

THE CITY RECORD.

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PROCLAMATION.

MAJOR'S OFFICE,
NEW YORK, Feb. 6, 1874.

Whereas, Nicholas Ryan and his sister Mary Ryan were found dead at their residence, No. 204 Broome street, on the 20th December last, and whereas the coroner's jury, from the facts elicited during the inquest, were unable to determine the manner of their death; and

Whereas, from such an examination of the case as I have been enabled to make, I am of the opinion that the said Nicholas and Mary Ryan were brutally murdered, at the time and place above stated, now,

I, WILLIAM F. HAVEMEYER, Mayor of the City of New York, do hereby offer a reward of one thousand dollars for the discovery and conviction of the party or parties who may have committed the deed, the said reward to be paid on the conviction of the said party or parties, and the certificate of the District Attorney that such conviction was had upon the testimony of the person or persons claiming the reward. But all claims not presented to the Mayor within twenty days after such conviction shall be disregarded.

W. F. HAVEMEYER,
Mayor.

COMMISSIONERS OF THE SINKING FUND.

Abstract of the proceedings of the Commissioners of the Sinking Fund, at the meeting held January 31, 1874.

Present—Hon. William F. Havemeyer, Mayor, (Chairman); Hon. John K. Hackett, Recorder; Hon. Andrew H. Green, Comptroller; George W. Lane, Esq., Chamberlain; Jenkins Van Schaick, Esq., Chairman Finance Committee Board of Aldermen.

The Comptroller stated that it having been decided to rebuild Centre Market, it became necessary to cancel the lease of the second floor of the same, to William Lalor for five years from May 1, 1872, and submitted the following preamble and resolution, which, on motion, were unanimously adopted, viz.:

Whereas, The whole of the second floor of Centre Market was leased by the city of New York for the term of five years from May 1, 1872, to William Lalor, with a covenant in the lease that "should the Corporation sell, lease, rebuild or remove Centre Market during the term for which this lease is granted, this lease is to be cancelled, at the option of the Commissioners of the Sinking Fund, and no deduction or award for damages will be made by the Corporation therefor;" and

Whereas, It has been decided to rebuild Centre Market; therefore, be it

Resolved, That the lease of the whole of the second floor of Centre Market, made by the city with William Lalor, on May 7, 1872, be cancelled, in accordance with the said covenant contained therein, and the Comptroller is authorized to take possession of such premises on behalf of the Mayor, Aldermen and Commonalty of the city of New York.

The Comptroller submitted a list of real estate belonging to the city, and not in use for public purposes, which may be sold at public auction, under the direction of the Commissioners of the Sinking Fund; which, on motion, was laid over for consideration; whereupon, the Chamberlain offered the following resolution, which, on motion, was adopted, viz.:

Resolved, That the Comptroller be authorized to appoint an appraiser to fix the minimum value

of the real estate to be sold at public auction, under the direction of the Commissioners of the Sinking Fund, and that he be directed to report such valuations to this Board.

The Comptroller also submitted a list of ferries and ferry franchises, the leases of which have expired; which, on motion, was ordered on file for future reference.

The committee (Comptroller and Chamberlain) to whom was referred the subject of ferries and ferry franchises, submitted their report, which, on motion of the Chairman of the Finance Committee, Board of Aldermen, was accepted, and ordered to be printed, viz.:

To the Commissioners of the Sinking Fund:

The Comptroller and Chamberlain of the City, to whom was referred the subject of Ferries and Ferry Franchises, by a resolution of the Commissioners of the Sinking Fund, passed July 1st, 1873, respectfully

REPORT:

That, having given this important subject careful attention, and present to the Commissioners of the Sinking Fund the following suggestions relative thereto: These ferries are, without doubt, a valuable property, capable of returning to the City a large annual revenue if properly administered; they have not heretofore been so remunerative to the City as they should have been. Hoffman's "Treatise on the Estate and Rights of the Corporation of the City of New York as Proprietors," edition of 1862, volume 1, pages 286 to 302, clearly states the rights of the City to the ferries.

The final determination of the propriety of establishing or continuing ferries all around the island, is in the Corporation of the City of New York, and in view of the fact that the City does not own all the wharf and pier rights in use, or that may be needed for such purposes, and that it might be unwise to acquire them by purchase, it would seem best that all ferry lessees, under future leases, be required to pay rent equal to the value of rental for exclusive purposes of all wharf and pier rights the City may own at the designated location of the ferry, and which are used by the ferry or otherwise rendered valueless by its establishment; and in addition thereto, a percentage of the gross receipts of the ferry, as consideration for the use of the franchise; and that all locations where the City does not own any wharf rights, such per cent, only should be paid, and that if ferries are let to the highest bidder, the foregoing rates be made the upset price, and the lease be granted to the party who will pay in cash, or in quarter-yearly installments, the greatest sum of money as bonus, in addition to such upset price; that all boats, fixtures, bulkheads and piers used by the ferries be maintained by the lessees at their own cost; that the slips be dredged and kept clean at their own expense, and that new leases or renewals of existing leases be made, not exceeding nine months nor less than six months before the commencement of the new lease, or the expiration of the then current lease, and also that if the upset price is not offered, the ferry be not established, or if established, be discontinued.

It is also suggested, that in lieu of the percentage, each ferry might pay a *per capita* rate upon each person or vehicle carried. Whichever method is adopted, proper covenants should be inserted in the lease to insure correct accounts of persons carried, and of income, and to fix a limit of rates to be charged so that they will not be oppressive or detrimental.

A schedule of ferries now established, with description of property belonging to the City in use by them, and the rents reserved in the leases, is hereto annexed, by which it appears that 2,695 feet of bulkhead, and equal to nine (9) piers, are exclusively used by them, which would, in the opinion of John J. Serrell, Esq., an experienced engineer and surveyor, whose views on the whole subject have been furnished at the request of the undersigned, be worth, for other special uses, at least \$143,000 per year, while the present rents reserved, including such as are for franchise only, amount to but \$58,904, showing an actual loss to the City of \$84,096 per year.

