legislature in recognition of the services of the Park Policemen has passed a bill providing for a just increase of their compensation; therefore be it

Resolved, That his Excellency Governor Levi P. Morton be and he is hereby respectfully requested to approve and sign the measure now in his hands providing for an increase of salary for Park Policemen.

Alderman Hall moved that the resolution be referred to the Committee on Law Department.

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

Affirmative—The President, Aldermen Goetz, Goodman, Hackett, Hall, Marshall, Olcott, Randall, Robinson, School, Ware, Wines, and Woodward—13.

Negative—Aldermen Brown, Burke, Campbell, Clancy, Dwyer, Goodwin, Kennefick, Lantry, Muh, Murphy, Noonan, Oakley, O'Brien, Parker, Schilling, Tait, and Wund—17.

Alderman Brown renewed his motion to adopt.

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

Affirmative—Aldermen Brown, Burke, Campbell, Clancy, Dwyer, Goodwin, Kennefick, Lantry, Muh, Murphy, Noonan, Oakley, O'Brien, Parker, Randall, Schilling, Tait, and Wund—18.

Negative—The President, Aldermen Goetz, Goodman, Hackett, Hall, Marshall, Olcott, Robinson, School, Ware, Wines, and Woodward—12.

(G. O. 280.)

By Alderman Goodwin—

Resolved, That the Commissioner of Public Works be and he is hereby requested to provide a suitable and permanent bulletin, containing a complete directory, alphabetically arranged, of the various offices, courts, officials, etc., in the City Hall building, indicating their respective locality or rooms, and to place the same conspicuously in the corridor of the City Hall.

Which was laid over.

By Alderman Goodman—

Resolved, That permission be and the same is hereby given to Martin Grealish to place and keep a storm-door in front of his premises, northeast corner Twenty-fifth street and Tenth avenue, said storm-door to be erected on Twenty-fifth street, thirty feet from corner of Tenth avenue, providing the dimensions shall not exceed those prescribed by law, viz., ten feet high, two feet wider than the doorway and not to extend more than six feet from house-line, 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 Hackett—

Resolved, That permission be and the same is hereby given to place trucks along the curbs of streets intersecting and adjacent to the line of march of the procession commemorative of Memorial Day, May 30, 1895, for the use of persons desiring to witness such procession and for no other purpose; such trucks to be placed close to the curb-lines, and no two or more trucks to be placed adjoining each other, such trucks to be so placed only after permission obtained from the Superintendent of Police, who is hereby given power to issue permits for such purpose, conditioned upon the City of New York being held harmless of and from any loss or damage which might occur or arise from the exercise of the privilege granted.

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

By Alderman Hall—

Resolved, That an additional lamp-post be erected and street-lamps placed thereon and lighted in front of the Temple Beth El on the southeast corner of Seventy-sixth street and Fifth avenue, said lamp to be placed opposite the entrance to said temple on Seventy-sixth street, under the direc-

tion of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

Which was referred to the Committee on Lamps and Gas.

By Alderman Kennefick—

Resolved, That, upon the annexed consent filed herewith, permission be and hereby is granted to J. H. McCullough to erect a booth in front of the premises No. 28 Wooster street, in the City of New York, but within the stoop-line of said premises, and which shall not extend over four feet from the house-line nor exceed six feet in length, the work to be done and material furnished at the cost and expense of said J. H. McCullough, under the direction of the Commissioner of Public Works; the permission hereby granted to continue 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.

Alderman Woodward moved that the courtesies of the floor be extended to Assemblyman Harvey T. Andrews of the Twenty-sixth District.

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

By Alderman Hackett—

Resolved, That permission be and the same is hereby given to Thomas E. Flannery to place and keep a watering-trough on the sidewalk near the curb in front of his premises, No. 536 Hudson street, the work to be done and water supplied at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

By Alderman Muh—

Resolved, That permission be and the same is hereby given to the Compressed Air Motive Power Company, of the City of New York, to operate a car equipped with their system of propulsion, on the following lines of the Metropolitan Street Railway Company, viz.: From the Belt Line stables at Fifty-fourth street and Tenth avenue to Tenth avenue, south on Tenth avenue to Thirty-fourth street, east on Thirty-fourth street to Ninth avenue, and thence on the tracks of the Ninth Avenue Railroad Company, the consent of said Metropolitan Street Railway Company being hereto annexed, for the purpose of demonstrating its utility as a motive power, the work to be done and materials supplied at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only for ninety days from and after the date of the beginning of such trial.

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

By Alderman O'Brien—

Resolved, That permission be and the same is hereby given to Seigel & Co. to erect a showcase on the southwest corner of Third avenue and Seventy-seventh street, size to cover the area-way, the work to be done at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

By Alderman Olcott—

Whereas, Eighty-sixth street, from Central Park, West, to Riverside Drive, is an exceptionally wide thoroughfare, beautifully improved, on each side of the carriageway, with trees and grass-plots; and

Whereas, Public lamps were erected in said street many years ago, before the same was improved and made a street of the first class, and there are now on said street, in spite of its extra width, no more public lamps than those which are upon the narrowest streets of the city; therefore

Resolved, That an additional number of lamps be erected and lighted in Eighty-sixth street, from Central Park, West, to Riverside Drive, under the direction of the Commissioner of Public Works.

Which was referred to the Committee on Lamps and Gas.

By the same—

Whereas, There is, at the intersection of Seventy-second street and Columbus avenue, a vast amount of driving of horses attached to carriages, buggies and other vehicles and also railroad cars which are run at frequent intervals; and

Whereas, No provision has been made for the safety of women, children or pedestrians crossing at this point; therefore, be it

Resolved, That the Commissioners of Police be and they are hereby requested to detail one or more policemen to be on duty at said point during the day and until 10 o'clock P. M. to aid, assist and protect all persons desiring to cross at Seventy-second street and Columbus avenue.

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

(G. O. 281.)

By Alderman Parker—

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

Which was laid over.

By the same—

Resolved, That permission be and the same is hereby given to St. Francis De Sales Lyceum to place and keep transparencies on the lamp-posts on the southeast corner of Ninety-sixth street and Third avenue, northwest corner of Ninety-sixth street and Second avenue, southeast corner of One Hundred and Sixth street and Lexington avenue, northwest corner of Seventy-ninth street and First avenue, southwest corner of Eighty-fourth street and Park avenue, the work to be done at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only until June 17, 1895.

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

By Alderman Randall—

Resolved, That Douglas Knox, of Bainbridge avenue, near Travers street, New York City, be and he is hereby appointed a City Surveyor.

Which was referred to the Committee on Salaries and Offices.

(G. O. 282.)

By the same—

Resolved, That gas mains be laid, lamp-posts erected and street-lamps placed thereon and lighted, where not already erected, in East One Hundred and Eighty-third street, from Valentine avenue to Jerome avenue, under the direction of the Commissioner of Public Works.

Which was laid over.

(G. O. 283.)

By Alderman Woodward—

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

Which was laid over.

By Alderman School—

Resolved, That permission be and the same is hereby given to William Beutler to place and keep a watering-trough on the sidewalk, near the curb, in front of his premises No. 496 Brook avenue, the work to be done and water supplied at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

PETITIONS AGAIN RESUMED.

Alderman Burke offered the following in connection with the application of the People's Traction Company:

Further Resolved, That the further conditions upon which the said consent is hereby given, are as follows, to wit:

That the employment of mechanics, workmen and laborers in the work of construction or operation of said railroad, shall be subject to the restrictions and provisions provided for the employment of workmen by the State and Municipal corporations in and by chapter 385 of the Laws of 1870, as amended by chapter 622 of the Laws of 1894.

That the rights and compensations of the employees of the said company shall be as follows:

If the motive power of the said railway shall be electric, that conductors, motormen and switchmen shall be paid at the rate of two dollars per day for a full day's work, and one dollar and fifty cents per day for trippers; and that other employees who shall operate any other cars or conveyances, whether for the placing of salt or the operation of a snow plough or sweeper, including helpers on such cars, shall be paid three dollars per day; that switchmen shall be paid at least fifteen cents per hour, and none to receive less than one dollar and fifty cents per day. That no conductor or motorman shall be required to work more than ten hours per day, to be performed within twelve consecutive hours, unless he shall have extra compensation, and that all work of trippers shall be completed within fourteen consecutive hours, this provision to apply to all of such employees, whether they shall be deemed regulars or extra men; and that all conductors and motormen shall have reasonable time for meals at proper hours. That no employee shall be discharged or suspended without good and sufficient reason being given him, and if any charge of dereliction of duty shall be made against such employee, that he shall have a full and

impartial hearing, and that his position shall not be prejudiced unless he shall be found derelict upon good cause shown.

And if truck-drivers shall be employed, they shall not be required to work more than ten hours per day from the time of reporting for work, and that they shall be allowed one hour for dinner at the end of the first five hours; and that they shall be paid at least \$2 per day. That if employees are suspended from their regular positions, for any cause, they shall be paid for the time lost if reinstated, and shall have a hearing at the earliest practicable time; that conductors and motormen shall be required to perform only the duties pertaining to their respective positions, which shall not include the oiling of wheels or the filling of sand-boxes, and in case a car is detained while on the road, if such detention shall be from no cause or fault of the employee, such employee shall be paid as though running. That no employee shall be discharged or discriminated against because of any connection with a labor organization.

That if the motive power of said railway shall be other than electric, then the rights and compensations of the employees performing corresponding duties to those above set forth shall be the same as herein specified, so far as these conditions can be applied.

That such restrictions and provisions shall be fully complied with in the construction and operation of such railroad, on penalty of forfeiture for a non-compliance therewith of all rights and privileges hereby granted.

Which was referred to the Committee on Railroads.

COMMUNICATIONS FROM DEPARTMENTS AND CORPORATION OFFICERS RESUMED.

(G. O. 284.)

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

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

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that the sidewalks in front of Nos. 228 to 244 East Forty-fourth street be flagged eight feet wide, where not already done, and that all the flagging and the curb now on the sidewalks be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective; the materials to be used for said work to be flagging and curb of North river blue stone, of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,

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

Resolved, That the sidewalks in front of Nos. 228 to 244 East Forty-fourth street be flagged eight feet wide, where not already done, and that all the flagging and the curb now on the sidewalks be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 285.)

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

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

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that the sidewalks on the south side of Ninety-first street, between Amsterdam and West End avenues, be flagged eight feet wide, where not already done, and that all the flagging and the curb now on the sidewalks be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective; the materials to be used for said work to be flagging and curb of North river blue stone, of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,

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

Resolved, That the sidewalks on the south side of Ninety-first street, between Amsterdam and West End avenues, be flagged eight feet wide, where not already done, and that all the flagging and the curb now on the sidewalks be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 286.)

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

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

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that all the flagging and the curb now on the sidewalks on the north side of Ninety-seventh street, between Park and Madison avenues, be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective; the materials to be used for said work to be flagging and curb of North river blue stone, of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,

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

Resolved, That all the flagging and the curb now on the sidewalks on the north side of Ninety-seventh street, between Park and Madison avenues, be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 287.)

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

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

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that all the flagging and the curb now on the sidewalks on the southeast corner of Forty-ninth street and Third avenue, extending a distance about eighty feet on street and about twenty-five feet on the avenue, be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective; the materials to be used for said work to be flagging and curb of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,

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

Resolved, That all the flagging and the curb now on the sidewalks on the southeast corner of Forty-ninth street and Third avenue, extending a distance about eighty feet on street and about twenty-five feet on the avenue, be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 288.)

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

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

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that all the flagging and the curb now on the sidewalks on the west side of Madison avenue, between Ninety-first and Ninety-second streets, be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective; the materials to be used for said work to be flagging and curb of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully,

C. H. T. COLLIS, Deputy Commissioner of Public Works.

Resolved, That all the flagging and the curb now on the sidewalks on the west side of Madison avenue, between Ninety-first and Ninety-second streets, be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887,

under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 289.)

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

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

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that the sidewalks on the south side of Fifty-seventh street, between Broadway and Seventh avenue, be flagged full width, where not already done, and that all the flagging and the curb now on the sidewalks be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective; the materials to be used for said work to be flagging and curb of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully, C. H. T. COLLIS, Deputy Commissioner of Public Works.

Resolved, That the sidewalks on the south side of Fifty-seventh street, between Broadway and Seventh avenue, be flagged full width, where not already done, and that all the flagging and the curb now on the sidewalks be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 290.)

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

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

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that the sidewalks on the west side of St. Nicholas avenue, between One Hundred and Forty-fifth and One Hundred and Forty-sixth streets, be flagged eight feet wide, where not already done, and that all the flagging and the curb now on the sidewalks be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective; the materials to be used for said work to be flagging and curb of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully, C. H. T. COLLIS, Deputy Commissioner of Public Works.

Resolved, That the sidewalks on the west side of St. Nicholas avenue, between One Hundred and Forty-fifth and One Hundred and Forty-sixth streets, be flagged eight feet wide, where not already done, and that all the flagging and the curb now on the sidewalks be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 291.)

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

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

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that the sidewalks in front of the alley adjoining No. 376 Bowery be flagged full width, where not already done, and that all the flagging and the curb now on the sidewalks be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective; the materials to be used for said work to be flagging and curb of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully, C. H. T. COLLIS, Deputy Commissioner of Public Works.

Resolved, That the sidewalks in front of the alley adjoining No. 376 Bowery be flagged full width, where not already done, and that all the flagging and curb now on the sidewalks be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 292.)

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

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

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that the sidewalks in front of Nos. 349 and 351 East Thirty-third street be flagged eight feet wide, where not already done, and that all the flagging and the curb now on the sidewalks be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective; the materials to be used for said work to be flagging and curb of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully, C. H. T. COLLIS, Deputy Commissioner of Public Works.

Resolved, That the sidewalks in front of Nos. 349 and 351 East Thirty-third street be flagged eight feet wide, where not already done, and that all the flagging and the curb now on the sidewalks be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 293.)

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

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET, NEW YORK, May 14, 1895.

To the Honorable the Board of Aldermen:

GENTLEMEN—In accordance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, I hereby certify and report to your Honorable Board that the safety, health and convenience of the public require that a crosswalk of two courses, with a row of new specification stone-block pavement between the courses, be laid across One Hundred and Forty-fifth street at its intersection with the easterly and westerly sides of Edgecombe, Bradhurst and Convent avenues, and across One Hundred and Fifty-second street at its intersection with the westerly side of the Western Boulevard. The materials to be used for said work to be bridge-stone of North river blue stone of the dimensions and according to the specifications now used in the Department of Public Works.

Very respectfully, C. H. T. COLLIS, Deputy Commissioner of Public Works.

Resolved, That a crosswalk of two courses, with a row of new specification stone-block pavement between the courses, be laid across One Hundred and Forty-fifth street at its intersection with the easterly and westerly sides of Edgecombe, Bradhurst and Convent avenues; and across One Hundred and Fifty-second street at its intersection with the westerly side of the Western Boulevard; the materials to be used for said work to be bridge-stone of North river blue stone, of the dimensions and according to the specifications now used in the Department of Public Works, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

UNFINISHED BUSINESS.

Alderman Olcott called up Special Order No. 2, being the report of the Rapid Transit Commissioners, as follows:

OFFICE OF THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS
FOR THE CITY OF NEW YORK, No. 256 BROADWAY, NEW YORK.

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

The Board of Rapid Transit Railroad Commissioners for the City of New York, constituted by and according to the provisions of chapter 4 of the Laws of 1891, as amended by chapters 102 and 556 of the Laws of 1892, and by chapters 528 and 752 of the Laws of 1894, has considered and determined whether it is for the interest of the public and of the City of New York that a rapid transit railway or railways for the conveyance and transportation of persons and property should be established therein, and has determined that a rapid transit railway, in addition to

those already existing, is necessary for the interests of the public and of such city, and by the concurrent votes of six members of the Board has determined and established the routes and the general plan of construction thereof, and hereby transmits to your Honorable Body a copy of its plans and conclusions as adopted, including such routes and general plan of construction.

First—The said Commissioners, immediately after their respective appointments, severally took and subscribed the oaths of office prescribed by law, which said oaths are filed in the office of the Clerk of the City and County of New York. Thereafter this Board organized by the election, on the 8th day of June, 1894, of Alexander E. Orr to be its president, and on the 28th day of June, 1894, of John H. Starin to be its vice-president, and of John Claffin to be its treasurer. The Board duly framed and adopted by-laws and established rules and regulations for the proper exercise of the powers and duties conferred upon the Board. It adopted a seal, and has kept a record of its proceedings, which at all reasonable times has been open to public inspection. This Board has, since its organization aforesaid, conducted the inquest and investigation necessary in the premises as to whether it were for the interest of the public and the City of New York that a rapid transit railway or railways for the conveyance and transportation of persons and property should be established therein; and this Board did thereupon determine as aforesaid that such a railway, in addition to those already existing, was necessary.

Second—On the 17th day of July, 1894, this Board adopted certain resolutions. All of the matters recited in the said resolutions are true as therein recited. Thereafter and on the ninth day of May, 1895, this Board, by the concurrent votes of six of its members, adopted certain resolutions to which were subjoined a copy of the said resolutions of 17th July, 1894. All of the matters recited in the said resolutions adopted on the said ninth day of May, 1895, are true as therein recited. The same set out the routes and plans of construction adopted and determined upon as aforesaid. Annexed hereto and forming a part hereof, and entitled "Resolution adopting Routes and Plan of Construction," is a copy of the said resolution with a copy thereto subjoined of the said resolutions of 17th July, 1894.

Third—This Board, in pursuance of the provisions of chapter 4 of the Laws of 1891 as amended by chapter 752 of the Laws of 1894, now hereby submits for your consideration the routes and general plan of construction of such rapid transit railway for the conveyance and transportation of persons and property in the City of New York, in addition to those already existing, as stated and set forth in the said resolutions adopted on the ninth day of May, 1895.

Fourth—This Board, in reaching the conclusions and preparing the plans which it has thus adopted, has considered a very large amount of information and argument submitted to this Board and its members by many citizens and by distinguished experts, as well as the information derived through the personal observation and investigation of the members of the Board. Since the determination of the citizens of New York in favor of municipal construction was reached at the last election, this Board and its members have been steadily engaged in the work of investigation. It has had the continued assistance of its chief engineer, Mr. William Barclay Parsons, and of consulting engineers, Messrs. Alphonse Fiteley and Theodore Cooper, associated with the chief engineer. It has been aided by the independent investigations and report of a Commission of Experts selected by this Board, consisting of the Hon. Abram S. Hewitt and Messrs. Octave Chanute, Thomas C. Clarke, William H. Burr and Charles Scoysmith.

Fifth—This Board is of the opinion that the rapid transit railway, the routes and general plan of construction of which it now submits for your consideration, can be completely built ready for operation (exclusive of the equipment, which is to be furnished by and be the property of the contractor who shall operate the same) for less than the sum of Fifty millions of dollars. Mr. Parsons, its chief engineer, has so reported; and his opinion is corroborated by the opinions of the experts employed by this Board. Along a portion of the route the character of the construction as finally determined upon by the Board is somewhat different from the plan of construction which was submitted to the Commission of Experts; but, in reaching their conclusion as to the cost of construction, the chief engineer and this Board have made due allowance for the differences between the first plan and the plan of construction finally adopted. The estimate of cost includes about six millions of dollars for the expense of removing, replacing and renewing sewers, pipes and other subsurface structures in the streets. The estimate also includes an allowance for the private property necessary to be acquired for stations and other purposes, excepting, however, such rights, if any, of abutting owners in the streets, whether in vaults or otherwise, as it may be necessary to acquire in order to secure to the contractor the right, free of lawful interruption or claim, to construct and operate the road. For such rights, in the opinion of the Board, sufficient provision is made by the Act of May 3, 1895.

Sixth—The routes adopted by this Board from Whitehall street to Fourteenth street, and from Fourteenth street on the west side to One Hundred and Eighty-fifth street, and on the east side from Fourteenth street to Forty-second street, are substantially coincident, as far as they go, with those adopted by the predecessor of this present Board and approved by your Honorable Body and by the General Term of the Supreme Court. This Board, therefore, does not deem it necessary to set out at length the considerations which have constrained it to adopt such routes. In view of the serious questions involved in the use of Broadway below Fourteenth street, this Board has given most careful consideration to the question of an alternative route in this part of the City. Study and reflection have led it to confirm the judgment of its predecessor in selecting Broadway. In the opinion of the Board, the route along Broadway from Bowling green to Thirty-fourth street is necessary to the success of the enterprise, Broadway being the main thoroughfare of the city. To the east and to the west there already exist rapid-transit facilities. Legal difficulties, apart from all questions of advantage, have prevented resort to Elm street.

The east side route from Forty-second street to One Hundred and Forty-sixth street has been placed where, in the opinion of this Board, it will best serve the interests of the growing population of the city on the east side, all the conditions being duly considered. Third and Second avenues already have elevated railroads. The proposed route carries the road north of the Harlem river to a point from which an extension of the system can be had in various directions as soon as the means for construction shall be provided. The terminal proposed is at a point convenient for the distribution of local business. It is true that from Forty-second street to a point near the Harlem river the route substantially coincides with the route of the roads using the Grand Central Depot. But those railroads, as now operated, give only slight facilities for local traffic, and at high rates of fare, whereas the elevated railroads on Second and Third avenues afford much better facilities for that traffic at a moderate rate of fare to all that part of the city lying to the east of Park avenue and below the Harlem river, and to some part, at least, of the district north of the Harlem river.

The plans formerly approved by the Supreme Court Commission included a route to the city limits on the west side, a distance of nearly six miles north of One Hundred and Eighty-fifth street, the northerly limit of the westerly route proposed by this Board; but on the easterly side the former route extended only to Forty-second street. In the opinion of the Board, it was so clearly necessary to extend the east-side route to the north as to justify it in shortening the route on the west side by the six miles north of One Hundred and Eighty-fifth street, in order to enable the Board to add five miles to the route on the east side, as has been done by extending the route from Forty-second street to One Hundred and Forty-sixth street. That portion of the west side of the city reached by the westerly route proposed by the Board at present has rapid-transit facilities far inferior to those already enjoyed on the east side, partly, at least, by virtue of the City's contribution to the sinking of the tracks on Park avenue.

