

THE CITY RECORD.

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NUMBER 7,262.

BOARD OF ALDERMEN.

STATED MEETING.

TUESDAY, March 23, 1897, 11 o'clock A. M.

The Board met in Room 16, City Hall.

PRESENT:

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

In the absence of the President the Vice-President took the chair.

Alderman Muh moved that the courtesies of the floor be extended to Aldermen James Franklin and John J. Kennedy of Buffalo.

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

The minutes of the last meeting were read and approved.

MESSAGES FROM HIS HONOR THE MAYOR.

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

CITY OF NEW YORK—OFFICE OF THE MAYOR, March 19, 1897. *To the Honorable the Board of Aldermen:*

GENTLEMEN—I return herewith, for amendment, resolution of your Honorable Body to pave with asphalt One Hundred and Thirty-ninth street, from Hamilton place to Boulevard, on the ground that the grade on One Hundred and Thirty-ninth street is too steep for asphalt pavement.

Yours, respectfully, W. L. STRONG, Mayor.

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

Resolved, That One Hundred and Thirty-ninth street, from Hamilton place to the Boulevard, be paved with asphalt pavement, on concrete foundation, and that crosswalks be laid at each intersecting or terminating street or avenue, where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

COMMUNICATIONS FROM DEPARTMENTS AND CORPORATION OFFICERS.

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

CITY OF NEW YORK—FINANCE DEPARTMENT, COMPTROLLER'S OFFICE, March 13, 1897. *To the Honorable Board of Aldermen:*

Weekly statement, showing the appropriations made under the authority contained in section 189, New York City Consolidation Act of 1882, for carrying on the Common Council from January 1 to December 31, 1897, both days inclusive, and of the payments made up to and including the date hereof, for and on account of each appropriation, and the amount of unexpended balances:

TITLES OF APPROPRIATIONS.	AMOUNT OF APPROPRIATIONS.	PAYMENTS.	AMOUNT OF UNEXPENDED BALANCES.
City Contingencies.....	\$3,500 00	\$12 50	\$3,487 50
Contingencies—Clerk of the Common Council.....	500 00	50 00	450 00
Salaries—Common Council.....	87,500 00	14,188 27	73,311 73
Total.....	\$91,500 00	\$14,250 77	\$77,249 23

EDGAR J. LEVEY, Assistant Deputy Comptroller.

Which was ordered on file.

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

POLICE DEPARTMENT OF THE CITY OF NEW YORK—OFFICE OF CHIEF OF POLICE, No. 300 MULBERRY STREET, NEW YORK, March 19, 1897. WILLIAM H. TEN EYCK, Esq., *Clerk of the Common Council:*

SIR—Your attention is called to section 16, chapter 180, Laws of 1884, amending subdivision 8 of section 305 of chapter 410, Laws of 1882, Consolidation Act.

It will be seen the section as amended provides, "no permit to carry a pistol shall be granted or issued to any person except on payment of two dollars and fifty cents," while the ordinance of 1880 makes the fee one dollar. Thinking perhaps it had escaped your observation, as the ordinance is continued in the late revision, I respectfully call your attention to the matter.

Respectfully, PETER CONLIN, Chief of Police.

Section 736, Revised Ordinances, 1897.

Which was referred to the Committee on Law Department.

The Vice-President laid before the Board the following communication from the Board of Railroad Commissioners:

STATE OF NEW YORK—BOARD OF RAILROAD COMMISSIONERS, ALBANY, March 20, 1897. W. H. TEN EYCK, Esq., *Clerk of the Common Council, New York City:*

DEAR SIR—I beg to acknowledge the receipt of resolution adopted by the Board of Aldermen March 16, relative to the approval, by the Board of Railroad Commissioners, of the application of the Metropolitan Street Railway Company and the Eighth Avenue Railroad Company, for the use of electricity as a motive power upon the Eighth avenue line, requesting this Board to impose as a condition that the Metropolitan Street Railway Company "immediately begin the operation of cars on Eighth avenue by cable, from Fifty-ninth street to Canal street." The only conditions imposed by the Board in orders of this kind are those affecting operation. The Board required, however, of the Metropolitan Street Railway Company, before approval of the change on Eighth avenue, a positive written assurance to the effect that the work of making the change in construction would be begun on Eighth avenue at the same time as on other parallel lines, prosecuted with the same expedition, and operation begun by the underground electric system on Eighth avenue throughout its entire length, when such operation is begun on other lines for which approval of the use of such underground motive power was asked for. This is a part of the case, and is regarded by the Board as an absolute agreement on the part of the railroad company sufficiently covering, it would seem, the resolution of the Common Council, especially in view of the fact that property-owners most interested in such an agreement have accepted the assurance of the company and withdrawn their opposition.

