

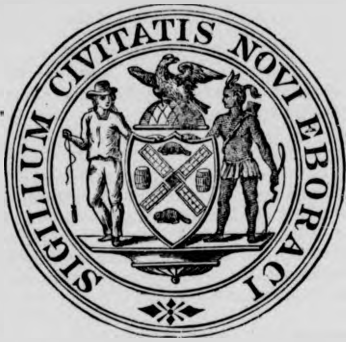
THE CITY RECORD.

OFFICIAL JOURNAL.

VOL. III.

NEW YORK, FRIDAY, OCTOBER 8, 1875.

NUMBER 704.



LEGISLATIVE DEPARTMENT.

BOARD OF ALDERMEN.

STATED SESSION.

THURSDAY, October 7, 1875,
2 o'clock P. M.

The Board met in their chamber, No. 15 City Hall.

PRESENT:

Hon. SAMUEL A. LEWIS, President;

ALDERMEN

Andrew Blessing,
William L. Cole,
Edward Gilon,
Magnus Gross,
John W. Guntzer,
Henry E. Howland,

Patrick Lysaght,
William H. McCarthy,
John J. Morris,
Robert Power,
John Reilly,
John Robinson,

Peter Seery,
Edward J. Shandley,
Stephen N. Simonson,
Chester H. Southworth,
Joseph P. Strack,
Samuel B. H. Vance.

The minutes of the last meeting were read and approved.

By unanimous consent, Alderman McCarthy offered the following:

Resolved, That the Hon. A. J. Bryant, Mayor-elect of the City of San Francisco, Cal., be and he is hereby cordially tendered the privileges of the floor of this Board of Aldermen, and the President is hereby requested to extend him this courtesy on behalf of the other members of the Board.

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

Which was decided in the affirmative unanimously.

And the President, on behalf of the Board, formally welcomed the Hon. A. J. Bryant and introduced him to the members present.

This courtesy was duly acknowledged by Mayor-elect Bryant.

PETITIONS.

By the President—

Petition for a free hall for public discussion.

Which was referred to the Committee on Arts and Sciences.

By the same—

Petition for a sewer or culvert at the southeast corner of Grand and Essex streets.

Which was referred to the Committee on Public Works.

By Alderman Gross—

Petition of the Retail Jewelers and Watchmakers' Association, in relation to obstructing the sidewalks.

Which was referred to the Committee on Streets.

By Alderman Guntzer—

Petition of property-owners on Ninety-seventh street, between Lexington and Madison avenues, for change of grade.

Which was referred to the Committee on Roads.

By Alderman Shandley—

Petition of merchants, etc., asking for amendment to ordinance in relation to wire signs.

Which was referred to the Committee on Streets.

By Alderman Simonson—

Petition of property-owners for culvert on the southwest corner of Broadway and Forty-sixth street.

Which was laid over, in connection with General Order No. 434.

INVITATION.

By Alderman Strack—

An invitation to attend grand opening ball at Goering's Harmony Rooms, Nos. 139, 141, 143, and 145 Essex street.

Which was accepted.

RESOLUTIONS.

By Alderman Reilly—

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

Which was referred to the Committee on Public Works.

By Alderman Gross—

Resolved, That the gas-mains in East Fifty-fifth street be extended to Avenue A, lamp-posts erected, and street-lamps lighted in Fifty-fifth street, from First avenue to Avenue A, under the direction of the Commissioner of Public Works.

Which was referred to the Committee on Public Works.

By Alderman Morris—

Resolved, That permission be and the same is hereby given to Smith & McNell to place and keep an ornamental lamp-post and lamp in front of each of the entrances to their hotel and restaurant, No. 198 Greenwich street and No. 199 Washington street, the work to be done and gas to be supplied at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

Which was decided in the affirmative.

By Alderman Blessing—

Resolved, That the name of James T. Higgins, recently appointed a Commissioner of Deeds, be and is hereby corrected so as to read James F. Higgins.

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

Which was decided in the affirmative.

By the same—

Resolved, That a free drinking-hydrant be placed on the northeast corner of Sixty-sixth street and the Boulevard, under the direction of the Commissioner of Public Works.

Which was referred to the Committee on Public Works.

By Alderman McCarthy—

Resolved, That the resolution and ordinance for setting curb and gutter stones and flagging sidewalks, on both sides of Seventy-ninth street, between the Ninth and Tenth avenues, approved by the Mayor July 26, 1875, be and is hereby annulled, rescinded, and repealed.

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

Which was decided in the affirmative.

By Alderman Lysaght—

Resolved, That Thomas J. O'Connell be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York, in place of Charles A. Magnes, whose term of office has expired.

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 Blessing, Cole, Gilon, Gross, Guntzer, Howland, Lysaght, McCarthy, Morris, Power, Reilly, Seery, Shandley, Simonson, Southworth, and Strack—17.

By Alderman McCarthy—

Resolved, That gas-mains be laid, lamp-posts erected, and street-lamps lighted in Fifty-first street, between Madison and Fifth avenues, under the direction of the Commissioner of Public Works.

Which was referred to the Committee on Public Works.

By Alderman Blessing—

Resolved, That a large ornamental lamp-post and lamps similar to the post and lamps in the public place bounded by Tryon row, Chatham and Centre streets, be placed in the centre of the public place, at the junction of Houston and Second streets, under the direction of the Commissioner of Public Works.

Which was referred to the Committee on Public Works.

By Alderman McCarthy—

Resolved, That Croton mains be laid in One Hundred and Forty-first street, from Third to Willis avenue; in Willis avenue, from One Hundred and Forty-first to One Hundred and Fortieth street, and in One Hundred and Fortieth street, from Willis to Third avenue, under the direction of the Commissioner of Public Works.

Which was referred to the Committee on Public Works.

By the same—

Resolved, That the vacant lots at 119 and 121 East Forty-fourth street, be fenced in, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was referred to the Committee on Public Works.

By Alderman Power—

Resolved, That permission be and the same is hereby given to John Kelly to place a watering-trough in front of his premises No. 315 Eleventh 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.

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

Which was decided in the affirmative.

By the same—

Resolved, That John Sigerson be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York, in place of Wesley Webber, whose term of office has expired.

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 Blessing, Cole, Gilon, Gross, Guntzer, Howland, Lysaght, McCarthy, Morris, Power, Reilly, Robinson, Seery, Shandley, Southworth, and Strack—17.

By Alderman Lysaght—

Resolved, That the fire-hydrant in front of No. 37 Mott street be removed to the northeast corner of Mott and Pell streets, under the direction of the Commissioner of Public Works.

Which was referred to the Committee on Public Works.

By Alderman Power—

Resignation of E. E. Ephraims as a Commissioner of Deeds.

Which was accepted.

By the same—

Resolved, That Frank Keck be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York, in place of E. E. Ephraims, resigned.

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 Blessing, Cole, Gilon, Gross, Guntzer, Howland, Lysaght, McCarthy, Morris, Power, Reilly, Robinson, Seery, Shandley, Simonson, Southworth, Strack, and Vance—19.

By the same—

Resolved, That a ferry be and is hereby established from the foot of Liberty street, New York, to Communipaw, Jersey City, New Jersey.

Which was referred to the Committee on Ferries and Dock Department.

By the President—

Resolved, That Benno Lewinson be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York, in place of Jacob Waller, whose term of office has expired.

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 Blessing, Cole, Gilon, Gross, Guntzer, Howland, Lysaght, McCarthy, Morris, Power, Reilly, Robinson, Seery, Shandley, Simonson, Southworth, Strack, and Vance—19.

(G. O. 528.)

By Alderman Simonson—

Resolved, That the sidewalks on both sides of Fifty-eighth street, between Seventh and Ninth avenues, be flagged eight feet wide, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

By Alderman McCarthy—

Resolved, That the sidewalks on both sides of Sixty-fourth street, between Eighth and Ninth avenues, be flagged four feet wide, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was referred to the Committee on Streets.

REPORTS.

(G. G. 529.)

The Committee on Public Works, to whom was referred the annexed resolution in favor of laying Croton mains in One Hundred and Thirty-third street, from Seventh to Eighth avenue, respectfully

REPORT:

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

Resolved, That Croton-mains be laid in One Hundred and Thirty-third street, from Seventh to Eighth avenue, under the direction of the Commissioner of Public Works.

JOHN REILLY, } Committee on
E. J. SHANDLEY, } Public Works.

Which was laid over.

(G. O. 530.)

The Committee on Public Works, to whom was referred the annexed resolution in favor of laying gas-mains, etc., in One Hundred and Thirty-third street, from Seventh to Eighth avenue, respectfully

REPORT:

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

Resolved, That gas-mains be laid, lamp-posts erected, and street-lamps lighted in One Hundred and Thirty-third street, from Seventh to Eighth avenue, under the direction of the Commissioner of Public Works.

JOHN REILLY, } Committee on
E. J. SHANDLEY, } Public Works.

Which was laid over.

(G. O. 531.)

The Committee on Streets, to whom were referred the annexed resolution in favor of flagging sidewalk north side of Eighty-second street, commencing westerly 100 feet, respectfully

REPORT:

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

Resolved, That the sidewalks be flagged on the north side of

Eighty-second street, commencing at First avenue and running

at the corner of First avenue and running westerly 100 feet, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

JOHN W. GUNTZER, } Committee on
PATRICK LYSAGHT, } Streets.
S. N. SIMONSON, }

Which was laid over.

(G. O. 532.)

The Committee on Streets, to whom were referred the annexed resolution and ordinance in favor of flagging sidewalk north side of Eighty-sixth street, from Second to Third avenue, respectfully

REPORT:

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

Resolved, That the sidewalk on the north side of Eighty-sixth street, from Second to Third avenue, be flagged a space of eight feet, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

JOHN W. GUNTZER, } Committee on
PATRICK LYSAGHT, } Streets.
S. N. SIMONSON, }

Which was laid over.

(G. O. 533.)

The Committee on Streets, to whom were referred the annexed resolution and ordinance in favor of flagging sidewalk on north side of Eighty-fifth street, from Third avenue to Avenue A, respectfully

REPORT:

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

Resolved, That the sidewalk on the north side of Eighty-fifth street, from Third avenue to Avenue A, be flagged a space of eight feet, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

JOHN W. GUNTZER, } Committee on
PATRICK LYSAGHT, } Streets.
S. N. SIMONSON, }

Which was laid over.

(G. O. 534.)

The Committee on Police and Health Departments, to whom was referred the annexed message from his Honor the Mayor, transmitting a request from the Police Department of the City of New York, to transfer certain real estate in Fifty-first and Sixty-seventh streets, for the erection of station-houses in the Nineteenth Precinct, respectfully

REPORT:

That the necessity for more enlarged accommodations for the Police Force of the Nineteenth Precinct has been conceded on all hands, and has been apparent to none more clearly than to this Common Council, who have heretofore fully discussed and considered the subject, and reported favorably on the proposition to purchase a new site for the Police station for that Precinct; but, thus far, the action of the Common Council, by reason of technical or legal objections to the site selected, or difficulty in obtaining the money to pay for it, no final action has been taken to provide the accommodations indispensably necessary for the health and comfort of the Police of that precinct, or the unfortunates who are obliged to seek shelter in the station-house, or compelled to become involuntary inmates thereof.

The Commissioners of the Police Department now request, that certain property owned by the city be transferred for their use, for station-house purposes in that precinct, and the proposition meets the unqualified approval of your Committee, and they respectfully recommend that the request be granted.

The following resolution is therefore offered for your adoption:

Resolved, That the Mayor and Common Council do hereby authorize and approve, pursuant to the provisions of section 47 of chapter 335 of the Laws of 1873, and as requested by the Commissioners or Board of Police, of setting apart and transferring to the Police Department of this city, for the purpose of erecting a station-house thereon, all that certain piece or parcel of land belonging to the Corporation of the City of New York situate on the north side of Fifty-first street, 150 feet 9 inches west of Third avenue, immediately adjoining and westerly of the property now used by the Fire Department as an engine-house, being 35 feet 5 inches in width in front and rear of lot, by 100 feet 5 inches in depth; also, for the purpose of erecting a station-house and prison thereon, all that other certain piece or parcel of land, belonging to the city, situate on the north side of Sixty-seventh street, commencing at a point 120 feet west of Third avenue and running thence westerly to the property now occupied by the Fire Department as an engine-house, being 50 feet in width front and rear of lot, by one-half the block in depth.

WILLIAM L. COLE, } Committee on Police
ANDREW BLESSING, } and
JOHN J. MORRIS, } Health Departments.

Which was laid over.

(G. O. 535.)

The Committee on Police and Health Departments, to whom were referred the annexed resolution and ordinance in favor of fencing vacant lots on the south side of Fifty-second street, two hundred and twenty-five feet west of Ninth avenue, respectfully

REPORT:

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

Resolved, That the vacant lots on the south side of Fifty-second street, commencing two hundred and twenty-five feet west of Ninth avenue, and running westerly fifty feet, be fenced in, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

WM. L. COLE, } Committee on Police
AND. BLESSING, } and
JOHN J. MORRIS, } Health Departments.

Which was laid over.

(G. O. 536.)

The Committee on Finance, to whom was referred the annexed bill of George E. Miles, stenographer, for services rendered to the Committee on Law Department, in the case of the inquiry into charges against the Comptroller, amounting to one hundred and ninety-seven dollars and fifty cents, respectfully

REPORT:

That the services were rendered by due authority of the Committee, and the bill is certified as being correct by the Chairman thereof. The work performed was in taking stenographic notes of the testimony elicited during the inquiry, and transcribing the same, which was subsequently printed and forms Document No. 5 of the Board of Aldermen for the present year. The labor amounted to seven hundred and thirty folios of one hundred words each, and attendance at three adjourned meetings of the Committee. Twenty-five cents per folio is charged, and five dollars for attendance at each of these adjourned meetings, which your Committee is informed is the regular standard price for this class of work. The following resolution is therefore respectfully offered for your adoption:

Resolved, That the Comptroller be and he is hereby authorized and directed to draw a warrant in favor of George E. Miles for the sum of one hundred and ninety-seven dollars and fifty cents for services rendered to the Committee on Law Department, as official stenographer, in full payment for annexed bill, and charge the amount to the appropriation for "Contingencies—Common Council," for the year 1875.

MAGNUS GROSS, } Committee
PATRICK LYSAGHT, } on
WM. L. COLE, } Finance.

Which was laid over.

COMMUNICATIONS FROM THE DEPARTMENTS AND CORPORATION OFFICERS.

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

STATE OF NEW YORK—COMPTROLLER'S OFFICE,
ALBANY, October 2, 1875.

To the Clerk of the Board of Supervisors of the County of New York:

SIR—I inclose a form of statement of the valuation of real and personal estate required to be made by you, pursuant to chapter 117 of the Laws of 1836, and forwarded to this office previous to the second Monday in December in each year, under a penalty of fifty dollars. I also inclose a form of return of incorporated companies liable to taxation. It is indispensable that this report be furnished by the time prescribed.