Seventh—The principal features of the plan of construction are these:

1. The tracks are to be placed substantially upon a level.
2. The railway is to be placed as near the surface as street conditions will permit. This renders the road more accessible to passengers than would any other plan of construction. At nearly all of the stations the road will be reached by stairways much shorter than the shortest stairways providing access to the present elevated railroads, both on account of the grades and because, in going down to a railroad, the passenger reaches the platform before the tracks are reached, whereas on the elevated roads the platforms are reached by climbing higher than the tracks.
3. The total depth of excavation necessary for the construction of the railway and its foundations will be, in general, only about 18 feet, except in the centre of the street, where the depth will be about two feet greater. From the plan it will be seen that the elements which involve risk to the neighboring buildings have been almost completely eliminated. The possibility of such risk does not deserve consideration except in Broadway, below Thirty-fourth street. All the modern buildings on that street, and indeed all the buildings upon it except the very old ones, have foundations varying in depth from 20 to 30 feet or more. Where the house foundations extend to a greater depth than those of the railway there will be no interference with private property for the purpose of underpinning house walls; nor is any damage to abutting property to be apprehended in any case by the construction of the railway. By the proposed arrangements for the various pipes and other subsurface structures the railway will be closer to the surface of the street by about six feet than according to the plan formerly approved by your Honorable Body and by the Supreme Court.

4. Below Park place, on Broadway, the present plan includes only two tracks. These will be placed in a tunnel 25 feet wide, and in the centre of the street, and as the excavation will extend below the surface of the street only about 18 feet, old and large buildings like Trinity Church and the Astor House will not be exposed to the slightest danger.

5. The placing of the railway close to the street service permits and requires an arrangement of sewers, water-mains, gas-pipes, electric conduits and other subsurface structures in Broadway from Park place to Thirty-fourth street, which will be most advantageous to the City and to the owners of property on Broadway. The subsurface is now so crowded with pipes that it is impracticable to lay there additional mains or to increase the size of the present mains, which were laid years ago and adjusted to the requirements and conditions of other times. The immense increase in the height of buildings, which was then unforeseen, has developed such a demand for water, gas and electric power in the lower parts of the city, that the pipes and conduits are already overtaxed, so that both the authorities of the City and the companies interested in the conduits are at a loss how to meet future needs. As the construction of the railway necessitates the removal of the subsurface structures, in any case, it is

proposed, as shown by the drawings, to construct, in connection with the railway and at the side of, or beneath, the tracks, large and well-appointed galleries, in which all such pipes and conduits will be placed. These galleries, when at the side, will facilitate the better ventilation and lighting of the tunnel; and the space afforded by them will facilitate construction and repairs. But, in addition, the permanent deposit of the subsurface structures in the galleries will be a great convenience to the city and to the abutting owners. Where such galleries have been constructed, additional pipes may be laid and existing pipes inspected, altered and repaired, and new house connections made, without disturbing the surface of the street. Access to the galleries will be had through proper manholes at the intersections of streets, as well as from the railway tunnel. The renewal of the subsurface structures will be of great advantage to the City and to abutting property. The new pipes will be of the best modern type, and the leakages and injury incident to the age and character of the present pipes will be avoided. It is probable, also, that the City will avail itself of this opportunity to enlarge the sewer and water-supply pipes, but the comparatively small additional expense which would be incident to such enlargement could not be considered a part of the cost of the railway. The new mains, if thus enlarged, will provide means of supply adequate for the future as well as for the present. The proposed galleries will be carried along Broadway from Park place to Thirty-fourth street. In making a contract for the construction and operation of the railway the Board will reserve to the City all revenues to be derived from the use of the galleries for any purpose except a purpose necessary to the actual operation of the railway. The abutting owners on Broadway after the construction of the road will enjoy the great, and for New York the unprecedented, advantage of a street the surface of which need be disturbed only at long intervals of time, and then only to renew the pavements as they become worn by surface traffic.

6. The method of construction proposed by the Board is neither experimental nor untried. The work will be attacked at as many points along the route as may be considered desirable. The progress of construction will be expedited to the utmost, and the discomforts resulting therefrom reduced to a minimum. The running of the surface cars is not to be suspended. On Broadway south of Thirty-fourth street, except at Canal street, no more of the street surface is to be interfered with at one time than one-half on one side or the other of the centre line of the street. Openings are not to be more than 200 feet long, and consecutive openings are to be separated by free and undisturbed spaces of at least 500 feet.

7. The railway tracks are to be of standard gauge and the railway cars will be large and commodious.

The maps and drawings accompanying this report show the routes and general plan of construction adopted by the Board as aforesaid.

Done pursuant to resolution of the Board of Rapid Transit Railroad Commissioners for the City of New York, under the seal of the Board and the signatures of its president and secretary at the said city, this ninth day of May, one thousand eight hundred and ninety-five.

[L. S.]

LEWIS L. DELAFIELD, Secretary.

In connection herewith Alderman Olcott offered the following:

Whereas, The Board of Rapid Transit Railroad Commissioners for the City of New York, constituted pursuant to the provisions of chapter 4 of the Laws of 1891, and the acts amendatory thereof, has duly determined that a rapid transit railway, in addition to those already existing, is necessary for the interests of the public and of the City of New York, and has determined and established the routes and the general plan of construction of a rapid transit railway for the conveyance and transportation of persons and property to be established in said city in addition to the rapid transit railways already existing therein, and thereafter did transmit to the Common Council of the City of New York a copy of such plans and conclusions as adopted, including the said routes and the general plan of construction, which plans and conclusions thus adopted were received by the said Common Council on the 14th day of May, 1895, at one-thirty o'clock P. M., at a meeting of the said Common Council duly convened on such date at such hour; and

Whereas, The said Common Council did, by resolution duly adopted at said meeting, appoint a day not less than one week nor more than ten days after the receipt of such plans and conclusions for the consideration thereof, to wit, this 21st day of May, 1895, at 3 o'clock P. M.; and

Whereas, The said Common Council on this day has proceeded with the consideration of such plans and conclusions; and

Whereas, The plans and conclusions are as follows:

ROUTES AND GENERAL PLAN OF CONSTRUCTION.

Routes.

A route, the centre line of which commences at a point under the westerly line or side of Whitehall street, distant along the same 62.5 feet north from the northerly line or side of South street produced, and proceeds thence in opposite directions and along two diverging lines which form a loop at or near Battery Park and converge to parallelism at or near the westerly line or side of State street and the southerly line or side of Battery place, and all of said loop being under Battery place, Battery Park, State street, and that portion of Whitehall street which lies to the west of the centre line thereof and between the southerly line or side of State street produced and the South Ferry. The said centre line thence from said place of converging proceeds under Broadway and Union Square to Fifty-ninth street; thence under the Boulevard to a point at or near One Hundred and Twenty-fourth street; thence by viaduct along the Boulevard to a point at or near One Hundred and Thirty-fourth street; and thence under the Boulevard and Eleventh avenue to a point at or near One Hundred and Eighty-fifth street. Also a loop at City Hall Park connecting with the route aforesaid at Broadway at or near Mail street, the centre line of which loop proceeds from Broadway, under Mail street, and thence under City Hall Park, Park Row and Chambers street, to connect again with the Broadway line at Chambers street. Also a connection along Park Row, from said loop last mentioned, the centre line of said connection beginning at a point in Park Row, at the terminus of the New York and Brooklyn Bridge, thence proceeding under Park Row to Broadway, and there connecting with the said route on Broadway at or near Fulton street.

Also a route, the centre line of which shall diverge from the Broadway line at or near Fourteenth street, and run under Union Square to Fourth avenue; thence under Fourth and Park avenues to a point at or near Ninety-eighth street; thence by viaduct along Park avenue to the Harlem river; thence turning to the right, by bridge across the Harlem river, and thence turning to the left until the line shall coincide with the centre line of Walton avenue produced at or near its intersection with One Hundred and Thirty-eighth street; and thence along the line of Walton avenue to a point at or near One Hundred and Forty-sixth street.

General Plan of Construction.

For the said loop at or near Battery Park, and for the said loop at City Hall Park, and for the route from the said place of converging at or near the westerly line or side of State street and the southerly line or side of Battery place, and thence running under Broadway to near Park place, two parallel tracks, the said tracks to be placed on the same level; for the route from near Park place to Fourteenth street, and from Fourteenth street to One Hundred and Thirty-fifth street, on the west side, four parallel tracks, which shall be placed on the same level; except that wherever required by special necessities of surface or subsurface structures or other special and local necessities, the two inner tracks may be depressed below the level of the two outer tracks by a depth of not more than ten feet; for the route from One Hundred and Thirty-fifth street to One Hundred and Eighty-fifth street, on the west side, two parallel tracks on the same level; for the route from Fourteenth street to Forty-fourth street, on the east side, four parallel tracks, which shall be placed on the same level, except that wherever required by special and local necessities, as aforesaid, the two inner tracks may be depressed below the level of the two outer tracks by a depth of not more than twenty-five feet; for the route from Forty-fourth street to One Hundred and Forty-sixth street and Walton avenue, on the east side, two parallel tracks on the same level, and for the said connection under Park Row, three tracks on the same level.

The tracks shall be of standard gauge, that is to say, of a width of four feet eight and one-half inches between the rails. There shall be 12½ feet width in the tunnels and on the viaduct for each track, except that at stations, switches, turn-outs, curves and cross-overs the width may be increased to the extent permitted by the width of the tunnel, and except that on Broadway, between Eighteenth and Twenty-first streets, and between Twenty-sixth and Thirty-third streets, and wherever tide-water is encountered the width for each track may be reduced to a width not less than 11 feet. The tracks, wherever passing over or under the street, shall be placed over or under the central part of the street, except that on Park avenue, between Forty-fourth street and the Harlem river, the tracks may be placed one at each side of the railroad tunnel and viaduct now existing in Park avenue, and except that no tunnel or viaduct, or any wall or part thereof, under or along a street shall, except at stations or station approaches, and except at places of access to subsurface structures, as hereinafter provided, be within a distance of five feet of the exterior line or side of the street.

The tracks shall, in all cases, be placed in tunnels, except only that on the west side route on the Boulevard, at or near One Hundred and Twenty-fourth street, the tracks shall emerge from the tunnel and be carried upon a viaduct along the Boulevard to a point at or near One Hundred and Thirty-fourth street, and there be taken again into tunnel, and except also that on the east side route, from Ninety-eighth street to the Harlem river, and from the Harlem river to One Hundred and Forty-sixth street, the tracks shall be carried upon viaduct. Where Park avenue, above Ninety-sixth street, is already occupied by an existing viaduct, the two tracks shall be placed on separate viaducts over the street, one on each side of the existing viaduct. Wherever the tracks are changed from tunnel to viaduct or from viaduct to tunnel, the change shall be so made as to occupy or obstruct the uses of the surface of the street to the least possible extent consistent with a proper gradient for the tracks.

The roof of the tunnel shall be as near the surface of the street as street conditions and grades will permit. The tunnel shall be not less than 12 feet in height in the clear. The maximum widths of the tunnel in the clear shall be as follows: For the Battery Park loop and for the City Hall Park loop 35 feet; and for the route from the said place of converging at State street and Battery place to near Park place 25 feet; for the said connection along Park Row 50 feet; for the

route from, at or near Park place to Fourteenth street 68 feet; for the west side route from Fourteenth street to Eighteenth street 68 feet, from Eighteenth street to Twenty-first street 60 feet, from Twenty-first street to Twenty-sixth street 68 feet; for the east side route, from Twenty-sixth street to Thirty-third street 60 feet, from Thirty-third street to Thirty-fourth street 68 feet, from Thirty-fourth street to One Hundred and Twenty-fourth street 70 feet, and from One Hundred and Twenty-fourth street to One Hundred and Eighty-fifth street 50 feet; and for the east side route, from Fourteenth street to Thirty-third street, 50 feet, and from Thirty-third street to Forty-fourth street 60 feet; and for the route from Forty-fourth street to Ninety-eighth street the two tracks shall be in separate tunnels, one on each side of the present railroad tunnel in Park avenue, and each of said separate tunnels shall be 12½ feet wide. At each cross street the tunnel may, in order to provide convenient access to pipes, wires, sewers and other subsurface structures, have, within the limits of the sides, or exterior lines of such cross street or such lines produced, an additional width on each side of the route, not to exceed on each side 15 feet, and the area of additional width not on either side to approach nearer than 12 feet to either side or exterior line of such cross street. Footways between the tracks shall be provided the whole length of the line, and refuge niches shall be built in the side walls, at proper intervals, for the convenience and protection of employees. Whenever necessary for the proper support of the street surface the roof of the tunnel shall be of iron or steel girders, with brick or concrete arches supported by iron or steel columns and masonry wall, or the roof shall be a masonry arch.

Viaducts shall be built with a width of 12½ feet for each track, and with an additional width of 3 feet on each side for outside footwalks. Viaducts may be built of metal, or masonry, or both.

The Harlem river shall be crossed by a double-track drawbridge not less than 24 feet in the clear above high-water mark, with clear spans of not less than 100 feet between the centre pier and bulkhead lines, measured at right angles to the latter.

Adjacent tracks shall be connected by necessary and suitable switches and connections.

From Park place to Fourteenth street, and from Fourteenth street to Thirty-fourth street under Broadway, the pipes, wires, sewers and other subsurface structures, where the tunnel shall be in the clear not less than 68 feet wide, shall be placed in suitable galleries in the tunnel and at the outside of the exterior tracks, but any such pipes, wires, sewers or other subsurface structures may be placed in suitable galleries underneath the tracks, and wherever so placed the width of the tunnel between Park place and Thirty-fourth street shall not be more than 50 feet. Such pipes, wires, sewers and other subsurface structures shall, at any part of the said routes, be removed or disturbed only as may be necessary for the construction and operation of the railway, and, if removed or disturbed, shall be replaced under the streets in such manner and in such location as that the use and service thereof may not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them of new pipes, wires, sewers or other like structures, and for making connections between the same and adjacent buildings at any time.

The conjunction of tracks near Fourteenth street shall be effected by dividing them under Union Square, raising one and depressing the other, so that trains going in opposite directions shall not cross on the same level. Stations and station approaches shall, in general, be at the intersections of streets, and shall be built under (or if the position of the tracks so require, over) streets and immediately adjoining private abutting property, or through private property to be acquired for the purpose, or both under (or over) streets and private property as aforesaid, except that on the Boulevard stations and station approaches may be in the centre of the street. The streets under or over which stations or station approaches shall be built may include cross streets; but no part of any cross street shall be used for a station or station approach at a distance greater than seventy-five feet from the exterior line or side of the street of the route. The word "street," wherever used herein, shall include an avenue or public place.

Along the Boulevard there shall be openings in the surface of the street from the tunnel for purposes of ventilation and light. Such openings shall be guarded by convenient and ornamental inclosures. The openings shall not exceed twenty feet in width and fifty feet in length. No two openings shall be within fifty feet of one another. No opening or part thereof shall be within the limits of, or opposite to, any street intersecting the Boulevard; and within the distance of any one block on the Boulevard between any two adjacent crossing streets there shall not be more than two such openings.

The general mode of operation shall be by electricity or some other power not requiring combustion within the tunnels or on the viaducts, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour for long distances, exclusive of stops.

The manner of construction shall be by tunneling or excavations, provided that on Broadway, below Thirty-fourth street, no excavation, except at Canal street, shall disturb more than one-half of the street surface at one time, and that, except at Canal street, no opening shall exceed 200 feet in length; and that no two openings shall be within less than 500 feet from each other; and that every opening shall be bridged so as to provide for the street traffic.

Now, therefore, it is

Resolved, That the Common Council of the City of New York does hereby, pursuant to the provisions of section 5 of chapter 4 of the Laws of 1891, as amended, and by a majority vote of all the members of the said Common Council, approve such plans and conclusions, and does hereby consent to the construction of a railway in accordance therewith, and that the Mayor, Aldermen and Commonalty of the City of New York do approve such plans and conclusions, and do hereby consent to such construction.

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

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

Negative—Aldermen Randall and School—2.

Alderman Marshall called up Special Order No. 4, being the majority and minority reports of the Committee on Railroads, as follows:

The Committee on Railroads, to whom was referred the applications heretofore presented to the Common Council of the City of New York by the Third Avenue Railroad Company and the Metropolitan Traction Company, respectively, for consent to the construction, maintenance and operation of branches or extensions of their existing railroads upon, through and along Kingsbridge road and various other streets and highways described in said applications, respectfully report:

That, pursuant to notices published according to law, hearings were had on said applications, at which all persons desirous of being heard were heard.

That your Committee is of the opinion that the construction and operation of such branches or extensions as proposed will furnish much needed facilities for travel and will be of great value generally to the people of the City by adding to the taxable value of the property along the route of said extensions or branches.

That the proposed route of the petitioners is through and along the same streets and avenues, with but slight exceptions; the most notable of which is the application for the use of a portion of St. Nicholas avenue by the Metropolitan Traction Company.

That, upon careful investigation, we find that St. Nicholas avenue can be readily abandoned without injury to the petitioner, and thus the said avenue be free from the presence thereupon of street surface railways, it being adapted to driving, and the only practical method of reaching the proposed Speedway, upon which the City is about to spend millions of dollars.

That, while reporting in favor of granting the application of the Third Avenue Railroad Company, for reasons hereinafter assigned, we feel and recommend that the petition of the Metropolitan Traction Company should not be laid aside or the interests of that corporation be prejudiced, because of the fact that the use of St. Nicholas avenue for railroad purposes is asked for. If, for sufficient cause, the Board of Aldermen believes the franchise should be given to the Metropolitan Traction Company, concurring with the Railroad Committee in its views as to St. Nicholas avenue, said company should not be denied because of the present desire to include St. Nicholas avenue in its proposed route.

That at the various public hearings the preponderance of sentiment in favor of the Metropolitan Traction Company was marked and noteworthy, and seemed to call for affirmative action by your Committee favorable to the application of said company. With due and proper regard, however, for the expressed views of those who appeared before us, and with a sense of appreciation of the demands of the residents, property-owners, etc., of the territory through which the proposed road is to be operated, we feel that it would be for the greatest good to the largest number to give the grant to the Third Avenue Railroad Company. It does not seem just to the people of the city at large to consider the wishes of those directly interested in the growth of the locality in and through which the new line of street surface railroad is to traverse. We consider,

That the existing line of the Third Avenue Railroad Company passing upon the east side of the city to One Hundred and Twenty-fifth street, and across One Hundred and Twenty-fifth street to the west side of the city, will enable a much larger number of people to obtain access to the territory along the line of such branches or extensions than would be enabled to obtain access thereto by means of any other line of railway operating principally upon the west side of the city.

That the Third Avenue Railroad Company has for many years been in occupation of a large portion of the territory to be affected by the granting of said application, and the facilities for transportation which it has thus afforded have contributed materially to build up that portion of the city.

That said company has heretofore presented within the last three years two other applications to this Board which have been duly considered, requesting the granting of extensions and branches, and was the first to ask for the franchise now sought.

That it is the opinion of your Committee that the application of the Third Avenue Railroad Company should be granted for the reason also, that at any sale which may take place the proportion of gross receipts for joint business which the Third Avenue Railroad Company must needs pay

under the provisions of existing law to the successful bidder, if other than itself, is such as would admit of opposition and competition from the Metropolitan Traction Company, or other companies, but that if the application of the Metropolitan Traction Company should be granted the proportion of receipts for joint business which it would necessarily receive from the successful bidder, if other than itself, would be so excessive that no other company could afford to become a bidder at such sale, and the object of the statute under which this consent is to be sold, and which is to secure additional revenue to the City, would thereby be defeated.

Your Committee, therefore, respectfully present for adoption the following preamble and resolution:

Whereas, The Third Avenue Railroad Company, a corporation duly organized and existing under and by virtue of the laws of the State of New York, for the purpose of providing street railroad facilities for compensation, in the City of New York, has heretofore made application in writing to the Common Council of the City of New York for consent to the construction, maintenance, use and operation of a street railway upon and through streets and avenues in said city, mentioned in said application presented the 12th day of January, 1895, which application is in words and figures as follows, to wit:

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

The petition of the Third Avenue Railroad Company respectfully shows:

That your petitioner is a corporation duly organized and incorporated under the laws of the State of New York, and has constructed and now operates a line of railroad extending, among other streets, upon the Bowery, Third avenue, One Hundred and Twenty-fifth street, Manhattan street and Tenth avenue, in the City of New York.

That your petitioner proposes to construct, maintain and operate a street surface railroad for public use in the City of New York, with double tracks, connecting with the tracks of said company already constructed and as branches or extensions thereof, upon and along the surface of streets, avenues and highways in the City of New York, as follows:

From the junction of Kingsbridge road, or Broadway, and West One Hundred and Sixty-second street, connecting there by suitable curves, switches and appliances with this company's railroad upon Amsterdam avenue; running thence northerly and northeasterly through and along Kingsbridge road, or Broadway, to and across the proposed new bridge over the Ship Canal; thence northerly through and along Kingsbridge road, or Broadway, from the proposed new bridge over the Ship Canal to and across the bridge over Spuyten Duyvil Creek at Broadway; thence northerly from the bridge over Spuyten Duyvil Creek, at Broadway, through and along Broadway to the city line.

Also from the junction of West One Hundred and Twenty-fifth street and St. Nicholas avenue, connecting there by suitable curves, switches and appliances with the company's railroad upon West One Hundred and Twenty-fifth street; running thence southerly on St. Nicholas avenue to a junction of said avenue with Manhattan avenue; thence southerly over and along Manhattan avenue to West One Hundred and Sixteenth street, with all the necessary connections, switches, turn-outs, cross-overs, sidings, turn-tables and suitable stands for the convenient working of said road and for the accommodation of the company's cars which may run over the same.

Also from the junction of Kingsbridge road, or Broadway, and Riverdale avenue, running thence northwesterly and northerly through, upon and along Riverdale avenue to the city line.