There is no doubt that these franchises should be productive of greater revenues to the City, but the undersigned discover, that with this character of public property, the condition, as with all others which they have had occasion to investigate; namely, that a past profligate error has tied it up with imprudent leases and conditions, that it will be long before a new era can be fully entered upon without resorting to litigation and protracted legal conflicts.

The Atlantic or South, the Fulton, Wall street, Catharine and Hamilton avenue ferries are leased to the Union Ferry Company for a period of ten years from May 1, 1871, at a rent of \$1 per each per annum. These ferries formerly yielded a rent to the City of \$103,000 per annum, showing a loss under leases made by the late regime of \$102,995 per annum, or over one million of dollars loss to the City for the term of the lease. For this nominal rent of \$1 per annum, the Union Ferry Company get 1065 feet of bulkhead and two piers in addition to the ferries.

The old argument will be revived that the city is benefitted by ferries to a greater extent than the loss of rent, by a system of non-remunerative leases. The neighborhood surrounding the city, is however, benefitted much more than the city, as is evidenced by the fact that ferry lessees are, and have been almost exclusively, owners of real

estate opposite the city and depending on ferries for increase of value, or interested in railroads terminating there.

A schedule annexed shows the unpaid ferry rents so far as they appear in the Finance Department. These rents are now collected through the Department of Docks, and there is no record of arrears in the Finance Department.

By chapter 383 of the laws of 1870, the Department of Docks seems to have exclusive charge and control of leasing all wharf property belonging to the city, and it may be that while the law stands as it appears now to be, it would be well that this Department should act conjointly with the Commissioners of the Sinking Fund in cases of the leasing of wharves or piers for ferry purposes. The law in this respect should be altered so as to preserve this right of leasing ferries and the necessary pier and bulkhead accommodations, exclusively to the Sinking Fund Commissioners.

The undersigned are clearly of the opinion that the income of the city can and ought to be greatly increased, and that it can be done without injury to property interests and without any increase of charges to persons carried, and still leave the ferry companies a fair profit on the business.

The extent to which the Brooklyn Bridge will, when complete, effect the ferries, is quite impossible to state. There is no doubt, however, that an increasing population an increase of business will be of an extent sufficient to require all the crossing facilities that the bridge and ferries can furnish.

With the view of affording some facts on the subject, there is appended hereto an extract from a report on the subject of bridge accommodation made by one of the undersigned in the year 1868.

AND. H. GREEN,
Comptroller.
GEO. W. LANE,
Chamberlain.

SCHEDULE OF FERRY LEASES.

Staten Island Ferry—Lease expires May 1, 1877. Staten Island R. R. Co. lessee; \$1,000 per annum. 120 feet of bulkhead, Whitehall street.

Hamilton Avenue Ferry, South Ferry to Atlantic street, Brooklyn—Lease expires May 1, 1881. Union Ferry Co. lessees; \$1 per annum, with other ferries. 220 feet of bulkhead, Whitehall street, and west half of pier 2, E. R.

Wall Street Ferry—Lease expires May 1, 1881. Union Ferry Co. lessees; \$1 per annum, with other ferries. 95 feet of bulkhead foot of Wall street, and east half pier No. 15, E. R.

Fulton Ferry—Lease expires May 1, 1881. Union Ferry Co. lessees; \$1 per annum, with other ferries. 150 feet of bulkhead, Fulton street, N. Y., east half pier No. 21, and west half pier No. 22, E. R. 300 feet of bulkhead foot of Fulton street, Brooklyn.

Roosevelt Street Ferry—Lease expires Nov. 1, 1877. New York & Brooklyn Co. lessees; \$6,400 per annum. 250 feet of bulkhead, South street, between Roosevelt and James streets; pier No. 30, and west half of pier N. 31, E. R.

James Slip Ferry to Hunters Point—Lease expires May 1, 1878. East River Ferry Co. lessee; \$4,600 per annum. Lease not executed. 125 feet of bulkhead, foot of James street; east half pier No. 31, and west half pier No. 32, E. R.

Ferry, James street to South 6th street, Brooklyn—Lease expires May 1, 1874. New York & Brooklyn Ferry Co. lessees; \$3,450 per annum. Nothing but ferry franchise.

Ferry, James street to Bridge street, Brooklyn—Lease expires May 1, 1874. New York & Brooklyn Ferry Co. lessees; \$600 per annum. Nothing but ferry franchise.

Catharine Ferry—Lease expires May 1, 1881. Union Ferry Co. lessees; \$1 per annum, with other ferries. 200 feet of bulkhead foot of Catharine street, N. Y.; 100 feet of bulkhead foot of Main street, Brooklyn.

Grand street, N. Y., to Grand street, Brooklyn, E. D.—No lease, no rents. New York and Brooklyn Ferry Co. occupants. North half of pier No. 55; 125 feet of bulkhead, and south half short pier foot of Grand street; E. R., N. Y.; 100 feet of bulkhead foot of Grand street, Brooklyn, E. D.

Grand street, N. Y., to South 7th street, Brooklyn—Lease expires May 1, 1874. New York & Brooklyn Ferry Co. lessees; \$3,000 per annum. Nothing but ferry franchise.

Houston street, N. Y., to Grand street, Brooklyn, E. D.—Wm. W. Winans and his associates, occupants; \$9,000 per annum. 30 feet of bulkhead foot of Houston street, E. R., New York; 100 feet of bulkhead foot of Grand street, Brooklyn, E. D.

10th street, E. R., N. Y., to Greenpoint, Long Island—Lease expires May 1, 1875. Gideon Lee Knapp lessee; \$1,300 per annum. Nothing but ferry franchise.

23rd street, E. R., N. Y., to Greenpoint, Long Island—Lease expires May 1, 1874. Gideon Lee Knapp lessee; \$600 per annum. 100 feet of bulkhead foot of 23rd street, E. R.