The Board of Equalization of Taxes, in pursuance of chapter 312 of the Laws of 1859, have fixed the aggregate valuation of property in your county at the sum of one thousand two hundred and five million five hundred and thirty-one thousand five hundred and eighty dollars, upon which amount a State tax of seven million two hundred and thirty-three thousand one hundred and eighty-nine dollars and forty-eight cents must be levied for the current fiscal year, commencing October 1, 1875, as provided in said act and amendments thereto, by chapter 351, Laws of 1874, being six mills on the dollar, for the following purposes, *vv.*

For Schools.....	1 1/4 mills, per chapter 610, Laws of 1875
For General Purposes.....	1 3/4 " " 610, " 1875
For Bounty Debt.....	2 " " 610, " 1875
For New Capitol.....	1/2 " " 610, " 1875
For Deficiency in the General Fund, Asylums and Reformatories, and other contingent expenses.....	1 1/4 " " 610, " 1875
For Canal Floating Debt, under chapter 271, Laws of 1859.....	1/4 " " 610, " 1875
For Payment of Awards of the Canal Appraisers of the Canal Board and of the Board of Canal Commissioners, and certificates of indebtedness on interest..	1 " " 263, " 1875

Total..... 6 mills.

Your obedient servant,

N. K. HOPKINS, Comptroller.

P. S.—The non-resident taxes credited to your county for 1874, amount to \$

Which was referred to the Committee on Finance.

UNFINISHED BUSINESS.

Alderman Cole called up G. O. 512, being a resolution, as follows:

Resolved, That the thanks of the Common Council of the City of New York be and they are hereby given to the Corporation of the City of Dublin for the kindly and hospitable manner in which they have received the representative of the municipality of the City of New York with the American Rifle Team; and that a copy of this report and resolution, suitably engrossed and authenticated by the Clerk of the Common Council, be forwarded to the Corporation of the City of Dublin.

Alderman Cole moved to amend by substituting the word "and" in lieu of the word "with," in the eighth line of the resolution.

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

Which was decided in the affirmative.

Alderman Morris moved to amend by adding to the resolution the following: "At an expense not to exceed two hundred and fifty dollars."

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

Which was decided in the affirmative.

The resolution was again laid over.

Alderman Simonson called up G. O. 434, being a resolution and ordinance, as follows:

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

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

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

Affirmative—The President, Aldermen Blessing, Cole, Gilson, Gross, Guntzer, Howland, Lysaght, McCarthy, Morris, Power, Reilly, Robinson, Seery, Shandley, Simonson, Strack, and Vance—18.

Negative—Alderman Southworth—1.

MOTIONS RESUMED.

Alderman Morris 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 announced that the Board stood adjourned until Thursday next, the 14th inst., at 2 o'clock P. M.

FRANCIS J. TWOMEY, Clerk.

COMMISSIONERS OF RAPID TRANSIT.

REPORT TO THE MAYOR.

OFFICE OF THE BOARD OF COMMISSIONERS OF RAPID TRANSIT,
NEW YORK, October 6, 1875.

To His Honor WILLIAM H. WICKHAM, Mayor:

SIR—The undersigned, the Commissioners appointed by you under the provisions of chapter 606, Laws of 1875, reported on the 6th ultimo the routes for steam railways, fixed, determined and located within the sixty days by the law allowed for such action. The reasons then stated for addressing the report to you prompt us now to make formal report to you of the plans also which we have, within the ninety days allowed for that purpose, decided upon for the construction of such railways, with the necessary supports, etc., upon the routes and in the locations determined.

As was suggested in our former communication, we have attempted to ascertain, not what is, under other circumstances, the best in theory merely—but what is the best which can, here and now, be realized in practice. We have thought it to be our duty so to designate routes, and so to describe plans of structure, as to make sure, if possible, of the actual accomplishment of rapid transit. And, beginning our work with a sincere desire for information, and with minds open to conviction, we have considered every suggestion made in response to published or personal invitations, upon the subject. To engineers, and to capitalists expressing a desire to invest moneys in the enterprise, we have given special attention. We perceived, at once, that in such an undertaking capital should be hampered with the fewest possible restrictions.

Remembering the discussions had during the last fifteen years, and the history of the several attempts, in that time made, to reach the result desired; considering the circumstances of the present situation; and advised by engineers and capitalists as well—we had, before the date of our previous report, reached the conclusion that elevated steam railways are not only more likely than any other steam railways to be actually constructed in this city, but are the best for the purpose in view. It is with reference to the location, not of the tracks or railways, but of the route itself, that the law, under which we have acted, required us to determine whether it should be "over, under, through or across" the several streets traversed. And you will remember that, in our Resolutions designating routes and adopted within the statutory sixty days, we carefully described elevated routes. Nobody has proposed to us to construct a railway either upon the surface of the street or in a tunnel. But, when we determined the routes, we had already heard the arguments of the engineers who have proposed what are called "depressed" or "open-cut" railways; and we had examined their drawings and specifications. Since then, and within the last three weeks, we have been again urged, by parties in interest, to decide upon that plan as the style of construction to be adopted. But our deliberate judgment has been against it; and, had we been otherwise inclined, we are advised by counsel that, having designated the routes already described, it was not within our power to decide upon the "depressed" or "open-cut" plan of construction; and that it is, indeed, doubtful whether the law which allows the streets to be used for steam railways can be held to intend that so large a portion of the roadway of the streets as is necessary to make a "depressed" or "open-cut" railway materially better than an underground or tunnel road, should be absolutely withdrawn from the possibility of use for any purpose other than that of furnishing air and light to a steam railway below the surface.

The plans for the construction of rapid transit railways now decided upon by us are described in the Resolutions adopted on the 4th inst., and of which copies accompany this report.

It will be observed that, with regard to the structure, we have limited our requirements to essentials—exactness of attention only to the necessary conditions of strength and safety. As to all matters of detail, we have allowed the widest range of choice to those who shall build the road. Our purpose has been to secure the roadway of the streets against obstruction wherever it is practicable to do so; and, though we have allowed a certain range of choice for selection, by the companies building the roads, of the plan of structure to be used in any particular street, it will be found, we think, that they are required to employ in each street a structure which affords least occasion for objection in that locality. We have had a communication from the Honorable the Common Council on this subject, which was received with great deference; and with the suggestions there made we have complied as far as was possible in view of the general controlling considerations above referred to.

Among the plans submitted to us by engineers and inventors, there are many of great merit—too many to be here more particularly referred to, and the general requirements, by us adopted, allow, we believe, the companies which may construct the railways to select the best features of each of those plans in the structure to be erected. The time allowed us by the statute within which to decide upon the style of construction has proved too short for the investigations and experiments which might have enabled us to speak with confidence as to the relative excellence of many of those plans. That must be left to the experts who will be employed by the capitalists controlling the corporations which are to build the railways.

In our labors, we have been assisted by the exhaustive and admirable report of the Society of Civil Engineers upon this subject of rapid transit roads; and we have also had the privilege of reference to the recorded proceedings of Commissioners who have preceded us in consideration of the elements of the problem peculiar to this locality. For quite two months we have had the advantage of daily consultation with Mr. Isaac Newton and Mr. Samuel H. Shreve, well-known civil engineers, who have given special attention to the questions which arise with reference to elevated railways. They have made careful examination of the many plans of construction submitted to us; and to their experience, and their thorough knowledge as to theory as well as practice in such cases, we are greatly indebted.

The law under which we have acted is new. It contains many provisions novel in the legislation of this State, and upon which the courts have not yet passed. The Constitution, too, has been recently so amended as greatly to increase the difficulties of enterprises such as we have been directed to provide for. And several of the parties concerned have been constantly represented before us by counsel advocating the views and interests of clients. Under those circumstances we have found it necessary to require the almost daily attendance and advice of Burton N. Harrison, Esq., who is our own regular counsel; and we have also, at his suggestion, repeatedly consulted with, and had the opinions of, James Emott, Esq., and Stephen P. Nash, Esq., who were retained by Mr. Harrison as special counsel to the Board.

Although the New York Elevated Railroad Company and the Gilbert Elevated Railway Company, give us reasonable assurance that they will construct and operate railways, within the times and upon the routes prescribed to them by us, we still adhere to the opinion, suggested in our previous Report, and for the reasons there stated, that a new corporation should be organized, as the law allows us to do, to render assurance doubly sure that our labors will result in rapid transit actually accomplished. That corporation we have decided to name "The Manhattan Railway Company." It is to be organized with a capital stock of \$2,000,000, and books of subscription to the capital will be opened, within the next thirty days, and as soon as practicable after we shall have drawn the articles of association, by the law required to be by us prepared for the subscribers.

We have also, and within the statutory ninety days, determined the times within which the several portions of the railways shall be constructed and be ready to be operated, together with the maximum rates to be paid for transportation and conveyance over such railways, and the hours during which special cars or trains shall be run at reduced rates of fares. Copies of our resolutions on these subjects are hereto annexed as a part of this Report.

In finishing this communication, we are happy to be able again to inform you of the harmony with which we have worked together since the Board was organized, and to state that the conclusions reached are by unanimous votes. We have done everything in our power to further your own expressed wishes and earnest efforts in solution of one of the urgent problems of the day in municipal government. And you can, in the future as heretofore, rely upon our cooperation—with the hope that, by rendering the middle and upper portions of the city accessible by rapid transit from the localities in which business is now centered, we may not only add to the comforts and conveniences of life in New York, but may secure a large increase in population, and, by distributing values of property more evenly throughout the area of the city, reduce the rate of taxation, and reduce also the amount of the city debt.

Very respectfully, your obedient servants,

JOSEPH SELIGMAN,
LEWIS B. BROWN,
C. H. DELAMATER,
JORDAN L. MOTT,
C. J. CANDA.

The resolutions, referred to in the foregoing Report, are four in number, and are as follows:

1.

Upon motion of Mr. Canda, seconded by Mr. Mott, it was, on the 4th day of October, 1875:

Resolved, That, Whereas this Board of Commissioners did, by preamble and Resolution duly adopted on the 2d day of September, 1875, fix and determine the route or routes by which the New York Elevated Railroad, an elevated steam railway now and then in actual operation, may connect with other steam railways or the depots thereof or with steam ferries, by reason of which action said the New York Elevated Railroad Company, by and under the terms and provisions of chapter 606 of Laws of 1875—upon fulfillment by such Elevated Steam Railway Company, so far as it relates to such connections, of the requirements and conditions imposed by this Board of Commissioners and of such as, under section four of said act, are necessary to be fulfilled in such cases under section eighteen of article three of the Constitution of this State—shall possess all the powers conferred by section twenty-six of said act, and may construct such connections with all the rights and with like effect as though the same had been a part of the original route of such railway;

Now, therefore, this Board of Commissioners hereby specifically imposes upon the said the New York Elevated Railroad Company, its successors and assigns, the following requirements and conditions:

First—The New York Elevated Railroad Company, its successors and assigns, shall construct the railway and railways to be constructed along and upon the route or routes of such connections as, and only as, is authorized by the plans, specifications, and requirements here following:

1. The general plan or plans of the structure shall be of an Elevated Railway, with the track or tracks supported upon a row or rows of columns; the track or tracks shall be carried by longitudinal girders, resting either upon the tops of the columns, or upon transverse girders supported by the columns.

2. Where the width of the street, between the curb-stones, does not exceed thirty-six feet, the plan of construction shall be as follows, as the company constructing the railway shall elect, *i. e.*, either—First, with a row of columns on the line of each curb, and a superstructure carrying two tracks upon transverse girders spanning the street; or, Second, with a row of columns upon the line of each curb, and a superstructure carrying a single track over each row of columns; or, Third, with gothic transverse arches spanning the roadway of the street from curb to curb, and carrying longitudinal girders.

3. Where the width of the street, between the curb-stones, is more than thirty-six feet, but less than fifty-five feet, the plan of construction shall be as follows, as the company constructing the railway shall elect, *i. e.*, either—First, with a row of columns on the line of each curb, and a superstructure carrying two tracks on transverse girders spanning the street; or, Second, with two rows of columns, the one upon the line of either curb and the other along or near the centre line of the roadway of the street, and a superstructure carrying two tracks upon transverse girders spanning the portion of the roadway of the street between the two rows of columns—but this plan is allowed only in the case of a street where there is no existing street railroad upon the surface of the roadway; or, Third, with a row of columns upon the line of each curb, and a superstructure carrying a single separate track over each row of columns; or, Fourth, with gothic transverse arches spanning the roadway of the street from curb to curb and carrying longitudinal girders.

4. Where the width of the street or avenue between the curb-stones is fifty-five feet or more, the plan of construction shall be as follows, as the company constructing the railway shall elect, *i. e.*, either—First, with a row of columns upon the line of each curb and a superstructure carrying two tracks upon transverse girders spanning the street; or, Second, with two rows of columns in the roadway of the street, and a superstructure carrying two tracks upon transverse girders—but no column authorized in this plan of construction shall be erected between any two tracks of street railroad upon the surface of the roadway; or, Third, with a row of columns upon the line of each curb, and a superstructure carrying a single separate track over each row of columns—but this plan is not allowed along or over Eighth or Ninth avenue, between West Sixty-first street and West One Hundred and Tenth street; or, Fourth, with gothic transverse arches spanning the roadway of the street from curb to curb and carrying longitudinal girders.

5. Whenever a column or row of columns is above authorized to be upon a line of curb, such column or row of columns shall be erected only within the line of curb-stones, and shall be there so situated and placed as not to obstruct vehicles or the ordinary traffic or travel in the roadway of the street.

6. There shall not be more than two rows of columns or more than two tracks in any one street or avenue or public place, except as hereinafter authorized.

7. No column shall be erected between any two tracks of street railroad now upon the surface of the roadway of the street.

8. Except where the width of a cross street, between the curbs thereof, is fifty feet or more, every cross street shall be spanned by a single span, when and where the plan of construction used is one having a row of columns upon a curb line.

9. When and where the plan of construction used is one having two rows of columns in the roadway of the street, no column shall be erected within the curb lines of a cross street, elsewhere than upon the centre line of such cross street, but may be there erected.

10. A single or double track may be placed between longitudinal girders and carried by iron floor-beams, the latter supported by the longitudinal girders.

11. Where columns are authorized to be in the roadway on each side of a street railroad track upon the surface of the roadway, the transverse distance between the columns shall be at least twenty-one feet in the clear.

12. The transverse diameter of a column authorized to be in the roadway of any street, shall not exceed fifteen inches at the base and thence for at least ten feet above the surface of the roadway; and the transverse diameter of a column authorized to be on the line of a curb, shall not exceed twenty-six inches at the base and thence for at least ten feet above the surface of the roadway.

13. The transverse diameter of columns, above indicated, does not include fenders; and adequate fenders shall be fitted around the base of each column placed in the roadway, to prevent the hubs of the wheels of passing vehicles from striking the column.

14. Where authorized to be in the roadway, no column shall be nearer than five feet to the house line of the cross street, but every column erected in the roadway of the street shall be set back at least five feet from that line.

15. The longitudinal distance between the columns, when both rows are in the roadway, shall not be less than thirty-five feet.

16. The longitudinal distance between columns on the curb shall be at least twenty-five feet.

17. On curves of three hundred feet radius or less the longitudinal distance between the columns in the roadway may be reduced to not less than twenty-five feet.