Also from the junction of Manhattan street and Eleventh avenue, or Boulevard, connecting there by suitable curves, switches and appliances with this company's railroad upon Manhattan street; running thence northerly through, upon and along Eleventh avenue, or Boulevard, to the junction of Kingsbridge road, or Broadway, at or near One Hundred and Sixty-ninth street, with all the necessary connections, switches, turn-outs, cross-overs, sidings, turn-tables and suitable stands for the convenient working of said road and for the accommodation of the company's cars which may run over the same.

That your petitioner now owns and is operating in the City of New York, as part of one system, fourteen miles of railroad or thereabouts.

That said proposed extensions and branches will be about eleven miles or thereabouts in length and will become and be a part of said system and connected therewith.

That the construction of said railroad will greatly accommodate the public and promote the convenience thereof, and will afford additional and much needed facilities for travel to the territory through which said railroad will extend, and will enable your petitioner to transport persons from all points on its system over this extension as a part of a continuous line to their destination for one fare.

That the railroad proposed to be constructed, extended and maintained and operated by your petitioner, as hereinbefore set forth, is intended to be operated by any motive power other than steam locomotive power, which now or hereafter may be lawfully used or employed on its route.

Your petitioner further shows that, pursuant to the laws of this State, it is necessary for it to obtain the consent of the Common Council of the City of New York to enable it to construct, maintain and operate the railroad aforesaid, and, accordingly, your petitioner now applies to your Honorable Body for such consent.

Wherefore, your petitioner prays and makes application to the Common Council of the City of New York for its consent and permission to be granted to your petitioner, its successors, lessees and assigns, to construct, maintain and operate a street surface railroad for public use, through, upon and along the avenues, streets and highways above set forth and described, together with all necessary connections, switches, sidings, turn-outs, turn-tables, cross-overs and suitable stands for the convenient working of said railroad and for the accommodation of the company's cars which may be run over said railroad by your petitioner, its successors, lessees or assigns.

Dated NEW YORK, January 14, 1895.

THE THIRD AVENUE RAILROAD COMPANY, by ALBERT J. ELIAS, President.

Whereas, The said Common Council caused notice of such application and of the time and place when the same would be first considered to be given by copies thereof published daily for at least fourteen (14) days in two daily newspapers in the City of New York, which has been done in the following papers, to wit: "Mail and Express" and "The New York Daily Tribune," which papers were lawfully designated for that purpose by his Honor the Mayor, of said city, according to law; and

Whereas, On the 28th day of February, 1895, at two o'clock P.M., at the Chamber of the Board of Aldermen of said city, being the time and place designated in the said notice for a hearing of the Common Council of said city, said application was first considered and all who desired to be heard at said time and place were then and there heard by the Railroad Committee of said Common Council; and

Whereas, Said meeting was continued by adjournment, and a further hearing was had on March 7, 1895, at the same time and place, when said application was further considered and all those desiring to be heard at said time and place were then and there heard by said Railroad Committee of said Common Council; and

Whereas, Said Railroad Committee have rendered a report to said Common Council in favor of the granting of said application; now, therefore, pursuant to law, it is

Resolved, That the consent of the Common Council of the City of New York be and it is hereby given to the construction, use and operation of a street surface railway upon and over the streets and avenues mentioned in said application, upon the conditions hereinafter named, and as branches or extensions of the Third Avenue Railroad Company, that is to say:

"From the junction of Kingsbridge road or Broadway and West One Hundred and Sixty-second street, connecting there by suitable curves, switches and appliances with this Company's railroad upon Amsterdam avenue; running thence northerly and northeasterly through and along Kingsbridge road or Broadway to and across the proposed new bridge over the ship canal; thence northerly through and along Kingsbridge road or Broadway from a proposed new bridge over the ship canal to and across the bridge over Spuyten Duyvil creek at Broadway; thence northerly from the bridge over Spuyten Duyvil creek at Broadway through and along Broadway to the city line.

"Also from the junction of West One Hundred and Twenty-fifth street and St. Nicholas avenue, connecting there by suitable curves, switches and appliances with the company's railroad upon West One Hundred and Twenty-fifth street; running thence southerly on St. Nicholas avenue to a junction on said avenue with Manhattan avenue; thence southerly over and along Manhattan avenue to West One Hundred and Sixteenth street, with all the necessary connections, switches, turn-outs, cross-overs, sidings, turn-tables and suitable stands for the convenient working of said road and for the accommodation of the company's cars which may run over the same.

"Also from the junction of Kingsbridge road or Broadway and Riverdale avenue, running thence northwesterly and northerly, through, upon and along Riverdale avenue to the city line.

"Also from the junction of Manhattan street and Eleventh avenue or Boulevard, connecting there by suitable curves, switches and appliances with this Company's railroad upon Manhattan street; running thence northerly, through, upon and along Eleventh avenue or Boulevard to the junction of Kingsbridge road or Broadway, at or near One Hundred and Sixty-ninth street, with all the necessary connections, switches, turn-outs, cross-overs, sidings, turn-tables and suitable stands for the convenient working of said road, and for the accommodation of the company's cars which may run over the same."

—as stated in its statement filed and made part hereof. Such consent to be subject to modification by the local authorities; and be it further

Resolved, That the conditions upon which, and not otherwise, the said consent is hereby given shall be and are as follows, to wit:

First—That the right, privilege and franchise of using the said streets and avenues to construct, maintain, use and operate a street surface railroad upon the said streets as branches or extensions of the road of the applicant, shall be sold at public auction to the bidder, which shall be a duly incorporated railroad corporation of this State, organized to construct, maintain and operate a street railroad in the city, for which such consent may be given, and which will agree to give the largest percentage per annum of the gross receipts of such branches or extensions as defined by section 93

of the "Railroad Law," with adequate security by a bond or undertaking in writing and under seal, in such form and amount and with such conditions and sureties as shall be required and approved by the Comptroller of said City for the fulfillment of said agreement, and for the commencement and completion of such road according to the plan or plans and on the route fixed for its construction within the time designated and prescribed therefor by law applicable thereto.

Second—That the bidder to which the said sale shall be made shall construct and put in operation a street railroad upon said branches or extensions, with all the necessary equipments and fixtures, the motive power to be used thereon to be horse or cable power, or any other power other than steam locomotive power, which other power may be consented to by the State Board of Railroad Commissioners, but no overhead trolley shall be used south of One Hundred and Sixty-second street, nor north of One Hundred and Sixty-second street, for a longer period than ten years after it shall have been first employed. The material to be of the best possible character, and the plans of street construction, turn-tables and turn-outs to be subject to the approval of the Commissioner of Public Works of said City.

Third—That the cars shall be run upon said branches or extensions at least as frequently as required by the ordinances of the City of New York, and if the right to construct or operate such branches or extensions shall be purchased at said sale by the company applying for this consent, the same shall be operated as a part of a continuous line of the applicant, so as to enable any passenger, by transfer tickets or otherwise, to obtain the benefit of a continuous ride for one fare to or from any point on said branches or extensions, and any point on the lines of railroad of the company applying for this consent, whether the same be owned or leased by said company. And if the right to construct said branches or extensions shall be purchased at said sale by any corporation other than the applicant for this consent, the said purchaser shall deliver and receive passengers at the point of junction with the road of the applicant upon a division of earnings from such joint business, in the proportion that the length of the extensions or branches sold shall bear to the entire length of the road of the company applying for this consent, whether owned or leased, together with the mileage of such branch or extension. And if the right to construct or operate such branches or extensions shall be purchased by the company applying for this consent, the percentage to be paid upon the gross receipts on behalf of said branches or extensions shall be calculated on such portion of the gross receipts of the applicant as shall bear the same proportion to the whole amount thereof as the length of such extensions or branches shall be to the entire length of its road, owned or leased.

Fourth—That no passenger shall be charged more than five cents for a continuous ride, from or to the above branch or extension, under the conditions as to connections hereinbefore provided.

Fifth—That the company receiving the franchise and operating said railroad shall at all times keep the street between its tracks, and two feet beyond the outer rail at each side of the street, clean and free and clear from dirt and snow, to be removed by said railroad company within such period of time as may be required by the Commissioner of Street Cleaning, and if not so removed the same may be taken away by the Commissioner of Street Cleaning, the expense involved to be charged to the railroad company, and collected by the Comptroller in the manner by which moneys due the City are collected under the law.

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

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

Eighth—That the said railroad company shall apply to each car a proper fender and wheel guard, conformably to such laws and ordinances as may hereafter be enacted or adopted by the State or City authorities.

Ninth—That all cars of said railroad company shall be properly and sufficiently heated during cold weather, a failure to so heat the cars to subject the company to a penalty of ten dollars (\$10) per day for each car not so heated.

Tenth—That all laws or ordinances now in force, or which may be modified or adopted, affecting the surface railroads operating in this city, shall be strictly complied with, and especially article IV. of the General Railroad Law.

Eleventh—This consent is given upon the further conditions that the successful bidder at said sale, to whom this consent for the construction and operation of said branches or extensions shall be awarded, shall deposit at the time of said sale, with the Comptroller of said City, conducting the sale, to the order of the Mayor, the sum of \$250,000, which shall be by the said Mayor deposited in a Trust Company or National Bank of the City of New York to be selected by the said Mayor as a special deposit, subject to the conditions following:

Said money to be held as security that the said railroad, to construction of which consent is hereby given, shall be in good faith built and put in operation as contemplated by this consent within the time or times fixed by law, and, as expenditure upon said railroad for property, fixtures, machinery, street-work, equipment and franchises shall progress, said especial deposit shall be subject to drafts of the corporation engaged in said work, upon certificate of the Commissioner of Public Works that an amount equal to the amount drawn from time to time from said funds has been expended in good faith upon or for the purposes of said railroad, as herein in this section provided; and if, within the time prescribed by law from the time of said sale, said road shall not have been constructed, and be in operation, over the entire line or route, the said fund then on deposit shall be forfeited to said city, and, in case of failure on the part of any successful bidder at said sale to make such deposit at the time of such sale, a resale shall be immediately made upon the terms and conditions herein provided.

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

Whereas, The Third Avenue Railroad Company, a corporation duly organized and existing under and by virtue of the laws of the State of New York, for the purpose of providing street railroad facilities for compensation in the City of New York, has heretofore made application in writing to the Common Council of the City of New York, for consent to the construction, maintenance, use and operation of a street railway upon and through the streets and avenues in said city mentioned in said application presented the twelfth day of January, 1895, which application is in words and figures, as follows, to wit:

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

The petition of the Third Avenue Railroad Company respectfully shows:

That your petitioner is a corporation duly organized and incorporated under the laws of the State of New York and has constructed and now operates a line of railroad extending, among other streets, upon the Bowery, Third avenue, One Hundred and Twenty-fifth street, Manhattan street and Tenth avenue, in the City of New York.

That your petitioner proposes to construct, maintain and operate a street surface railroad for public use in the City of New York, with double tracks, connecting with the tracks of said company already constructed and as branches or extensions thereof, upon and along the surface of streets, avenues and highways in the City of New York, as follows:

From the junction of Kingsbridge road or Broadway and West One Hundred and Sixty-second street, connecting there by suitable curves, switches and appliances with this company's railroad upon Amsterdam avenue; running thence northerly and northeasterly through and along Kingsbridge road or Broadway to and across the proposed new bridge over the Ship Canal; thence northerly through and along Kingsbridge road or Broadway from the proposed new bridge over the Ship Canal to and across the bridge over Spuyten Duyvil creek at Broadway; thence northerly from the bridge over Spuyten Duyvil creek at Broadway through and along Broadway to the city line.

Also, from the junction of West One Hundred and Twenty-fifth street and St. Nicholas avenue, connecting there by suitable curves, switches and appliances with the company's railroad upon West One Hundred and Twenty-fifth street; running thence southerly on St. Nicholas avenue to a junction of said avenue with Manhattan avenue; thence southerly over and along Manhattan avenue to West One Hundred and Sixteenth street, with all the necessary connections, switches, turn-outs and cross-overs, sidings, turn-tables and suitable stands for the convenient working of said road and for the accommodation of the company's cars which may run over the same.

Also from the junction of Kingsbridge road or Broadway and Riverdale avenue, running thence northwesterly and northerly through, upon and along Riverdale avenue to the city line.

Also from the junction of Manhattan street and Eleventh avenue or Boulevard, connecting there by suitable curves, switches and appliances with this company's railroad upon Manhattan street, running thence northerly through, upon and along Eleventh avenue or Boulevard to the junction of Kingsbridge road or Broadway, at or near One Hundred and Sixty-ninth street, with all the necessary connections, switches, turn-outs, cross-overs, sidings, turn-tables and suitable stands for the convenient working of said road and for the accommodation of the company's cars which may run over the same.

That your petitioner now owns and is operating in the City of New York, as part of one system, fourteen miles of railroad or thereabouts.

That said proposed extensions and branches will be about eleven miles or thereabouts in length and will become and be a part of said system and connected therewith.

That the construction of said railroad will greatly accommodate the public and promote the convenience thereof and will afford additional and much needed facilities for travel to the territory through which said railroad will extend and will enable your petitioner to transport persons from points on its system over this extension, as a part of a continuous line to their destination for one fare.

That the railroad proposed to be constructed, extended and maintained and operated by your petitioner, as hereinbefore set forth, is intended to be operated by any motive power other than steam locomotive power, which now or hereafter may be lawfully used or employed on its route.

Your petitioner further shows that, pursuant to the laws of this State, it is necessary for it to obtain the consent of the Common Council of the City of New York to enable it to construct, maintain and operate the railroad aforesaid, and accordingly your petitioner now applies to your Honorable Body for such consent.

Wherefore your petitioner prays and makes application to the Common Council of the City of New York for its consent and permission to be granted to your petitioner, its successors, successor, lessees and assigns, to construct, maintain and operate a street surface railroad for public use through, upon and along the avenues, streets and highways above set forth and described, together with all necessary connections, switches, sidings, turn-outs, turn-tables, cross-overs, and suitable stands for the convenient working of said railroad and for the accommodation of the company's cars which may be run over said railroad by your petitioner, its successors, lessees or assigns.

Dated NEW YORK, January 14, 1895.

THE THIRD AVENUE RAILROAD COMPANY, by ALBERT J. ELIAS, President.

Whereas, The said Common Council caused notice of such application and of the time and place when the same would be first considered, to be given by copies thereof published daily for at least fourteen (14) days in two daily newspapers in the City of New York, which has been done in the following papers, to wit: "Mail and Express," and "The New York Daily Tribune," which papers were lawfully designated for that purpose by his Honor the Mayor of said city according to law; and

Whereas, On the 28th day of February, 1895, at two o'clock P. M., at the Chamber of the Board of Aldermen of said city, being the time and place designated in the said notice for a hearing of the Common Council of said city, said application was first considered, and all who desired to be heard at said time and place were and then and there heard by the Railroad Committee of said Common Council; and

Whereas, Said meeting was continued by adjournment and a further hearing was had on March 7, 1895, at the same time and place, when said application was further considered, and all those desiring to be heard at said time and place were then and there heard by said Railroad Committee of said Common Council; and

Whereas, Said Railroad Committee has rendered a report to said Common Council in favor of the granting of said application; now, therefore, pursuant to law, it is

Resolved, That the consent of the Common Council of the City of New York be and it is hereby given to the construction, use and operation of a street surface railway upon and over the streets and avenues mentioned in said application, upon the conditions hereinafter named, and as branches or extensions of the Third Avenue Railroad Company, that is to say:

From the junction of Kingsbridge road, or Broadway, and West One Hundred and Sixty-second street, connecting there by suitable curves, switches and appliances with this company's railroad upon Amsterdam avenue; running thence northerly and northeasterly through and along Kingsbridge road or Broadway to and across the proposed new bridge over the Ship Canal; thence northerly through and along Kingsbridge road or Broadway from a proposed new bridge over the Ship Canal to and across the bridge over Spuyten Duyvil creek at Broadway; thence northerly from the bridge over Spuyten Duyvil creek at Broadway through and along Broadway to the City line.

Also from the junction of West One Hundred and Twenty-fifth street and St. Nicholas avenue, connecting there by suitable curves, switches and appliances with the company's railroad upon West One Hundred and Twenty-fifth street; running thence southerly on St. Nicholas avenue to a junction of said avenue with Manhattan avenue; thence southerly over and along Manhattan avenue to West One Hundred and Sixteenth street, with all the necessary connections, switches, turn-outs, cross-overs, sidings, turn-tables, and suitable stands for the convenient working of said road and for the accommodation of the company's cars, which may run over the same.

Also from the junction of Kingsbridge road or Broadway and Riverdale avenue, running thence northwesterly and northerly through, upon and along Riverdale avenue to the City line.

Also from the junction of Manhattan street and Eleventh avenue or Boulevard, connecting there by suitable curves, switches and appliances with this company's railroad upon Manhattan street, running thence northerly through, upon and along Eleventh avenue or Boulevard to the junction of Kingsbridge road or Broadway, at or near One Hundred and Sixty-ninth street, with all the necessary connections, switches, turn-outs, cross-overs, sidings, turn-tables, and suitable stands for the convenient working of said road and for the accommodation of the company's cars which may run over the same, as stated in its statement filed and made part hereof. Such consent is to be subject to modification by the local authorities.

And be it further

Resolved, That the conditions upon which, and not otherwise, the said consent is hereby given, shall be and are as follows, to wit:

First—That the right, privilege and franchise of using the said streets and avenues to construct, maintain, use and operate a street surface railroad upon the said streets as branches or extensions of the road of the applicant shall be sold at public auction to the bidder, which shall be a duly incorporated railroad corporation of this State, organized to construct, maintain and operate a street railroad in the city for which such consent may be given, and which will agree to give the largest percentage per annum of the gross receipts of such branch or extension as defined by section 93 of the "Railroad Law," with adequate security by a bond or undertaking in writing and under seal in such form and amount, and with such conditions and sureties as shall be required and approved by the Comptroller of said city for the fulfillment of said agreement, and for the commencement and completion of such road according to the plan or plans, and on the route fixed for its construction, within the time designated and prescribed therefor by law applicable thereto.

Second—That the bidder to which the said sale shall be made shall construct and put in operation a street railroad upon said branches or extensions, with all the necessary equipments and fixtures, the motive power to be used thereon to be horse or cable power, or any other power other than steam locomotive power; which other power may be consented to by the State Board of Railroad Commissioners, but no overhead trolley shall be used south of One Hundred and Sixty-second street, nor north of One Hundred and Sixty-second street, for a longer period than ten years after it shall have been first employed. The material to be of the best possible character, and the plans of street construction, turn-tables and turn-outs to be subject to the approval of the Commissioner of Public Works of said City.

Third—That the cars shall be run upon such branches or extensions at least as frequently as required by the ordinances of the City of New York. And if the right to construct or operate such branches or extensions shall be purchased at said sale by the company applying for this consent, the same shall be operated as a part of a continuous line of the applicant, so as to enable any passenger, by transfer tickets, or otherwise, to obtain the benefit of a continuous ride for one fare to or from any point on said branches or extensions, and any point on the lines of railroad of the company applying for this consent, whether the same be owned or leased by said company. And if the right to construct said branches or extensions shall be purchased at said sale by any corporation other than the applicant for this consent, the said purchaser shall deliver and receive passengers at the point of junction with the road of the applicant upon a division of earnings from such joint business, in the proportion that the length of the extensions or branches sold shall bear to the entire length of the road of the company applying for this consent, whether owned or leased, together with the mileage of such branch or extension. And if the right to construct and operate said branches or extensions shall be purchased by the company applying for this consent, the percentage to be paid upon the gross receipts on behalf of said branches or extensions shall be calculated on such portion of the gross receipts of the applicant as shall bear the same proportion to the whole amount thereof as the length of such extensions or branches shall be to the entire length of its road, owned or leased.

Fourth—That no passenger shall be charged more than five cents for a continuous ride upon, from or to the above branch or extension, under the conditions as to connections hereinbefore provided.

Fifth—That the company receiving the franchise and operating said railroad shall at all times keep the street between its tracks, and two feet beyond the outer rail at each side of the street, clean and free and clear from dirt and snow; to be removed by said railroad company within such period of time as may be required by the Commissioner of Street Cleaning; and, if not so removed, the same may be taken away by the Commissioner of Street Cleaning, the expense involved to be charged to the railroad company, and collected by the Comptroller in the manner by which moneys due the city are collected under the law.

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

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

Eighth—That the said railroad company shall apply to each car a proper fender and wheel guard, conformably to such laws and ordinances as may hereafter be enacted or adopted by the State or City authorities.

Ninth—That all cars of said railroad company shall be properly and sufficiently heated during cold weather, a failure to so heat the cars to subject the company to a penalty of ten dollars (\$10) per day for each car not so heated.

Tenth—That all laws or ordinances now in force, or which may be modified or adopted,

affecting the surface railroads operating in this city, shall be strictly complied with, and especially article IV. of the General Railroad Law.

Eleventh—This consent is given upon the further conditions that the successful bidder at said sale, to whom this consent for the construction and operation of said branches or extensions shall be awarded, shall deposit at the time of said sale with the Comptroller of said City, conducting the sale, to the order of the Mayor, the sum of \$250,000, which shall be by the said Mayor deposited in a trust company or National bank of the City of New York, to be selected by the said Mayor, as a special deposit subject to the conditions following:

Said money to be held as security that the said railroad, to construction of which consent is hereby given, shall be in good faith built and put in operation as contemplated by this consent within the time or times fixed by law, and as expenditures upon said railroad for property, fixtures, machinery, street work, equipment and franchises shall progress, said special deposit shall be subject to drafts of the corporation engaged in said work, upon certificate of the Commissioner of Public Works that an amount equal to the amount drawn from time to time from said funds has been expended in good faith upon or for the purposes of said railroad, as herein in this section provided; and if, within the time prescribed by law from the time of said sale, said road shall not have been constructed, and be in operation, over the entire line or route, the said fund then on deposit shall be forfeited to said city, and, in case of failure on the part of any successful bidder at said sale to make such deposit at the time of such sale, a resale shall be immediately made upon the terms and conditions herein provided.