The application was for the use of electricity by means of the underground system, and not for cable traction, as stated in the resolution of the Common Council.

Very truly yours, CHARLES R. DE FREEST, Secretary.

Which was referred to the Committee on Railroads.

INVITATIONS.

The Vice-President laid before the Board the following invitation from the Michael E. Kirk Association:

MICHAEL E. KIRK ASSOCIATION, HEADQUARTERS, No. 125 CANAL STREET. *To the Officers and Members of Common Council:*

We most cordially extend to you an invitation to attend our Grand Annual Ball, at Arlington Hall, Nos. 19 to 23 St. Mark's Place (Eighth street), on Wednesday, March 24, 1897.

We will endeavor to give you a pleasant time, and assure you that you will have our heartiest co-operation in spending one of the most delightful evenings of pleasure this season. Hoping to be favored with your presence, as well as your friends, we remain,

Respectfully yours, MICHAEL E. KIRK ASSOCIATION, MARTIN R. MCGOWAN, President; CHAS. F. MCQUADE, Secretary.

Which was accepted.

COMMUNICATIONS.

The Vice-President laid before the Board the following communication from Hector H. Levene:

NEW YORK, March 18, 1897. *To the Honorable Board of Aldermen, New York City*

HONORED SIRS—In view of the numerous and appalling accidents occurring on the cable roads the writer would suggest, for your consideration, a plan by which these misfortunes could likely be reduced to a minimum.

It is an undeniable fact that the unfortunates were in the most cases alarmed and terrorized by the sudden "clang of the gong."

The "unseen and stealthy approach" of the cars could be obviated in a great measure by replacing these gongs with the familiar horse-car bells, the jingling of which we have since years been accustomed to.

A bell of this kind placed on a metallic spring attached to the roof of the car would be set ringing by the slightest swaying of the car and arrest the attention of passengers a block or two ahead.

Another benefit would accrue therefrom; the mind of the gripman is relieved of a tension, his feet having freer play, for now he is compelled to have one foot on the bell continually.

The expense of a trial thereto is so trivial compared to the benefits which can be derived that your Honorable Board, ought, for their own satisfaction, request a practical demonstration.

I am, Sirs, respectfully, HECTOR H. LEVENE, No. 232 East Fifty-third street.

Which was referred to the Committee on Railroads.

REPORTS.

NEW YORK, March 23, 1897. *To the Honorable the Board of Aldermen:*

On January 19 the following report of the Railroad Committee was recommended, with instructions that the Committee report again at the next meeting (see page 157):

"NEW YORK, January 19, 1897. *To the Honorable the Board of Aldermen:*

On December 8th ultimo, the following resolution was adopted by the Board (see page 556):

Resolved, That the Committee on Railroads be and it is hereby authorized and directed to confer with the Commissioners of the Department of Public Parks, for the purpose of considering ways and means of lessening the danger to the public safety and traffic facilities, on account of the railway curves at or about Union Square."

Conformably with the foregoing instructions the undersigned, the Committee on Railroads, attended a meeting of the Park Board and urged consideration of the questions involved and the necessity of early action.

We presented, substantially, the views set forth in the argument of President Vreeland, of the Metropolitan Street Railway Company, as made before our Committee and reported by us to this Board (see minutes of December 8, 1896, page 551).

It was urged that the imminent danger to life and limb was a constant menace to the public, who had occasion to pass to and from the point known as the "Dead Man's Curve," and that all other considerations, excepting the two which are herein referred to, should be subordinated to this important and serious question.

The members of the Park Board (and all were in attendance) received us courteously and listened to our plea with marked attention.

A plan of the proposed improvement, which contemplated a tunnel under Union Square Park was submitted.

Commissioner McMillan, the President of the Board, contended that the plan was not perfect or complete in all details, and he was therefore not disposed to examine it critically. He suggested that if another and more perfect plan were presented it would receive all the attention and consideration it deserved.

Your Committee emphasized the fact that the question of a remedy of existing evils had been very carefully and thoroughly looked into and of all propositions the proposed tunnel seemed the most practical. Yet, while favoring the tunnel, we desired it to be clearly understood that if, upon investigation by the Engineers of the Department and others qualified, it was discovered that the tunnel would materially impair the Park by retarding the growth of trees, shrubbery or grass, or would to any extent interfere with the project of underground rapid transit, that we withdrew our indorsement and were opposed to the contemplated change.