18. No part of the girders or superstructure shall be less than fourteen feet above the level of the street, except on a summit, where, when necessary on account of grade, the height of the lowest part of the girders, above the roadway of the street, may be reduced to twelve feet.

19. The girders may be either plate or lattice, or any suitable form of truss, and shall not be continuous over more than two spans.

20. Upon every track there shall be two continuous longitudinal stringers, of sufficient size, of the best quality and kind of timber suitable for the purpose. The joints of such longitudinal stringers shall be scarfed and bolted, and such stringers shall be securely fastened to every support on which they rest, so as to tie the structure firmly together and give it stiffness in a longitudinal direction. This requirement may be fulfilled either by longitudinal stringers under the rails, or by safety-guards of timber, if made to comply with the above conditions.

21. The material used for that part of the structure above the ground, shall be wrought-iron or steel—except that the connections between the posts which form a cluster column may be of cast-iron—and except the rails, which shall be of steel—and except the ties or longitudinal stringers supporting the rails, which shall be of the best quality and kind of selected timber. The safety-guards, if of wood, shall be of the best quality and kind of timber. Wood shall not be placed in any position where it may not be readily renewed without interrupting the travel on the road.

22. The wrought-iron shall be of the following general character: Tough, highly fibrous, and of a quality which shall be in every respect equal to that used in first-class American iron railway bridges.

23. No part of the structure shall be subjected to a greater strain of tension or compression than nine thousand pounds to the square inch; and no part shall be subjected to a greater shearing strain than seven thousand five hundred pounds to the square inch, and the structure shall not be proportioned for a less moving load than twelve hundred pounds per lineal foot for each track.

24. The maximum deflection of any girder under the passage of a train shall never exceed one-fifteenth hundredth (1-1500) of its length.

25. The plates composing the longitudinal parts of a column or girder shall be in single pieces, except in the case of a girder of more than forty feet in length.

26. All rivets shall be of double refined iron which shall have an ultimate tensile strength of sixty thousand pounds to the square inch. The rivet-holes shall be truly and accurately opposite each other; and the rivets shall enter the holes without drifting or forcing, and shall fill the holes.

27. All parts which make up the section of a column, except where cluster columns are used, shall be of equal thickness and of uniform quality.

28. The strength of the columns shall be proportioned by Gordon's formula for the ratio of the diameter to the length, with five as a factor of safety.

29. The different parts of the structure and their connections shall be properly proportioned to resist all of the momentum of the train which can, by the application of brakes, or in any other manner, be imparted to the structure.

30. The foundations for the columns shall consist of brickwork, stonework or concrete.

31. The masonry for foundations, where the span is fifty feet, shall measure at least four and one-half feet square upon the top, at least six feet square at the bottom, shall be at least four feet in depth, and shall rest upon two thick blocks of granite or other flagging, three feet by six—so as to make a base for the masonry not less than six feet square. When the span is more than fifty feet the dimensions of the foundations shall be larger, and when the span is less than fifty feet, the dimensions of the foundations may be smaller; but the foundations must, in every case, have as much stability relative to load as is above required.

32. The earth is to be prepared for this masonry by being made firm and solid, and covered with a bed of good hydraulic mortar.

33. Every column or post shall be secured to the masonry by means of a heavy plate of cast-iron, so proportioned as to distribute the weight which comes upon it uniformly over the foundation; this plate shall be fastened by sufficiently strong wrought-iron bolts passing through the masonry—the bolts having heads which shall be upset and not welded, and having washers of sufficient size beneath the stones above named and immersed in the bottom bed of hydraulic mortar. The cast-iron plate, its connections with the column, the wrought-iron bolts, and their heads and washers, shall possess sufficient strength to receive and resist, equally well with the column, all strains which can come upon the latter. The cast-iron shall be of the best quality suitable for bed plates which are to be covered under ground, and all castings shall be sound and fair.

34. All the iron work beneath the surface of the street shall be covered with hydraulic mortar, or in some way protected from rust.

35. Good hydraulic cement shall be used in the masonry; and Portland cement of the first quality shall be used in case the foundations are constructed of concrete. If bricks are used they shall be hard burnt and of the best quality.

36. The foundations, where necessary, shall be increased in area so that in no case shall a weight greater than two thousand pounds to the square foot come upon any base.

37. All wrought-iron work shall receive one coat of metallic paint and oil before leaving the shop, and immediately after erection shall receive at least two coats of good paint. All parts of the structure shall, where practicable, be made accessible for the purpose of painting; and shall be well protected from rust where not accessible.

38. Efficient safety guards shall be provided, so that, in case of accident, the cars shall be effectually prevented from leaving the structure.

39. The best form of continuous brakes, so arranged as to be under the control of the engineer, shall be applied to all trains, and to every car in each train.

40. Every switch shall be of such design that, if left open or placed wrong, it cannot break the main track, or offer any impediment which may cause the derailment of a passing train.

41. Rails shall be of steel, not less in weight than fifty pounds per lineal yard; they shall be laid and fastened in the best manner as regards security, level and parallelism; and great attention must be given to the rail joints.

42. The railway must be equipped with the most approved system of signals to guard against accidents; and there shall be the necessary telegraph and signal devices.

43. Stations shall be so arranged as to be convenient of access from the street.

44. There shall be no steps (other than those leading from the street), sills, or any other projections about stations, over which persons can trip or stumble.

45. The platforms of stations shall be on a level with the platform of the cars; and nothing shall intervene between a platform and the cars that must be stepped over to enter a car.

46. Each station shall have ample space, under cover, to accommodate the passengers.

47. Where two rows of columns are authorized and either row is placed in the roadway of the street, the columns shall be erected in pairs, and both columns of each pair shall stand in line upon a line at right angles to the direction of the length of the street.

48. The stairs and all parts of the stations, except the platform, doors, windows, and inside sheathing, and except the tread of the stairs, shall be of iron.

49. All station platforms and stairs shall be protected by a substantial iron railing.

50. Every axle shall be of steel of a quality best suited to the purpose, and shall be subjected to such tests and safeguards, and be of such dimensions, as are usual in first-class railway practice.

51. Every wheel, whether of a car, locomotive or tender, shall have a tyre of steel of the best quality and form suited to the purpose, and shall be turned on the tread. The wheels shall be fitted with the best known means of deadening noise and preventing jars.

52. Authority is given for construction of such supports, turn-outs, switches, sidings, connections, landing-places, stations, buildings, platforms, stairways, elevators, telegraph and signal devices, and such other requisite appliances, upon the route or routes, and in the locations determined by the Commissioners, as shall be proper for the purpose of rapid transit railways, and as shall be necessary to meet the requirements of the traveling public.

53. All car axles shall be provided with the best devices used in railway practice to catch the axles and prevent them from getting adrift in case of fracture.

54. The structure shall present a substantial and tasteful appearance.

55. On River street westerly from Fourth avenue—and on Eighth avenue northerly from One Hundred and Fifty-fifth street—the railway may be constructed as a surface railroad upon the grade of the street; it shall be a double track road.

56. All of the materials used in the construction of the work shall be of the best quality for the purposes for which they are to be applied; and the work shall be executed in the best style of the arts, and in a workmanlike manner.

57. It is the intention and spirit of these specifications to provide in every respect for a first-class structure, and no omissions of specific requirements to this effect, if any exist, shall in any case be construed in any way to invalidate this general requirement.

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

Second—The New York Elevated Railroad Company, its successors or assigns, shall construct and complete said railway and railways, upon the route or routes and in the locations so as aforesaid determined, within the time (as hereinafter extended) and in the manner, and shall construct and complete the several portions or sections of said railway or railways, each within the time (as hereinafter extended) and in the manner, by this Board of Commissioners heretofore required and by said company agreed to as the considerations and conditions upon which said route or routes of connections was fixed, determined and designated, and as is expressed in the certain preamble and Resolutions, heretofore and on or about the 27th day of August, 1875, passed and adopted by said Company by its Board of Directors, being the same preamble and Resolutions of said Company as are mentioned and referred to in the preamble and Resolutions so as aforesaid by this Board of Commissioners on the 2d day of September, 1875, adopted. The extended times hereinbefore referred to are as follows: The said Company has and shall have, in addition to the time in said preamble and Resolutions of August 27, 1875, stated and agreed to, as follows:

1. Eight months within which to construct and complete so much of said railway and railways as is to be along and upon that portion of said route or routes so as aforesaid fixed, determined and designated, which extends from the Battery to East Fifty-ninth street—which said route and routes, so as aforesaid fixed, determined and designated, are, and by said Company are considered to be, substantially the same as were by said Company theretofore applied for and designated—and which said route and routes have by said Company been accepted in lieu of the route or routes so applied for; and

2. Six months within which to construct and complete so much of said railway and railways as is to be along and upon that portion of said route or routes so as aforesaid fixed, determined and designated, which extends from the line of East Fifty-ninth street to Harlem river.

But these conditions and requirements shall not be deemed to limit or abridge any right, privilege or exemption conferred upon said Company by either of the special acts of the Legislature heretofore enacted for said Company.

Third—The New York Elevated Railroad Company, its successors and assigns, shall operate said railway and railways in the manner and for not to exceed the rates of fare in said preamble and Resolutions of said Company mentioned and agreed to, which said rates of fare are hereby (as one of the requirements and conditions by this Board of Commissioners imposed upon and to be fulfilled by said Company, its successors and assigns) fixed, determined and prescribed as the maximum rates of fares authorized or allowed to be charged or collected by said Company, its successors or assigns.

Fourth—The New York Elevated Railroad Company, its successors or assigns, shall (as another of the requirements and conditions by this Board of Commissioners imposed upon and to be fulfilled by said Company, its successors and assigns) over and upon said railway and railways run and operate the special trains and cars for the accommodation of the public and of the laboring classes, at reduced rates of fares, during the hours, and for not to exceed the rates of fares, in said preamble and Resolutions of said Company mentioned and agreed to—which special trains and cars are, in said preamble and Resolutions of said Company, designated as "commission" trains and cars.

2.

Upon motion of Mr. Mott, seconded by Mr. Canda, it was, on the 4th day of October, 1875:

Resolved, That, Whereas, this Board of Commissioners did, by preamble and Resolutions duly adopted on the 2d day of September, 1875, fix and determine upon the route or routes of a steam railway or railways in the City of New York, coinciding with the route and routes covered by the Charter of the Gilbert Elevated Railway Company, an existing corporation formed for the purpose provided for by chapter 606 of Laws of 1875, by reason of which action said the Gilbert Elevated Railway Company has, by and under the terms and provisions of chapter 606 of Laws of 1875, the like power to construct and operate such railway or railways, upon fulfillment of the requirements and conditions imposed by this Board of Commissioners, as a corporation specially formed under said act; now, therefore,

This Board of Commissioners hereby specifically imposes upon the said the Gilbert Elevated Railway Company, its successors and assigns, the following requirements and conditions:

First—The Gilbert Elevated Railway Company, its successors and assigns, shall so modify the plan of structure which said Company is now authorized to construct as to conform to the specifications and requirements following:

1. The general plan or plans of the structure shall be of an Elevated Railway, with the track or tracks supported upon a row or rows of columns; the track or tracks shall be carried by longitudinal girders, resting either upon the tops of the columns or upon transverse girders supported by the columns.

2. Where the width of the street, between the curb-stones, does not exceed thirty-six feet, the plan of construction shall be as follows, as the Company constructing the railway shall elect, *i. e.*, either—First, with a row of columns on the line of each curb, and a superstructure carrying two tracks upon transverse girders spanning the street; or, Second, with a row of columns upon the line of each curb, and a superstructure carrying a single track over each row of columns; or, Third, with gothic transverse arches spanning the roadway of the street from curb to curb and carrying longitudinal girders.

3. Where the width of the street, between the curb-stones, is more than thirty-six feet, but less than fifty-five feet, the plan of construction shall be as follows, as the Company constructing the railway shall elect, *i. e.*, either—First, with a row of columns on the line of each curb, and a superstructure carrying two tracks upon transverse girders spanning the street; or, Second, with two rows of columns, the one upon the line of either curb, and the other along or near the centre line of the roadway of the street, and a superstructure carrying two tracks upon transverse girders spanning the portion of the roadway of the street between the two rows of columns—but this plan is allowed only in New Church street, and in the case of a street where there is no existing street railroad upon the surface of the roadway; or, Third, with a row of columns upon the line of each curb, and a superstructure carrying a single separate track over each row of columns—but this plan is not allowed along or over Second avenue, between East Houston street and East Twenty-third street; or, Fourth, with gothic transverse arches spanning the roadway of the street from curb to curb and carrying longitudinal girders.

4. Where the width of the street or avenue between the curb-stones is fifty-five feet or more, the plan of construction shall be as follows, as the Company constructing the railway shall elect, *i. e.*, either—First, with a row of columns upon the line of each curb and a superstructure carrying two tracks upon transverse girders spanning the street; or, Second, with two rows of columns in the roadway of the street, and a superstructure carrying two tracks upon transverse girders—but no column authorized in this plan of construction shall be erected between any two tracks of street railroad upon the surface of the roadway; or, Third, with a row of columns upon the line of each curb, and a superstructure carrying a single separate track over each row of columns—but this plan is not allowed along over Eighth or Ninth avenue, between West Sixty-first street and West One Hundred and Tenth street; or, Fourth, with gothic transverse arches spanning the roadway of the street from curb to curb and carrying longitudinal girders.

5. Whenever a column or row of columns is above authorized to be upon a line of curb, such column or row of columns shall be erected only within the line of curb-stones, and shall be there so situated and placed as not to obstruct vehicles or the ordinary traffic or travel in the roadway of the street.

6. There shall not be more than two rows of columns or more than two tracks in any one street or avenue or public place, except as hereinafter authorized.

7. No column shall be erected between any two tracks of street railroad now upon the surface of the roadway of the street—except in New Church street, as hereinafter authorized.

8. Except where the width of a cross street, between the curbs thereof, is fifty feet or more, every cross street shall be spanned by a single span, when and where the plan of construction used is one having a row of columns upon a curb line.

9. When and where the plan of construction used is one having two rows of columns in the roadway of the street, no column shall be erected within the curb lines of a cross street, elsewhere than upon the centre line of such cross street, but may be there erected.

10. A single or double track may be placed between longitudinal girders and carried by iron floor-beams, the latter supported by the longitudinal girders.

11. Where columns are authorized to be in the roadway on each side of a street railroad track upon the surface of the roadway, the transverse distance between the columns shall be at least twenty-one feet in the clear.

12. The transverse diameter of a column authorized to be in the roadway of any street, shall not exceed fifteen inches at the base and thence for at least ten feet above the surface of the roadway; and the transverse diameter of a column authorized to be on the line of a curb, shall not exceed twenty-six inches at the base and thence for at least ten feet above the surface of the roadway.

13. The transverse diameter of columns, above indicated, does not include fenders; and adequate fenders shall be fitted around the base of each column placed in the roadway, to prevent the hubs of the wheels of passing vehicles from striking the column.

14. Where authorized to be in the roadway, no column shall be nearer than five feet to the house line of the cross street, but every column erected in the roadway of the street shall be set back at least five feet from that line.