34th street, E. R., N. Y., to Hunters Point, Long Island—Lease expires Nov. 1, 1877. East River Ferry Co. lessees; \$800 per annum. 75 feet of bulkhead foot of 34th street, E. R.

92d street, E. R., N. Y., to Astoria, Queens county, Long Island—No lease. Queens Ferry Co. lessees; \$50 per annum. 100 feet of bulkhead foot of Fulton street, Astoria; bulkhead foot of 92d street, N. Y.

NORTH RIVER.

Ferry to Staten Island, north shore—No lease. No rent paid for this ferry.

Jersey City Ferry—Lease expires May 1, 1876. New Jersey Railroad and Transportation Co. lessees; \$7,500 per annum. 30 feet of bulkhead foot of Courtland street, N. Y., and south half pier No. 18, N. R.

Barclay Street Ferry to Hoboken, N. J.—Edwin A. Stevens, lessee; \$1,000 per annum. Nothing but ferry franchise.

Pavonia Avenue Ferry—10 years from May 1, 1864. Erie Railway Co. lessees; \$9,300 per annum. Pier No. 30, N. R.; half of bulkhead between that and pier No. 31, N. R., together with L in upper side of pier No. 30, N. R.

Dessbrosses street to Harsimus street, Jersey City, N. J.—Lease expired May 1, 1872. Associates of the Jersey Co. occupants; \$1,000 per annum. Nothing but ferry franchise.

Spring street to Hoboken, N. J.—10 years from June 1, 1866. William J. Peck lessee; \$8,000 per annum.

North half and L of pier No. 42, N. R., with south half of pier No. 43, extending to the L with basin between.

Christopher street to Hoboken, N. J.—Lease expires May 1, 1874. William W. Shippen lessee; \$800 per annum. 75 feet of bulkhead foot of Christopher street, N. R.

42d Street Ferry to Weehawken, N. J.—Lease expires July 20, 1880. William D. Harris, lessee; \$500 per annum. 100 feet of bulkhead foot of 42d street, N. R.

23d Street Ferry to Pavonia avenue, N. J.—Until May 1, 1876. Erie Railway Co. Ferry leases, pp. 346. (Resolution C. C., Sept. 24, 1866, J. P., pp. 331), \$50 per annum. Bulkhead 100 feet foot of 23d street, N. Y.

SCHEDULE SHOWING UNPAID FERRY RENTS.

Long Island Ferry Company, 4½ years, to May 1, 1864; ferry from Peck slip. Leased to J. V. Miserole and others, transferred to Long Island Ferry Company, being for ten years from May 1, 1859. Ferry franchise rescinded by the Corporation May, 1864, for which the company claimed damages. Suit in the hands of Corporation Counsel.....	\$94,500
14 years to Nov. 1, 1873, ferry from foot of Grand street, E. R., \$15,000 per annum. Original lease to J. V. Miserole and others for ten years from May 1, 1859, transferred to Long Island Ferry Co., who, it appears have paid nothing. The New York and Brooklyn Ferry Company, now in possession, refuse to pay, claiming they run the ferry by request and for the accommodation of the public. Suit in the hands of the Corporation Counsel.....	210,000
Union Ferry Company of Brooklyn, 3 months to May 1, 1871. On ferries to Brooklyn refuse to pay, claiming as an offset that portion of the property included in their original lease, was taken by the New York & Brooklyn Bridge Company. In suit.....	\$304,500
Associate Houston Street Ferry Company, 18 months to Nov. 1, 1873. Lease expired May 1, 1872.....	22,150
J. C., R. L. and E. A. Stevens. Balance apparently due from 1829 to 1835. Barclay Street Ferry.....	13,500
Sophia U. D. Laing, 5½ years to Aug. 1, 1862. From 39th street, N. R., to Bull's Ferry, N. J. Lease 10 years from Aug. 1, 1852, at \$100 per annum for the first five years, and \$200 for the last five years.....	1,150

\$342,750

Extract from a communication of Andrew H. Green, Esq., late Comptroller of the Parks, relative to Westchester County, Harlem River and Spuyten Duyvil Creek, to the Board of Commissioners of Central Park, December 30, 1868.

"There are now in London seven bridges across the Thames, devoted to ordinary traffic, and three exclusively for railways, within the distance of three miles, beginning at the east, they are as follows: London Bridge, Southwark Bridge, for general traffic, and at a distance of 1,450 feet from the former, between there, is a railway bridge, the next is Blackfriar's Bridge, at a distance of 2450 feet from Southwark Bridge; another railway bridge lies between the two last named; then comes Waterloo Bridge at 2,900 feet from Blackfriar's Bridge, then Westminster Bridge, 3,150 feet from Waterloo Bridge, with another railway bridge between them, next is Lambeth Bridge, distant from Westminster Bridge 2,250 feet, and is followed by Vauxhall Bridge, 2,700 feet further up the river and near the limit of dense population; beyond these are Chelsea and Battersea Bridges, each at interval a little over a mile.

"These bridges vary in length from 708 feet to 1380 feet and are of various widths.

"Less than a century ago the only bridges over the Thames within the above limits, were Old London

"The average distance between bridges for general traffic in London, is 2,100 feet, in Paris, 1,500 feet.

"The average distance of those in London would give nineteen, and of those of Paris nearly twenty-five for equal accommodation across the Harlem river and Spuyten Duyvil Creek to the East River, and their length, excepting those that may be built on the suspension plan, would probably vary from 250 to 600 feet.

"If the City of New York and Long Island shall hereafter be connected by bridges, the distance between Ward's Island and the Battery would require twenty-two of them, if they crossed as frequently as in London, and thirty if they were built as near each other as in Paris.

"The construction of proper approaches to tunnels under the Harlem River would be much easier than in London, because the average rise and fall of tide is nearly 14 feet less in New York than in London, and that difference in grade alone would be very beneficial if equal size of tunnel and depth of channel were maintained in both cities.