It was urged by the Commission that the property-owners and merchants on the west side of Union Square, in front of whose premises the Broadway cars now passed, should be consulted, and that their wishes ought to be respected. We concur in the opinion that they should be requested to pass judgment on the proposed change, and believe that if so requested they will concede that a tunnel under the Park is far preferable to present conditions. A mistaken impression is created, to the effect that instead of passengers who are now enabled to get off the cars directly in front of business concerns located on the west side of Union Square they will, by the new plan, be carried or compelled to stop three blocks distant from these concerns respectively. It is a matter of fact, that all cars now turning the curve will not stop until they reach the centre of the block in question; hence, if there be an increased distance for passengers to travel, it will be at the most only one and a half blocks. Be that, however, as it may, the interests of these few merchants, and the passengers who may desire to patronize them, is, in our opinion, not of sufficient importance to outweigh the vital considerations involved in this matter. The general proposition of minimizing danger to life and limb, and of avoiding the necessity of impairing traveling facilities on Broadway, to the extreme degree which a slow cable would be sure to inflict on the public, is paramount to the desires and conveniences of the limited number of interests referred to.

A slow cable might reduce the number of accidents at this dangerous point, but would not eliminate the danger entirely; while the tunnel project would, in all probability, remove all element of danger. A slow cable would compel the lessening of traveling facilities to a considerable degree, would congest traffic all along the line, while the tunnel would effect the reverse result.

In concluding this report we cannot refrain from alluding to the serious accident which occurred at Union Square on Saturday last, by which a man lost his life, and to direct attention to the responsibility which is being assumed by the City authorities by a delay of decision of the question before us.

This accident, of such recent date, should be an incentive for immediate action, and to delay seems to us unwise, injudicious and almost unpardonable.

We offer the following:

Resolved, That this Board does hereby express its approval of the proposed scheme of a tunnel under Union Square, upon plans to be approved by the Department of Parks, provided the same does not materially impair the growth of trees, shrubbery, grass, etc., in said park, or will not interfere with the projected plan of underground rapid transit, and will cause no expense to the City of New York.

Resolved, That the said Metropolitan Street Railway Company be and it is hereby requested to furnish the Department of Public Parks with such plans and information as the Commissioners may desire, without delay.

Resolved, That the Commissioners of Public Parks be and they are hereby respectfully urged to give immediate consideration to this matter and to kindly favor this Board with a report as to their conclusions and intended action.

CHARLES A. PARKER, ANDREW ROBINSON, FREDERICK L. MARSHALL, BENJAMIN E. HALL, ELIAS GOODMAN, Committee on Railroads."

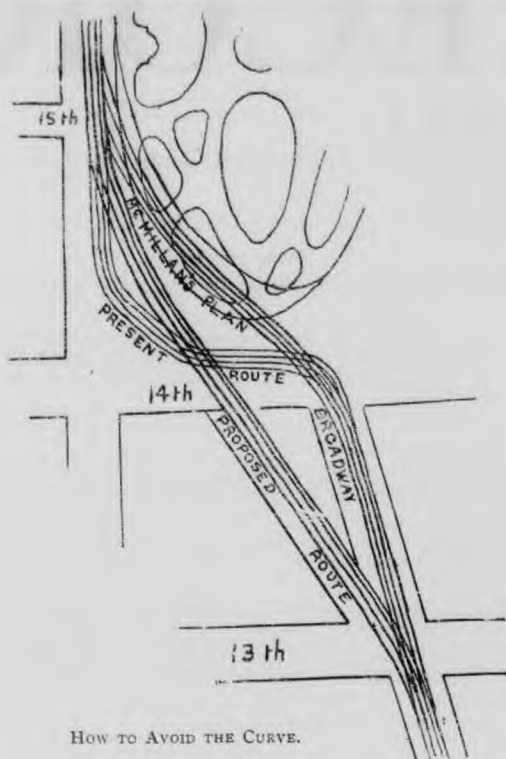
On February 2 and 23 the following communications, respectively, were also referred to us (see pages 250, 520), to wit:

"OFFICE OF SECRETARY ORDER OF KNIGHTS OF LABOR, BUILDING CONSTRUCTORS, Nos. 137 and 139 WEST THIRTY-SECOND STREET, NEW YORK CITY, N. Y., February 1, 1897. *To the Honorable Board of Aldermen:*

GENTLEMEN—I am instructed by the Building Constructors' Assembly No. 253, to inform you that at its regular meeting the following resolution was passed: That the Board of Aldermen compel the Metropolitan Traction Company to purchase the property on the southwest corner of Fourteenth street and Broadway, so that the Death Curve will be abolished. Hoping that your Honorable Board will take favorable action in the matter for the safety of life, I have the honor to remain,

Respectfully, JOSEPH A. MILLER,

Recording Secretary of District Assembly No. 253, No. 465 West Fifty-first street, City."