15. The longitudinal distance between the columns, when both rows are in the roadway, shall not be less than thirty-five feet.

16. The longitudinal distance between columns on the curb shall be at least twenty-five feet.

17. On curves of three hundred feet radius or less the longitudinal distance between the columns in the roadway may be reduced to not less than twenty-five feet.

18. No part of the girders or superstructure shall be less than fourteen feet above the level of the street, except on a summit, where, when necessary on account of grade, the height of the lowest part of the girders, above the roadway of the street, may be reduced to twelve feet.

19. The girders may be either plate or lattice, or any suitable form of truss, and shall not be continuous over more than two spans.

20. Upon every track there shall be two continuous longitudinal stringers, of sufficient size, of the best quality and kind of timber suitable for the purpose. The joints of such longitudinal stringers shall be scarfed and bolted, and such stringers shall be securely fastened to every support on which they rest, so as to tie the structure firmly together and give it stiffness in a longitudinal direction. This requirement may be fulfilled either by longitudinal stringers under the rails, or by safety-guards of timber, if made to comply with the above conditions.

21. The material used for that part of the structure above the ground, shall be wrought-iron or steel—except that the connections between the posts which form a cluster column may be of cast-iron—and except the rails, which shall be of steel—and except the ties or longitudinal stringers supporting the rails, which shall be of the best quality and kind of selected timber. The safety-guards, if of wood, shall be of the best quality and kind of timber. Wood shall not be placed in any position where it may not be readily renewed without interrupting the travel on the road.

22. The wrought-iron shall be of the following general character: Tough, highly fibrous, and of a quality which shall be in every respect equal to that used in first-class American iron railway bridges.

23. No part of the structure shall be subjected to a greater strain of tension or compression than nine thousand pounds to the square inch; and no part shall be subjected to a greater shearing strain than seven thousand five hundred pounds to the square inch, and the structure shall not be proportioned for a less moving load than twelve hundred pounds per lineal foot for each track.

24. The maximum deflection of any girder under the passage of a train shall never exceed one-fifteen hundredth (1-1500) of its length.

25. The plates composing the longitudinal parts of a column or girder shall be in single pieces, except in the case of a girder of more than forty feet in length.

26. All rivets shall be of double refined iron which shall have an ultimate tensile strength of sixty thousand pounds to the square inch. The rivet holes shall be truly and accurately opposite each other; and the rivets shall enter the holes without drifting or forcing, and shall fill the holes.

27. All parts which make up the section of a column, except where cluster columns are used, shall be of equal thickness and of uniform quality.

28. The strength of the columns shall be proportioned by Gordon's formula for the ratio of the diameter to the length, with five as a factor of safety.

29. The different parts of the structure and their connections shall be properly proportioned to resist all of the momentum of the train which can, by the application of brakes, or in any other manner, be imparted to the structure.

30. The foundations for the columns shall consist of brickwork, stonework or concrete.

31. The masonry for foundations, where the span is fifty feet, shall measure at least four and one-half feet square upon the top, at least six feet square at the bottom, shall be at least four feet in depth, and shall rest upon two thick blocks of granite or other flagging, three feet by six—so as to make a base for the masonry not less than six feet square. When the span is more than fifty feet the dimensions of the foundations shall be larger, and when the span is less than fifty feet, the dimensions of the foundations may be smaller; but the foundations must, in every case, have as much stability relative to load as is above required.

32. The earth is to be prepared for this masonry by being made firm and solid, and covered with a bed of good hydraulic mortar.

33. Every column or post shall be secured to the masonry by means of a heavy plate of cast-iron, so proportioned as to distribute the weight which comes upon it uniformly over the foundation; this plate shall be fastened by sufficiently strong wrought-iron bolts passing through the masonry—the bolts having heads which shall be upset and not welded, and having washers of sufficient size beneath the stones above named and immersed in the bottom bed of hydraulic mortar. The cast-iron plate, its connections with the column, the wrought-iron bolts, and their heads and washers, shall possess sufficient strength to receive and resist, equally well with the column, all strains which can come upon the latter. The cast-iron shall be of the best quality suitable for bed plates which are to be covered under ground, and all castings shall be sound and fair.

34. All the iron work beneath the surface of the street shall be covered with hydraulic mortar or in some way protected from rust.

35. Good hydraulic cement shall be used in the masonry; and Portland cement of the first quality shall be used in case the foundations are constructed of concrete. If bricks are used they shall be hard burnt and of the best quality.

36. The foundations, where necessary, shall be increased in area so that in no case shall a weight greater than two thousand pounds to the square foot come upon any base.

37. All wrought-iron work shall receive one coat of metallic paint and oil before leaving the shop, and immediately after erection shall receive at least two coats of good paint. All parts of the structure shall, where practicable, be made accessible for the purpose of painting; and shall be well protected from rust where not accessible.

38. Efficient safety guards shall be provided, so that, in case of accident, the cars shall be effectually prevented from leaving the structure.

39. The best form of continuous brakes, so arranged as to be under the control of the engineer, shall be applied to all trains, and to every car in each train.

40. Every switch shall be of such design that, if left open or placed wrong, it cannot break the main track, or offer any impediment which may cause the derailment of a passing train.

41. Rails shall be of steel, not less in weight than fifty pounds per lineal yard; they shall be laid and fastened in the best manner as regards security, level and parallelism; and great attention must be given to the rail joints.

42. The railway must be equipped with the most approved system of signals to guard against accidents; and there shall be the necessary telegraph and signal devices.

43. Stations shall be so arranged as to be convenient of access from the street.

44. There shall be no steps (other than those leading from the street), sills, or any other projections about stations, over which persons can trip or stumble.

45. The platforms of stations shall be on a level with the platform of the cars; and nothing shall intervene between a platform and the cars that must be stepped over to enter a car.

46. Each station shall have ample space, under cover, to accommodate the passengers.

47. Where two rows of columns are authorized and either row is placed in the roadway of the street, the columns shall be erected in pairs, and both columns of each pair shall stand in line upon a line at right angles to the direction of the length of the street.

48. The stairs and all parts of the stations, except the platform, doors, windows, and inside sheathing, and except the tread of the stairs, shall be of iron.

49. All station platforms and stairs shall be protected by a substantial iron railing.

50. Every axle shall be of steel of a quality best suited to the purpose, and shall be subjected to such tests and safeguards, and be of such dimensions, as are usual in first-class railway practice.

51. Every wheel, whether of a car, locomotive or tender, shall have a tyre of steel of the best quality and form suited to the purpose, and shall be turned on the tread. The wheels shall be fitted with the best known means of deadening noise and preventing jars.

52. Authority is given for construction of such supports, turn-outs, switches, sidings, connections, landing-places, stations, buildings, platforms, stairways, elevators, telegraph and signal devices, and such other requisite appliances, upon the route or routes, and in the locations determined by the Commissioners, as shall be proper for the purpose of rapid transit railways, and as shall be necessary to meet the requirements of the traveling public.

53. All car axles shall be provided with the best devices used in railway practice to catch the axles and prevent them from getting adrift in case of fracture.

54. The structure shall present a substantial and tasteful appearance.

55. On River street westerly from Fourth avenue—and on Eighth avenue northerly from One Hundred and Fifty-fifth street—the railway may be constructed as a surface railroad upon the grade of the street; it shall be a double track road.

56. All of the materials used in the construction of the work shall be of the best quality for the purposes for which they are to be applied; and the work shall be executed in the best style of the arts, and in a workmanlike manner.

57. It is the intention and spirit of these specifications to provide in every respect for a first-class structure, and no omissions of specific requirements to this effect, if any exist, shall in any case be construed in any way to invalidate this general requirement.

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

Second—The Gilbert Elevated Railway Company, its successors or assigns, shall construct and complete said railway and railways upon the route or routes, and in the locations so as aforesaid determined upon, within the time and in the manner, and shall construct and complete the several portions or sections of said railway or railways, each within the time and in the manner, by this Board of Commissioners heretofore required and by said Company agreed to, as the consideration and conditions upon which said coincident route was determined upon, and is as expressed in the certain preamble and Resolutions heretofore and on or about the 2d day of September, 1875, adopted by the said Company by its Board of Directors, being the same preamble and Resolutions of said Company mentioned and referred to in the said preamble and Resolution so as aforesaid by this Board of Commissioners, on the 2d day of September, 1875, adopted; Provided, however, that, if the said Company, its successors or assigns, shall elect to construct and complete, and shall construct and complete the railway, for not less than three miles, on the westerly side of the city, running south from West Forty-second street, within ten months from the 1st day of October, 1875 (subject only to the proviso and reservations by said Company reserved and provided in said Resolutions of the Company of September 2, 1875, as to time of completion), then and in that case, the time for constructing so much of said railway as is to be upon that portion of the route which extends from the Bowling Green along certain prescribed streets to First avenue, thence along First avenue to East Twenty-third street, thence along East Twenty-third street to Second avenue, thence along Second avenue to Harlem river, and thence along River street to Third avenue, shall not begin to run until the expiration of one year after the right, by this Board of Commissioners conferred upon the New York Elevated Railroad Company, or to be conferred by this Board of Commissioners upon the Company to be formed and organized by this Board of Commissioners under the terms and provisions of chapter 606, Laws of 1875, to construct a railway or railways over, through and along Third avenue, shall have remained unexercised and shall have expired; and Provided, also, that these conditions and requirements shall not be deemed to limit or abridge any right, privilege or exemption conferred upon said Company by the Charter thereof or by the or either of the acts amendatory of said Charter.

Third—The Gilbert Elevated Railway Company, its successors and assigns, shall operate said railway and railways in the manner and for not to exceed the rates of fares in the said preamble and Resolutions of said Company mentioned and agreed to, which said rates of fares are hereby (as one of the requirements and conditions by this Board of Commissioners imposed upon said Company, its successors and assigns) fixed, determined and prescribed as the maximum rates of fares authorized or allowed to be charged or collected by said Company, its successors or assigns.

Fourth—The Gilbert Elevated Railway Company, its successors or assigns, shall (as another of the requirements and conditions by this Board of Commissioners imposed upon said Company, its successors and assigns), over and upon said railway or railways, run and operate the special trains and cars for the accommodation of the public and of the laboring classes, at reduced rates of fares—during the hours and at the rates of fares in said preamble and Resolutions of said Company mentioned and agreed to—which special trains and cars are, in said preamble and Resolutions of said Company, designated as "commission" trains and cars.

3.
Upon motion of Mr. Brown, seconded by Mr. Delamater, it was, on the 4th day of October, 1875,

Resolved, That the Commissioners appointed by the Mayor of the City of New York, under and in compliance with the provisions of chapter 606, Laws of 1875, having by public notice invited the submission of plans for the construction and operation of a railway or railways for the purpose provided for by said act, and having examined and considered the numerous plans and devices submitted to them, do hereby select and decide upon the plans, as follows, for the construction of such railway or railways, with the necessary turnouts, etc., upon the route or routes and in the locations determined by them by preambles and Resolutions adopted on the 3d day of September, 1875:

1. The general plan or plans of the structure shall be of an Elevated Railway, with the track or tracks supported upon a row or rows of columns; the track or tracks shall be carried by longitudinal girders, resting either upon the tops of the columns or upon transverse girders supported by the columns.

2. Where the width of the street, between the curb-stones, does not exceed thirty-six feet, the plan of construction shall be as follows, as the company constructing the railway shall elect, *i. e.*, either—First, with a row of columns on the line of each curb, and a superstructure carrying two tracks upon transverse girders spanning the street; or, Second, with a row of columns upon the line of each curb, and a superstructure carrying a single track over each row of columns; or, Third, with gothic transverse arches spanning the roadway of the street from curb to curb and carrying longitudinal girders.

3. Where the width of the street, between the curb-stones, is more than thirty-six feet, but less than fifty-five feet, the plan of construction shall be as follows, as the company constructing the railway shall elect, *i. e.*, either—First, with a row of columns on the line of each curb, and a superstructure carrying two tracks upon transverse girders spanning the street; or, Second, with two rows of columns, the one upon the line of either curb and the other along or near the centre line of the roadway of the street, and a superstructure carrying two tracks upon transverse girders spanning the portion of the roadway of the street between the two rows of columns—but this plan is allowed only in New Church street and in the case of a street where there is no existing street railroad upon the surface of the roadway; or, Third, with a row of columns upon the line of each curb, and a superstructure carrying a single separate track over each row of columns—but this plan is not allowed along or over Second avenue, between East Houston street and East Twenty-third street; or, Fourth, with gothic transverse arches spanning the roadway of the street from curb to curb and carrying longitudinal girders.

4. Where the width of the street or avenue between the curb-stones is fifty-five feet or more, the plan of construction shall be as follows, as the company constructing the railway shall elect, *i. e.*, either—First, with a row of columns upon the line of each curb and a superstructure carrying two tracks upon transverse girders spanning the street; or, Second, with two rows of columns in the roadway of the street, and a superstructure carrying two tracks upon transverse girders—but no column authorized in this plan of construction shall be erected between any two tracks of street railroad upon the surface of the roadway; or, Third, with a row of columns upon the line of each curb, and a superstructure carrying a single separate track over each row of columns—but this plan is not allowed along or over Eighth or Ninth avenue, between West Sixty-first street and West One Hundred and Tenth street; or, Fourth, with gothic transverse arches spanning the roadway of the street from curb to curb and carrying longitudinal girders.

5. Whenever a column or row of columns is above authorized to be upon a line of curb, such column or row of columns shall be erected only within the line of curb-stones, and shall be there so situated and placed as not to obstruct vehicles or the ordinary traffic or travel in the roadway of the street.

6. There shall not be more than two rows of columns or more than two tracks in any one street or avenue or public place, except as hereinafter authorized.

7. No column shall be erected between any two tracks of street railroad now upon the surface of the roadway of the street—except in New Church street, as hereinafter authorized.

8. Except where the width of a cross street, between the curbs thereof, is fifty feet or more, every cross street shall be spanned by a single span, when and where the plan of construction used is one having a row of columns upon a curb line.

9. When and where the plan of construction used is one having two rows of columns in the roadway of the street, no column shall be erected within the curb lines of a cross street, elsewhere than upon the centre line of such cross street, but may be there erected.

10. A single or double track may be placed between longitudinal girders and carried by iron floor-beams, the latter supported by the longitudinal girders.

11. Where columns are authorized to be in the roadway on each side of a street railroad track upon the surface of the roadway, the transverse distance between the columns shall be at least twenty-one feet in the clear.

12. The transverse diameter of a column authorized to be in the roadway of any street, shall not exceed fifteen inches at the base and thence for at least ten feet above the surface of the roadway; and the transverse diameter of a column authorized to be on the line of a curb, shall not exceed twenty-six inches at the base and thence for at least ten feet above the surface of the roadway.

13. The transverse diameter of columns, above indicated, does not include fenders; and adequate fenders shall be fitted around the base of each column placed in the roadway, to prevent the hubs of the wheels of passing vehicles from striking the column.

14. Where authorized to be in the roadway, no column shall be nearer than five feet to the house line of the cross street, but every column erected in the roadway of the street shall be set back at least five feet from that line.