"The width of the Seine, through the City of Paris is from 100 to 600 feet.

"The width of the Thames, through the City of London, is from 870 to 1200 feet.

"The width of the Harlem river and Spuyten Duyvil creek, between New York and Westchester, is from 200 to 450 feet.

"The width of the East river, between the pier head lines of New York and Brooklyn, is from 1200 to 2500 feet.

"The width of the North river, between New York and New Jersey, is from 2700 feet to 4000 feet, between the pier head lines."

The Comptroller stated that the lease of premises No. 73 Elm street, with covenant of renewal, will expire May 1, 1874; whereupon the Chamberlain submitted the following resolution, which, on motion, was adopted.

Resolved, That the Comptroller be authorized to appoint an appraiser on behalf of the Corporation, to settle the rent on renewal of the lease of premises No. 73 Elm street, the present term of which will expire on May 1, 1874.

The application of Isaac Williamson for reduction of rent of cellar No. 1 Centre Market, in consequence of alterations of the premises caused by recent repairs of market, etc., was received, and on motion of the Chairman of the Finance Committee, Board of Aldermen, was referred to the Comptroller to examine and report.

The following applications for water grants were received and referred to the Comptroller, viz.:

Application of Adam Neidlinger and others, for water grant on East river, between 63d and 46th streets.

Application of Cordelia S. Steward, for water grant on East river, between 73d and 74th streets.

Application of James H. Jones for water grant on the East river, between 67th and 68th streets.

Application of Joseph J. & W. Henry Potter, for water grant on Harlem river at 201st street.

W. H. DIKEMAN,
Clerk.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTIONS.

DAILY MEETINGS FEB. 9 TO 14, 1874.
AT 9 O'CLOCK, A.M.

Present — Commissioners Laimbeer, Bowen, Stern.

The following communications were received:

From Almshouse, Workhouse, Charity, Smallpox, Fever, Bellevue, Reception, Convalescent Hospitals, Lunatic Asylum, Blackwell's and Ward's Island Inebriate Asylum and Soldiers' Retreat. Reporting daily census of these institutions. Ordered on file.

From Lunatic Asylum, Blackwells and Wards Island. Daily report of the number of patients and how employed. Ordered on file.

From Lunatic Asylum, Blackwells and Wards Island—Transmitting history of patients admitted for week ending February 7, 1874. Referred to Examining Clerk.

From Alms House—Amount of labor performed by mechanics (inmates) for week ending February 14, 1874. Ordered on file.

From Penitentiary—List of prisoners received during week ending Feb. 7, and the number to be discharged from 15th to 21st February, 1874. Ordered on file.

From Charity Hospital—On fitting up pavilion for cases of scarlet fever and measles, and for an orderly and nurse. Granted.

From Bellevue Hospital—Complaint against John Hines, assistant keeper at dead house. Ordered to be discharged.

From New York City Asylum for the Insane, Ward's Island—Reporting Michael Moran, attendant, absent without leave. Ordered to be discharged.

From Penitentiary—On the application of keeper Woods to be allowed pay during his absence. Not granted.

From New York City Asylum for the Insane, Ward's Islands—Complaint against Martin Lawlor, carpenter. Ordered to be discharged.

From J. C. Pinckney, Clerk of Common Council—Notice of visit of special committee of Board of Aldermen to Hart's Island, February 12, 1874. Arrangements ordered to be made.

From Penitentiary—Resignation of William Bennett as keeper. Accepted.

From Lunatic Asylum, Blackwell's Island—For services of a prisoner to caulk floor of Hall No. 7. Ordered.

From New York City Asylum for the Insane, Ward's Island—Resignation of Charles Bentz, attendant. Accepted.

From Hart's Island—Reporting death of

Eugene Barry. Notified his wife who will remove his body.

From Pierrepont Edwards, Vice Consul—For information relative to Alfred Gee, on School Ship Mercury. Furnished.

From Bellevue Hospital—Complaint against John J. O'herty and Lawrence Griffin, night watchman. Ordered to be discharged.

From Peter Yule, Captain of the Sanitary Police Co.—Transmitting certificate of qualification of Henry V. Freeman as engineer of New York City Asylum for the Insane, Ward's Island. Ordered on file.

From M. M. Marshall, superintendent of stables—Report of work performed by wagons of the Department during week ending February 7, 1874.

From Col. D. Archie Pell—Presenting a large number of books for the use of soldiers at the Retreat, Ward's Island. Accepted, with the thanks of the Board.

From New York City Asylum for the Insane, Ward's Island—On the delivery of notices of deaths of inmates. Ordered by the Board that a report be made to the institution from which they were received, whether the notices were delivered to the relatives or friends, and if they intend to remove the body for interment.

By Commissioner Laimbeer:

Resolved, That the warden of the City Prison be requested to report to this Board the amount it would cost this department to furnish dinner to the several keepers at the Tombs, in order to prevent their leaving the building during the day.

Feb. 9, 1874. By the Board. Adopted.

By Commissioner Stern:

Resolved, That the twenty-four wooden bunks now in use in the cells of the 2d district prison be removed and replaced with iron cots, and that the warden of penitentiary be requested to have the same made and similar to those now used at the work-house.

Feb. 10, 1874. By the Board. Adopted.

Ordered, That no visitors be admitted to the 2d, 3d, 4th and 5th district prisons except by permit signed by a Commissioner.

Feb. 10, 1874.

Report of William H. Knapp, supervising engineer, on his examination and condition of scales at the several institutions.

By the Board. Ordered that scales be purchased and repaired, as reported on, under the supervision of Mr. Knapp.

Feb. 11, 1874.

By Commissioner Stern:

Resolved, That James Merry be and is hereby appointed a keeper at the Penitentiary, in place of William Bennett, resigned.

Feb. 11, 1874. By the Board. Adopted.

Application to Department of Docks to build crib dock at east side of Randall's Island.