"That will make a curve as easy as the one proposed by Mr. McMillan. Make the railroad company pay for it."

GEORGE W. DA CUNHA, Architect, No. 105 West Eighty-fourth street.

No quorum of the Committee attending its regular meeting the week beginning January 24, it was not possible to give the subject reconsideration in order to report as instructed. At a meeting held since, the matter was fully discussed.

In view of the conditions arising since we last reported, to wit: The indictment of the railroad company by the Grand Jury, the suggestions by newspaper correspondents to utilize University place, from Twelfth or Thirteenth street northward, the proposition that the cars turn to the east at Union Square and Fourteenth street instead of to the west, the plans of Park Commissioner McMillan, of Mr. Daniels, and of others which have been reported in the public press, the expressed desire of an assembly of the Knights of Labor, the manifested opposition to the proposed tunnel and the accidents occurring within the limited period of the past few weeks, the Committee feel that public hearings should be called with a view of full discussion of the entire matter, in order that reason and argument shall be presented to justify the conclusions apparently arrived at by the many interested parties who have given public expression to their views.

These hearings should be of a character commensurate with the importance of the problem before us. If the recommendations of the Committee as heretofore presented are impracticable, definite and specific reasons should be assigned. If engineering skill can devise a practical solution of the matter, without a trespass on park property, or without so congesting travel as to seriously impair commercial interests, such solution should be made manifest and clear. This Board cannot shirk the responsibility before it. A remedy for existing evils must be found and applied. When the best remedy we can suggest has been recommended, and its adoption is not deemed wise by higher and proper authority, this Board at least can feel it has done its full duty in the premises.

Although we have submitted our views to the Park Board and have recommended the tunnel under Union Square, and though such plan is apparently not approved of, we feel justified in inviting further discussion on the subject. In doing so we do not withdraw our previous endorsement of the tunnel plan. The Park Commissioners will doubtless be pleased at further and fuller investigation and will regard the same as in no respect interfering with a thorough consideration of the subject by them. We feel satisfied that all information we may elicit on the lines proposed will be considered of value by the Park Board, and appreciated by the members thereof.

We recommend the adoption of the following:

Resolved, That public hearings be held on the matter involved in the foregoing report, which, on January 19, was recommended to the Railroad Committee; also, on the proposition contained in the communication from the Knights of Labor and all other known propositions on the same subject, the first of which to take place in the Aldermanic Chamber, on Thursday, April 1, 1897, at 2 P. M.

Resolved, That the Clerk be and he is hereby instructed to issue notice (containing transcript of this report) to the Metropolitan Street Railroad Company, all the property-owners and merchants on Broadway, from Tenth street up to Eighteenth street; on University place, north of Tenth street, and on the east side of Union Square and all others who are apt to be directly interested.

Resolved, That the Clerk is hereby instructed to invite the Commissioners of the Department of Public Parks to attend such hearings, sit with the Committee on Railroads and participate in its deliberations.

Resolved, That all persons with practical or technical knowledge bearing on the problem involved be and the same are hereby invited to attend, and the several newspapers are urgently requested to give public notice to the general invitation.

CHARLES A. PARKER, BENJAMIN E. HALL, ELIAS GOODMAN, FREDERICK L. MARSHALL.

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

MOTIONS AND RESOLUTIONS.

By the President—

Resolved, That permission be and the same is hereby given to G. Haneke to stand with two wagons with horses attached thereto on the carriageway of West One Hundred and Twenty-second street, just east of the easterly crosswalk at Riverside Drive and One Hundred and Twenty-second street, upon the occasion of the Grant Monument Celebration, the work to be done at his own expense, under the direction of the Chief of Police; such permission to continue only for April 27, 1897.

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

By the Vice-President—

Resolved, That permission be and the same is hereby given to George Gurnee to place and keep show-windows in front of his premises, No. 495 Eighth avenue, provided that the said show-windows in no case extend more than twelve inches from the house-line, the work to be done at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

(G. O. 1389.)