15. The longitudinal distance between the columns, when both rows are in the roadway, shall not be less than thirty-five feet.

16. The longitudinal distance between columns on the curb shall be at least twenty-five feet.

17. On curves of three hundred feet radius or less the longitudinal distance between the columns in the roadway may be reduced to not less than twenty-five feet.

18. No part of the girders or superstructure shall be less than fourteen feet above the level of the street, except on a summit, where, when necessary on account of grade, the height of the lowest part of the girders, above the roadway of the street, may be reduced to twelve feet.

19. The girders may be either plate or lattice, or any suitable form of truss, and shall not be continuous over more than two spans.

20. Upon every track there shall be two continuous longitudinal stringers, of sufficient size, of the best quality and kind of timber suitable for the purpose. The joints of such longitudinal stringers shall be scarfed and bolted, and such stringers shall be securely fastened to every support on which they rest, so as to tie the structure firmly together and give it stiffness in a longitudinal direction. This requirement may be fulfilled either by longitudinal stringers under the rails, or by safety-guards of timber, if made to comply with the above conditions.

21. The material used for that part of the structure above the ground, shall be wrought-iron or steel—except that the connections between the posts which form a cluster column may be of cast-iron—and except the rails, which shall be of steel—and except the ties or longitudinal stringers supporting the rails, which shall be of the best quality and kind of selected timber. The safety-guards, if of wood, shall be of the best quality and kind of timber. Wood shall not be placed in any position where it may not be readily renewed without interrupting the travel on the road.

22. The wrought-iron shall be of the following general character: Tough, highly fibrous, and of a quality which shall be in every respect equal to that used in first-class American iron railway bridges.

23. No part of the structure shall be subjected to a greater strain of tension or compression than nine thousand pounds to the square inch; and no part shall be subjected to a greater shearing strain than seven thousand five hundred pounds to the square inch, and the structure shall not be proportioned for a less moving load than twelve hundred pounds per lineal foot for each track.

24. The maximum deflection of any girder under the passage of a train shall never exceed one-fifteenth hundredth (1-1500) of its length.

25. The plates composing the longitudinal parts of a column or girder, shall be in single pieces, except in the case of a girder of more than forty feet in length.

26. All rivets shall be of double refined iron which shall have an ultimate tensile strength of sixty thousand pounds to the square inch. The rivet-holes shall be truly and accurately opposite each other; and the rivets shall enter the holes without drifting or forcing, and shall fill the holes.

27. All parts which make up the section of a column, except where cluster columns are used, shall be of equal thickness and of uniform quality.

28. The strength of the columns shall be proportioned by Gordon's formula for the ratio of the diameter to the length, with five as a factor for safety.

29. The different parts of the structure and their connections shall be properly proportioned to resist all of the momentum of the train which can, by the application of brakes, or in any other manner, be imparted to the structure.

30. The foundations for the columns shall consist of brickwork, stonework or concrete.

31. The masonry for foundations, where the span is fifty feet, shall measure at least four and one-half feet square upon the top, at least six feet square at the bottom, shall be at least four feet in depth, and shall rest upon two thick blocks of granite or other flagging, three feet by six—so as to make a base for the masonry not less than six feet square. When the span is more than fifty feet the dimensions of the foundations shall be larger, and when the span is less than fifty feet, the dimensions of the foundations may be smaller; but the foundations must, in every case, have as much stability relative to load as is above required.

32. The earth is to be prepared for this masonry by being made firm and solid, and covered with a bed of good hydraulic mortar.

33. Every column or post shall be secured to the masonry by means of a heavy plate of cast-iron, so proportioned as to distribute the weight which comes upon it uniformly over the foundation; this plate shall be fastened by sufficiently strong wrought-iron bolts passing through the masonry—the bolts having heads which shall be upset and not welded, and having washers of sufficient size beneath the stones above named and immersed in the bottom bed of hydraulic mortar. The cast-iron

plate, its connections with the column, the wrought-iron bolts, and their heads and washers, shall possess sufficient strength to receive and resist, equally well with the column, all strains which can come upon the latter. The cast-iron shall be of the best quality suitable for bed plates which are to be covered under ground, and all castings shall be sound and fair.

34. All the iron work beneath the surface of the street shall be covered with hydraulic mortar or in some way protected from rust.

35. Good hydraulic cement shall be used in the masonry; and Portland cement of the first quality shall be used in case the foundations are constructed of concrete. If bricks are used they shall be hard burnt and of the best quality.

36. The foundations, where necessary, shall be increased in area so that in no case shall a weight greater than two thousand pounds to the square foot come upon any base.

37. All wrought-iron work shall receive one coat of metallic paint and oil before leaving the shop, and immediately after erection shall receive at least two coats of good paint. All parts of the structure shall, where practicable, be made accessible for the purpose of painting; and shall be well protected from rust where not accessible.

38. Efficient safety guards shall be provided, so that, in case of accident, the cars shall be effectually prevented from leaving the structure.

39. The best form of continuous brakes, so arranged as to be under the control of the engineer, shall be applied to all trains, and to every car in each train.

40. Every switch shall be of such design that, if left open or placed wrong, it cannot break the main track, or offer any impediment which may cause the derailment of a passing train.

41. Rails shall be of steel, not less in weight than fifty pounds per lineal yard; they shall be laid and fastened in the best manner as regards security, level and parallelism; and great attention must be given to the rail joints.

42. The railway must be equipped with the most approved system of signals to guard against accidents; and there shall be the necessary telegraph and signal devices.

43. Stations shall be so arranged as to be convenient of access from the street.

44. There shall be no steps (other than those leading from the street), sills, or any other projections about stations, over which persons can trip or stumble.

45. The platforms of stations shall be on a level with the platform of the cars; and nothing shall intervene between a platform and the cars that must be stepped over to enter a car.

46. Each station shall have ample space, under cover, to accommodate the passengers.

47. Where two rows of columns are authorized and either row is placed in the roadway of the street, the columns shall be erected in pairs, and both columns of each pair shall stand in line upon a line at right angles to the direction of the length of the street.

48. The stairs and all parts of the stations, except the platform, doors, windows, and inside sheathing, and except the tread of the stairs, shall be of iron.

49. All station platforms and stairs shall be protected by a substantial iron railing.

50. Every axle shall be of steel of a quality best suited to the purpose, and shall be subjected to such tests and safeguards, and be of such dimensions, as are usual in first-class railway practice.

51. Every wheel, whether of a car, locomotive or tender, shall have a tyre of steel of the best quality and form suited to the purpose, and shall be turned on the tread. The wheels shall be fitted with the best known means of deadening noise and preventing jars.

52. Authority is given for construction of such supports, turn-outs, switches, sidings, connections, landing-places, stations, buildings, platforms, stairways, elevators, telegraph and signal devices, and such other requisite appliances, upon the route or routes, and in the locations determined by the Commissioners, as shall be proper for the purpose of rapid transit railways, and as shall be necessary to meet the requirements of the traveling public.

53. All car axles shall be provided with the best devices used in railway practice to catch the axles and prevent them from getting adrift in case of fracture.

54. The structure shall present a substantial and tasteful appearance.

55. On River street westerly from Fourth avenue—and on Eighth avenue northerly from One Hundred and Fifty-fifth street—the railway may be constructed as a surface railroad upon the grade of the street; it shall be a double track road.

56. All of the materials used in the construction of the work shall be of the best quality for the purposes for which they are to be applied; and the work shall be executed in the best style of the arts, and in a workmanlike manner.

57. It is the intention and spirit of these specifications to provide in every respect for a first-class structure, and no omissions of specific requirements to this effect, if any exist, shall in any case be construed in any way to invalidate this general requirement.

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

4.
Upon motion of Mr. Mott, seconded by Mr. Brown, it was, on the 4th day of October, 1875,

Resolved: First—That the time, within which the company to be formed and organized by this Board of Commissioners (and which shall be known as the Manhattan Railway Company), shall construct the several portions of the railway and railways, and shall have the same ready to be operated, along and upon the route or routes heretofore, by preambles and resolutions duly adopted on the 3d day of September, 1875, fixed, determined and located by this Board of Commissioners, be and hereby is fixed and determined, as follows:

1. The portion of the railway or railways to be constructed from Tryon Row, along the easterly side of the city, to East Fifty-ninth street, shall be constructed and be ready to be operated before or by the 1st day of May, 1877;

2. The portion of the railway or railways to be constructed from East Fifty-ninth street, along the easterly side of the city, to the Harlem river, shall be constructed and be ready to be operated before or by the 1st day of December, 1877;

3. The portion of the railway or railways to be constructed from Harlem Bridge to the High Bridge, shall be constructed and be ready to be operated before or by the 1st day of December, 1878;

4. The portion of the railway or railways to be constructed from the line of Chambers street, along the westerly side of the city, to West Fifty-ninth street, shall be constructed and be ready to be operated before or by the 1st day of May, 1877;

5. The portion of the railway or railways to be constructed from West Fifty-ninth street, along the westerly side of the city and to the northerly terminus of the line of the route on the westerly side of the city, shall be constructed and be ready to be operated before or by the 1st day of June, 1878; and

6. The remainder of the railway or railways to be constructed upon the route or routes so as aforesaid fixed, determined and located on the 3d day of September, 1875, shall be constructed and be ready to be operated before or by the 1st day of June, 1878.

Second—That each of the said periods and limitations of time hereinbefore referred to and prescribed, as the time within which the several sections or portions of railway or railways shall be constructed and be ready to be operated, is, however, subject to this proviso and reservation, as follows: That the time, if any, unavoidably consumed by the pendency of legal proceedings, or by the interference of the public authorities, shall not be deemed a part of any period of the time within which construction and completion of the railway or railways is required to be made. But the time, if any, during which such unavoidable delay shall continue, shall be added to each of the periods hereby otherwise limited for construction and completion of the railway or railways.

Third—That the rates of fares authorized and allowed to be charged and collected upon trains to be run upon such railway or railways or upon any portion thereof, shall be only as follows—the same being the rates of fares by this Board of Commissioners fixed and determined as the maximum rates to be paid for transportation and conveyance over such railway or railways—as follows:

1. Upon trains and in cars other than those hereinafter designated as "Commission" trains and cars, for any distance under five miles, not to exceed ten cents; and not to exceed two cents per mile for each mile or fraction of a mile in excess of a mile over five miles, until the fare shall amount to not to exceed fifteen cents for a through passage from and between the Battery, or any point to the north thereof, and the intersection of Third avenue and the Harlem river; and from and between the Battery or any point to the north thereof and the High Bridge (running upon whether the easterly or the westerly side of the city), not to exceed seventeen cents for a through passenger. For the entire distance, or any part of it, from and between the Battery and either East or West Fifty-ninth street, the fare shall not exceed ten cents; and,

2. Upon what are hereinafter designated as "Commission" cars or trains, to be run during certain hours at reduced rates of fare, for the accommodation of the public and of the laboring classes, the rate of fare shall not exceed five cents from and between the Battery, or any point to the north thereof, and either East or West Fifty-ninth street; and shall not exceed five cents for any distance not exceeding five miles; and shall not exceed seven cents for a through passenger from and between the Battery or any point to the north thereof and the Harlem river; and shall not exceed eight cents for a through passenger, on any of said "Commission" trains or cars, from and between the Battery or any point to the north thereof and the High Bridge.

Fourth—The Company shall run special trains or cars, at reduced rates of fares, as aforesaid, for the accommodation of the public and of the laboring classes, daily, during the hours between 5:30 o'clock and 7:30 o'clock A. M. and 5 o'clock and 7 o'clock P. M. Such trains or cars shall be known and designated as "Commission" cars or trains; shall be in numbers sufficient to accommodate the public and the laboring classes during the hours indicated, and shall be run at intervals date the public and such accommodation; they shall stop regularly at all stations of the Company, and shall be run at the rate of speed of the other local trains of the Company. During said hours, a seat shall be provided in a "Commission" car for every passenger on the train who desires to travel in a "Commission" car; otherwise, any passenger desiring and demanding a seat in such a car, shall be entitled to occupy a seat in another car upon the train, upon payment of only the reduced rate of fare to be paid for transportation and conveyance in a "Commission" car.

200 Best White Oak Felloes, $3\frac{3}{4} \times 3\frac{3}{4}$ in.; Wheels, 4 ft diameter.

- 150 Best White Oak Felloes, $3\frac{3}{4} \times 2\frac{3}{4}$ in. : Wheels, 4 ft. 10 in. diameter.
 150 Best White Oak Felloes, $3\frac{3}{4} \times 3\frac{3}{4}$ in. : Wheels 4 ft. 2 in. diameter.
 400 Best White Oak Spokes, $2\frac{3}{4} \times 1 \times 16$ = $3\frac{3}{4}$ in. tenants.
 400 Best White Oak Spokes, $2\frac{3}{4} \times 1 \times 16$ = 3 in. tenants.
 400 Best White Oak Spokes (for forward wheels), $3\frac{3}{4} \times 1\frac{1}{2}$ in. = $1\frac{1}{2}$ in. tenants.
 400 Best White Oak Spokes (for hind wheels), $3\frac{3}{4} \times 1\frac{1}{2}$ in. = $3\frac{3}{4}$ in. tenants.

CLASS II.

- 24 Best Ash Boards, 1 in. thick, 14 to 20 in. wide.
 300 Pieces Black Walnut Laggings, 6 ft. long.
 12 Best Ash Boards, $1\frac{1}{2}$ in. thick, 14 to 20 in. wide.
 12 Best Ash Boards, $1\frac{1}{2}$ in. thick, 14 to 20 in. wide.
 12 Best Ash Planks, 2 in. thick, 14 to 18 in. wide.
 6 Best Ash Planks, $2\frac{1}{2}$ in. thick, 14 to 18 in. wide.
 12 Best Ash Planks, 3 in. thick, 16 to 20 in. wide.
 6 Black Walnut Boards, 1 in. thick, 16 to 20 in. wide.
 3 Black Walnut Boards, $1\frac{1}{2}$ in. thick, 14 to 18 in. wide.
 3 Best Pine Planks, 2 in. thick, 18 to 24 in. wide.
 3 Best Pine Planks, 3 in. thick, 18 to 24 in. wide.
 3 Best White Hickory Planks, 1 in. thick, 12 to 14 in. wide.
 3 Best White Hickory Planks, $1\frac{1}{2}$ in. thick, 12 to 14 in. wide.
 3 Best White Hickory Planks, $1\frac{1}{2}$ in. thick, 12 to 14 in. wide.
 3 Best White Hickory Planks, 2 in. thick, 14 to 18 in. wide.
 18 Whitewood Boards, $\frac{3}{4}$ in. thick, 18 to 24 in. wide, planned on both sides.
 6 Whitewood Boards, 1 in. thick, 14 to 18 in. wide, planned on both sides.
 3 Whitewood Boards, 2 in. thick, 18 to 20 in. wide, planned on both sides.

CLASS III.