The Committee on Railroads, to which was referred the application of the Metropolitan Street Railway Company, bearing date February 11, 1895, for the consent of the Common Council to the construction, maintenance and operation of branches or extensions of its existing railroad upon, through and along Manhattan avenue, St. Nicholas avenue, Kingsbridge road, the Boulevard and other streets and highways particularly described in said Company's petition, do respectfully

REPORT:

That the Common Council gave public notice of such application, and of the time and place when the same would be first considered, by causing the said notice to be published daily for at least fourteen days prior to the hearing in two daily newspapers in the City of New York, to wit: in the "Press" and in the "Morning Advertiser," which papers were first designated for that purpose by his Honor the Mayor of the City, and that pursuant to such public notice, given as aforesaid, on March 14, 1895, and at public meetings held in pursuance thereof, whereat all persons so desiring were given an opportunity to be heard, and were heard, the said application was first duly considered by the Railroad Committee of the Common Council.

That your Committee is of opinion that the construction, maintenance and operation of the branches or extensions applied for by the Metropolitan Street Railway Company will furnish much-needed facilities for travel, and will be of great value generally to the public of the upper portions of the City of New York by furnishing additional means of railroad transportation in a locality which is at present without street railroads, and by such construction, and the subsequent improvement of abutting property, adding to the taxable value of property along the route of the proposed extensions or branches.

That the lines of railroad travel operated by the Metropolitan Street Railway Company, reaching as they do the southern portion of the City of New York by means of cable railroads on the easterly and westerly side of the City, to wit: on Columbus and Lexington avenues, connecting with the main Broadway cable line, and the transportation over the said railroads and the extensions hereby applied for, for a single fare of five cents, present superior advantages to the public at large over the application of the Third Avenue Railroad Company, which is now pending before this Board, and your Committee is of opinion that the public generally will receive greater benefit from the use of the lines of the said Metropolitan Street Railway Company, together with its system of transfers, than can be furnished by the Third Avenue Railroad Company.

That, in the opinion of your Committee, there is nothing in the claim advanced by the Third Avenue Railroad Company that its application should be granted on the alleged ground that at any sale which may take place, the proportion of the gross receipts for joint business which the Third Avenue Railroad Company must needs pay, under the provisions of existing law, to the successful bidder if other than itself is such, as would admit of competition with the Metropolitan Street Railway Company, for the reason that the percentage to be received by any successful bidder other than the two companies above-named, who should operate the road as an independent railroad, is so small, in view of the absence of local traffic in this portion of the city, that there would not remain a sufficient proportion of the gross receipts from such joint business as would be sufficient in amount to enable any independent company to operate the extensions or branches applied for with any profit or with a reasonable probability of earning its operating expenses.

In view, however, of the strenuous opposition offered by the owners of property upon St. Nicholas avenue, between One Hundred and Forty-fifth street and One Hundred and Sixty-ninth street, to the construction of any railroad in front of their property, on the ground that such railroad construction would interfere with and impede the use of said street for driving purposes and as an entrance to the Speedway, your Committee has determined to omit so much of the application of the Metropolitan Street Railway Company as would include this portion of St. Nicholas avenue. Although some opposition has been raised by property-owners on Kingsbridge road and on St. Nicholas avenue, south of this particular portion, to such elimination, still the Metropolitan Street Railway Company has secured the consents of property-owners south of One Hundred and Forty-fifth street to an amount far in excess of that required by law and exclusive of property owned by the City of New York, and your Committee is of opinion that the Metropolitan Street Railway Company, by reason of its connections to be made by way of the Amsterdam Avenue Line and One Hundred and Twenty-fifth street, will be enabled to furnish the Kingsbridge road property-owners sufficient transportation facilities for many years to come, while the contemplated facilities for the St. Nicholas avenue owners should be satisfactory for all immediate demands.

That at the various public hearings the voices of the residents of the districts through which said proposed extension would run, and who would be the constant patrons of such proposed extensions, were practically unanimous in favor of the Metropolitan Street Railway Company; hence, we believe, other things being equal, the demands of such residents should be respected and complied with.

Your Committee therefore respectfully report that the application of the Metropolitan Street Railway Company should be granted, except so far as to omit that portion of St. Nicholas avenue which lies between One Hundred and Forty-fifth street and One Hundred and Sixty-ninth street, and therefore submit the accompanying preambles and resolutions for adoption:

Whereas, The Metropolitan Street Railway Company, pursuant to the provisions of the Railroad Law, heretofore, and by petition bearing date February 11, 1895, made application in writing to the Common Council of the City of New York for its consent to be granted to said Metropolitan Street Railway Company, its successors, lessee or assigns, to extend, construct, operate and maintain a street surface railroad in the City of New York, connecting with the tracks of said company already constructed, and as extensions or branches thereof, on the streets, avenues, boulevards and highways hereinafter named; and

Whereas, The Common Council gave public notice of such application, and of the time and place when the same would be first considered, by causing the said notice to be published daily for at least fourteen days prior to the hearing in two daily newspapers in the City of New York, to wit, in the "Press" and in the "Morning Advertiser," which papers were first designated for that purpose by the Mayor of said city; and

Whereas, After public notice, given as aforesaid, and at public meetings duly held in pursuance of such notice, whereat all persons so desiring were given an opportunity to be heard, and were heard, such application has been first duly considered by the Railroad Committee of the Common Council, and which has reported in favor of granting the petitioners' application; and

Whereas, It satisfactorily appears that the length of the petitioners' line of railroad is eighty-one and sixty-one one-hundredths miles, and the length of the extensions or branches hereinafter named are twelve and six-tenths miles, or thereabouts; it is therefore

Resolved, That the consent of the Common Council of the City of New York be and it hereby is given to the Metropolitan Street Railway Company to construct, maintain and operate a double track street surface railroad for public use as extensions or branches of the road of said company in or upon the following streets, avenues, boulevards and highways in the City of New York, as follows:

Commencing at the company's existing railroad at the junction of One Hundred and Sixteenth street and Manhattan avenue, and connecting there by suitable curves, switches and appliances with the existing railroad upon the said street and avenue; running thence northerly in or upon Manhattan avenue to the junction of said avenue with St. Nicholas avenue; running thence northerly in or upon St. Nicholas avenue to One Hundred and Forty-fifth street; thence westerly along One Hundred and Forty-fifth street to the Boulevard; thence northerly in or upon the Boulevard or Eleventh avenue to the junction thereof with Fort George avenue.

Also from the junction of the Boulevard or Eleventh avenue, at or near One Hundred and Sixty-ninth street; running thence northerly and northeasterly in or upon Kingsbridge road or Broadway, to and across the new bridge over the Ship Canal; thence northerly through, upon or along Kingsbridge road, or Broadway, from the said new bridge over the Ship Canal to and across the bridge over Spuyten Duyvil creek, at Broadway, and thence northerly from the said bridge over the Spuyten Duyvil creek, at Broadway, in or upon Broadway to the northerly line of the City of New York.

Also from the junction of One Hundred and Forty-fifth street and the Boulevard, running thence southerly in or upon the Boulevard, or Eleventh avenue, to One Hundred and Twenty-fifth street, and running thence easterly in or upon One Hundred and Twenty-fifth street to Amsterdam avenue, there to connect by suitable curves, switches and appliances with the existing railroad upon Amsterdam avenue.

Also from the junction of One Hundred and Forty-fifth street and St. Nicholas avenue, running thence easterly in or upon One Hundred and Forty-fifth street to the Harlem river, with double tracks in each of said streets, avenues, boulevards and highways.

Together with all such necessary connections, switches, sidings, turn-outs, turn-tables, cross-overs and suitable stands as shall be necessary for the convenient working of the said railroad and for the accommodation of the cars which may be run over the same.

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

That this consent of the Common Council to the construction, maintenance and operation of a street surface railroad as extensions or branches of the Metropolitan Street Railway, shall be sold at public auction to the bidder, which shall be a duly incorporated railroad corporation of this State, organized to construct, maintain and operate a street surface railroad in the City of New York, for which this consent may be given, and which shall agree to give the City the largest percentage per annum of the gross receipts of such branch or extension, as defined by section 93 of the Railroad Law of this State.

Second—Resolved, That cars shall be run upon such extensions or branches as frequently as the ordinances of the City of New York may require; and if the right to construct and operate such extensions or branches shall be purchased at said sale by the company applying for this consent, the same shall be operated as part of the continuous line of the applicant, so as to enable any passenger, by transfer tickets or otherwise, to obtain the benefit of a continuous ride, for one fare, to and from any point on said extensions or branches, or to any point on the lines of the railroad company applying for this consent, whether the same be owned or leased by said company. And if the right to construct and operate such extensions or branches shall be purchased at such sale by any corporation other than the applicant for this consent, such purchaser shall deliver and receive passengers without extra charge or compensation at the point or junction with the road of the applicant, upon a division of earnings from such joint business, in the proportion that the length of the extensions or branches so sold shall bear to the length of the road of the company applying for this consent, whether owned or leased, together with the mileage of such extensions or branches.

This consent is further conditioned that if the right to construct and operate such extensions or branches shall be purchased by the company applying for this consent, the percentage to be paid upon gross receipts on behalf of such extensions or branches shall be calculated upon such portion of the gross receipts of the applicant as shall bear the same proportion to the whole amount thereof as the length of such extensions or branches shall bear to the entire length of the road owned or leased.

Third—This consent is further conditioned that no passenger shall be charged more than five cents for a continuous ride upon, from or to the above branch or extension under the conditions as to connections herein in this consent provided.

Fourth—This consent is also given upon the condition that such extensions or branches may be operated by any power other than horse power or locomotive steam power, or the overhead trolley, and which last-mentioned power may be used only for a period of ten years from the date of the granting of the franchise, and only on that portion of the route above One Hundred and Sixty-second street.

Fifth—That the company receiving the franchise and operating said railroad shall, at all times, keep the street between its tracks, and two feet beyond the outer rail at each side of the street, clean and free and clear from dirt and snow, which must be removed by said railroad company within such period of time as may be required by the Commissioner of Street Cleaning; and if not so removed, the same may be taken away by the said Commissioner of Street Cleaning, and the expense involved shall be charged to the railroad company and collected by the Comptroller in the manner moneys due the city are collected under the law.

Sixth—That the Commissioner of Street Cleaning shall be permitted to use the tracks of the railroad company along the entire line of the road, with its connections, between the hours of one o'clock A. M. and five o'clock A. M., running on said roads proper vehicles to points along the line, or to the end of the route, if deemed necessary; such use of tracks not to interfere, however, with the operation of the cars of the said railroad company, or its schedule of time for the running of cars.

Seventh—That said railroad company shall pave the street along the route between the rails of its tracks and two feet in width outside of its tracks, to conform in all respects to the character of the pavement laid down on said street or streets, and keep the same in proper condition and repair; and if not so done the Commissioner of Public Works may have it done at the expense of the said railroad company, the amount to be collected by the Comptroller under due process of law.

Eighth—That the said railroad company shall apply to each car a proper fender and wheel guard, which shall conform to such laws and ordinances as may hereafter be enacted or adopted by the City authorities.

Ninth—That all cars of said railroad company shall be properly and sufficiently lighted and heated in such manner as may be required by the ordinances of the City of New York.

Tenth—That all laws or ordinances now in force, or which may be adopted, affecting the surface railroads operating in this city, shall be strictly complied with, and especially article IV. of the General Railroad Law.

Eleventh—This consent is given upon the further conditions that the successful bidder at said sale, to whom this consent for the construction and operation of said branches or extensions shall be awarded, shall deposit at the time of said sale, with the Comptroller of said city, conducting the sale, to the order of the Mayor, the sum of \$250,000, which shall be by the said Mayor deposited in a trust company or National bank of the City of New York, to be selected by the said Mayor, as a special deposit subject to the conditions following:

Said money to be held as security that the said railroad, to the construction of which consent is hereby given, shall be in good faith built and put in operation, as contemplated by this consent, within the time or times fixed by law, and, as expenditures upon said railroad for property, fixtures, machinery, street-work, equipment and franchises shall progress said special deposit shall be subject to drafts of the corporation engaged in said work, upon certificate of the Commissioner of Public Works that an amount equal to the amount drawn from time to time from said funds has been expended in good faith upon or for the purposes of said railroad, as herein in this section provided; and if, within the time prescribed by law from the time of said sale, said road shall not have been constructed, and be in operation, over the entire line or route, the said fund then on deposit shall be forfeited to said city, and, in case of failure on the part of any successful bidder at said sale to make such deposit at the time of such sale, a resale shall be immediately made upon the terms and conditions herein provided.

BENJAMIN E. HALL, JOHN JEROLMAN, Committee on Railroads.

Alderman Marshall moved the adoption of the majority report.

Alderman Goodman moved that the report and resolutions be considered seriatim, i. e., section by section.

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

Alderman Windolph moved that the majority report be made a special order for Tuesday, May 28, 1895.

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

Affirmative—The President, the Vice-President, Aldermen Burke, Dwyer, Goetz, Goodman, Goodwin, Hackett, Hall, Kennefick, Noonan, Olcott, Randall, Robinson, Schilling, School, Ware, Wines, and Woodward—19.

Negative—Aldermen Brown, Campbell, Clancy, Lantry, Marshall, Muh, Murphy, Oakley, O'Brien, Parker, Tait, and Wund—12.

Alderman Goodman moved that the hour for the consideration of the above special order be fixed for 3 o'clock P. M.

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

The President announced that the minority report would take the same course.

MOTIONS AND RESOLUTIONS AGAIN RESUMED.

Alderman Marshall moved that the Board do now adjourn.

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

And the President declared that the Board stood adjourned until Tuesday, May 28, 1895, at 1 o'clock P. M.

WILLIAM H. TEN EYCK, Clerk.

ARMORY BOARD COMMISSIONERS.

CITY HALL, May 16, 1895.

A meeting of the Armory Board was held this day, at three o'clock P. M., at the office of the Mayor. Present—The Mayor, the President of the Department of Taxes and Assessments, and the Commissioner of Public Works.

The minutes of the meeting of April 23 were read and approved.

The following report was received:

To the Armory Board: The Special Committee, to whom was referred, on April 23, the consideration of plans of Ninth Regiment Armory, report that they have had several conferences with the Superintendent of Buildings, who has given the matter much attention, and submit herewith a communication from him (Appendix A), stating that the architects have submitted amended plans, making all the requisite changes, both at the sally-port and entrance, to insure good construction, and carry out the plans accepted by the Armory Board for this structure, and that he will allow the work to proceed upon advice from the Armory Board.

The architects have been before your Committee in regard to the amended plans, and we submit herewith a report from them (Appendix B), showing amendments as approved by the Superintendent of Buildings.

The contractor, being present at the same time, advises your Committee that no extra work has been done up to this time for which any claim against the City will be made, and that the plans as amended by the architects and referred to the Superintendent of Buildings are satisfactory to him, and he agrees—as will be shown by Appendix C—that he will carry them out without additional expense.

Your Committee feel that the whole difficulty in the matter has arisen from the changing of the plans by the architects, during the progress of the work, and the work so proceeding by the contractor, under the inspection of the Clerk of the Works, without the knowledge or consent of the Armory Board.

The Superintendent of Buildings informs your Committee that he has appointed a competent inspector to represent the Building Department and supervise the future construction of the Armory.

The Superintendent of Buildings advises the necessity of the Clerk of the Works—the representative of the Armory Board on the work—enforcing a strict compliance, by the contractor, with the terms of the contract and specification.

Your Committee recommend that the work be allowed to proceed under the amended plans, as approved by the Superintendent of Buildings, and the understanding that the contractor makes no claims for extra work up to this date, or that any claim for extra work will be incurred on account of such changes as are shown by the amended plans and herein referred to.

Respectfully submitted, E. P. BARKER, President, Department Taxes and Assessments; WILLIAM SEWARD, Senior Colonel.

DEPARTMENT OF BUILDINGS, NEW YORK, May 7, 1895. Hon. E. P. BARKER, Secretary of the Armory Board.

DEAR SIR—I can now report that Messrs. Cable & Sargent have made all the requisite changes at both sally-port and entrance to the Ninth Regiment Armory, on Fourteenth street, to insure good construction and the carrying out of the plans accepted by your Board for this structure. It will give me pleasure to allow this work to go ahead on receiving advice from you that this is your desire.

Any further information I can give your Board will be freely given.

Yours very truly, STEVENSON CONSTABLE, Superintendent of Buildings.

NEW YORK, May 9, 1895. EDWARD P. BARKER, ESQ., Secretary, Armory Board.

DEAR SIR—In regard to the Ninth Regiment Armory Building, and the slight changes suggested by Mr. Constable, we beg to say that we have filed with the Building Department drawings showing the following amendments:

Brick-up the windows in basement of tower; carry up brick off-set in foundation, and add eight inches of brick-work to first story wall; close side windows in first story of tower; put in bond stones at spring of arches and at every third course at corners of tower; put iron beams on either side of sally-port arch; close windows on either side of arch; put through bond stones at spring of arch.

We now find that these amendments have been duly approved by the Building Department.

Yours respectfully, W. A. CABLE, E. O. SARGENT, Architects.

NEW YORK CITY, May 11, 1895. Hon. E. P. BARKER, Secretary, Armory Board, New York City.

DEAR SIR—I have received the revised plans and specifications for the Ninth Regiment Armory by the Superintendent of Buildings, Mr. Stevenson Constable, and will perform the several alterations as shown in the plans; and will not demand any extra compensation for the same, as I am anxious to proceed with the work, and now await the order of the Armory Board to commence.

Yours respectfully, JAMES D. MURPHY.

Mr. James D. Murphy, contractor for the Ninth Regiment Armory, submitted a sketch of the cast-iron reinforcing cases for five (5) windows in tourelles, as required by the Superintendent of Buildings, and proposed to furnish the same in position for the sum of four hundred and twenty-five dollars (\$425).

Whereupon the Commissioner of Public Works offered the following:

Resolved, That the report of the Special Committee on Ninth Regiment Armory, this day received, be accepted and the recommendations therein made, be adopted, and that the contractor be authorized to proceed with the work under the amended plans approved of by the Superintendent of Buildings, and that he be authorized to place cast-iron frames in windows, at an expense not exceeding four hundred and twenty-five dollars (\$425).

Which was adopted by the following vote: Ayes—The Mayor, the President of the Department of Taxes and Assessments, and the Commissioner of Public Works.

The President of the Department of Taxes and Assessments presented a lien, filed by August Kirchner, for the sum of three hundred and three dollars and eighty-four cents (\$303.84), on contract of John F. Johnson, for the erection of the armory building on the easterly side of Madison avenue, between Ninety-fourth and Ninety-fifth streets.

The Secretary was requested to notify the Comptroller of the same.

The President of the Department of Taxes and Assessments presented an application and affidavit from John Watson, administrator for Horatio Watson, deceased, for the payment to him of six thousand one hundred and twenty dollars (\$6,120), with the architect's certificate that the work had been performed in accordance with the contract and specifications, on account of his contract for new galleries in the Twelfth Regiment Armory, and offered the following:

Resolved, That the Comptroller be authorized to pay to John Watson, administrator, the sum of six thousand one hundred and twenty dollars (\$6,120), as per accompanying voucher, on account of contract for new galleries in the Twelfth Regiment Armory.

Which was adopted by the following vote: Ayes—The Mayor, the President of the Department of Taxes and Assessments, and the Commissioner of Public Works.

On motion, adjourned.

E. P. BARKER, Secretary.

THE BOARD OF POLICE.

The Board of Police met on the 10th day of May, 1895. Present—Commissioners Roosevelt (President), Andrews, Grant and Parker.

The following reports were ordered on file: Superintendent, leaves of absence granted under Rule 154. Captain McCulloh, Twentieth Precinct, on character of John Kommer, No. 392 Eleventh avenue; copy to Board of Excise. Captain Brooks, Twenty-ninth Precinct, on complaint of S. A. Nicholson, No. 49 West One Hundred and Thirty-fourth street, relative to refuse dumped on vacant lots, One Hundred and Thirty-fifth street, between Fifth and Lenox avenues. Sergeant Dean, Twenty-seventh Precinct, on accident to patrol wagon. Contagious diseases in families of Patrolman Thomas Stanton, Fifteenth Precinct, and Patrolman Peter Hagan, Twentieth Precinct. Death of Patrolman Edward C. Freely, Detective Bureau, on 8th instant.

The following report of the Treasurer's Bookkeeper was referred to the Treasurer: Statement of unexpended balances. Statement of condition of Police Pension Fund. Receipts from Steam Boiler Inspectors: January, \$1,044; February, \$902; March, \$1,042; April, \$1,114; to pay the same into the Pension Fund.

New York Supreme Court—The People ex rel. John J. Sullivan against Board of Police. Writs of certiorari. Referred to Counsel to the Corporation.

New York Superior Court—The People ex rel. James Corbely against the Board of Police. Writ of certiorari. Referred to the Counsel to the Corporation.

The following applications for retirement on account of twenty-years' service were denied: Patrolmen Michael Nolan, Eighth Precinct; Edward J. Smith, Fourth Court; Thomas Phelan, Central Office; John Meagher, Thirty-seventh Precinct; Michael Sullivan, Thirty-seventh Precinct; James Riley, Thirty-seventh Precinct.

Following applications and communications were ordered on file: Amy Adams, widow of Charles D. Adams, late patrolman, for assistance; Sarah S. Richmond, Superintendent Sheltering Arms, relative to Patrolman Thomas Collins; Fanny Morris Ward, relative to Patrolman Francis Hagan, Thirty-seventh Precinct; H. C. D. Harris, asking retention of Patrolman Thomas E. Coughlin, Second Precinct, at Liberty street crossing; E. J. K., stating that corruption fund has been contributed to defeat Police Reorganization Bill; Elbridge T. Gerry, relative to Patrolman John R. Spencer, Twenty-first Precinct; Judson Kilpatrick Post No. 143, G. A. R., recommending promotion of Abram Vosbergh, Thirtieth Precinct; J. Harmon Ashley, relative to Patrolman Thomas E. Coughlin, Second Precinct; application of Mary E. Corey, widow of John E. Corey, late patrolman, for pension; referred to Committee on Pensions.

Following applications for permission to withdraw applications for retirement were granted: Patrolman Michael Phelan, Twenty-second Precinct; William Thompson, Thirty-third Precinct; Alfred Cook, Sanitary Company.

Communication from "Civil Service Man," relative to examinations for appointment as patrolman, was referred to Commissioner Grant.