Feb. 11, 1874.

By Commissioner Stern:

Resolved, That the keepers of the City Prison take their dinner or lunch at their own expense, on the premises of the prison, and that they are not allowed as heretofore to leave the prison from the time they enter on their duties until relieved. This resolution to take effect on the 6th inst.

Feb. 11, 1874. By the Board. Adopted.

By Commissioner Laimbeer:

Resolved, That William Fletcher be permitted to return to duty as keeper of the Tombs.

Feb. 12, 1874. By the Board. Adopted.

John J. Kelly appointed keeper at Hart's Island, in place of George J. Crawford, deceased.

Feb. 13, 1874.

By Commissioner Stern:

Resolved, That the Quassaick Woolen Mill Company of Newburgh, N. Y., N. B. Hoyt, treasurer, be and are hereby requested to manufacture for this Department five hundred yards of striped prison cloth, and two hundred and fifty yards of plain prison cloth, as per sample exhibited at this office, at the price of \$1.28 per running yard for the striped, and \$1.20 for the plain cloth, with the option of this Board to order larger quantities if required of both kinds at the same price.

Feb. 13, 1874. By the Board. Adopted.

CORONER'S OFFICE,

NEW YORK, February 12, 1874.

To the Honorable Board of Commissioners of Charities and Correction:

In order to avoid any misapprehension, the Board of Coroners have instructed me to transmit to your Honorable Board a copy of the following sections of the laws of 1871, chapter 462.

Section 1. Hereafter when in the City and County of New York any person shall die from criminal violence, or by a casualty, or suddenly, when in apparent health, or when unattended by a physician, or in prison, or in any suspicious or unusual manner, the coroner shall subpoena a properly qualified physician, who shall view the body of such deceased person externally, or make an autopsy thereon as may be required.

Section 3. It shall be the duty of any citizen who may become aware of the death of a person who shall have died in the manner stated in section 1 of this act, to report such death forthwith to one of the coroners or to any police officer, and such police officer shall without delay notify the coroner of such death, and any person who shall wilfully neglect or refuse to report such death to the coroner, shall, upon such conviction, be adjudged guilty of a misdemeanor, and shall be punished by imprisonment in the county prison not exceeding one year, or by a fine not exceeding five hundred dollars, or by both such fine and imprisonment.

All of which is respectfully submitted,

JOHN T. TOAL,
Clerk of the Board of Coroners.

By Commissioner Laimbeer:

Resolved, That Edward L. Taylor be and is hereby appointed to open a new set of books for this Department at Central Office, to commence from January 1, 1874, at a compensation of twenty-five hundred dollars a year.

Mr. Bowen moved to amend by inserting the name of Mr. Lawrence.

Ayes—Commissioner Bowen.

Nays—Commissioners Laimbeer and Stern.

Resolution appointing Mr. Taylor adopted, and Mr. Lawrence requested to give any information required.

Feb. 14, 1874.

By Commissioner Stern:

Resolved, That John Mannix be and is hereby appointed manager for the temporary relief of the poor at the 86th street and Fourth Avenue Station House, at a compensation of two dollars per day during the pleasure of this Board.

Feb. 14, 1874. By the Board. Adopted.

Resolved, That a place for temporary relief, for the shelter and food for out-door poor, be and is hereby directed to be opened in the basement of the market at 125th street, free of rent to this Department, and to be continued during the pleasure of this Board.

Feb. 14, 1874. By the Board. Adopted.

Ayes—Commissioners Laimbeer and Stern.

Nay—Commissioner Bowen.

WM. LAIMBEER,
J. BOWEN,
MYER STERN,
Commissioners.

FIRE DEPARTMENT.

HEADQUARTERS FIRE DEPARTMENT,
CITY OF NEW YORK,
Thursday, February 12, 1874.

The Board of Commissioners and the Comptroller, met pursuant to an advertisement in the "CITY RECORD," to receive proposals for building four chemical engines.

Present—President Joseph L. Perley, in the chair, Commissioners Roswell D. Hatch and Cornelius Van Cott, and Comptroller, Andrew H. Green.

The President submitted blank form of contract with the approval as to form, of the Council to the Corporation, thereon. Filed.

The President also submitted the affidavit of the Supervisor of the CITY RECORD, testifying to the insertion of the advertisement as required by law. Filed.

One proposal was received and opened, being as follows:

From the Babcock manufacturing Company, who offer to build (4) chemical fire engines, in accordance with the requirements named in the advertisement and as per plans and specifications accompanying their proposal, for the sum of (\$11,400.00). Ordered to be transmitted to the Comptroller, for his approval as to the adequacy and sufficiency of the "securities" offered.

Adjourned.

W. B. WHITE,
Secretary.

LEGISLATIVE DEPARTMENT.

From the proceedings of the Board of Aldermen, February 19, 1874.

By Alderman Koch—

Whereas, It must be apparent to every intelligent inhabitant of this city, and should be immediately understood and fully appreciated by all interested in its future progress and development—particularly those who are intrusted with its government—that unless a new impetus is given to trade and industry, and enlarged and improved facilities are afforded for the transaction of both, it will inevitably deteriorate in wealth, business, enterprise and population, and will consequently lose its prestige as the chief city of this Union—as the metropolis of the Western World. Rival cities in other States are straining every effort to divert trade and commerce from this port, and in many instances have succeeded, solely by the superior inducements of cheap transportation they provide within their corporate limits, or the greater facilities they present for moving, shipping and transhipping freight, and that this city has hitherto preserved its superiority as the great mart of the country, is owing exclusively to the natural advantages vouchsafed to us in the location of this island. We possess over forty miles of water front, over thirty-five miles of which is available at the present time for commercial purposes; yet seven-tenths of the commerce of the port is centered or located below Canal street, on the north, and Grand street on the East river—embracing a frontage of about four miles. The island is nearly thirteen miles long, yet the great volume of trade—import and export, domestic and foreign—is confined to a district extending only about two miles on each side, and at the extreme southern part of the city, where the streets and piers are the narrowest, the overcrowding greatest, and the delay in transportation consequently the most annoying and expensive. The location of the two principal markets (Washington and Fulton) in the very centre of this overcrowded district, which attracts customers and dealers from every section of the city, and from the cities of Brooklyn, Jersey City, Hoboken and even Newark, N. J., greatly increases the volume of vehicle and other travel, and adds materially to the evil; while the location of nearly all the public buildings and offices, the courts, and the freight depots of all the railroad and steamboat lines terminating in this city within the same limits, caps the climax of folly, and produces, in the main, the overcrowding complained of by our entire community, and hastens the decadence threatened, the business of the entire city. This would also save the expense annually or oftener incurred in temporary makeshifts to facilitate business in the lower part of the city, such as the extension of Church street, Chambers street, the New Bowery, etc., and the proposed extension and widening of Elm street, Church street and Ann street, and other expensive projects of a like character; and