- 2 Bars Cast Steel, $1 \times \frac{1}{2}$.
 2 Bars Cast Steel, round, of each of the following dimensions: $1 \times \frac{3}{4}$, $\frac{3}{4} \times \frac{1}{2}$, and $\frac{3}{4}$ in.
 2 Bars Cast Steel, square, of each of the following dimensions: $1\frac{1}{2} \times \frac{3}{4}$ and $\frac{3}{4} \times \frac{1}{2}$.
 1 Bar Cast Steel, square, $\frac{1}{2}$ in.
 1 Bar Cast Steel, octagon, $\frac{3}{4}$ in.
 1 Sheet Steel, No. 18.
 2 Sheets Brass, No. 20, $7\frac{1}{2} \times 24$ in.
 100 Carriage Bolts, $6\frac{1}{2} \times 16$ in.
 150 Carriage Bolts, each of the following dimensions: $2\frac{1}{2} \times \frac{1}{2}$, $3\frac{1}{2} \times 5-16$, $1 \times 3-16$ in.
 200 Carriage Bolts, each of the following dimensions: $3\frac{1}{2} \times \frac{3}{4}$, $1\frac{1}{2} \times \frac{1}{2}$ in.
 150 Carriage Bolts, countersunk, each of the following dimensions: $4\frac{1}{2} \times 7-16$, $2\frac{1}{2} \times 5-16$, $1\frac{1}{2} \times 5-16$ in.
 200 Carriage Bolts, countersunk, $3\frac{1}{2} \times \frac{3}{4}$.
 100 Carriage Bolts, countersunk, each $1 \times \frac{3}{4}$, $2\frac{1}{2} \times \frac{1}{2}$, $1\frac{1}{2} \times \frac{1}{2}$, $1\frac{1}{2} \times \frac{1}{2}$, $1\frac{1}{2} \times \frac{1}{2}$, $1\frac{1}{2} \times \frac{1}{2}$ in.
 50 Carriage Bolts, countersunk, each $2\frac{1}{2} \times 3-16$, $2\frac{1}{2} \times 3-16$, $2 \times 3-16$, $1\frac{1}{2} \times 3-16$, $1\frac{1}{2} \times 3-16$, $1 \times 3-16$ in.
 200 Tire Bolts, $4\frac{1}{2} \times \frac{3}{4}$ in.
 150 Tire Bolts, $3\frac{1}{2} \times 5-16$ in.
 100 Tire Bolts, $3 \times 5-16$ in.
 100 Wood Screw Bolts, each $2 \times \frac{3}{4}$, $2\frac{1}{2} \times \frac{3}{4}$, $3 \times \frac{3}{4}$, $3\frac{1}{2} \times \frac{3}{4}$, $4 \times \frac{3}{4}$, $4\frac{1}{2} \times \frac{3}{4}$, $5 \times \frac{3}{4}$, $5\frac{1}{2} \times \frac{3}{4}$, $6 \times \frac{3}{4}$, $6\frac{1}{2} \times \frac{3}{4}$, $7 \times \frac{3}{4}$, $7\frac{1}{2} \times \frac{3}{4}$, $8 \times \frac{3}{4}$, $8\frac{1}{2} \times \frac{3}{4}$, $9 \times \frac{3}{4}$, $9\frac{1}{2} \times \frac{3}{4}$, $10 \times \frac{3}{4}$ in.
 1 lb. Clout Nails, each 1, $1\frac{1}{4}$, $1\frac{1}{2}$ in.
 5 lbs. Finishing Nails, each $\frac{1}{4}$, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, $1\frac{3}{4}$, 2 in.
 25 lbs. Steel Wire, each $\frac{1}{8}$, $\frac{3}{16}$, $\frac{1}{4}$, $\frac{5}{16}$, $\frac{3}{8}$, $\frac{7}{16}$, $\frac{1}{2}$, $\frac{5}{8}$, $\frac{3}{4}$ in.
 3 gross Iron Countersunk Screws No. 6, each $\frac{1}{2}$ and $\frac{3}{4}$ in.
 3 gross Iron Countersunk Screws No. 8, each $\frac{1}{2}$, $\frac{3}{4}$, and $\frac{1}{2}$ in.
 3 gross Iron Countersunk Screws No. 10, each $\frac{1}{2}$, $\frac{3}{4}$, $\frac{1}{2}$, $1\frac{1}{4}$, $1\frac{1}{2}$, and $1\frac{3}{4}$ in.
 3 gross Iron Countersunk Screws No. 12, each $\frac{1}{2}$, $\frac{3}{4}$, $1\frac{1}{4}$, $1\frac{1}{2}$, $1\frac{3}{4}$, and $2\frac{1}{4}$ in.
 3 gross Iron Countersunk Screws No. 14, each $\frac{1}{2}$, $1\frac{1}{4}$, $1\frac{1}{2}$, $1\frac{3}{4}$, 2 , and $2\frac{1}{2}$ in.
 3 gross Iron Countersunk Screws No. 16, each $1\frac{1}{4}$, $1\frac{1}{2}$, $1\frac{3}{4}$, and 2 in.
 3 gross Iron Countersunk Screws No. 18, each $1\frac{1}{2}$, $1\frac{3}{4}$, 2, and $2\frac{1}{2}$ in.
 3 gross Iron Countersunk Screws No. 20, each $2\frac{1}{2}$ and $\frac{1}{2}$ in.
 3 gross Iron Button Head Screws, each 7-16 in. No. 6, $\frac{1}{2}$ in. No. 8, $1\frac{1}{2}$ in. No. 10, $\frac{1}{2}$ in. No. 12, $\frac{1}{2}$ in.
 3 gross Brass Countersunk Screws No. 6, each $\frac{1}{2}$ and $\frac{3}{4}$ in.
 3 gross Brass Countersunk Screws No. 8, each $\frac{1}{2}$, $\frac{3}{4}$, $\frac{1}{2}$, and 1 in.
 3 gross Brass Countersunk Screws No. 10, each $\frac{1}{2}$, $\frac{3}{4}$, $\frac{1}{2}$, 1, and $1\frac{1}{4}$ in.
 3 gross Brass Countersunk Screws No. 12, each $\frac{1}{2}$, $\frac{3}{4}$, 1, and $1\frac{1}{4}$ in.
 3 gross Brass Countersunk Screws No. 14, each 1, $1\frac{1}{4}$, and $1\frac{1}{2}$ in.
 3 gross Brass Countersunk Screws No. 16, each $1\frac{1}{4}$ and $1\frac{1}{2}$ in.
 3 gross Brass Button Head Screws No. 6, each $\frac{1}{2}$ and $\frac{3}{4}$ in.
 3 gross Brass Button Head Screws No. 8, each $\frac{1}{2}$, $\frac{3}{4}$, and 1 in.
 3 gross Brass Button Head Screws No. 10, each $\frac{1}{2}$, $\frac{3}{4}$, and 1 in.
 3 gross Brass Button Head Screws No. 12, each $\frac{3}{4}$ and 1 in.
 3 gross Brass Button Head Screws No. 14, 1 in.
 30 lbs. Brass Wire No. 2.
 8 lbs. Copper Hose Rivets, 1 in., No. 7.
 12 lbs. Copper Hose Rivets, $\frac{3}{4}$ in., No. 7.
 12 lbs. Soft Solder.
 12 lbs. Angle Iron, $3\frac{1}{2} \times 3\frac{1}{2}$ in.
 1 coil Lead Line for Flag Halyards.
 3 coils Manila Rope, $\frac{3}{4}$ in. diameter.
 48 handles for Machinist Chipping Hammers.
 24 small Blacksmith's Hammer Handles.
 12 Blacksmith's Sledge Handles.
 12 Pick Handles.
 36 Machinists' Hammers. "Ball Pein" No. 3.
 2 lbs. Brass Escutcheon Pins, $\frac{3}{4}$ in., No. 14 Wire.
 1 gross Button Head Screws.
 20 lbs. Iron Washers, $\frac{3}{4}$ in.
 10 lbs. Iron Washers, $\frac{3}{4}$ in.
 2 doz. 6 in. Flat Bastard Files.
 4 doz. 8 in. Flat Bastard Files.
 0 doz. 12 in. Flat Bastard Files.
 4 doz. 14 in. Flat Bastard Files.
 2 doz. 6 in. Half Round Bastard Files.
 2 doz. 8 in. Half Round Bastard Files.
 4 doz. 12 in. Half Round Bastard Files.
 4 doz. 8 in. Hand Smooth Files.
 2 doz. 6 in. Half Round Smooth Files.
 4 doz. 8 in. Half Round Smooth Files.
 4 doz. 12 in. Half Round Smooth Files.
 4 doz. 10 in. Square Files.
 2 doz. 6 in. Square Files.
 4 doz. 10 in. Round Files.
 4 doz. 8 in. Round Files.
 2 doz. 6 in. Round Files.
 2 doz. 8 in. Round Smooth Files.
 2 doz. 6 in. Round Smooth Files.
 3 doz. 5 in. Saw Files.
 1 full set Ward Files.
 6 Saw Blades, "Stubbs," $10\frac{1}{2}$ in., "end to end."
 2 doz. 12 in. Cabinetmakers' Wood Raps.

CLASS IV.

- 30 lbs. Deep English Vermillion.
 20 lbs. Chinese Blue.
 10 lbs. Coach Black Ground in Japan.
 15 galls. Turpentine.
 5 galls. Boiled Oil.
 10 galls. Staples Quick-drying Varnish.
 1 doz. Stripping Pencils, Fine Liners, "Ox Hair."
 1 doz. Stripping Pencils, Broad Liners, "Ox Hair."
 2 Putty Knives.
 2 Camels-hair Blenders, 2-inch wide.

CLASS V.

- 30 Sides Best Harness Leather.
 6 Sides Best Breeching Leather.
 1 Side Best Russett Leather.

- 2 Sides Best Loop Leather.
 1 Side Best Patent Collar Leather.
 1 Side Best Patent Dash Leather.
 2 Sides Best Belt Lacing Leather.
 12 Sides Best Hose Pipe Leather.

Proposals may be made to include all the articles specified in one or any number of the classes named above, but each proposal must be for furnishing all the articles named in at least one of the classes.

Where the particular kind or quality of the articles is not specified they are to be of the best quality.

All the materials, etc., are to be delivered at the Repair Shops, Nos. 130 and 132 West Third street, in such quantities and at such times prior to January 1, 1876, as may be directed by the officer in charge of the same, where samples may also be seen upon application.

Two responsible sureties will be required upon each proposal, who must each justify in twice the amount thereof.

Proposals must be indorsed "Proposals for furnishing Materials, etc.," and be addressed to the Board of Commissioners, who reserve the right to reject any or all received.

Blank forms of proposals and further information will be furnished upon application at these Headquarters.

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

CORPORATION NOTICES.

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

- No. 1. Building sewer in Scammel street, between Madison and Monroe streets.
 No. 2. Receiving-basin on the southwest corner of Beekman street and Theatre alley.
 No. 3. Flagging sidewalks on west side of Lexington avenue, from Thirty-third to Thirty-fourth street.
 No. 4. Fencing vacant lots on block bounded by Broadway, Eighth avenue, Fifty-sixth and Fifty-seventh streets.
 No. 5. Flagging south side of Fifty-ninth street, between Fifth and Eighth avenues.
 No. 6. Flagging north side of Seventeenth street, between Avenues A and B.
 No. 7. Fencing vacant lots on block bounded by Sixty-second and Sixty-third streets, Boulevard and Ninth avenue.

- No. 8. Receiving basin on the southwest corner of Ninth street and Lexington avenue.
 No. 9. Receiving-basin on the northwest corner of Ninth street and Lexington avenue.
 No. 10. Receiving-basin on the southwest corner of Ninth street and Lexington avenue.
 No. 11. Regulating, grading, curb, gutter, and flagging One Hundred and Thirty-first street, from Tenth avenue to the Boulevard.

OFFICE BOARD OF ASSESSORS,
 No. 19 Chatham street,
 New York, Sept. 20, 1875.
 JOHN R. MUMFORD,
 Secretary.

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

- No. 1. Regulating, grading, curb, gutter, and flagging New avenue, East, and New avenue, West, from One Hundred and Twentieth to One Hundred and Twenty-fourth street.
 No. 2. Regulating, grading, curb, gutter, and flagging One Hundred and Eighth street, from Fifth avenue to East river.
 No. 3. Regulating and grading Eighty-fifth street, from Eighth to Ninth avenue.
 No. 4. Regulating and grading One Hundred and Fifteenth street, from Seventh to Eighth avenue.
 No. 5. Building sewer in Light street, between Varick and Hudson streets.
 No. 6. Building sewer on East side of Hudson street, between Spring and Vandam streets.
 No. 7. Building sewer in Sixty-sixth street, between Boulevard and Tenth avenue.
 No. 8. Building sewer in Fifty-third street, between First avenue and East river.
 No. 9. Building sewer in Eleventh avenue, between Fifty-ninth and Sixtieth streets; and in Sixtieth street, between Tenth and Eleventh avenues.
 No. 10. Building sewer in Fourth avenue, between Ninetieth and Ninety-first streets, with branches in Ninety-first street.
 No. 11. Building sewer in Mangin street, between Delancey and Rivington streets.
 No. 12. Building sewer in Twenty-fourth street, between Second and Third avenues.
 No. 13. Building sewer in One Hundred and Twenty-fourth street, between Sixth and Seventh avenues.
 No. 14. Building basin on the north side of Twentieth street, between Tenth and Eleventh avenues.

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

- No. 1. Both sides of New avenue, east, between One Hundred and Twentieth and One Hundred and Twenty-fourth streets; and to the extent of half the block at the intersecting streets; also both sides of New avenue, west, between One Hundred and Twentieth and One Hundred and Twenty-fourth streets, and to the extent of half the block at the intersecting streets.
 No. 2. Both sides of One Hundred and Eighth street, between Fifth avenue and East river, and to the extent of half the block at the intersecting avenues.
 No. 3. Both sides of Eighty-fifth street, between Eighth and Ninth avenues.
 No. 4. Both sides of One Hundred and Fifteenth street, between Seventh and Eighth avenues.
 No. 5. On the north side of Light street, between Hudson and Varick streets.
 No. 6. On the east side of Hudson street, between Spring and Vandam streets.
 No. 7. Both sides of Sixty-sixth street, between Boulevard and Tenth avenue.
 No. 8. Both sides of Fifty-third street, between First avenue and East river; and on westerly side of Avenue A, between Fifty-third and Fifty-fourth streets.
 No. 9. Both sides of Sixtieth street, between Tenth and Eleventh avenues; and on westerly side of Tenth avenue, between Sixtieth and Sixty-first streets; and the easterly side of Eleventh avenue, between Fifty-ninth and Sixty-first streets.
 No. 10. Both sides of Ninety-first street, between Fourth and Madison avenues; and on westerly side of Fourth avenue, between Ninetieth and Ninety-second streets.
 No. 11. Both sides of Mangin street, between Delancey and Rivington streets.
 No. 12. Both sides of Twenty-fourth street, between Second and Third avenues.
 No. 13. Both sides of One Hundred and Twenty-fourth street, between Sixth and Seventh avenues.
 No. 14. On the north side of Twentieth street, between Tenth and Eleventh avenues, and on the west side of Tenth avenue, and east side of Eleventh avenue, between Twentieth and Twenty-first streets.