Following communications were referred to Chief Clerk: Josephine Shaw Lowell, asking information from census of number of men, women and children inhabiting block, Fiftieth street between Ninth and Tenth and Eleventh avenues; to answer that the request has been referred to Commissioner Roosevelt to obtain the information from Health Department. D. E. Gaddis, Clerk School Trustees, Twelfth Ward, asking for detailment of officers at each school; to inclose copy of report upon the subject, and to say that Mr. Gaddis may call on any Commissioner relative to the subject. E. D. Chamberlain, Managing Editor "World," asking permission to present medals to three members of the Police Force, to be designated by the Board of Police, for courage, fortitude and skill during the past year; to acknowledge and state that the Board appreciate the purpose and is glad to have outside recognition of acts of gallantry and will give permission to any members of the force selected by the editor of the "World" to receive the medals. Counsel to Corporation, asking attendance at his office of Patrolman Charles H. Webb, Central Office; also relative to returns in cases of Frederick Timme and George H. Murray.

The following communications were referred to Commissioner Andrews: Importers' and Traders' Bank, acknowledging receipt of notice of election of Commissioner Andrews as Treasurer, and asking for signature; "Disgusted Policeman," relative to rejection of William H. Kilgannon.

Following communications were referred to Committee on Repairs and Supplies: Rev. E. E. James, recommending employment of trained nurses as Police Matrons, with the suggestion that the

committee, when acting, consult with Mrs. Josephine Shaw Lowell; P. F. Donohue, proposal to sell property at Bedford Park for station-house purposes; Robert A. Corregan, publisher "Commercial Advertiser," asking for brief advertisements of notices in CITY RECORD; J. H. Butler, Inspector, weekly report on construction of patrol wagons; J. M. Gunst, proposals to furnish disinfectants.

Communication from A. Lincoln Westcott, offering services when extra counsel may be needed, was referred to Counsel to the Corporation.

Report of Surgeon Dexter that he has ordered Edward P. McCann, First Precinct, on sick list, for insanity, was referred to Board of Surgeons for examination and report. Application of Captain William K. Haughey, Twenty-second Precinct, for twenty days' leave of absence, on account of ill health, was referred to Board of Surgeons for report. Application of Captain M. F. Schmittberger, Thirty-fifth Precinct, for leave of absence to go to Carlsbad, on account of ill health, was referred to the Board of Surgeons for investigation as to his physical condition, both as to allowing this application and seeing whether his physical condition is now such as to call for his retirement.

Resolved, That the bill of J. V. Haring, ten dollars, for engrossing, be and is hereby ordered to be paid by the Treasurer.

Resolved, That the bill of the Secretary of State, six dollars and eighty-five cents, for certified copy of chapter 569, Laws of 1895, be and is hereby ordered to be paid by the Treasurer.

Resolved, That the Treasurer be and is hereby directed to pay over to the Police Pension Fund the following sum of money for April, 1895: For fines imposed, one thousand one hundred and seventy-nine dollars and eighty-four cents; for absence without pay, six hundred and twenty-four dollars and forty-three cents; for sick time deducted, five thousand seven hundred and twenty-five dollars and nine cents; for two per cent. deducted, eight thousand five hundred and sixteen dollars and seven cents—total, sixteen thousand and forty-five dollars and seven cents.

Resolved, That the transfers of May 9, as follows, be and are hereby approved: Roundsman Patrick H. McGirr, from Central Office, by the Superintendent; Patrolman Michael W. Tierney, Second Precinct to Central Office, in office of Commissioner Roosevelt.

Appointment—Special Policeman: Frederick Jacobs, for Alfred Cranston, Postal Telegraph Building.

Following communications were referred to the Superintendent for report: From the Mayor, inclosing communication from "Ill treated Wife," concerning an alleged policy dealer northwest corner Eighty-fourth street and Second avenue. Street Cleaning, inclosing statement from Good Government Club of ash cans and barrels on sidewalks in East Thirty-second and Thirty-fourth streets and others. Board of Excise, license revoked John J. Clark, Nos. 502-504 Sixth avenue; asking character of Thomas Kearns, southeast corner of Third and Pelham avenues; on violation of Excise Law at No. 183 East One Hundred and Fourth street. Richard New, No. 839 Sixth avenue, and others, concerning Detective Sergeants Vallery and Evanhoe. H. Abell, calling attention to licenses for certain hotels used as disorderly houses; also complaining of insufficient police protection on West Greenwich and Washington streets. John Cooney, complaint of pool-room kept by "The Allen," No. 477 Fourth avenue. W. H. Herbert, recommending that it be made the duty of the police to assist in removing trucks which have by accident become crippled on surface railroad tracks, etc. Armand Putz, proposing to furnish military band for Police parade. Patrolman George Nicholson, asking detail to office of Commissioner of Street Improvements, Twenty-third and Twenty-fourth Wards. Charles Bruot, France, relative to his wife. John C. Coleman, charges of incompetency against Captain Gallagher, Twenty-fourth Precinct, in permitting liquor stores to remain open in violation of Sunday Law; to investigate and prefer charges if proper, and report. Florence Mahan, complaint of prostitutes on West Third street from MacDougal to Sixth Avenue. Anonymous, "A Decent Citizen," complaint of disorderly house No. 25 Allen street. Anonymous, objecting to policeman presenting subscription papers. Anonymous, "A Neighbor," complaint of obstruction to fire-escape No. 410 Fourth avenue. Anonymous complaint against occupants of premises No. 186 Forsyth street. Chinese Concert Company, asking appointment of Gebhardt L. Blucher as special policeman.

Details by the Superintendent under Rule 32—filed.

Resolved, That all promotions hereafter made in the Police Department shall be based upon the records and merit of the men; in cases where two officers have equally good records the officer credited with the longest service shall have precedence.

Resolved, That the Chief Clerk be ordered to file with records of officers a memorandum of any communication relative to good conduct of such officer.

On reading and filing communication from Edward S. Clinch and others, indorsing application of Dr. Marvin R. Palmer for appointment as Police Surgeon, it was Resolved, that the Chief Clerk notify the indorsers that the details for the examinations for admission to the service have not yet been formulated by the Commissioners, but that no competent man will be discharged to make a vacancy for anybody, and that no one will be appointed save after an open competitive examination, and strictly on the basis of his merit as shown; no heed will be paid to political or religious consideration in making any appointment.

Resolved, That a badge be adopted for the use of the Commissioners of Police in accordance with design submitted, and that four be obtained at a cost of fifteen dollars each, the same to remain the property of the Department.

Resolved, That any paper requiring the action of the Counsel to the Corporation be referred to one member of this Board to be designated by the President; the papers to be forwarded by such member and he to report the titles thereof at the next meeting of the Board. The President designated Commissioner Parker, and in his absence the Chief Clerk to apply to some other Commissioner to perform such duty.

On reading communication from the Mayor giving notice of a hearing on a bill introduced by Mr. Ainsworth, known as the Ainsworth Supplemental Bill to amend sections 250 and 252 of New York City Consolidation Act, Resolved, That the Board of Police appear in a body before the Mayor to protest against this legislation as thoroughly vicious and unwise.

Resolved, That Saul J. Rosenthal be employed temporarily as typewriter to Commissioner Roosevelt, with compensation of twelve hundred dollars per annum, from May 6, 1895.

Resolved, That Minnie Gertrude Kelly be and hereby is appointed Clerk to Commissioner Roosevelt, with compensation of seventeen hundred dollars per annum, to take effect from May 9, 1895.

On reading and filing communication from Board of Electrical Control, dated May 9, 1895, stating that subways for low-tension electrical conductors had been ordered as follows: Eighth street, between Broadway and Sixth avenue; Maiden lane, from Pearl to John street; Eighth street, from University place to east side of Third avenue; Thirtieth street, from southwest corner Broadway to west side of Seventh avenue; Fourteenth street, from Broadway to east side of Third avenue; Twenty-sixth street, from northeast corner Broadway to east side of Fourth avenue; Columbus avenue, from One Hundredth to One Hundred and Seventh street; Washington street, from Duane to Spring street; Washington street, from Chambers to Duane street; Duane street, from Washington to Hudson street; Hudson street, from Duane to Worth street; Fifth avenue, from Twelfth to Twenty-third street; Seventy-first street, from Fourth to Lexington avenue; Madison avenue, from Seventy-ninth to One Hundred and Fourth street; Bowery, from East Houston street to Fourth avenue; Fourth avenue, from Bowery to East Eighth street; Cherry street, from Rutgers to Jackson street; West street, from Twelfth to West Thirtieth street; Hudson street, from Spring to Christopher street; Fifth avenue, from Forty-second to Fifty-ninth street; from the man-hole at the intersection of Broome and Ridge streets through Ridge and Montgomery streets to South street.

Resolved, That application be and is hereby made to the Empire Subway Company (Limited) for space in such subways for the electrical conductors of the Police Department.

Communication from Board of Electrical Control, dated May 9, 1895, giving permission to place aerial cables of four conductors on poles of Metropolitan Telephone and Telegraph Company for Police Department purposes on Amsterdam avenue; One Hundred and Twenty-fourth to One Hundred and Forty-fourth street; One Hundred and Forty-fourth street, from Amsterdam avenue to Boulevard; Boulevard, from One Hundred and Forty-fourth to One Hundred and Sixty-eighth street; Kingsbridge road, from One Hundred and Sixty-eighth street to Thirty-fifth Precinct Station-house, and Fordham avenue, from One Hundred and Sixty-fourth to One Hundred and Seventy-seventh street, was ordered on file.

Adjourned.

WM. H. KIPP, Chief Clerk.

BOARD OF CITY RECORD.

MAYOR'S OFFICE, CITY HALL, NEW YORK, April 23, 1895.

The Hons. William L. Strong, Mayor; Francis M. Scott, Counsel to the Corporation, and William Brookfield, Commissioner of Public Works, the officers designated by section 66 of the New York City Consolidation Act, met this day.

The following communication was received from the Comptroller:

CITY OF NEW YORK, FINANCE DEPARTMENT, April 22, 1895.

"Hon. WILLIAM L. STRONG, Mayor:

"SIR—Referring to the provisions of section 66 of the New York City Consolidation Act of 1882, authority is requested of the Board of City Record for the publication by the Comptroller of a brief abstract of the advertisement of the Finance Department now being published in the CITY RECORD, inviting proposals for \$358,015 gold bonds and stock of the City of New York, to be opened on April 29, 1895, in the following newspapers, in addition to the designated newspapers, to wit: "Journal of Commerce," "New York Herald," "New York Tribune," "The Press," "Mail and Express."

Respectfully,

ASHBEL P. FITCH, Comptroller.

On motion of the Commissioner of Public Works, the authority requested by the Comptroller was unanimously granted. On motion of the Counsel to the Corporation, the Board adjourned.

JOHN A. SLEICHER, Secretary.

METEOROLOGICAL OBSERVATORY

OF THE

DEPARTMENT OF PUBLIC PARKS, CENTRAL PARK, NEW YORK.

Latitude 40° 45' 58" N. Longitude 73° 57' 58" W. Height of Instruments above the ground, 53 feet; above the Sea, 97 feet.

ABSTRACT OF REGISTERS FROM SELF-RECORDING INSTRUMENTS

For the Week Ending May 18, 1895.

Barometer.

DATE.	7 A.M.	2 P.M.	9 P.M.	MEAN FOR THE DAY.	MAXIMUM.	MINIMUM.
MAY.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.
Sunday, 12	29.558	29.600	29.758	29.639	29.778	29.516
Monday, 13	29.854	29.882	29.954	29.897	29.960	29.778
Tuesday, 14	29.910	29.800	29.760	29.823	29.960	29.732
Wednesday, 15	29.780	29.800	29.876	29.819	29.990	29.718
Thursday, 16	29.910	29.872	29.914	29.899	29.950	29.842
Friday, 17	30.038	30.008	30.000	30.015	30.056	29.959
Saturday, 18	29.980	29.962	30.008	29.983	30.018	29.956

Mean for the week..... 29.868 inches.

Maximum " at 9 A.M., May 17th..... 30.056 "

Minimum " at 5 A.M., May 12th..... 29.516 "

Range "540 "

Thermometers.

DATE.	7 A.M.	2 P.M.	9 P.M.	MEAN.	MAXIMUM.	MINIMUM.	MAXIMUM.
MAY.	Dry Bulb.	Wet Bulb.	Dry Bulb.	Wet Bulb.	Dry Bulb.	Wet Bulb.	In Sun.
Sunday, 12	56	56	49	46	50.3	49.3	71
Monday, 13	43	40	53	49	49.6	45.6	59
Tuesday, 14	51	51	50	51	51.0	50.6	54
Wednesday, 15	46	45	50	46	50.6	47.3	58
Thursday, 16	48	45	54	50	51.3	47.0	62
Friday, 17	47	42	60	53	48	53.0	47.6
Saturday, 18	51	50	58	54	53	54.3	61

Mean for the week..... Dry Bulb..... 51.4 degrees..... Wet Bulb..... 48.5 degrees.

Maximum for the week, at 2 A.M., 12th..... 71 " at 2 A.M., 12th..... 70 "

Minimum " at 5 A.M., 13th..... 39 " at 5 A.M., 13th..... 37 "

Range " 32 " 33 "

Wind.

wind.												
DATE.	DIRECTION.			VELOCITY IN MILES.				FORCE IN POUNDS PER SQUARE FOOT.				
MAY.	7 A. M.	2 P. M.	9 P. M.	9 P. M. to 7 A. M.	7 A. M. to 2 P. M.	2 P. M. to 9 P. M.	Distance to the day.	7 A. M.	2 P. M.	9 P. M.	Max.	Time.
Sunday, 12...	NW	NW	NW	29	96	90	215	1	1½	¾	3¾	6.15 P. M.
Monday, 13...	WNW	WNW	ENE	91	81	35	207	1½	1	0	2¾	10.40 A. M.
Tuesday, 14...	ESE	ESE	NNE	18	67	40	125	0	½	0	3½	11 A. M.
Wednesday, 15...	WNW	WNW	NW	55	82	81	218	¾	2¾	0	3	1.10 P. M.
Thursday, 16...	NW	NW	NW	35	45	39	119	0	¾	½	1½	11.50 A. M.
Friday, 17...	NW	SSW	S	43	40	72	155	0	¾	½	1¾	4 P. M.
Saturday, 18...	ESE	ESE	SSE	37	17	27	81	0	0	¾	1¾	0.10 A. M.

Distance traveled during the week..... 1,120 miles.

Maximum force..... 3 3/4 pounds.

DATE.	Hygrometer.								Clouds.			Rain and Snow. Ozone.					
	FORCE OF VAPOR.				RELATIVE HUMIDITY.				CLEAR, °. OVERCAST, 10.			DEPTH OF RAIN AND SNOW IN INCHES.					
	7 A.M.	2 P.M.	9 P.M.	Mean.	7 A.M.	2 P.M.	9 P.M.	Mean.	7 A.M.	2 P.M.	9 P.M.	Time of Beginning.	Time of Ending.	Duration.	Amount of Water.	Depth of Snow.	°
MAY.														H. M.		IN.	10
Sunday, 12	.449	.348	.238	.345	100	100	76	92	10	10	0	6.45 A.M.	8 A.M.	1.15	.04	...	7
Monday, 13	.208	.269	.295	.257	75	66	73	71	1 Cir.	2 Cir.	0	1.30 P.M.	2.30 P.M.	1.00	.01	...	0
Tuesday, 14	.374	.348	.374	.365	100	93	100	97	8 Cu.	10	10	8.30 A.M.	9 P.M.	12.30	.26	...	1
Wedn'day, 15	.286	.308	.258	.284	92	68	71	77	10	7 Cu.	0	.....	.....	.....	.....	.....	0
Thursday, 16	.260	.308	.232	.266	77	74	60	70	3 Cir.	10	0	.....	.....	.....	.....	.....	3
Friday, 17	.202	.310	.282	.264	62	60	72	64	0	2 Cir.	10	.....	.....	.....	.....	.....	0
Saturday, 18	.348	.365	.389	.367	93	75	93	87	10	4 Cu.	0	2.30 A.M.	8.15 A.M.	5.45	.14	.....	0
Total amount of water for the week..... .45 inch.																	
Duration for the week..... .0 day, 20 hours 30 minutes.																	

Total amount of water for the week..... .45 inch.

Duration for the week..... 0 day, 20 hours 30 minutes.

DATE.	7 A.M.	2 P.M.
Sunday, May 12	Mild, raining	Cool, raining.
Monday, 13	Cool, pleasant	Mild, pleasant.
Tuesday, 14	Cool, overcast	Cool, drizzling.
Wednesday, 15	Cool, overcast	Cool, cloudy.
Thursday, 16	Mild, pleasant	Mild, overcast.
Friday, 17	Mild, pleasant	Mild, pleasant.
Saturday, 18	Cool, raining	Cool, hazy.

DANIEL DRAPER, Ph. D., Director.

DEPARTMENT OF BUILDINGS.

Operations for the week ending May 18, 1895:

Plans filed for new buildings, 86; estimated cost, \$2,819,500; plans filed for alterations, 39; estimated cost, \$118,015; buildings reported for additional means of escape, 36; other violations of law reported, 105; buildings reported as unsafe, 45; violation notices issued, 108; fire-escape notices issued, 80; unsafe building notices issued, 68; violation cases forwarded for prosecution, 75; fire-escape cases forwarded for prosecution, 12; unsafe building cases forwarded for prosecution, 3; complaints lodged with the Department, 187; iron beams, columns, girders, etc., inspected and tested, 1,807.

STEVENSON CONSTABLE, Superintendent of Buildings.

AQUEDUCT COMMISSION.

AQUEDUCT COMMISSIONERS' OFFICE, NEW YORK, May 20, 1895.

Abstract of Amount of Expenditures and Liabilities of the Aqueduct Commissioners during the Month of April, 1895, as required by Section 39, Chapter 490, Laws of 1883.

EXPENDITURES.	
Salaries—Commissioners and employees.....	\$14,122 54
Office stationery and petty expenses.....	73 09
Transportation and incidental expenses.....	336 14
Horse-feed, repairs to wagons, etc.....	338 23
Instruments, drawing materials and supplies.....	2,588 78
Printing, etc.....	120 89
Professional services.....	1,200 00
Monthly estimates of amounts due contractors for work done under contracts for New Croton Dam, earth and masonry dam, Reservoir "D," highways or roads, etc., Reservoir "D," and cutting timber, etc., Reservoir "D".....	\$18,779 67
Total expenditures.....	\$41,526 85
LIABILITIES.	
Rent.....	2,550 00
Salaries—Commissioners and employees.....	10,172 61
Transportation and incidental expenses.....	84 36
Printing.....	44 70
Taxes.....	23 59
Office stationery and petty expenses.....	176 36
Monthly estimates of amounts due to contractors for work done under contracts for New Croton Dam, earth and masonry dams, Reservoirs "D," and "M," auxiliary earth and masonry dam, Reservoir "D," and highways or roads, etc., Reservoir "D".....	\$13,051 62
Total liabilities.....	\$29,845 60

I hereby certify that the foregoing is a correct and true abstract of account of expenditures and liabilities of the Aqueduct Commissioners for the month of April, 1895, the said account being on file in the office of the Comptroller of the City of New York.

EDWARD L. ALLEN, Secretary.

ALDERMANIC COMMITTEES.

Streets. Ferries and Franchises.
Law Department.
STREETS.—The Committee on Streets will hold a meeting on Friday, May 24, at 2 o'clock P. M., in Room 16, City Hall.

LAW DEPARTMENT.—The Committee on Law Department will hold a meeting on Saturday, May 25, at 11 o'clock A. M., in Room 16, City Hall, "to consider revision of ordinances and other matter now before the Committee."

FERRIES AND FRANCHISES.—The Committee on Ferries and Franchises will hold a public meeting on Monday, May 27, at 1 o'clock P. M., in Room 16, City Hall, to consider petition to establish a ferry from West 34th st., New York, to a point between Grand and Bay sts., Jersey City.

WM. H. TEN EYCK,
Clerk Common Council.

OFFICIAL DIRECTORY.