By the same—

Resolved, That the sum of two hundred and fifty dollars be and the same is hereby appropriated from the fund for "City Contingencies," for the purpose of meeting the expenses of the Committee on Legislation for 1897, and to provide for immediate financial necessities that may arise in the further work of that Committee.

Which was laid over.

By Alderman Clancy—

AN ORDINANCE to amend the ordinance relating to stands within the stoop-line, in the City of New York.

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

Section 1. Subdivision 4, section 675 of the ordinance adopted March 9, 1897, approved by the Mayor March 15, 1897, is hereby amended by striking out after the word "visible," in next to the last line of said subdivision, these words, "and all permits hereafter granted must be renewed on or before July 1 of each year," and inserting in lieu thereof the following words, "all such permits shall be good for one year from the date thereof."

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

Sec. 3. This ordinance shall take effect immediately.

Which was referred to the Committee on Law Department.

By Alderman Goetz—

Resolved, That permission be and the same is hereby given to the John Sass Association to parade through the streets of the city bounded by Houston street, the Bowery, Grand street and

Ludlow street, under the direction of the Chief of Police; such permission to continue only for the evening of Friday, March 26, 1897.

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

By the same—

Resolved, That permission be and the same is hereby given to Felix Mainella to place and keep a show-window in front of his premises, No. 498 Broadway, provided said show-window does not extend beyond twelve inches from the house-line, the work to be done at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

By Alderman Clancy—

Resolved, That permission be and the same is hereby given to the following-named persons, whose applications for stands have been indorsed by the Aldermen of the districts in which they are to be located, to erect, keep and maintain stands for the sale of newspapers, periodicals, fruit and soda-water, and for bootblacking purposes, within the stoop-lines, at the locations set respectively opposite their names, and in compliance with the provisions of an ordinance entitled "An ordinance to regulate the use of the sidewalks of the streets of the City of New York, within the stoop-lines, for stands, etc.":

First Assembly District.

FRUIT STANDS.

George Avalio en, 722 Greenwich street.

BOOTBLACK STAND.

Second Assembly District.

SODA-WATER STAND.

BOOTBLACK STAND.

FRUIT STAND.

Third Assembly District.

FRUIT STANDS.

Anthony Cordani, 514 Broadway.

SODA-WATER STANDS.

David L. Frank, 109 Allen street.

Louis Sugarman, 147 Chrystie street.

Fourth Assembly District.

SODA-WATER STANDS.

Hyman Aronowsky, 210 Clinton street.

BOOTBLACK STAND.

Fifth Assembly District.

SODA-WATER STANDS.

Morris Emil, 149 Rivington street.

Louis Freiberger, 260 Delancey street.

Jacob Horen, 85 Pitt street.

Morris Miller, 84 Essex street.

FRUIT STAND.

BOOTBLACK STANDS.

Vincenzo Spingolo, 253 Rivington street.

Domenico Facenetti, 574 Grand street.

Sixth Assembly District.

SODA-WATER STANDS.

Isaac Wohlfeld, 266 East Fourth street.

Giovanni D'Urso, 752 Fifth street.

David Winitz, 128 Willett street.

Leib Engelberg, 248 Stanton street.

Seventh Assembly District.

SODA-WATER STAND.

Eighth Assembly District.

NEWSPAPER STANDS.

Vito Abbate, 25 University place.

BOOTBLACK STANDS.

Rocco N. Angarola, 53 East Twelfth street.

H. A. Pote, 70 West Thirteenth street.

Julius Cohen, 329 Bleecker street.

Tenth Assembly District.

NEWSPAPER STAND.

BOOTBLACK STANDS.

Felix Cristiano, 150 East Fourteenth street.

FRUIT STAND.

SODA-WATER STAND.

Eleventh Assembly District.

BOOTBLACK STAND.

Fourteenth Assembly District.

SODA-WATER STAND.

BOOTBLACK STANDS.

Antonio Maimo, 431 Third avenue.

Fifteenth Assembly District.

NEWSPAPER STAND.

Sixteenth Assembly District.

SODA-WATER STAND.

Seventeenth Assembly District.

FRUIT STAND.

Frank Engel, south side of Forty-second street, between Eleventh avenue and Ferry-house.

Twentieth Assembly District.

SODA-WATER STAND.

Jacob Wildenberg, southeast corner Seventy-second street and First avenue.

BOOTBLACK STANDS.

Adolph Pick, 1248 Third avenue.