Whereas, It is clearly evident that the great and needed changes in the method of transacting the business of this city, and the location of the public buildings and markets near its geographical centre, as indicated in the foregoing and many others that might be suggested, could be effected, not only without expense, but so far as the city is concerned, at a large pecuniary gain. The price that would be realized for the land and buildings now used and occupied for city purposes

FINANCE DEPARTMENT.

BUREAU FOR THE COLLECTION OF ASSESSMENTS,
ROTUNDA COURT HOUSE,
NEW YORK, February 16th, 1874.

NOTICE TO PROPERTY HOLDERS

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

Confirmed Jan. 30, 1874.—Paving 24th st., bet. 10th and 11th aves.

" " Paving 31st st., bet. 2d ave. and East River.

" " Paving 31st st., bet. 4th and 5th aves.

" " Paving 32d st., bet. 2d ave. and East River.

" " Paving 47th st., bet. 3d and 4th aves.

" " Paving 52d st., bet. 2d ave. and East River.

" " Paving 40th st., bet. Madison and 3d aves.

" " Paving 60th st., bet. 1st and 2d aves.

" " Paving 90th st., bet. 4th and 5th aves.

" " Paving 83d st., bet. 3d and 5th aves.

" " Paving 87th st., bet. 2d and 4th aves.

" " Underground drains bet. 56th and 57th sts., 4th and Lexington aves.

" " Underground drains bet. 57th and 58th sts., 5th and Madison aves.

" " Sewer in Ave. A, bet. 59th and 61st sts., with branches in 59th st.

" " Sewer in 104th st., bet. 2d and 3d aves.

" " Sewer in Greenwich st., bet. Leroy and Morton sts.

" " Sewer in Dry Dock st., bet. 10th and 12th sts.

" " Sewer in Horatio st., continuation through Greenwich ave., etc.

" " Sewer in Hudson st., E. S., bet. Vandam and Charlton sts.

" " Sewer in Lexington ave., bet. 69th and 70th sts.

" " Sewer in Broadway, bet. 27th and 28th sts.

" " Basin N. E. cor. Pearl st. and Peck slip.

" " Basin N. E. cor. 69th st. and Lexington ave.

" " Regulating and grading 117th st., from 7th to 8th aves.

" " Regulating and grading 121st st., from 7th to 8th aves.

" " Regulating and grading curb and gutter in 40th st., from 1st to 2d aves.

" " Curb, gutter and flagging Lexington ave., from 61st to 66th sts.

" " Curb, gutter and flagging S. E. cor. 7th ave. and West 12th st.

" " Flagging N. S. 37th st., from 7th to 8th aves.

" " Flagging N. S. 53d st., from 5th to 6th aves.

" " Regulating, grading, curb, gutter and flagging in 51st st., from 6th to 7th aves.

All payments made at this office within sixty days from this date, are by law exempted from the charge for interest at seven per cent, which runs from the date of confirmation.

The Collector's office is open daily from 9 A. M. to 4 P. M. ANDREW W. LEGGAT,
Acting Collector.

INDICES OF RECORDS.

CITY OF NEW YORK, DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,

A LIMITED NUMBER OF COMPLETE SETS OF THE INDICES OF RECORDS are offered for sale, full bound in sheep, as follows:

Grantors,..... 28 volumes.

Grantees,..... 24 "

Notices of Suits in Equity, 8 "

Insolvents, &c.,..... 1 "

Total, 51 " \$100 00

Judgments,..... 25 " 12 50

Sets unbound,..... 61 " 15 25

Incomplete sets may be completed on application at this office.

Communications in relation to the Records should be addressed "Superintendent of Records, Comptroller's Office."

ANDREW H. GREEN
Comptroller.

CITY OF NEW YORK, DEPARTMENT OF FINANCE,
BUREAU OF ARREARS,
OFFICE OF THE CLERK OF ARREARS, Dec. 1, 1873.

NOTICE OF SALE OF LANDS AND TENEMENTS for unpaid taxes of 1869 and 1870, and Croton water rents of 1868 and 1869, under the direction of Andrew H. Green, Comptroller of the City of New York. The undersigned hereby gives public notice, pursuant to the provisions of the act entitled "An act for the collection of taxes, assessments and Croton water rents in the City of New York, and to amend the several acts in relation thereto," passed April 8, 1871;

That the respective owners of all lands and tenements in the City of New York on which taxes have been laid and confirmed, situated in the Wards Nos. 1 to 22, inclusive, for the years 1869 and 1870, and now remaining due and unpaid; and also the respective owners of all lands and tenements in the City of New York, situated in the wards aforesaid, on which the regular Croton water rents have been laid for the years 1868 and 1869, and are now remaining due and unpaid, are required to pay the said taxes and Croton water rent so remaining due and unpaid to the Clerk of Arrears, at his office, in the Department of Finance, in the New Court House, with the interest thereon, at the rate of twelve per cent, per annum, to the time of payment, with the charges of this notice and advertisement, and if default shall be made in such payment such lands and tenements will be sold at public auction at the New Court House, in the City Hall Park, in the City of New York, on MONDAY, the 9th day of March, 1874, at 12 o'clock noon, for the lowest term of years at which any person shall offer to take the same in consideration of advancing the amount of tax or Croton water rent, as the case may be, so due and unpaid, and the interest thereon, as aforesaid to the time of sale, and together with the charges of this notice and advertisement and all other costs and charges accrued thereon, and that such sale will be continued from time to time until all the lands and tenements here advertised for sale shall be sold.