Mayor's Office.—No. 6 City Hall, 9 A. M. to 5 P. M.
Saturdays. 9 A. M. to 12 M.
Mayor's Marshal's Office.—No. 1 City Hall, 9 A. M. to 4 P. M.
Commissioners of Accounts.—Stewart Building, 9 A. M. to 4 P. M.
Aqueduct Commissioners.—Stewart Building, 5th floor, 9 A. M. to 4 P. M.
Board of Armory Commissioners.—Stewart Building, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.
Clerk of Common Council.—No. 8 City Hall, 9 A. M. to 4 P. M.
Department of Public Works.—No. 31 Chambers street, 9 A. M. to 4 P. M.
Department of Street Improvements.—Twenty-third and Twenty-fourth Wards—No. 2622 Third avenue, 9 A. M. to 4 P. M.; Saturdays, 12 M.
Department of Buildings.—No. 220 Fourth avenue, 9 A. M. to 4 P. M.
Comptroller's Office.—No. 15 Stewart Building, 9 A. M. to 4 P. M.
Auditing Bureau.—Nos. 19, 21 and 23 Stewart Building, 9 A. M. to 4 P. M.
Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents.—Nos. 31, 33, 35, 37 and 39 Stewart Building, 9 A. M. to 4 P. M. No money received after 2 P. M.
Bureau for the Collection of City Revenue and of Markets.—Nos. 1 and 3 Stewart Building, 9 A. M. to 4 P. M. No money received after 2 P. M.
Bureau for the Collection of Taxes.—Stewart Building, 9 A. M. to 4 P. M. No money received after 2 P. M.
City Chamberlain.—Nos. 25 and 27 Stewart Building, 9 A. M. to 4 P. M.
City Paymaster.—Stewart Building, 9 A. M. to 4 P. M.
Counsel to the Corporation.—Staats-Zeitung Building, 9 A. M. to 5 P. M.; Saturdays, 9 A. M. to 12 M.
Public Administrator.—No. 49 Beekman street, 9 A. M. to 4 P. M.
Corporation Attorney.—No. 49 Beekman street, 9 A. M. to 4 P. M.
Attorney for Collection of Arrears of Personal Taxes.—Stewart Building, 9 A. M. to 4 P. M.
Bureau of Street Openings.—Staats-Zeitung Building, 9 A. M. to 4 P. M.
Police Department.—Central Office, No. 300 Mulberry street, 9 A. M. to 4 P. M.
Board of Education.—No. 146 Grand street.
Department of Charities and Correction.—Central Office, No. 66 Third avenue, 9 A. M. to 4 P. M.
Fire Department.—Headquarters, Nos. 157 to 159 East Sixty-seventh street, 9 A. M. to 4 P. M.; Saturdays, 12 M. Central Office open at all hours.
Health Department.—New Criminal Court Building, Centre street, 9 A. M. to 4 P. M.
Department of Public Parks.—Arsenal, Central Park, Sixty-fourth street and Fifth avenue, 10 A. M. to 4 P. M.; Saturdays, 12 M.
Department of Docks.—Battery, Pier A, North river, 9 A. M. to 4 P. M.
Department of Taxes and Assessments.—Stewart Building, 9 A. M. to 4 P. M.; Saturdays, 12 M.
Board of Electrical Control.—No. 1262 Broadway.
Department of Street Cleaning.—Criminal Court Building, 9 A. M. to 4 P. M.
Civil Service Board.—Criminal Court Building, 9 A. M. to 4 P. M.
Board of Estimate and Apportionment.—Stewart Building, 9 A. M. to 4 P. M.
Board of Assessors.—Office, 27 Chambers street, 9 A. M. to 4 P. M.
Board of Excise.—Criminal Court Building, 9 A. M. to 4 P. M.
Sheriff's Office.—Nos. 6 and 7 New County Court-house, 9 A. M. to 4 P. M.
Register's Office.—East side City Hall Park, 9 A. M. to 4 P. M.
Commissioner of Jurors.—Room 127, Stewart Building, 9 A. M. to 4 P. M.
County Clerk's Office.—Nos. 7 and 8 New County Court-house, 9 A. M. to 4 P. M.
District Attorney's Office.—New Criminal Court Building, 9 A. M. to 4 P. M.
The City Record Office.—No. 2 City Hall, 9 A. M. to 5 P. M., except Saturdays, 9 A. M. to 12 M.
Coroner's Office.—New Criminal Court Building, 8 A. M. to 5 P. M.; Sundays and holidays, 8 A. M. to 12.30 P. M. Edward F. Keynolds, Clerk.
Surrogate's Court.—New County Court-house, 10.30 A. M. to 4 P. M.
Supreme Court.—Second floor, New County Court-house, 9.30 A. M. to 4 P. M. General Term, Room No. 9. Special Term, Part I., Room No. 10. Special Term, Part II., Room No. 18. Chambers, Room No. 17. Circuit, Part I., Room No. 12. Circuit, Part II., Room No. 14. Circuit, Part III., Room No. 13. Circuit, Part IV., Room No. 15.
Superior Court.—Third floor, New County Court-house, 11 A. M. to 4 P. M. General Term, Room No. 35. Special Term, Room No. 33. Equity Term, Room No. 26. Chambers, Room No. 33. Part I., Room No. 34. Part II., Room No. 35. Part III., Room No. 36. Naturalization Bureau, Room No. 31. Clerk's Office, Room No. 31, 9 A. M. to 4 P. M.
Court of Common Pleas.—Third floor, New County Court-house, 9 A. M. to 4 P. M. Assignment Bureau, Room No. 23, 9 A. M. to 4 P. M. Clerk's Office, Room No. 21, 9 A. M. to 4 P. M. General Term, Room No. 24. 11 A. M. to adjournment. Special Term, Room No. 22. 11 A. M. to adjournment. Chambers, Room No. 22. 10.30 A. M. to adjournment. Part I., Room No. 26. 11 A. M. to adjournment. Part II., Room No. 24. 11 A. M. to adjournment. Equity Term, Room No. 25. 11 A. M. to adjournment. Naturalization Bureau, Room No. 23, 9 A. M. to 4 P. M.
Court of General Sessions.—New Criminal Court Building, Centre street. Court opens at 11 o'clock A. M.; adjourns 4 P. M. Clerk's Office, 10 A. M. to 4 P. M.
City Court.—City Hall. General Term, Room No. 20. Trial Term, Part I., Room No. 20; Part II., Room No. 21; Part III., Room No. 15; Part IV., Room No. 11. Special Term Chambers will be held in Room No. 19, 10 A. M. to 4 P. M. Clerk's Office, Room No. 10, City Hall, 9 A. M. to 4 P. M.
Oyer and Terminer Court.—New Criminal Court Building, Centre street. Court opens at 10.30 o'clock A. M.
Court of Special Sessions.—New Criminal Court Building, 10.30 A. M., excepting Saturday.
District Civil Courts.—First District—Southwest corner of Centre and Chambers streets. Clerk's office open from 9 A. M. to 4 P. M. Second District—Corner of Grand and Centre streets. Clerk's Office open from 9 A. M. to 4 P. M. Third District—Southwest corner

Sixth avenue and West Tenth street. Court open daily (Sundays and legal holidays excepted) from 9 A. M. to 4 P. M. Fourth District—No. 301 First street. Court opens 9 A. M. daily. Fifth District—No. 154 Clinton street. Sixth District—Northwest corner Twenty-third street and Second avenue. Court opens 9 A. M. daily. Seventh District—No. 151 East Fifty-seventh street. Court opens 9 o'clock (except Sundays and legal holidays). Eighth District—Northwest corner of Twenty-third street and Eighth avenue. Court opens 9 A. M. Trial days: Wednesdays, Fridays and Saturdays. Return days: Tuesdays, Thursdays and Saturdays. Ninth District—No. 170 East One Hundred and Twenty-first street. Court opens every morning at 9 o'clock (except Sundays and legal holidays). Tenth District—Corner of Third avenue and One Hundred and Fifty-eighth street, 9 A. M. to 4 P. M. Eleventh District—No. 919 Eighth avenue. Court open daily (Sundays and legal holidays excepted) from 9 A. M. to 4 P. M.

Police Courts.—Office of Secretary, Fifth District Police Court, One Hundred and Twenty-fifth street, near Fourth avenue. First District—Tomb's, Centre street. Second District—Jefferson Market. Third District—No. 69 Essex street. Fourth District—Fifty-seventh street, near Lexington avenue. Fifth District—One Hundred and Twenty-first street, southeastern corner of Sylvan place. Sixth District—One Hundred and Fifty-eighth street and Third avenue.

DAMAGE COM., 23D, 24TH WARDS.

PURSUANT TO THE PROVISIONS OF CHAPTER 567 of the Laws of 1894, entitled "An Act to amend chapter 537 of the Laws of 1893, entitled 'An Act providing for ascertaining and paying the amount of damages to lands and buildings, suffered by reason of changes of grade of streets or avenues, made pursuant to chapter seven hundred and twenty-one of the Laws of eighteen hundred and eighty-seven, providing for the depression of railroad tracks in the Twenty-third and Twenty-fourth Wards, in the City of New York, or otherwise,'" notice is hereby given, that public meetings of the Commissioners appointed under said act, will be held at Room No. 38 Schermerhorn Building, No. 96 Broadway, in the City of New York, on Monday, Wednesday and Friday of each week, at 2 o'clock P. M., until further notice.

Dated New York, September 10, 1894.

DANIEL LORD,
JAMES M. VARNUM,
DANIEL P. HAYS,
Commissioners.

LAMONT McLOUGHLIN, Clerk.

STREET CLEANING DEPT.

PUBLIC NOTICE.

NOTICE IS HEREBY GIVEN THAT ALL OUTSTANDING permits granted by this Department under chapter 597 of the Laws of 1894, for the occupancy of portions of the streets at night time and on Sundays and legal holidays, by unharnessed trucks, wagons or other vehicles will be revoked, said revocation to take effect on June 1, 1895.

The Commissioner of Street Cleaning reserves the right to revoke any or all of said permits before June 1, 1895.

GEO. E. WARING, JR.,

Commissioner of Street Cleaning.

NOTICE.

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

GEORGE E. WARING, JR.,
Commissioner of Street Cleaning.

ARMORY BOARD.

OFFICE OF THE SECRETARY, No. 280 BROADWAY, }
NEW YORK, May 22, 1895.

PROPOSALS FOR ESTIMATES FOR FURNISHING MATERIALS AND WORK FOR NEW FLOORS AND STAIRS IN TOWERS, GAS-PIPING AND ELECTRIC WIRING, GAS AND ELECTRIC FIXTURES, ELECTRIC BELLS, SPEAKING TUBES, CONCRETE, ASPHALT, ETC., TAN BARK, FITTING-UP RIFLE RANGE, IRON GATES, PLUMBING, LOCKERS, DUMB-WAITER, KITCHEN RANGES, BELGIUM BLOCKS, SADDLE AND BRIDLE BRACKETS, ETC., TO COMPLETE THE ARMORY BUILDING AND FURNISH THE SAME WITH GAS AND ELECTRIC FIXTURES AND KITCHEN RANGES, ON THE EASTERLY SIDE OF MADISON AVENUE, EXTENDING FROM NINETY-FOURTH TO NINETY-FIFTH STREET, NEW YORK CITY.

PROPOSALS FOR ESTIMATES FOR FURNISHING materials and work for New Floors and Stairs in Towers, Gas-piping and Electric-wiring, Gas and Electric Fixtures, Electric Bells, Speaking Tubes, Concrete, Asphalt, etc., Tan Bark, Fitting-up Rifle Range, Iron Gates, Plumbing, Lockers, Dumb-waiter, Kitchen Ranges, Belgium Blocks, Saddle and Bridle Brackets, etc., to complete an armory building and furnish the same with Gas and Electric Fixtures and Kitchen Ranges, on the easterly side of Madison avenue, extending from Ninety-fourth to Ninety-fifth street, in the City and County of New York, will be received by the Armory Board, at the MAYOR'S OFFICE, CITY HALL, UNTIL 12 O'CLOCK M., MONDAY, JUNE 10TH, 1895, at which time and place they will be publicly opened and read by said Board.

Any person making an estimate for the above work shall furnish the same in a sealed envelope to the President of said Armory Board, indorsed "Estimate for Furnishing Materials and Work for Completing the Armory Building, and Furnishing the same with Gas and Electric Fixtures and Kitchen Ranges, on the easterly side of Madison avenue, extending from Ninety-fourth to Ninety-fifth street, New York City," and also with the name of the person or persons presenting the same, and the date of its presentation.

Any bidder for this contract must be known to be engaged in and well prepared for the business, and must have satisfactory testimonials to that effect; and the person or persons to whom the contract may be awarded will be required to give security for the performance of the contract by his or their bond, with two sufficient sureties, in the amount of TEN THOUSAND DOLLARS (\$10,000).

Bidders are required to submit their estimates upon the following express conditions, which shall apply to and become part of every estimate received:

1st. Bidders must satisfy themselves, by personal examination, of the location of the proposed work, and by such other means as they may prefer, as to the accuracy of the estimate, and shall not at any time after the submission of an estimate, dispute or complain of the statement of quantities, nor assert that there was any misunderstanding in regard to the nature or amount of the work to be done.

2d. Bidders will be required to complete the entire work to the satisfaction of the Armory Board, and in

substantial accordance with the specifications of the contract and the plans therein referred to. No extra compensation, beyond the amount payable for the work before mentioned, which shall be actually performed, at the prices therefor to be specified by the lowest bidder, shall be due or payable for the entire work.

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

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

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

Bidders are required to state in their estimates their names and places of residence; the names of all persons interested with them therein; and if no other person be so interested, the estimate shall distinctly state that fact; also, that the estimate is made without any connection with any other person making any estimate for the same purpose, 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 estimate must be verified by the oath, in writing, of the party making the estimate, that the several matters stated therein are in all respects true. *Where more than one person is interested, it is requisite that the verification be made and subscribed to by all the parties interested.*

Each estimate shall be accompanied by the 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 estimate, 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 of the City of New York any difference between the sum to which said person or persons would be entitled upon its completion and that which said Corporation or the Armory Board may be obliged to pay to the person to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the work to be done by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of security required for the completion of the contract and stated in the proposals, 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 a surety in good faith and with an intention to execute the bond required by law. The adequacy and sufficiency of the security offered is 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.

No estimate will be received or considered unless accompanied by either a certified check upon one of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money, to the amount of FIVE HUNDRED DOLLARS (\$500). Such check or money must not be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Board who has charge of the estimate-box; and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned by the Comptroller to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid the amount of his deposit will be returned to him by the Comptroller.

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

Bidders are requested, in making their bids or estimates, to use a blank prepared for that purpose by the Board, a copy of which, together with the form of the agreement, including specifications, and showing the manner of payment for the work, can be seen upon application at the office of the Architect, JOHN R. THOMAS, No. 160 BROADWAY, New York City.

The Board reserves the right to reject any or all estimates not deemed beneficial to or for the public interest.

Plans may be examined and specifications and blank forms for bids or estimates obtained by application to the Architect, at his office, No. 160 BROADWAY, New York City.

WILLIAM L. STRONG, Mayor; EDWARD P. BARKER, President, Department Taxes and Assessments; WILLIAM BROOKFIELD, Commissioner of Public Works; BRIG.-GEN. LOUIS FITZGERALD; COL. WILLIAM SEWARD, Board of Armory Commissioners.

OFFICE OF THE SECRETARY, No. 280 BROADWAY, }
NEW YORK, May 22, 1895.

PROPOSALS FOR ESTIMATES FOR FURNISHING MATERIALS AND WORK FOR FURNITURE, OPERA CHAIRS AND WINDOW SHADES, ETC., FOR AN ARMORY BUILDING ON THE EASTERLY SIDE OF MADISON AVENUE, BETWEEN NINETY-FOURTH AND NINETY-FIFTH STREETS, NEW YORK CITY, FOR THE N. G., S. N. Y.

PROPOSALS FOR ESTIMATES FOR FURNISHING materials and work for furniture, opera chairs and window shades, etc., for an armory building on the easterly side of Madison avenue, between Ninety-fourth and Ninety-fifth streets, in the City and County of New York, will be received by the Armory Board at the MAYOR'S OFFICE, CITY HALL, UNTIL 12 O'CLOCK M., MONDAY, THE 10TH DAY OF JUNE, 1895, at which time and place they will be publicly opened and read by said Board.

Any person making an estimate for the above work shall furnish the same in a sealed envelope to the President of said Armory Board, indorsed "Estimate for Furnishing Materials and Work for Furniture, Opera Chairs and Window Shades, etc., for an Armory Building on the easterly side of Madison avenue, between Ninety-fourth and Ninety-fifth streets, New York City," for the N. G. N. Y., and also with the name of the person or persons presenting the same, and the date of its presentation.

Any bidder for this contract must be known to be engaged in and well prepared for the business, and must have satisfactory testimonials to that effect; and the person or persons to whom the contract may be awarded will be required to give security for the performance of the contract, by his or their bond, with two sufficient sureties, in the amount of THREE THOUSAND DOLLARS (\$3,000).

Bidders are required to submit their estimates upon

the following express conditions, which shall apply to and become part of every estimate received:

1st. Bidders must satisfy themselves, by personal examination of the location of the proposed work, and by such other means as they may prefer, as to the accuracy of the estimate, and shall not at any time after the submission of an estimate dispute or complain of the statement of quantities, nor assert that there was any misunderstanding in regard to the nature or amount of the work to be done.

2d. Bidders will be required to complete the entire work to the satisfaction of the Armory Board, and in substantial accordance with the specifications of the contract and the plans therein referred to. No extra compensation, beyond the amount payable for the work before mentioned, which shall be actually performed, at the prices therefor to be specified by the lowest bidder, shall be due or payable for the entire work.

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

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

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

Bidders are required to state in their estimates their names and places of residence; the names of all persons interested with them therein; and if no other person be so interested, the estimate shall distinctly state that fact; also, that the estimate is made without any connection with any other person making an estimate for the same purpose, 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 estimate must be verified by the oath, in writing, of the party making the estimate that the several matters stated therein are in all respects true. *Where more than one person is interested, it is requisite that the verification be made and subscribed to by all the parties interested.*

Each estimate shall be accompanied by the 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 estimate, 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 of the City of New York any difference between the sum to which said person or persons would be entitled upon its completion and that which said Corporation or the Armory Board may be obliged to pay to the person to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the work to be done by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of security required for the completion of the contract and stated in the proposals, 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 a surety in good faith and with an intention to execute the bond required by law. The adequacy and sufficiency of the security offered is 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.

No estimate will be received or considered unless accompanied by either a certified check upon one of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money, to the amount of ONE HUNDRED AND FIFTY DOLLARS (\$150). Such check or money must not be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Board who has charge of the estimate-box; and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned by the Comptroller to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of his deposit will be returned to him by the Comptroller.

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

Bidders are requested, in making their bids or estimates, to use a blank prepared for that purpose by the Board, a copy of which, together with the form of the agreement, including specifications, and showing the manner of payment for the work, can be seen upon application to the Clerk of the Works, at the Armory, Madison avenue and Ninety-fourth street, New York City.

The Board reserves the right to reject any or all estimates not deemed beneficial to or for the public interest. Plans may be examined and specifications and blank forms for bids or estimates obtained by application to the Clerk of the Works, at the Armory, at Madison avenue and Ninety-fourth street, New York City.

WILLIAM L. STRONG, Mayor; EDWARD P. BARKER, President, Department of Taxes and Assessments; WILLIAM BROOKFIELD, Commissioner of Public Works; BRIG.-GEN. LOUIS FITZGERALD; COL. WILLIAM SEWARD, Board of Armory Commissioners.

OFFICE OF THE SECRETARY, No. 280 BROADWAY, }
NEW YORK, May 22, 1895.

PROPOSALS FOR ESTIMATES FOR FURNISHING MATERIALS AND WORK IN MAKING THE ALTERATION AND ADDITION TO THE RIFLE RANGE IN THE SEVENTH REGIMENT ARMORY BUILDING ON THE EASTERLY SIDE OF PARK AVENUE, EXTENDING FROM SIXTY-SIXTH TO SIXTY-SEVENTH STREET, NEW YORK CITY.

PROPOSALS FOR ESTIMATES FOR FURNISHING materials and work in making the alteration and addition to the Rifle Range in the Seventh Regiment Armory Building, on the easterly side of Park avenue, extending from Sixty-sixth to Sixty-seventh street, in the City and County of New York, will be received by the Armory Board, at the MAYOR'S OFFICE, CITY HALL, UNTIL 12 O'CLOCK M., MONDAY, THE 10TH DAY OF JUNE, 1895, at which time and place they will be publicly opened and read by said Board.

Any person making an estimate for the above work shall furnish the same in a sealed envelope to the President of said Armory Board, indorsed "Estimate for Furnishing Materials and Work in Making the Alteration and Addition to the Rifle Range in the Seventh

Dated NEW YORK, April 25, 1895.

TO CONTRACTORS. (No. 504.)
PROPOSALS FOR ESTIMATES FOR FURNISH-
ING SAWED SPRUCE TIMBER.

ESTIMATES FOR FURNISHING SAWED
Spruce Timber will be received by the Board of
Commissioners at the head of the Department of Docks,
at the office of said Department, on Pier "A," foot of
Battery place, North river, in the City of New York,
until 12 o'clock M. of

TUESDAY, MAY 28, 1895.
at which time and place the estimates will be publicly opened by the head of said Department. The award of the contract, if awarded, will be made as soon as practicable after the opening of the bids.

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

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

The Engineer's estimate of the quantities of materials to be furnished is as follows:

SPRUCE PLANK FOR REPAIRS.

Feet, B. M.
3-inch and 4-inch plank, as ordered, in pieces varying in length from 11 feet to 26 feet 9 inches wide and upward, about..... 250,000
The 3-inch and 4-inch plank called for shall be delivered in lots of not less than 500 feet, board measure, within six hours after receipt of an order that said delivery is to commence.

Where the City of New York owns the wharf, pier or bulkhead at which materials under this contract are to be delivered, no charge will be made to the contractor for wharfage upon vessels conveying said materials.

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

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

The contractor shall be ready to commence the delivery of the materials called for under this contract within five days after the date of this contract, and the delivery shall be commenced and shall be continued in such manner and quantities and at such times and places as may, from time to time, be directed by the Engineer-in-Chief, and the entire work is to be fully completed on or before the 1st day of September, 1895, and the damages to be paid by the contractor for each day that the contract may be unfulfilled after the time fixed for the fulfillment thereof has expired, are, by a clause in the contract, fixed and liquidated at Fifty Dollars per day.

Bidders will state in their estimates a price, per thousand feet, board measure, for spruce timber delivered, in conformity with the approved form of agreement and the specifications therein set forth, by which price the bids will be tested. This price is to cover all expenses of every kind involved in or incidental to the fulfillment of the contract, including any claim that may arise through delay, from any cause, in the performing of the work thereunder.

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

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

Bidders are required to state in their estimates their names and places of residence; the names of all persons interested with them therein; and if no other person be so interested, the estimate shall distinctly state the fact; also, that the estimate is made without any connection with any other person making an estimate for the same work, 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 estimate must be verified by the oath, in writing, of the party making the estimate, that the several matters stated therein are in all respects true. *Where more than one person is interested, it is requisite that the verification be made and subscribed to by all the parties interested.*

Each estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person or persons making the estimate, they will, upon 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 of the City of New York any difference between the sum to which said person or persons would be entitled upon its completion and that which said Corporation may be obliged to pay to the person to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the work to be done by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of the contract over and above all his debts of every nature, and over and above his liabilities as bail, surety and otherwise; and that he has offered himself as a surety in good faith and with the intention to execute the bond required by law. The adequacy and sufficiency of the security offered will be subject to approval by the Comptroller of the City of New York after the award is made and prior to the signing of the contract.

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

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

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

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

Bidders are requested, in making their bids or esti-

mates, to use the blank prepared for that purpose by the Department, a copy of which, together with the form of the agreement, including specifications, and showing the manner of payment for the work, can be obtained upon application therefor at the office of the Department.

EDWARD C. O'BRIEN, JAMES J. PHELAN, EDWIN EINHSTEIN, Commissioners of the Department of Docks.