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

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

OFFICE BOARD OF ASSESSORS,
 New York, September 20, 1875.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

DEPARTMENT OF
 PUBLIC CHARITIES AND CORRECTION,
 CORNER OF THIRD AVENUE AND ELEVENTH ST.,
 NEW YORK, June 12, 1875.

SCHOOL FOR NURSES.

THE COMMISSIONERS OF PUBLIC CHARITIES and Correction purpose opening a School for Nurses, at Charity Hospital, on the first day of August next. It is their design to offer to worthy young women, between the ages of twenty and thirty-five, the opportunity to acquire proficiency in a pursuit, which is at once honorable, useful, and remunerative, by educating them in the profession of Nursing. Every effort will be made to elevate the occupation, by a course of careful instruction from competent teachers, and by considerate and generous treatment of the pupils. The course of training will occupy two years, and will embrace lectures upon nursing, food, ventilation, midwifery, and all subjects connected with nursing.

The lectures will be given by Physicians connected with the Hospital, and will include a course of twelve lectures upon each subject every six months, and frequent instruction at the bedside.

At the expiration of two years the Nurses will be examined by a Committee of Physicians, and those who are competent and qualified will receive a diploma, signed by the Commissioners of Charities and Correction and the Examining Committee.

Applications, stating name in full, age, and names of Clergyman and Family Physician should be addressed to

JOSHUA PHILLIPS,
 Secretary.

DEPARTMENT OF
 PUBLIC CHARITIES AND CORRECTION,
 CORNER OF THIRD AVENUE AND ELEVENTH ST.,
 NEW YORK, September 29, 1875.

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

At Charity Hospital, Blackwell's Island, September 27, 1875—Ann Flanagan; age 82 years; 5 feet 5 inches high. Transferred from Alms-house, September 15, 1875. Had on when admitted purple calico dress, white cotton chemise, dark petticoat, plaid shawl, black hat.

September 28, 1875, John Marrin; age 35 years; 5 feet 8 inches high. Had on when admitted dark sack coat, dark pantaloons, white shirt, heavy shoes, black felt hat.

Susan Ravelle; age 62 years; 5 feet 7 inches high; black eyes; grey hair. Transferred from Work-house, September 3, 1875; and had on Corporation clothing.

Nothing known of the friends or relatives of any of the above persons.

By Order,
 JOSHUA PHILLIPS,
 Secretary.

DEPARTMENT OF
 PUBLIC CHARITIES AND CORRECTION,
 CORNER OF THIRD AVENUE AND ELEVENTH ST.,
 NEW YORK, October 4, 1875.

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

At Charity Hospital, Blackwell's Island, September 30, 1875—Ellen Hagerton; age 55 years; 5 feet 7 inches high; grey hair; dark eyes. Had on when admitted black sack and skirt, red woolen hood. Nothing known of her friends or relatives. No effects found on her person.

Mary Sherlin; age 91 years; 5 feet 6 inches high. Had on when admitted brown calico dress, black merino shawl, black hood. Nothing known of her friends or relatives. No effects found on her person.

By Order,
 JOSHUA PHILLIPS,
 Secretary.

DEPARTMENT OF
 PUBLIC CHARITIES AND CORRECTION,
 CORNER OF THIRD AVENUE AND ELEVENTH ST.,
 NEW YORK, September 30, 1875.

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

At Epileptic and Paralytic Hospital, Blackwell's Island, September 29, 1875—Jane Sheridan; 5 feet 10 inches high; blue eyes; brown hair; transferred from Work-house September 18, 1875. Nothing known of her friends or relatives. No effects found on her person.

At Morgue, Bellevue Hospital, September 29, 1875—Unknown man; age about 35 years; 5 feet 7 inches high; brown hair and moustache. Had on gray mixed pants, gray woolen pants, blue sack coat, light tweed sack coat, blue cloth vest, white corded vest, elastic side shoes, white cotton socks. No effects found on his person.

By Order,
 JOSHUA PHILLIPS,
 Secretary.

THE CITY RECORD.

COPIES OF THE CITY RECORD CAN BE OBTAINED at No. 2 City Hall (northwest corner basement). Price three cents each.

DEPARTMENT PUBLIC WORKS.

DEPARTMENT OF PUBLIC WORKS,
 COMMISSIONER'S OFFICE, ROOM 19, CITY HALL,
 NEW YORK, September 18, 1875.

PROPOSALS FOR COAL.

PROPOSALS INCLOSED IN A SEALED ENVELOPE, indorsed as above, with the name of the bidder, will be received at this office, until the 8th day of October, 1875, at 12 o'clock m., at which hour they will be publicly opened and read, for furnishing the Department of Public Works with—

500 gross tons of Broken Anthracite Coal, for New Court-house.

40 gross tons of Slove size Anthracite Coal, for Brownstone Building.

35 gross tons of Range size Anthracite Coal, for Brownstone Building.

40 gross tons of Slove size Anthracite Coal, for City Hall.

35 gross tons of Range size Anthracite Coal, for City Hall.

15 gross tons of American Cannel Coal, for City Hall.

Blank forms of proposals, the specifications, and agreements, the proper envelope in which to inclose the bids, and any further information desired, can be obtained by application to the Superintendent of Repairs and Supplies, at his office.

The Commissioner of Public Works reserves the right to reject any or all proposals, if in his judgment the same may be for the best interests of the city.

FITZ JOHN PORTER,
 Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
 COMMISSIONER'S OFFICE,
 ROOM NO. 19, CITY HALL,
 NEW YORK, September 29, 1875.

TO CONTRACTORS.

PROPOSALS, INCLOSED IN A SEALED ENVELOPE, with the title of the work, and the name of the bidder indorsed thereon (also the number of the work as in the advertisement), will be received at this office, until Tuesday, the 12th day of October, 1875, at 12 o'clock m., at which hour they will be publicly opened and read, for the following works:

No. 1. Regulating, grading, setting curb and gutter stones, and flagging Ninth avenue, from Seventy-second street to Eighty-first street.

No. 2. Regulating, grading, setting curb and gutter stones and flagging in Seventy-eighth street, between the Boulevard and Ninth avenue.

No. 3. Regulating, grading, setting curb and gutter stones and flagging Ninety-sixth street, from the Boulevard to the Hudson river.

No. 4. Regulating, grading, setting curb and gutter stones, and flagging in One Hundred and Seventh street, from Fifth avenue to the Harlem river.

No. 5. Regulating, grading, setting curb and gutter stones, and flagging in One Hundred and Fifteenth street, from Eighth avenue to the Harlem river.

No. 6. Regulating, grading, setting curb and gutter stones, and flagging in One Hundred and Thirtieth street, from Sixth to Seventh avenue.

No. 7. Regulating, grading, setting curb and gutter stones, and flagging in One Hundred and Thirty-first street, between Sixth and Eighth avenues.

No. 8. Regulating, grading, setting curb and gutter stones, and flagging in One Hundred and Forty-sixth street, from the Tenth avenue to the Boulevard.

No. 9. Regulating, grading, setting curb and gutter stones, and flagging in One Hundred and Fifty-second street, from the Boulevard to the Hudson river.

No. 10. Setting curb and gutter stones and flagging in Twenty-sixth street, on the south side, between Tenth and Eleventh avenues, and on both sides between Eleventh avenue and the Hudson river.

No. 11. Setting curb and gutter stones and flagging in Fifty-second street, from Tenth avenue to the Hudson river.

No. 12. Setting curb and gutter stones and flagging in Seventy-ninth street, between Ninth and Tenth avenues.

No. 13. Setting curb and gutter stones and flagging in One Hundred and Sixteenth street, from Seventh to Eighth avenue.

No. 14. Setting curb and gutter stones and flagging in Bloomfield street, from West street to Thirteenth avenue.

No. 15. Setting curb and gutter stones and flagging in Bogart street, from West street to Thirteenth avenue.

No. 16. Flagging sidewalks in Fifty-fifth street, between Madison and Fourth avenues, and fencing the vacant lots thereon.

No. 17. Flagging sidewalks on both sides of One Hundred and Twenty-fifth street, from Third to Eighth avenue.

Blank forms of proposals, the specifications and agreements, the proper envelope in which to inclose the bids, and any further information desired, can be obtained on application to the Contract Clerk at his office.

The Commissioner of Public Works reserves the right to reject any or all proposals if in his judgment the same may be for the best interests of the city.

FITZ JOHN PORTER,
 Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
 COMMISSIONER'S OFFICE,
 ROOM NO. 19, CITY HALL,
 NEW YORK, September 30, 1875.

TO CONTRACTORS.

PROPOSALS, INCLOSED IN A SEALED ENVELOPE, with the title of the work and the name of the bidder indorsed thereon, will be received at this office until Tuesday, the 12th day of October, 1875, at 12 o'clock m., at which hour they will be publicly opened and read, for the following work:

Paving, with Telford-Macadamized Pavement, the carriageway of One Hundred and Twenty-fourth street, between Sixth and Seventh avenues.

Blank forms of proposals, the specifications and agreements, the proper

SUPREME COURT.

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 Hundredth street, from the westerly line of the Bloomingdale road to the easterly line of Riverside avenue, in the City of New York.

PURSUANT TO THE STATUTES IN SUCH CASE made and provided, the Department of Public Works, for and on behalf of the Mayor, Aldermen, and Commonalty of the City of New York, hereby give notice that the Counsel to the Corporation will apply to the Supreme Court, in the First Judicial District of the State of New York, on Monday, the 25th day of October, 1875, at half past ten o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon, for the appointment of a Commissioner of Estimate and Assessment in the above entitled proceeding, in the place and stead of William C. Whitney, resigned.

WILLIAM C. WHITNEY,
Counsel to the Corporation,
No. 2 Tryon Row.

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 Fort Washington Ridge road, between the Boulevard on the west, and Eleventh avenue and Kingsbridge road on the east, and running from Eleventh avenue at One Hundred and Fifty-ninth street, in a generally northerly direction, to a point on said Kingsbridge road, near Inwood street, with a branch thereof running easterly to said Kingsbridge road, as laid out by the Department of Parks, in the City of New York.

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

First.—That we have completed our estimate and assessment, and that all persons interested in these proceedings, or in any of the lands affected thereby, and who may be opposed to the same, do present their objections in writing, duly verified, to the Commissioners, at our office, No. 57 Broadway (Room No. 24), in the said city, on or before the 29th day of October, 1875; and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said 29th day of October, and for that purpose will be in attendance at our said office on each of said ten days, at one o'clock P. M.

Second.—That the abstract of the said estimate and assessment, together with our maps, and also all the affidavits, estimates, and other documents which were used by us in making our report, have been deposited in the office of the Department of Public Works in the City of New York, there to remain until the 11th day of November, 1875.

Third.—That the limits embraced by the assessment aforesaid are as follows, to wit: All those lots, pieces, or parcels of land, situate, lying, and being in the City of New York, bounded by, included and contained within the following limits, that is to say:

Beginning at the point of intersection of the centre line of One Hundred and Fifty-eighth street with the centre line of the road or Public Drive, running thence northerly along the centre line of the road or Public Drive to a point at One Hundred and Sixty-fifth street, distant four hundred and ninety-five feet westerly from the westerly line of Fort Washington Ridge road; thence northerly in a straight line, to a point, at One Hundred and Eighty-first street, distant nine hundred and forty-two feet west of the westerly line of Fort Washington Ridge road; thence still northerly in a straight line to a point, distant two hundred and sixty-one feet west of the westerly line of Fort Washington Ridge road and at right angle to the Kingsbridge road near Ellwood street; thence westerly to the centre line of the road or Public Drive; thence northerly along the centre line of the road or Public Drive to the centre line of D street; thence northerly along the centre line of D street to the centre line of Inwood street; thence southeasterly along the centre line of Inwood street to the centre line of Dyckman street; thence southeasterly along the centre line of Dyckman street to the centre line of Eleventh avenue; thence southerly along the centre line of Eleventh avenue to the centre line of One Hundred and Fifty-eighth street; thence westerly along the centre line of One Hundred and Fifty-eighth street to the point or place of beginning—said premises appearing upon the maps or diagrams above mentioned.

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 in the New Court-house, at the City Hall, in the City of New York, on the 6th day of December, 1875, 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, September 22, 1875.

WILLIAM KENNELLY,
JAMES M. OAKLEY,
JOHN T. MCGOWAN,
Commissioners.

In the matter of the application of the Department of Public Works, for and on behalf of the Mayor, Aldermen, and Commonalty of the City of New York, relative to the opening of F street, from the northerly line of Inwood street, at a point distant five hundred and forty-two feet and ten inches westerly from the westerly line of Kingsbridge road, at its intersection with Inwood street, and running thence to the Bolton road, in the City of New York.

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

I.—That we have completed our estimate and assessment in the above matter, and that all persons whose interests are affected thereby, and who may be opposed to the same, do present their objections in writing, duly verified, to the undersigned Commissioners, at our office, No. 57 Broadway (Room 24), in said city, on or before the 8th day of September, 1875, and that we, the said Commissioners, will hear parties so objecting, within the ten week-days next after the said 8th day of September, 1875, and for that purpose will be in attendance at our said office on each of said ten days, at 3 o'clock P. M.

II.—That the abstract of the said estimate and assessment, together with our maps, and also all affidavits, estimates, and other documents which were used by us in making our report, have been deposited in the office of the Department of Public Works, in the City of New York, there to remain until the 21st day of September, 1875.

III.—That the limits embraced by the assessment aforesaid are as follows, to wit: All those certain lots, pieces or parcels of land situate in the City of New York, bounded by, included and contained within the following limits, that is to say: Beginning at a point formed by the intersection of the centre line of Seaman avenue with the centre line of Bolton road; running thence easterly to a point distant one hundred feet east of the easterly line of Seaman avenue; thence northerly, parallel to Seaman avenue, to the centre line of Emerson street; thence northerly along the centre line of Emerson street to a point opposite the easterly boundary line of John H. Dyckman property; thence easterly to a point where the said boundary line intersects the easterly line of Emerson street; thence in a northerly direction along the aforesaid boundary line, to the southerly side of Spuyten Duyvil Creek; thence westerly along the southerly side of Spuyten Duyvil Creek as the same winds and turns, to a point distant about four hundred and twenty-five feet east of the easterly line of the Hudson River Railroad, and at right angles thereto; thence southerly, in a straight line,

or nearly so, to a point distant two hundred feet north of the northerly line of Inwood street, and one thousand and twenty-five feet west of the westerly line of F street (and at right angles thereto); thence easterly and parallel to Inwood street eight hundred and twenty-five feet; thence southerly on a line at right angles to Inwood street to a point distant one hundred feet south of the southerly line of Inwood street; thence easterly parallel to Inwood street to the centre line of Kingsbridge road; thence northeasterly along the centre line of Kingsbridge road to the centre line of Bolton road; thence northerly along the centre line of Bolton road to the point or place of beginning.

IV.—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held in the New Court-house, at the City Hall, in the City of New York, on the 7th day of October, 1875, 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 August 3, 1875.