And notice is hereby further given that a detailed statement of the taxes and the Croton water rents, the ownership of the property taxed, and on which Croton rents are unpaid, is published in a pamphlet, and that copies of the pamphlet are deposited in the office of the Bureau of the Clerk of Arrears, and will be delivered to any person applying for the same.

A. S. CADY,
Clerk of Arrears.

DEPARTMENT OF DOCKS.

DEPARTMENT OF DOCKS,
346 and 348 Broadway,
New York, February 17, 1874.

TO CONTRACTORS.

PROPOSALS FOR FURNISHING GRANITE TO BUILD A BULK HEAD OR RIVER WALL.

SEALED PROPOSALS FOR THIS WORK WILL BE RECEIVED AT THE OFFICE OF THE DEPARTMENT OF DOCKS UNTIL 11 O'CLOCK, A. M., OF WEDNESDAY, MARCH 4, 1874, AT WHICH TIME THE BIDS WILL BE PUBLICLY OPENED AND READ.

THE AWARD OF THE CONTRACT WILL BE MADE AS SOON AS PRACTICABLE AFTER OPENING OF THE BIDS.

THE TIME ALLOWED FOR THE FULFILLMENT OF THE CONTRACT IS TO THE FIRST DAY OF SEPTEMBER 1874.

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.

NO PROPOSALS WILL BE CONSIDERED UNLESS ACCOMPANIED BY THE CONSENT, IN WRITING, OF TWO HOUSEHOLDERS OR FREEHOLDERS OF THE CITY OF NEW YORK, WITH THEIR RESPECTIVE PLACES OF BUSINESS OR RESIDENCE, TO THE EFFECT THAT, IF THE CONTRACT BE AWARDED UNDER THAT PROPOSAL, THEY WILL, ON ITS BEING SO AWARDED, BECOME BOUND AS SURETIES FOR ITS FAITHFUL PERFORMANCE; WHICH CONSENT MUST BE VERIFIED BY THE JUSTIFICATION OF EACH OF THE PERSONS SIGNING THE SAME, FOR DOUBLE THE AMOUNT OF SECURITY REQUIRED.

BIDDERS WILL STATE THE PRICE IN THEIR PROPOSALS FOR EACH SEPARATE ITEM OF THE WORK TO BE DONE, BY WHICH THE BIDS WILL BE TESTED.

A SAMPLE OF THE STONE MUST BE SUBMITTED AT THE OFFICE OF THE DEPARTMENT OF DOCKS FORTY-EIGHT HOURS PREVIOUS TO THE OPENING OF THE BIDS.

NO BIDS WILL BE RECEIVED EXCEPT FROM THE OWNERS OR LESSEES OF THE QUARRIES FROM WHICH THE STONES ARE PROPOSED TO BE FURNISHED.

THE CERTIFICATE OF THE RECORDER OR JUDGE OF THE COUNTY IN WHICH THE QUARRY IS SITUATED, THAT THE BIDDER IS OWNER OR LESSEE OF THE QUARRY, MUST ACCOMPANY EACH BID.

THE BIDDERS WILL STATE HOW SOON THEY CAN COMMENCE THE DELIVERY OF THE STONE, AND THE AMOUNT PER MONTH THEY CAN DELIVER.

THE ENGINEERS' ESTIMATE OF THE MATERIAL TO BE FURNISHED IS AS FOLLOWS:

"A" 250 pieces of Coping furnished in the rough each 95 cubic feet, 23,750 cubic feet.

"B" 1720 pieces of Header and Stretcher stones 860 of each from 12 to 25 cubic feet, 31,800 cubic feet.

THE STONES WILL BE OF SUFFICIENT SIZES TO FURNISH THE FOLLOWING NECESSARY DIMENSIONS:

Copings 8' x 4' x 2' 6" two faces cut.

Stretcher 6' x 2' x 1' 10" one face cut.

Headers 2' x 3' x 1' 10" one face cut.

FOR FURTHER PARTICULARS SEE DRAWINGS IN THE OFFICE OF THE ENGINEER-IN-CHIEF.

THE DEPARTMENT OF DOCKS RESERVES THE RIGHT TO DECLINE ANY AND ALL PROPOSALS, IF DEEMED TO BE FOR THE PUBLIC INTEREST; AND NO PROPOSAL WILL BE ACCEPTED FROM, OR CONTRACT AWARDED TO ANY PERSON WHO IS IN ARREARS TO THE CORPORATION, UPON DEBT OR CONTRACT, OR WHO IS A DEFALCATOR, AS SECURITY OR OTHERWISE, UPON ANY OBLIGATION TO THE CORPORATION.

BLANK FORMS OF PROPOSALS, AND PLANS OF THE PROPOSED WORKS CAN BE OBTAINED BY APPLICATION AT THE OFFICE OF THE DEPARTMENT.

PROPOSALS MUST BE ENDORSED AS ABOVE, AND ADDRESSED TO "COMMISSIONER BUDD, TREASURER OF DEPARTMENT OF DOCKS."

JACOB A. WESTERVELT,
WILLIAM GARDNER,
WILLIAM BUDD,
COMMISSIONERS OF THE DEPARTMENT OF DOCKS.

DEPARTMENT OF DOCKS,
346 and 348 Broadway,
New York, February 14, 1874.

TO CONTRACTORS.

PROPOSALS FOR FURNISHING GRANITE TO BUILD SIXTEEN (16) ARCHES (MORE OR LESS) OF NEW PIER 1, NORTH RIVER.