Dated NEW YORK, April 25, 1895.

FINANCE DEPARTMENT.

PETER F. MEYER, AUCTIONEER.

SALE OF A FERRY TO DEMPSEY AVENUE, RIDGEFIELD TOWNSHIP, BERGEN COUNTY, N. J.

THE FRANCHISE OF A FERRY, FROM AND TO the foot of 130th street and Manhattan street, North river, in the City of New York, over and across the waters of the Hudson or North river to and from Dempsey avenue, Ridgefield Township, Bergen County, in the State of New Jersey, as established by a resolution of the Board of Aldermen, adopted March 12, 1895, and approved by the Mayor, March 15, 1895, will be offered for sale by the Comptroller of the City of New York, at public auction, to the highest bidder, at his office, Room No. 14, Stewart Building, No. 280 Broadway, on Monday, May 27, 1895, at 12 M., for a term of ten years, upon the following

TERMS AND CONDITIONS OF SALE.

The terminal points as established by the aforesaid resolution of the Board of Aldermen, approved by the Mayor March 15, 1895, to be the same points or landing places between which said ferry is to be run.

The City shall not be liable to pay any damages on account of the extension of Manhattan street, but the lease shall be deemed to extend to and cover any new bulkhead and land under water which may be formed by the extension of Manhattan street or by any change of the present bulkhead-line.

The minimum yearly rental of the franchise is appraised and fixed at \$200 per annum, payable quarterly, up to April 1, 1897, and \$3,000 per annum thereafter. In addition to the yearly rental to be paid for the ferry franchise, the purchaser and lessee of the said franchise shall pay the sum of \$2,400 per annum, in quarterly payments, for the use of the slip, landing place, and structures thereon at or near the foot of 130th street and Manhattan street, now used for ferry purposes by the Riverside and Fort Lee Ferry Company up to May 1, 1896, and fifteen hundred dollars per annum thereafter up to April 1, 1897; after which last-mentioned date the payments made to the City, as herein provided, shall include the right to occupy and use all wharf and other property of the City now leased to the Riverside and Fort Lee Ferry Company for ferry purposes, including that leased by the Dock Department, as aforesaid.

The lease shall also contain a covenant providing for a lease for a term of eleven months from May 1, 1896, to April 1, 1897, at the rate of nine hundred dollars per annum, of the wharf property of the City, now used by the Riverside and Fort Lee Ferry Company for the purposes of the ferry to Fort Lee, Bergen County, New Jersey, and now leased by said Ferry Company from the Department of Docks for a term expiring May 1, 1896, such lease for eleven months as aforesaid to provide for the use of said property jointly by said purchaser and said Riverside and Fort Lee Ferry Company during the term thereof.

The lease shall also provide that from and after April 1, 1897, the purchaser of the franchise of the ferry to Fort Lee, as now established shall have the right to use said slip, landing place and structures upon payment to the lessee of the franchise of the ferry to Dempsey avenue of the sum of twenty-four hundred dollars per annum, during the term of the lease thereof.

The highest bidder for the ferry will be required to pay the auctioneer's fee and to deposit with the Comptroller at the time of sale a sum equal to twenty-five per cent. of the amount of the yearly rental bid, which shall be credited on the rent of the first quarter or be forfeited to the City if the lease shall not be executed by the purchaser when notified and required by the Comptroller so to do.

The lessee of the ferry will be required to give a bond in the penal sum of five thousand dollars, with two sufficient sureties, approved by the Comptroller and conditioned for the faithful performance of the terms and conditions of the lease, which shall be such as are required by law, and the ordinances of the Common Council relating to ferries, and are usually contained in ferry leases, and which lease shall be approved by the Counsel to the Corporation.

The lease shall also contain a covenant providing for the purchase, at a fair appraised valuation, of the boats, buildings and other property belonging to the lessees, used in and actually necessary for the operation of the ferry, upon the termination of the lease and the surrender and yielding up of the premises by the lessee, if the lessee shall not become the purchaser of the franchise for another term, which appraisal shall be made in the usual way before advertising a lease for a new term of the franchise, at least four months prior to the termination of the lease, provided that the Mayor, Aldermen and Commonalty of the City of New York shall not in any event be deemed to covenant to purchase said property.

The rates for ferrage shall not exceed those heretofore charged at the ferry to and from Fort Lee, New Jersey. The term of lease which the purchaser will be required to execute can be seen at the office of the Comptroller. The right to reject any bid is reserved, if deemed by the Comptroller to be in the interest of the City. By order of the Commissioners of the Sinking Fund, under a resolution adopted April 29, 1895.

ASHBEL P. FITCH, Comptroller.
City of New York—Finance Department, Comptroller's Office, May 16, 1895.

POUND MASTER'S NOTICE.

THERE WILL BE SOLD AT PUBLIC AUCTION, on Thursday, May 23, 1895, at 10 o'clock A. M., at the Public Pound, No. 2354 Arthur Avenue, Fordham, the following-described cattle: One Brown Horse, 15 hands high.

MICHAEL DONOHUE, Pound Master.

POLICE DEPARTMENT.

POLICE DEPARTMENT OF THE CITY OF NEW YORK, May 14, 1895.

PUBLIC NOTICE IS HEREBY GIVEN THAT four Horses, the property of this Department, will be sold at Public Auction on Tuesday, May 28, 1895, at 10 o'clock A. M., at the stables of Van Tassel & Kearney, Auctioneers, Nos. 130 and 132 East Thirtieth street. By order of the Board of Police.

WM. H. KIPP, Chief Clerk.

POLICE DEPARTMENT OF THE CITY OF NEW YORK, Room 9, No. 300 MULBERRY STREET, NEW YORK, May 20, 1895.

PUBLIC NOTICE IS HEREBY GIVEN THAT the first auction sale of unclaimed and Police property of this Department will be sold at Public Auction, at Police Headquarters, on Wednesday, June 5, 1895, at 11 o'clock A. M., by Van Tassel & Kearney, Auctioneers, of the following property, viz:

Iron, Lead, Brass, Copper, Wire Window Blinds, Iron Bedsteads, Force Pumps, Folding Bed, Clocks, Lounges, Glass Case, Bedstead, Saddle Cloths, Saddles, Bridles, Harness, Water Coolers, Lanterns, Portable Washstands, Gas Fixtures, Milk Cans, Barrels of Dross, Carpet, Flags, Book-case, Roll of Felt Paper, Bath-tub, Window-sash, Wagons, Sleigh, Hand Truck, Letter-press, Wardrobes, Window Shades, Oil Cloth, Picture Frames, Chairs, Bed Springs, Desks, miscellaneous Furniture, Pocketbooks, Knives, Razors, Scissors, Pistols, Revolvers, Guns, Umbrellas, Canes, Whips, Chests of Tea, Barrel Starch, Bags of Nuts, Castings, Dry Batteries, Kits of Clothing, Bale of Hides,

Leaf Tobacco, Cement, Brass Cocks, Rope, Stoves, Paint, Sewing Machine, Tiles, Benzine, Salt, Sheet-iron, Hair, Brass, Belting, Case Lamp Shades, Wooden Handles, Mantel Cabinet, Rubber Hose, Wooden Indian, Baby Carriages, Velocipedes, Tricycle, Bicycles, cases of Salt, Gas-pipes, Hand-carts, Wheelbarrows, etc.; lot of miscellaneous property. For particulars see catalogues on day of sale.

JOHN F. HARRIOT, Property Clerk.

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

CHARITIES AND CORRECTION.

TO CONTRACTORS.
PROPOSALS FOR ICE.

SEALED BIDS OR ESTIMATES FOR FURNISHING

ICE.
3,200 tons (more or less) prime quality Ice, not less than ten inches thick, to be delivered at Blackwell's, Ward's, Randall's and Hart's Island, in quantities as required, during the year 1895, and at Central Islip in car-loads of about 20 tons each. The weight to be in all cases as received by the Department. Bidders to name a uniform price per ton of 2,000 pounds for the entire quantity of Ice required, all of which shall be delivered at the different points named free of expense to the Department of Public Charities and Correction.

Also about 750 tons (more or less) of prime quality Ice, not less than ten inches thick, to be delivered as required at the several hospitals, prisons, etc., under charge of the Department of Public Charities and Correction, in the City of New York, from Gouverneur Hospital, in Gouverneur Slip, to Fifth District Prison, East One Hundred and Twenty-first street. About one-half of the said 750 tons are to be delivered at Bellevue Hospital and the Morgue, at the foot of East Twenty-sixth street. Bidders to name a uniform price per 100 pounds for the entire 750 tons (more or less) that may be required.

will be received at the office of the Department of Public Charities and Correction, in the City of New York, until 10 o'clock A. M. of Thursday, May 23, 1895. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Ice," with his or their name or names, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the President of said Department and read.

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

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

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

Delivery will be required to be made from time to time, and in such quantities as may be directed by the said Commissioners.

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

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

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

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

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

Bidders are cautioned to examine the specifications

for particulars of the articles, etc., required, before making their estimates.

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

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

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

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

Dated NEW YORK, May 11, 1895.
HENRY H. PORTER, President, JOHN P. FAURE, Commissioner, ROBERT J. WRIGHT, Commissioner.

NEW YORK, MAY 11, 1895.

TO CONTRACTORS.

MATERIALS AND WORK REQUIRED FOR GENERAL REPAIRS TO STEAMER "THOMAS S. BRENNAN."

SEALED BIDS OR ESTIMATES FOR THE aforesaid work and materials, in accordance with the specifications and plans, will be received at the office of the Department of Public Charities and Correction, No. 66 Third avenue, in the City of New York, until Thursday, May 23, 1895, until 10 o'clock A. M. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for General Repairs to Steamer 'Thomas S. Brennan,'" and with his or their name or names, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the President of said Department and read.

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

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

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

Any bidder for this contract must be known to be engaged in and well prepared for the business, and must have satisfactory testimonials to that effect; and the person or persons to whom the contract may be awarded will be required to give security for the performance of the contract by his or their bond, with two sufficient sureties, each in the penal amount of FIVE THOUSAND (\$5,000) DOLLARS.

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

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

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

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

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

Payment will be made by a requisition on the Comptroller, in accordance with the terms of the contract.

The form of the contract, including specifications, and showing the manner of payment, can be obtained at the office, No. 66 Third avenue; and bidders are cautioned to examine each and all of its provisions carefully, as the Board of Public Charities and Correction will insist upon their absolute enforcement in every particular.

HENRY H. PORTER, President; JOHN P. FAURE and ROBERT J. WRIGHT, Commissioners.

STREET IMPROVEMENTS, 23D AND 24TH WARDS.

NEW YORK, May 21, 1895.

TO CONTRACTORS.

SEALED BIDS OR ESTIMATES FOR EACH OF the following-mentioned works, with the title of the work and the name of the bidder indorsed thereon, also the number of the work, as in the advertisement,

will be received by the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards, at his office, No. 2622 Third avenue, corner of One Hundred and Forty-first street, until 11 o'clock A. M., on Tuesday, June 4, 1895, at which place and hour they will be publicly opened:

- No. 1. FOR REGULATING AND GRADING, SETTING CURB-STONES, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS AND BUILDING FENCES IN HOME STREET, from Boston road to Intervale avenue.
- No. 2. FOR REGULATING AND GRADING, SETTING CURB-STONES, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES IN FEATHERBED LANE, from Jerome avenue to Aqueduct avenue.
- No. 3. FOR REGULATING, GRADING, SETTING CURB-STONES, FLAGGING THE SIDEWALKS AND LAYING CROSSWALKS AND BUILDING FENCES IN ONE HUNDRED AND SEVENTY-EIGHTH STREET, from Burnside avenue to La Fontaine avenue.
- No. 4. FOR REGULATING, GRADING, SETTING CURB-STONES, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS AND PLACING FENCES IN GILES STREET, from Sedgwick avenue to Boston avenue.
- No. 5. FOR CONSTRUCTING SEWERS AND APPURTENANCES IN ONE HUNDRED AND SEVENTY-FIRST STREET, between Vanderbilt avenue, East, and Washington avenue, and in WASHINGTON AVENUE, between the Twenty-third and Twenty-fourth Ward-line and Wendover avenue.
- No. 6. FOR CONSTRUCTING SEWER AND APPURTENANCES IN TREMONT AVENUE, between existing sewer in Webster avenue and Vanderbilt avenue, West.
- No. 7. FOR CONSTRUCTING SEWER AND APPURTENANCES IN BREMER AVENUE, from Jerome avenue to summit north of East One Hundred and Sixty-sixth street.
- No. 8. FOR COMPLETING SEWERS AND APPURTENANCES IN ONE HUNDRED AND SEVENTY-SIXTH STREET, between Webster avenue and Third avenue, and in THIRD AVENUE, between One Hundred and Seventy-sixth street and summit north of One Hundred and Eighty-first street, and in BATHGATE AVENUE, between One Hundred and Seventy-sixth street and Tremont avenue, and in VANDERBILT AVENUE, EAST, between One Hundred and Seventy-sixth street and One Hundred and Seventy-fifth street.

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

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

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

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

The Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards reserves the right to reject all bids received for any particular work if he deems it for the best interests of the city.

Blank forms of bid or estimate, the proper envelopes in which to inclose the same, the specifications and agreements, and any further information desired, can be obtained at this office.

LOUIS F. HAFFEN, Commissioner of Street Improvements, Twenty-third and Twenty-fourth Wards.

CORPORATION NOTICE.

NOTICE TO PROPERTY OWNERS.

PUBLIC NOTICE IS HEREBY GIVEN, THAT the following assessment lists are now under consideration by the Board of Assessors, viz.:

4928, Regulating, grading, etc., One Hundred and Fiftieth street, between Bradhurst avenue and Harlem river.

4935, Regulating, grading, etc., One Hundred and Forty-ninth street, from Seventh avenue to Harlem river.

All persons who consider their property to have been injuriously affected by the regulating and grading of any of the streets and avenues above described, in consequence of a change of grade having been made therein, are hereby notified to transmit, in writing, the evidence relating thereto, to the Chairman of the Board of Assessors, No. 27 Chambers street, on or before 11.30 A. M. on the 4th day of June, 1895, at which time a public hearing will be given to all parties whose property may be affected by the aforesaid improvements.

CHARLES E. WENDT, Chairman, PATRICK M. HAVERTY, EDWARD CAHILL, HENRY A. GUMBLETON, Board of Assessors.

NEW YORK, May 23, 1895.

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

List 4920, No. 1. Sewer and appurtenances on both sides of the Southern Boulevard, from Brook avenue to One Hundred and Thirty-seventh street, and on the southerly side of the Southern Boulevard, from Brook avenue to the summit west of Brown place.

List 4930, No. 2. Paving West street, from Battery place to Gansevoort street, with granite blocks, and laying crosswalks (so far as the same is within the limits of grants of land under water).

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

No. 1. Both sides of Southern Boulevard, from Brook avenue to One Hundred and Thirty-seventh street; south side of Southern Boulevard, from Brook avenue to a point distant about 320 feet westerly from Brown place; both sides of Trinity avenue, from One Hundred and Thirty-fourth to One Hundred and Thirty-eighth street; both sides of St. Ann's avenue, from Southern Boulevard to One Hundred and Thirty-fourth street, and both sides of One Hundred and Thirty-sixth and One Hundred and Thirty-seventh streets, from Southern Boulevard to a point distant about 150 feet westerly from Trinity avenue.

No. 2. Both sides of West street, from West Eleventh to Gansevoort street, and to the extent of half the block at the intersecting streets east side of West street, from Battery place to West Eleventh street, and to the extent of half the block at the intersecting streets.

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

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation on the 22d day of June, 1895.

CHARLES E. WENDT, Chairman, PATRICK M. HAVERTY, EDWARD CAHILL, HENRY A. GUMBLETON, Board of Assessors.

NEW YORK, May 22, 1895.

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

List 4926, No. 1. Regulating, grading, setting curbstones and flagging 15th st., from the Boulevard to Riverside ave.

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

No. 1. Both sides of 15th st., from the Boulevard to Riverside ave., and to the extent of half the block at the intersecting avenues.

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

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments, for confirmation on the 14th day of June, 1895.

CHARLES E. WENDT, Chairman, PATRICK M. HAVERTY, EDWARD CAHILL, HENRY A. GUMBLETON, Board of Assessors.

NEW YORK, May 14, 1895.

BOARD OF EDUCATION.

SEALED PROPOSALS WILL BE RECEIVED BY the Board of School Trustees for the Eleventh Ward, at the Hall of the Board of Education, No. 146 Grand street, until 10 o'clock A. M., on Tuesday, June 4, 1895, for making Sanitary Improvements at Grammar Schools Nos. 22 and 36.

GEORGE MUNDORFF, Chairman, SAMUEL D. LEVY, Secretary, Board of School Trustees, Eleventh Ward.

Dated NEW YORK, May 22, 1895.

SEALED PROPOSALS WILL ALSO BE RECEIVED AT the same place by the School Trustees of the Eleventh Ward, until 10 o'clock A. M., on Friday, May 31, 1895, for supplying New School Furniture for Grammar School No. 22 and Primary School No. 37.

GEORGE MUNDORFF, Chairman, SAMUEL D. LEVY, Secretary, Board of School Trustees, Eleventh Ward.

Dated NEW YORK, May 17, 1895.

SEALED PROPOSALS WILL ALSO BE RECEIVED AT the same place by the School Trustees of the Eighth Ward, until 4 o'clock P. M., on Friday, May 31, 1895, for supplying New Furniture for Grammar School No. 38.

C. F. SÜLING, Chairman, JOHN ALLAN, Secretary, Board of School Trustees, Eighth Ward.

Dated NEW YORK, May 17, 1895.

SEALED PROPOSALS WILL ALSO BE RECEIVED AT the same place by the School Trustees of the Fifth Ward, until 10 o'clock A. M., on Wednesday, May 29, 1895, for supplying New School Furniture for Primary School No. 11.

GEO. FREYGANG, Chairman, WM. B. BRADY, Secretary, Board of School Trustees, Fifth Ward.

Dated NEW YORK, May 16, 1895.

SEALED PROPOSALS WILL ALSO BE RECEIVED AT the same place by the School Trustees of the Seventeenth Ward, until 4 o'clock P. M., on Wednesday, May 29, 1895, for supplying New School Furniture for Grammar Schools Nos. 13 and 79.

HIRAM MERRITT, Chairman, HENRY H. HAIGHT, Secretary, Board of School Trustees, Seventeenth Ward.

Dated NEW YORK, May 16, 1895.

SEALED PROPOSALS WILL ALSO BE RECEIVED AT the same place by the School Trustees of the Seventh Ward, until 10 o'clock A. M., on Tuesday, May 28, 1895, for making Repairs, Alterations, etc., at Grammar Schools Nos. 2, 12 and 31 and Primary School No. 36.

JAMES B. MULRY, Chairman, BERNARD GORDON, Secretary, Board of School Trustees, Seventh Ward.

Dated NEW YORK, May 15, 1895.

SEALED PROPOSALS WILL ALSO BE RECEIVED AT the same place by the School Trustees of the Thirteenth Ward, until 11 o'clock A. M., on Tuesday, May 28, 1895, for making Repairs, Alterations, etc., at Grammar Schools Nos. 4, 34 and Primary Schools Nos. 10, 20 and 40.

JOHN E. MURPHY, Chairman, HENRY H. S. NOHR, Secretary, Board of School Trustees, Thirteenth Ward.

Dated NEW YORK, May 15, 1895.

SEALED PROPOSALS WILL ALSO BE RECEIVED AT the same place by the School Trustees of the Sixteenth Ward, until 3 o'clock P. M., on Tuesday, May 28, 1895, for making Repairs, Alterations, etc., at Grammar Schools Nos. 11 and 56.

W. J. STEWART, Chairman, HENRY FINCKEN, Secretary, Board of School Trustees, Sixteenth Ward.

Dated NEW YORK, May 15, 1895.

SEALED PROPOSALS WILL ALSO BE RECEIVED AT the same place by the School Trustees of the Nineteenth Ward, until 4 o'clock P. M., on Tuesday, May 28, 1895, for Improving the Sanitary Condition of Grammar Schools Nos. 27 and 82.

RICHARD KELLY, Chairman, JOSEPH FETRETCH, Secretary, Board of School Trustees, Nineteenth Ward.

Dated NEW YORK, May 15, 1895.

SEALED PROPOSALS WILL ALSO BE RECEIVED AT the same place by the School Trustees of the Eighteenth Ward, until 4 o'clock P. M., on Monday, May 27, 1895, for Connecting Primary School No. 29 with the Fire-alarm System of the City of New York, by means of cables and subways, from the nearest subway in which cables of Fire Department are now placed, etc.

A. G. VANDERPOEL, Chairman, WILLIAM HOFFMANN, Secretary, Board of School Trustees, Eighteenth Ward.

Dated NEW YORK, May 13, 1895.

SEALED PROPOSALS WILL ALSO BE RECEIVED AT the same place by the School Trustees of the Ninth Ward, until 10 o'clock A. M., on Friday, May 24, 1895, for Connecting Grammar School No. 16 with the Fire-alarm System of the City of New York, by means of cables and subways, from the nearest subway in which cables of the Fire Department are now placed, etc.

THOMAS FITZPATRICK, Chairman, ARTHUR H. KENNEDY, Secretary, Board of School Trustees, Ninth Ward.

Dated NEW YORK, May 11, 1895.

SEALED PROPOSALS WILL ALSO BE RECEIVED AT the same place by the School Trustees of the Twelfth Ward, until 3 o'clock P. M., on Friday, May 24, 1895, for making Alterations in and Additions to the Heating and Ventilating Apparatus of Grammar School No. 93.

ROBERT E. STEEL, Chairman, ANTONIO KASINSKY, Secretary, Board of School Trustees, Twelfth Ward.

Dated NEW YORK, May 11, 1895.

SEALED PROPOSALS WILL ALSO BE RECEIVED AT the same place by the School Trustees of the Twenty-fourth Ward, until 4 o'clock P. M., on Friday, May 24, 1895, for furnishing the Heating and Ventilating Apparatus for the New School Building for Grammar School No. 66, at Kingsbridge.