R. D. NESMITH,
DE GRASSE LIVINGSTON,
E. HOGAN,
Commissioners.

In the matter of the application of the Department of Public Works, for and on behalf of the Mayor, Aldermen, and Commonalty of the City of New York, relative to the opening of a new street (known as One Hundred and Seventy-fifth street, though not yet named by proper authority), parallel to and 5,270 67-100 feet northerly from the southerly line of One Hundred and Fifty-fifth street, from the easterly line of Kingsbridge road to the westerly line of Tenth avenue, as established by the Commissioners of the Central Park, in the City of New York.

PURSUANT TO THE STATUTES OF THE State of New York, in such case made and provided, the Department of Public Works, for and on behalf of the Mayor, Aldermen, and Commonalty of the City of New York, hereby give notice that the Counsel to the Corporation of said city will apply to the Supreme Court, in the First Judicial District of the State of New York, at a Special Term of said Court, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on Monday, the twenty-fifth day of October, A. D. 1875, at half-past ten o'clock in the forenoon of that day, or as soon thereafter as Counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter.

The nature and extent of the improvement hereby intended, are the opening of a new street (known as One Hundred and Seventy-fifth street, though not yet named by competent authority), parallel to and five thousand two hundred and seventy-six and sixty-seven hundredths feet northerly from the southerly line of One Hundred and Fifty-fifth street, from the easterly line of Kingsbridge road to the westerly line of Tenth avenue, as laid out and established by the Commissioners of the Central Park, under chapter 565 of the Laws of 1865, and chapter 697 of the Laws of 1867.

WILLIAM C. WHITNEY,
Counsel to the Corporation.

New York, September 27, 1875.

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 Fifty-first street, from the westerly line of Ninth avenue to the Hudson river, in the City of New York.

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

I.—That we have completed our estimate and assessment, and that all persons interested in these proceedings, or in any of the lands affected thereby, and who may be opposed to the same, do present their objections in writing, duly verified, to the Commissioners, at our office, No. 57 Broadway (Room No. 24), in the said city, on or before the 13th day of October, 1875; and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said 13th day of October, and for that purpose will be in attendance at our said office on each of said ten days, at 2 o'clock P. M.

II.—That the abstract of the said estimate and assessment, together with our maps, and also all the affidavits, estimates, and other documents which were used by us in making our report, have been deposited in the office of the Department of Public Works, in the City of New York, there to remain until the twenty-sixth day of October, A. D. 1875.

III.—That the limits embraced by the assessment aforesaid are as follows, to wit: All those lots, pieces, or parcels of land, situate, lying and being in the City of New York, bounded by, included, and contained within the following limits, that is to say:

Beginning at a point on the westerly line of Ninth avenue, distant ninety-nine feet and eleven inches south of the southerly line of One Hundred and Fifty-first street; running thence westerly parallel to One Hundred and Fifty-first street, to the Bulkhead line on the Hudson river; thence northerly along said Bulkhead line to a point distant ninety-nine feet and eleven inches north of the northerly line of One Hundred and Fifty-first street; thence easterly parallel to One Hundred and Fifty-first street to the westerly line of Ninth avenue; thence southerly along the westerly line of Ninth avenue to the point or place of beginning.

IV.—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held in the New Court-house, at the City Hall, in the City of New York, on the 29th day of October, 1875, 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, September 6, 1875.

EDWARD J. SHANDLEY,
JOSEPH CORNELL,
CLINTON G. COLGATE,
Commissioners.

FINANCE DEPARTMENT.

DEPARTMENT OF FINANCE,
BUREAU FOR THE COLLECTION OF ASSESSMENTS,
ROTUNDA, COURT-HOUSE,
NEW YORK, October 7, 1875.

NOTICE TO PROPERTY-HOLDERS

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

CONFIRMED SEPTEMBER 22, 1875.

Flagging sidewalks on south side of Thirty-fourth street, between First avenue and East river.
Regulating, grading, curb, gutter, and flagging Fifty-fifth street, between Eleventh avenue and the North river.
Regulating, grading, curb, gutter and flagging Sixty-seventh street, from Fourth to Fifth avenue.
Regulating and grading One Hundred and Sixteenth street, from Seventh to Eighth avenue.

All payments made on the above assessments on or before December 6, 1875, will be exempt (according to law) from interest. After that date interest will be charged at the rate of seven (7) per cent. from the date of confirmation.

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

SPENCER KIRBY,
Collector of Assessments.

REDEMPTION OF CITY STOCK.

THE WATER STOCK OF THE CITY OF NEW York, of the year 1854, payable on the first day of October, 1875, will be paid on that day, by the Comptroller, at his office, in the New Court-house, on the surrender of the certificates.

Interest on said stock will cease on and after that date.

ANDREW H. GREEN,
Comptroller.

CITY OF NEW YORK—DEPARTMENT OF
FINANCE, COMPTROLLER'S OFFICE,
September 15, 1875.

PROPOSALS FOR \$7,572,500 BONDS OF THE CITY OF NEW YORK.

SEALED PROPOSALS WILL BE RECEIVED AT the Comptroller's Office until Wednesday, October 20, 1875, at 2 o'clock P. M., when the same will be publicly opened, for the whole or any part of the sum of \$7,572,500 Bonds of the City of New York, to wit:

Assessment Bonds of the Corporation of the City of New York, authorized by chapter 397, Laws of 1852, and chapter 580, Laws of 1872.....	\$1,356,800 00
Assessment Fund Bonds of the Corporation of the City of New York, authorized by chapter 579, Laws of 1853.....	1,349,500 00
Street Improvement Fund Bonds of the Corporation of the City of New York, authorized by chapter 579, Laws of 1853.....	1,305,000 00
Department of Parks Improvement Bonds of the Corporation of the City of New York, authorized by chapter 697, Laws of 1867; chapter 397, Laws of 1852; and chapter 580, Laws of 1872.....	2,316,200 00
Central Park Commission Improvement Bonds of the Corporation of the City of New York, authorized by chapter 697, Laws of 1867; chapter 397, Laws of 1852; and chapter 580, Laws of 1872.....	1,245,000 00

Said Bonds will bear interest at the rate of six per cent. per annum, payable on the first day of May and November in each year, and the principal, in nearly equal amounts, will be redeemed on the first day of November, in the years 1878, 1879, and 1880, respectively.

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

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

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

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

The proceeds of the above-mentioned Bonds will be applied exclusively to the redemption of like Bonds of the City of New York which mature November 1, 1875; and their issue, therefore, will not make any addition to the city debt.

The holders of like City Bonds which mature November 1, 1875, may apply the amount due on such Bonds, respectively, to the payments for any Bonds that may be awarded them on their bids under these proposals.

CITY OF NEW YORK, FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE,
October 6, 1875.

ANDREW H. GREEN,
Comptroller.

DEPARTMENT OF FINANCE,
BUREAU FOR THE COLLECTION OF ASSESSMENTS,
ROTUNDA, COURT-HOUSE,
NEW YORK, October 5, 1875.

NOTICE TO PROPERTY-HOLDERS.

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

CONFIRMED SEPTEMBER 22, 1875.

Paving Eleventh avenue, from Fifty-second to Fifty-ninth street, with Belgian pavement.

Sewer on the east side of Hudson street, between Charlton and King streets.

Sewer on the west side of Hudson street, between Charlton and King streets.

Sewer on the west side of Hudson street, between Spring and Vandam streets.

Sewer in Greenwich street, between King and West Houston streets.

Sewer in Greenwich street, between Charlton and King streets.

Sewer in Greenwich street, between Clarkson and Leroy streets.

Sewer in Washington street, between West Tenth and Charles streets.

Sewer in Sheriff street, between Grand and Broome streets.

Sewers in Ninety-fifth and Ninety-eighth streets, between First and Third avenues; and in First avenue, between Ninety-fifth and One Hundredth streets, with branches.

Receiving-basins in Cherry street, between New Chambers and Roosevelt streets.

Receiving-basin on the northwest corner of Stuyvesant street and Second avenue.

Receiving-basin on the west side of Tenth avenue, between Twenty-fifth and Twenty-sixth streets.

Receiving-basin on the southwest corner of One Hundred and Eleventh street and Avenue St. Nicholas.

Receiving-basin on the southwest corner of One Hundred and Twelfth street and Avenue St. Nicholas.

Receiving-basin on the southwest corner of One Hundred and Seventeenth street and Sixth avenue.

All payments made on the above assessments on or before December 4, 1875, will be exempt (according to law) from interest. After that date interest will be charged at the rate of seven (7) per cent. from the date of confirmation.

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

SPENCER KIRBY,
Collector of Assessments.

BUREAU FOR THE COLLECTION OF TAXES,
COURT-HOUSE, PARK, 32 CHAMBERS STREET,
September 15, 1875.

NOTICE TO TAXPAYERS.

NOTICE IS HEREBY GIVEN THAT THE Assessment Rolls on Real Estate, Personal Property, and Bank Stock in the City and County of New York, for the year 1875, have been delivered to the undersigned, and that the taxes thereon are now due and payable at this office.

In case of payment before the first day of November next, the person so paying shall be entitled to the benefits mentioned in the 29th section of the act of March 30, 1850, viz., a reduction at the rate of 7 per cent. per annum from the time of payment to the first day of December next.

MARTIN T. McMAHON,
Receiver of Taxes.

CITY OF NEW YORK,
DEPARTMENT OF FINANCE.

DEPARTMENT OF FINANCE,
BUREAU FOR THE COLLECTION OF ASSESSMENTS,
ROTUNDA, COURT-HOUSE,
NEW YORK, August 10, 1875.

NOTICE TO PROPERTY-HOLDERS.

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

CONFIRMED AUGUST 2, 1875.

Regulating and grading One Hundred and Twentieth street, from Seventh to Eighth avenue.

Regulating and grading One Hundred and Twenty-second street, from Mount Morris square to Ninth avenue.

Regulating, grading, curb, gutter, and flagging One Hundred and Twenty-sixth street, from Eighth avenue to Lawrence street.

All payments made on the above assessments on or before October 9, 1875, will be exempt (according to law) from interest. After that date interest will be charged at the rate of seven (7) per cent. from the date of confirmation.

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

SPENCER KIRBY,
Collector of Assessments.

INTEREST ON CITY STOCKS.

THE INTEREST ON THE BONDS AND STOCKS of the City and County of New York, due November 1, 1875, will be paid on that day, by the Comptroller, at his office, in the New Court-house.

The transfer books will be closed from September 23 to November 1, 1875.

ANDREW H. GREEN,
Comptroller.

CITY OF NEW YORK—DEPARTMENT OF
FINANCE, COMPTROLLER'S OFFICE,
September 15, 1875.

CITY OF NEW YORK, DEPARTMENT OF FINANCE,
BUREAU FOR THE COLLECTION OF TAXES,
COURT-HOUSE, PARK, 32 CHAMBERS ST.,
September 13, 1875.

NOTICE TO TAX-PAYERS.

NOTICE IS HEREBY GIVEN THAT THE ASSESSMENT Rolls on Personal Property and Bank Stock for the year 1875 have been delivered to the undersigned, and that the taxes thereon are now due and payable at this office.

In case of payment before the first day of November next, the person so paying shall be entitled to the benefits mentioned in the twenty-ninth section of the act of March 30, 1850, viz.: A reduction at the rate of seven per cent. per annum from the time of payment to the 1st day of December next.

The real estate books will be ready for payment on the 15th of September instant.

MARTIN T. McMAHON,
Receiver of Taxes.

ELECTION NOTICE.

OFFICE OF THE CLERK OF THE COMMON COUNCIL,
No. 8 CITY HALL,
NEW YORK, October 1, 1875.

NOTICE IS HEREBY GIVEN PURSUANT TO the provisions of section 1, chapter 503, Laws of 1875, being an act to amend chapter 675 of the Laws of 1872, entitled "An act in relation to elections in the City and County of New York, and to provide for ascertaining by proper proofs the citizens who shall be entitled to the rights of suffrage thereat," that at the General Election to be held in this State on the Tuesday succeeding the first Monday of November next (November 2), the following municipal officers are to be elected in the City and County of New York, viz.:

Six Aldermen to be voted for by the electors of the City at large.

Three Aldermen in the Fourth Senate District, composed of the First, Second, Third, Fourth, Fifth, Sixth, Seventh, Thirteenth, and Fourteenth Wards of the City of New York.

Three Aldermen in the Fifth Senate District, composed of the Eighth, Ninth, Fifteenth, and Sixteenth Wards of the City of New York.

Three Aldermen in the Sixth Senate District, composed of the Tenth, Eleventh, and Seventeenth Wards of the City of New York.

Three Aldermen in the Seventh Senate District, composed of the Eighteenth, Twentieth, and Twenty-first Wards of the City of New York; and

Four Aldermen in the Eighth Senate District, composed of the Twelfth, Nineteenth, and Twenty-second Wards, and the territory comprised within the Twenty-third and Twenty-fourth Wards of the City of New York.

A Justice for the District Court of the First District, composed of the First, Second, Third, and Fifth Wards of the City of New York, in place of Dennis Quinn, whose term of office will expire December 31, 1875.

A Justice for the District Court of the Second District, composed of the Fourth, Sixth, and Fourteenth Wards, in place of Charles M. Clancy, elected to fill a vacancy, and whose term of office will expire December 31, 1875.

A Justice for the District Court of the Third District, composed of the Eighth, Ninth and Fifteenth Wards of the City of New York, in place of J. Walker Fowler, whose term of office will expire December 31, 1875.

A Justice for the District Court of the Fourth District, composed of the Tenth and Seventeenth Wards of the City of New York, in place of Anthony Hartmann, whose term of office will expire December 31, 1875.

A Justice for the District Court of the Fifth District, composed of the Twelfth, Eleventh, and Thirteenth Wards of the City of New York, in place of Joseph Koch, whose term of office will expire December 31, 1875.

A Justice for the District Court of the Sixth District, composed of the Eighteenth and Twenty-first Wards of the City of New York, in place of Thaddeus H. Lane, whose term of office will expire December 31, 1875.

A Justice for the District Court of the Seventh District, composed of the Nineteenth and Twenty-second Wards of the City of New York, in place of Alfred T. Ackert, appointed to fill a vacancy, whose term of office will expire December 31, 1875.

A Justice for the District Court of the Eighth District, composed of the Sixteenth and Twentieth Wards of the City of New York, in place of William J. Kane, whose term of office will expire December 31, 1875; and

A Justice for the District Court of the Ninth District, composed of the Twelfth Ward of the City of New York, in place of Josiah Porter, whose term of office will expire December 31, 1875.

FRANCIS J. TWOMEY,
Clerk of Common Council.

DEPARTMENT PUBLIC PARKS.

CITY OF NEW YORK,
DEPARTMENT OF PUBLIC PARKS,
36 UNION SQUARE (EAST),
October 7, 1875.

SEALED PROPOSALS FOR REMOVING THE Ice from the Pool, in Central Park, near One Hundred and First street and Eighth avenue, during the coming winter season, will be received at the above office until the 31st October, 1875.

Proposals must be addressed to the President of the Department, and indorsed "Proposals to remove Ice from Pool, Central Park."

By order of the Commissioners,
WM. IRWIN,
Secretary D. P. P.