SEALED PROPOSALS FOR THIS WORK WILL BE RECEIVED AT THE OFFICE OF THE DEPARTMENT OF DOCKS UNTIL 11 O'CLOCK A. M. OF FRIDAY, FEBRUARY 27, 1874, AT WHICH TIME THE BIDS WILL BE PUBLICLY OPENED AND READ.

THE AWARD OF THE CONTRACT WILL BE MADE AS SOON AS PRACTICABLE AFTER OPENING OF THE BIDS.

THE TIME ALLOWED FOR THE FULFILLMENT OF THE CONTRACT IS TO THE FIRST DAY OF AUGUST, 1874.

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.

NO PROPOSALS WILL BE CONSIDERED UNLESS ACCOMPANIED BY THE CONSENT, IN WRITING, OF TWO HOUSEHOLDERS OR FREEHOLDERS OF THE CITY OF NEW YORK, WITH THEIR RESPECTIVE PLACES OF BUSINESS OR RESIDENCE, TO THE EFFECT THAT, IF THE CONTRACT BE AWARDED UNDER THAT PROPOSAL, THEY WILL, ON ITS BEING SO AWARDED, BECOME BOUND AS SURETIES FOR ITS FAITHFUL PERFORMANCE; WHICH CONSENT MUST BE VERIFIED BY THE JUSTIFICATION OF EACH OF THE PERSONS SIGNING THE SAME, FOR DOUBLE THE AMOUNT OF SECURITY REQUIRED.

BIDDERS WILL STATE THE PRICE IN THEIR PROPOSALS FOR EACH SEPARATE ITEM OF THE WORK TO BE DONE, BY WHICH THE BIDS WILL BE TESTED.

A SAMPLE OF THE STONE AND CUTTING REQUIRED MUST BE SUBMITTED AT THE OFFICE OF THE DEPARTMENT FORTY-EIGHT HOURS PREVIOUS TO THE OPENING OF THE BIDS.

NO BIDS WILL BE RECEIVED EXCEPT FROM THE OWNERS OR LESSEES OF THE QUARRIES FROM WHICH THE STONES ARE PROPOSED TO BE FURNISHED.

THE CERTIFICATE OF THE RECORDER OR JUDGE OF THE COUNTY IN WHICH THE QUARRY IS SITUATED, THAT THE BIDDER IS OWNER OR LESSEE OF THE QUARRY, MUST ACCOMPANY EACH BID.

THE BIDDERS WILL STATE HOW SOON THEY CAN COMMENCE THE DELIVERY OF THE STONE, AND THE AMOUNT PER MONTH THEY CAN DELIVER.

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

"A" 640 voussoirs, or arch stones, averaging from 6 to 16 cubic feet each..... 6,300 cubic feet.

"B" 447 spandrels and end stones, averaging from 5 to 35 cubic feet each..... 5,000 cubic feet.

"C" 11 coping stones on pier-head, averaging 55 cubic feet..... 607 cubic feet.

"D" 57 corner, end, and key-stones, averaging from 40 to 100 cubic feet....

"E" 32 springers, not exceeding 95.50 cubic feet.... 6,016 cubic feet.

"F" end stones, marked on plan "I. E." not exceeding 180 cubic feet....

FOR FURTHER PARTICULARS SEE DRAWINGS IN THE OFFICE OF THE ENGINEER-IN-CHIEF.

THE DEPARTMENT OF DOCKS RESERVES THE RIGHT TO DECLINE ANY AND ALL PROPOSALS, IF DEEMED TO BE FOR THE PUBLIC INTEREST; AND NO PROPOSAL WILL BE ACCEPTED FROM, OR CONTRACT AWARDED TO ANY PERSON WHO IS IN ARREARS TO THE CORPORATION, UPON DEBT OR CONTRACT, OR WHO IS A DEFALCATOR, AS SECURITY OR OTHERWISE, UPON ANY OBLIGATION TO THE CORPORATION.

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WILLIAM BUDD,
COMMISSIONERS OF THE DEPARTMENT OF DOCKS.

DEPARTMENT OF DOCKS,

346 and 348 Broadway.

TO CONTRACTORS.

PROPOSALS FOR BUILDING TWO (2) STEAM DREDGES.

SEALED PROPOSALS FOR BUILDING TWO (2) STEAM DREDGES WILL BE RECEIVED AT THE OFFICE OF THE DEPARTMENT OF DOCKS UNTIL 12 O'CLOCK NOON, OF THURSDAY, FEBRUARY 26, AT WHICH TIME THE BIDS WILL BE PUBLICLY OPENED AND READ.

THE AWARD OF THE CONTRACT WILL BE MADE AS SOON AS PRACTICABLE AFTER OPENING OF THE BIDS.

THE TIME ALLOWED FOR DOING THE WORK IS NINETY DAYS FROM THE DATE OF SIGNING THE CONTRACT.

ANY BIDDER FOR THIS CONTRACT MUST BE KNOWN TO BE WELL PREPARED FOR THE BUSINESS, AND MUST HAVE SATISFACTORY TESTIMONIALS TO THAT EFFECT.

NO PROPOSAL WILL BE CONSIDERED UNLESS ACCOMPANIED BY THE CONSENT, IN WRITING, OF TWO HOUSEHOLDERS OR FREEHOLDERS OF THE CITY OF NEW YORK, WITH THEIR RESPECTIVE PLACES OF BUSINESS OR RESIDENCE, TO THE EFFECT THAT, IF THE CONTRACT BE AWARDED UNDER THAT PROPOSAL, THEY WILL, ON ITS BEING SO AWARDED, BECOME BOUND AS SURETIES FOR ITS FAITHFUL PERFORMANCE; WHICH CONSENT MUST BE VERIFIED BY THE JUSTIFICATION OF EACH OF THE PERSONS SIGNING THE SAME, FOR DOUBLE THE