ELMER A. ALLEN, Chairman, THEODORE E. THOMSON, Secretary, Board of School Trustees, Twenty-fourth Ward.

Dated NEW YORK, May 11, 1895.

NO PROPOSAL will be considered from persons whose character and antecedent dealings with the Board of Education render their responsibility doubtful.

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

It is required as a condition precedent to the reception or consideration of any proposals, that a certified check upon, or a certificate of deposit of, one of the State or National banks or Trust Companies of the City of New York, drawn to the order of the President of this Board, shall accompany the proposal to an amount of not less than three per cent. of such proposal, when said proposal is for or exceeds ten thousand dollars, and to an amount not less than five per cent. of such proposal when said proposal is for an amount under ten thousand dollars; that on demand, within one day after the awarding of the contract by the proper Board of Trustees, the President of the Board will return all the deposits of checks and certificates of deposit made, to the persons making the same, except that made by the person or persons whose bid has been so accepted; and that if the person or persons whose bid has been so accepted shall refuse or neglect, within five days after due notice has been given that the contract is ready for execution, to execute the same, the amount of the deposit or of the check or certificate of deposit made by him or them shall be forfeited to and retained by this Board, not as a penalty, but as liquidated damages for such neglect or refusal, and shall be paid into the City Treasury to the credit of the Sinking Fund of the City of New York; but if the said person or persons whose bid has been so accepted shall execute the contract within the time aforesaid, the amount of his or their deposit of check or certificate of deposit shall be returned to him or them.

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

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

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

Two responsible and approved sureties, residents of this city, are required in all cases.

DEPARTMENT OF PUBLIC PARKS.

NEW YORK, May 18, 1895.

CLAREMONT RESTAURANT.

THE COMMISSIONERS OF PUBLIC PARKS will, at their offices, the Arsenal, Central Park, until 9.30 o'clock A. M., on Wednesday, May 29, 1895, receive proposals for the privilege of conducting the restaurant known as the "Claremont," on Riverside Drive. Proposals must state the sum in gross, per annum, offered for said privilege, under the following terms and conditions:

1. Said privilege is for the term of two (2) years from the 1st day of June, 1895.
2. All repairs and alterations required to the said premises during the said term are to be made by the licensee at his own cost and expense.
3. The amount of license is to be paid in quarterly payments, in advance.
4. The business is to be conducted in a manner satisfactory to the Commissioners of Public Parks, who reserve the right to revise such scale of prices for refreshments as may be fixed by the licensee.
5. The licensee is to conform in all particulars to the requirements of the Excise Law.
6. The party to whom the privilege may be awarded will be required to furnish a bond, with two approved sureties, in an amount double the annual payment, for the faithful observance of the terms of the agreement. The Commissioners of Public Parks reserve the right to reject any and all bids that may be received for the privilege if they deem it for the interest of the City to do so.

By order of the Commissioners of Public Parks. CHARLES DE F. BURNS, Secretary.

TO LET.

THE COMMISSIONERS OF PUBLIC PARKS having established the Departmental office at the Arsenal Building, in the Central Park, the premises heretofore occupied by them as offices on the second floor of Emigrant Industrial Savings Bank Building, Nos. 49 and 51 Chambers street, under a lease which will expire May 1, 1896, are now vacant and to let for the period of the unexpired lease. Parties desiring similar offices are invited to inspect these premises. Further information may be obtained at the Arsenal, Central Park. Possession will be given at once.

D. H. KING, JR., G. G. HAVEN, J. A. ROOSEVELT, A. D. JULLIARD, Commissioners.

NOTICE.

THE DEPARTMENT OF PUBLIC PARKS WILL sell at public auction, at the Central Park Stables, Transverse Road No. 3 (Eighty-fifth street), on Friday, May 24, 1895, at 10 o'clock A. M.: two horses and one impounded dog. The purchase money must be paid at the time of the sale, and the purchases must be removed from the park immediately thereafter.

By order of the Department of Public Parks. CHARLES DE F. BURNS, Secretary, D. P. P. May 20, 1895.

SUPREME COURT.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of The Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to PLYMPTON AVENUE (although not yet named by proper authority), between Orchard street and Boscobel avenue, in the 23d and 24th Wards of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by the Commissioners of Street Improvement of the 23d and 24th Wards of the City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants, of all houses and lots and im-

proved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us, at our office, No. 2 Tryon Row, Room 1 (fourth floor), in said city, on or before the 24th day of June, 1895, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said 24th day of June, 1895, and for that purpose will be in attendance at our said office on each of said ten days at 3 o'clock P. M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited in the Bureau of Street Openings, in the Law Department of the City of New York, at No. 2 Tryon Row, in the said city, there to remain until the 24th day of June, 1895.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: Beginning at a point on the westerly line of Nelson avenue, distant about 124 feet northerly from the corner formed by the intersection of the northerly line of Boscobel avenue with the westerly line of Nelson avenue; running thence westerly and parallel with the said northerly line of Boscobel avenue to a point distant 100 feet easterly from the easterly line of an unnamed street; thence northerly and parallel with said easterly line of said unnamed street to the southerly line of another unnamed street; thence westerly along the last-mentioned southerly line of said unnamed street, and by said line prolonged to a point on the easterly line of Aqueduct avenue, and distant 76.43 feet from the northerly line of Boscobel avenue; thence southerly along the easterly line of Aqueduct avenue to the easterly line of Ogden avenue; thence southerly along the easterly line of Ogden avenue to a point distant 100 feet from the southerly line of Orchard street; thence easterly and parallel with said southerly line of Orchard street to the westerly line of Nelson avenue, and thence northerly along the westerly line of Nelson avenue, to the point or place of beginning; excepting from said area all the streets, avenues and roads, or portions thereof, heretofore legally opened or laid out, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 12th day of July, 1895, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated NEW YORK, May 23, 1895.

CHARLES W. WEST, Chairman, JOSEPH P. McDONOUGH, THOMAS J. MILLER, Commissioners, JOHN P. DUNN, Clerk.

SECOND JUDICIAL DISTRICT.

NOTICE.

In the matter of the petition of Michael T. Daly, Commissioner of Public Works of the City of New York, under and in pursuance of chapter 490 of the Laws of 1883 and chapter 193 of the Laws of 1887, and on behalf of The Mayor, Aldermen and Commonality of the City of New York, for the appointment of Commissioners of Appraisal under said acts. (Matter of Jerome Park Reservoir.)

FRANKLIN EDSON, A COMMISSIONER OF APPRAISAL, appointed by an order of the Supreme Court, made at a Special Term thereof, in the Second Judicial District, at White Plains, in the County of Westchester, and filed and entered in the office of the Clerk of said Court, at said White Plains, on the 21st day of January, 1895, a Commissioner of Appraisal to ascertain and appraise the compensation to be made to the owners and all persons interested in the real estate laid down on a map filed November 15, 1894, in the Register's office of the City and County of New York as map number 474, as proposed to be taken or affected for the purposes indicated in the statute known as chapter 490 of the Laws of 1883, entitled, "An act to provide new reservoirs, dams, and a new aqueduct, with the appurtenances thereto, for the purpose of supplying the City of New York with an increased supply of pure and wholesome water," and the acts amendatory thereto, the said proceeding in which I have been appointed as aforesaid being a proceeding affecting lands to be taken for a new reservoir in the Twenty-fourth Ward of the City and County of New York, to be known as Jerome Park Reservoir, do hereby give notice that, by reason of the fact that Albert B. Boardman, Esq., herein appointed a Commissioner of Appraisal by an order made at a Special Term of this Court in the Second Judicial District and filed and entered in the office of the Clerk of this Court and of the County of Westchester on the 6th day of May, 1895, was at the time of his appointment and still is ineligible therefor by reason of the fact that he was then and still is a non-resident of the County, to wit, the City and County of New York, wherein are situate the lands and interest therein, which are proposed to be taken or affected in this proceeding, and has refused to serve as such Commissioner of Appraisal, and that by reason of such ineligibility and refusal to serve as Commissioner of Appraisal, and in compliance with section 11 of the statute heretofore mentioned, to wit, chapter 490 of the Laws of 1883, do hereby give notice that I shall apply to a Special Term of the Supreme Court of the State of New York, to be held in and for the Second Judicial District of said State, at the Court-house, in White Plains, in the County of Westchester, State of New York, at 10 o'clock in the forenoon of the first day of June, 1895, for the appointment of a Commissioner of Appraisal to fill the vacancy occasioned by the ineligibility and refusal to serve of Albert B. Boardman, Esq., heretofore appointed by the order above mentioned.

And notice is hereby given to all persons who may desire to be heard in relation to said application to attend at the time and place mentioned.

Dated NEW YORK, May 16, 1895.

FRANKLIN EDSON, Commissioner of Appraisal. Post-office address for the purposes of this application: Office of Counsel to the Corporation, No. 2 Tryon Row, New York City.

In the matter of the application of The Mayor, Aldermen and Commonality of the City of New York, acting by and through the Department of Docks, relative to acquiring title to the wharf property, rights, terms, easements, emoluments and privileges of the lands and the lands necessary to be taken for the improvement of the City of New York on the North river, between Bank street and the centre line of the block between Bank and Bethune streets, and between West street and Thirteenth avenue, pursuant to the plan heretofore adopted by the said Department of Docks and approved by the Commissioners of the Sinking Fund.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 31st day of December, 1894, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, wharf property, lands under water, wharfage rights, tenements and hereditaments required for the purpose by and in consequence of the acquisition of the same by The Mayor, Aldermen and Commonality of the City of New York, and more particularly set forth in the petition of The Mayor, Aldermen and Commonality of the City of New York, filed in the office of the Clerk of the City and County of New York, and of performing the trusts and duties required of us by chapter 15, title 1, and chapter 16, title 5, of the act, entitled "An act to consolidate into one act and to declare the special and local laws

affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the lands and wharf property taken or to be taken for the said improvement of the water-front of the City of New York, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, No. 253 Broadway, in the City of New York, Rooms 312 and 313, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice, and on or before the 13th day of June, 1895.

And we, the said Commissioners, will be in attendance at our said office on the 14th day of June, 1895, at 2.30 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto, and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner or on behalf of The Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, May 20, 1895.
PETER B. OLNEY, GEORGE C. CLARKE,
FRANKLIN BIEN, Commissioners.
JOHN A. HENNEBERRY, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to NINTH AVENUE (although not yet named by proper authority), from Two Hundred and First street to Kingsbridge road, in the Twelfth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by said Board.

NOTICE IS HEREBY GIVEN THAT THE BILL of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court, at the Chambers thereof, in the County Court-house, in the City of New York, on the 3d day of June, 1895, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the County Clerk, there to remain for and during the space of ten days.

Dated New York, May 17, 1895.
EDWIN T. TALLAFERRO, ISAAC FROMME,
THEODORE E. SMITH, Commissioners.
JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening EAST ONE HUNDRED AND SIXTY EIGHTH STREET (although not yet named by proper authority), from Franklin avenue to Boston road, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-third Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 23d day of March, 1895, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The Mayor, Aldermen and Commonalty of the City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the City and County of New York on the 30th day of April, 1895, and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, Room No. 1 (fourth floor), No. 2 Tryon Row, in the City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 10th day of June, 1895, at 4 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of The Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, May 18, 1895.
JULIUS M. MAYER, JOHN J. O'NEILL, WM. G. LYON, Commissioners.
HENRY DE FOREST BALDWIN, Clerk.

In the matter of the application of the Mayor, Aldermen and Commonalty of the City of New York, for the appointment of Commissioners of Appraisal under chapter 114 of the Laws of 1892, passed March 19, 1892, entitled "An act to provide for settling and establishing permanently the location and boundaries of the avenue known as Fort Washington Ridge road, in the City of New York, and in relation to the improvement thereof."

NOTICE IS HEREBY GIVEN, PURSUANT TO section 16 of the act entitled "An Act to provide for settling and establishing permanently the location and boundaries of the avenue known as Fort Washington Ridge road, in the City of New York, and in relation to the improvement thereof," passed March 9, 1892, to the owner or owners and the occupant or occupants of all houses and lots and improved or unimproved lands affected by the assessment hereinafter mentioned, that the undersigned, who were appointed Commissioners for the purposes named in said act by an order of the Supreme Court, filed in the office of the Clerk thereof on the 9th day of May, 1893, that

I.—On the 14th day of May, 1895, we completed and deposited in the office of the Clerk of the City and County of New York, there to remain open to inspection by all parties and persons interested, the assessment list containing the several sums assessed by us against all such parties and persons, lands and tenements as we have deemed to be benefited on account of the expense heretofore duly certified and stated to us by the Commissioners appointed pursuant to section 2 of said act, to have been, prior to the said act, actually paid or incurred by The Mayor, Aldermen and Commonalty of the City of New York for and on account of the work of regulating and

grading or otherwise improving said road, and also incurred under and pursuant to the provisions of the said act prior to the date of our appointment, and the interest thereon calculated, as provided by said act, and also the sum estimated by the said Commissioners to be necessary to complete the work of regrading said road, as provided in the fifth section of said act.

II.—The said assessment list and our report in the premises will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at Chambers, at the County Court-house, in the City of New York, on the 21st day of June, 1895, for confirmation.

III.—The lands embraced by such assessment are described as follows: All those parcels of land, houses and lots, improved and unimproved lands situated on both sides of Fort Washington Ridge road, from 150th st. and the Boulevard to its terminus at or near the intersection of Kingsbridge road and Sherman ave.; also, all the several houses and lots of ground, vacant lots, pieces and parcels of land situated within the following area: on the south by the northerly side of 158th st., extending from the westerly side of the Boulevard to the easterly side of the Public Drive; on the north by the southerly side of the Public Drive to its intersection with Kingsbridge road and Dyckman st.; on the east by the westerly side of the Boulevard and Kingsbridge road, from 158th st. to Dyckman st.; on the west by the easterly side of the Public Drive (west of Fort Washington Ridge road) northerly from 158th st. to its terminus; also both sides of Elwood st., from Naegle ave. to Kingsbridge road; also both sides of Sherman ave., from Kingsbridge road to Dyckman st., and east side of Kingsbridge road, from Naegle ave. to Dyckman st.

IV.—All persons whose interests may be affected by the said assessment, and who may be opposed to the same, are hereby requested to present their objections, in writing, to the undersigned Commissioners within twenty days from the date of this notice. Any person or party whose rights may be affected by the said assessment, and who shall object to the same or any part thereof, may, within the time specified, state his, her or their objections to the same, in writing, to the undersigned Commissioners, which statement shall not be received by us unless verified by his, her or their affidavits or the affidavits of other persons.

V.—On the 10th day of June, 1895, at 12.30 P. M., at our office, Room 76, No. 115 Broadway, in the City of New York, any person who may consider themselves aggrieved by such assessment, and who shall object thereto, as hereinbefore stated, will be heard by us in opposition to the same, and such hearing will be adjourned from time to time within the space of ten judicial days after the said date, until such person or persons shall be fully heard.

Dated New York, May 14, 1895.
MICHAEL J. MULQUEEN, WALTER STANTON, J. ROMAINE BROWN.

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

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court bearing date the 31st day of December, 1894, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, wharf property, lands under water, wharfage rights, tenements and hereditaments required for the purpose by and in consequence of the acquisition of the same by the Mayor, Aldermen and Commonalty of the City of New York, and more particularly set forth in the petition of the Mayor, Aldermen and Commonalty of the City of New York, filed in the office of the Clerk of the City and County of New York, and of performing the trusts and duties required of us by chapter 15, title 1, and chapter 16, title 5, of the act entitled "An Act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the lands and wharf property taken or to be taken for the said improvement of the water-front of the City of New York, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, No. 253 Broadway, in the City of New York, Rooms Nos. 312 and 313, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice, and on or before the 1st day of June, 1895.

And we, the said Commissioners, will be in attendance at our said office on the 5th day of June, 1895, at 2.30 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of The Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, May 7, 1895.
G. E. MOIT, MOSES G. BYERS, SAMUEL W. MILBANK, Commissioners.
JOHN A. HENNEBERRY, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening PROSPECT AVENUE (although not yet named by proper authority), from Crotona Park south to Boston road, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-third Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 23d day of March, 1895, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening the above mentioned street or avenue, the same being particularly set forth and described in the petition of The Mayor, Aldermen and Commonalty of the City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the City and County of New York on the 30th day of April, 1895, and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act, entitled "An act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, Room No. 1, fourth floor, No. 2 Tryon Row, in the City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 5th day of June, 1895, at 11 o'clock in the forenoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of The Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, May 9, 1895.
EUGENE A. PHILBIN, C. A. HELFER, JULIAN B. SHOPE, Commissioners.
HENRY DE FOREST BALDWIN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to EAST ONE HUNDRED AND SIXTY-FIFTH STREET (although not yet named by proper authority), from Vanderbilt avenue, East, to Third avenue, in the Twenty-fourth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by the Department of Public Parks.

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us, at our office, No. 2 Tryon Row, Room 1 (fourth floor), in said city, on or before the 8th day of June, 1895, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said 8th day of June, 1895, and for that purpose will be in attendance at our said office on each of said ten days at 2 o'clock P. M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited in the Bureau of Street Openings, in the Law Department of the City of New York, at No. 2 Tryon Row, Room 1, in the said city, there to remain until the 8th day of June, 1895.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land situate, lying and being in the City of New York, which, taken together, are bounded and described as follows, viz.: Northerly by the centre line of the blocks between East One Hundred and Seventy-fourth street and East One Hundred and Seventy-fifth street, from the westerly line of Vanderbilt avenue, East, to the westerly line of Third avenue; southerly by the centre line of the blocks between East One Hundred and Seventy-third street and East One Hundred and Seventy-fourth street, from the westerly line of Third avenue to the westerly line of Vanderbilt avenue, East, and westerly by the westerly line of Vanderbilt avenue, East, excepting from said area all the streets, avenues and roads, or portions thereof, heretofore legally opened or laid out as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 20th day of June, 1895, at the opening of the court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, May 6, 1895.
FREDERICK L. DIETER, Chairman, SAMUEL R. ELLIOTT, PIERRE VAN BUREN HOES, Commissioners.
JOHN P. DUNN, Clerk.

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 opening of ONE HUNDRED AND EIGHTY-FIRST STREET, from Eleventh avenue to the Boulevard, in the City of New York.

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

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us, at our office, No. 200 Broadway (fifth floor), in the said city, on or before the 20th day of May, 1895, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said 20th day of May, 1895, and for that purpose will be in attendance at our said office on each of said ten days at 4 o'clock P. M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 21st day of May, 1895.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City and County of New York, which taken together are bounded and described as follows, viz.: Northerly by a straight line drawn from a point on the easterly line of the Boulevard, distant 2,098 feet 2 1/2 inches northerly from the intersection of the northerly line of One Hundred and Eighty-first street with the easterly line of the Boulevard, measured along the easterly line of the Boulevard, to a point on the westerly line of Kingsbridge road, distant 2,022 feet 10 1/2 inches northerly from the intersection of the northerly line of One Hundred and Eighty-first street with the westerly line of Kingsbridge road, and by the centre line of the blocks between One Hundred and Eighty-second street, extending from the Kingsbridge road to Eleventh avenue; easterly by the westerly line of Kingsbridge road and the westerly line of Eleventh avenue; southerly by the centre line of the blocks between One Hundred and Eighty-first street and One Hundred and Eighty-second street, extending from Eleventh avenue to Kingsbridge road, and by the centre line of the blocks between One Hundred and Eighty-first street and Fort Washington Depot road, extending from Kingsbridge road to the Boulevard, and westerly by the easterly line of the Boulevard; excepting from said area all the streets, avenues and roads, or portions thereof, heretofore legally opened, and all the unimproved land included within the lines of streets, avenues, roads, public squares and places shown and laid out upon any map or maps filed by the Commissioners of the Department of Public Parks, pursuant to the provisions of chapter 604 of the Laws of 1874, and

the laws amendatory thereof, or of chapter 410 of the Laws of 1882, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 7th day of June, 1895, 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 8, 1895.
JOHN JEROLOMAN, Chairman.
G. M. SPEIR,
WILLIAM M. LAWRENCE,
Commissioners.
CARROLL BERRY, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title (wherever the same has not been heretofore acquired), to EAST ONE HUNDRED AND SIXTY-FIFTH STREET (although not yet named by proper authority) from Jerome avenue to the easterly line of Sheridan avenue, in the Twenty-third Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by the Department of Public Parks.

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 2 Tryon Row, Room 1 (fourth floor), in said city, on or before the 11th day of June, 1895, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said 11th day of June, 1895, and for that purpose will be in attendance at our said office on each of said ten days at 2 o'clock P. M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited in the Bureau of Street Openings in the Law Department of the City of New York, No. 2 Tryon Row, in the said city, there to remain until the 11th day of June, 1895.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: northerly by a line drawn parallel with East 165th street, and distant northerly about 405 feet, from the northerly side thereof; easterly by a line distant 100 feet easterly from and parallel with the easterly line of Sheridan avenue; southerly by the northerly line of East 163d street, and the prolongation easterly of said line from the westerly line of Mott avenue, to a point distant 100 feet easterly from the easterly line of Sheridan avenue, and westerly by a line distant 100 feet westerly from and parallel with the westerly line of Jerome avenue, excepting from said area, all the streets, avenues, and roads or portions thereof, heretofore legally opened or laid out as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof in the County Court-house in the City of New York, on the 28th day of June, 1895, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, May 11, 1895.
JAMES A. LAMB, Chairman, JOHN H. SPELLMAN, DANIEL SHERRY, Commissioners.
JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening CROTONA PARK, SOUTH (although not yet named by proper authority), from Fulton avenue to Prospect avenue, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-third Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 23d day of March, 1895, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The Mayor, Aldermen and Commonalty of the City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the City and County of New York, on the 30th day of April, 1895; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act, entitled "An act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, Room No. 1, fourth floor, No. 2 Tryon Row, in the City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 3d day of June, 1895, at 3.30 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of The Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, May 9, 1895.
MONTAGUE LESSLER, CHARLES D. BURRILL, PHILIP E. REVILLE, Commissioners.
HENRY DE FOREST BALDWIN, Clerk.

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JOHN A. SLEICHER,
Supervisor.