Twenty-second Assembly District.

NEWSPAPER STAND.

Michael Sullivan, southeast corner Third avenue and Eighty-third street.

FRUIT STAND.

Domenico Nuccio, southwest corner Third avenue and Seventy-eighth street.

SODA-WATER STANDS.

Charles E. Bryan, 450 East Seventy-ninth street.

Arthur Hart, 1456 Second avenue.

Wolf Sonkin, 1489 First avenue.

BOOTBLACK STAND.

Domenico Nuccio, southwest corner Third avenue and Seventy-eighth street.

Twenty-third Assembly District.

SODA-WATER STAND.

BOOTBLACK STANDS.

Elias Cohn, 986 Columbus avenue.

Dennis F. Costello, 801 Columbus avenue.

Twenty-fifth Assembly District.

SODA-WATER STANDS.

Jacob Milch, 1763 Third avenue.

Twenty-sixth Assembly District.

BOOTBLACK STAND.

Twenty-seventh Assembly District.

FRUIT STAND.

Twenty-eighth Assembly District.

SODA-WATER STANDS.

Henry Burchert, north side of 127th street, about 50 feet west of Manhattan street.

BOOTBLACK STAND.

A. Martinelli, 2335 Eighth ave.

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

Which was decided in the affirmative.

By Alderman Campbell—

Resolved, That permission be and the same is hereby given to George Ruhle to carry a sign through the streets advertising the ball of the "Americus," to be given on March 24, 1897, the work to be done at his own expense, under the direction of the Chief of Police; such permission to continue only until March 24, 1897.

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

By Alderman Goodwin—

Resolved, That permission be and the same is hereby given to the Young Men's Ascension Lyceum to place and keep transparencies on the following lamp-posts: Corner One Hundred and First street and Columbus avenue; corner One Hundred and Fourth street and Columbus avenue; corner One Hundred and Seventh street and Amsterdam avenue, the work to be done at their

own expense, under the direction of the Commissioner of Public Works; such permission to continue only two weeks from date of approval by his Honor the Mayor.

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

By the same—
Resolved, That permission be and the same is hereby given to the Four Hundred Club to parade with a band of music through the streets bounded by Twenty-third street and Tenth avenue, through Twenty-third street to Sixth avenue, along Sixth avenue to Thirty-fourth street, through Thirty-fourth street to Seventh avenue, along Seventh avenue to Twenty-fourth street, through Twenty-fourth street to Eighth avenue, along Eighth avenue to Fifty-fourth street, through Fifty-fourth street to Tenth avenue, and along Tenth avenue to Twenty-eighth street, the work to be done at their own expense, under the direction of the Chief of Police; such permission to continue only for April 9 and 10.

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

By Alderman Hall—
Resolved, That permission be and the same is hereby given to Hyman Racow to place and keep a stand for the sale of newspapers and periodicals under the elevated railroad stairs on the southwest corner of Sixth avenue and Fiftieth street, provided said stand shall be erected in conformity with the provisions of subdivision 3, section 86 of the New York City Consolidation Act of 1882, as amended by the Laws of 1896, and subject to the conditions of an ordinance to regulate the placing of stands under the stairs of the elevated railroad which was adopted by the Board of Aldermen September 3, 1896, and repassed on October 6, 1896.

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

By Alderman Kennefick—
Resolved, That permission be and the same is hereby given to Augustine E. Healey to erect, place and keep show-windows in front of his premises, No. 183 Greenwich street, provided said windows shall not extend beyond twelve inches from the house-line, the work to be done at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

By the same—
Resolved, That permission be and the same is hereby given to John B. Snook & Sons to erect, place and keep a show-window in front of their premises, No. 261 Broadway, as shown upon the accompanying diagram, provided said show-window shall in no case extend beyond twelve inches from the house-line, the work to be done at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

By Alderman Marshall—
Resolved, That for the purpose of defraying any minor or incidental expenses contingent to the Department of Public Charities, the President of the Board of Commissioners of Charities may, by a requisition, draw upon the Comptroller for a sum not exceeding three hundred dollars; the President of the Board of Commissioners of Charities may, in like manner, renew the draft as often as may by him be deemed necessary to the extent of the appropriation set apart for the contingencies of the Department of Public Charities; but no such renewal shall be made until the money paid upon the preceding draft shall be accounted for to the Comptroller by the transmittal of a voucher or vouchers, certified to by the President of the Board of Commissioners of Charities, covering the expenditure of money paid thereon.

Which was laid over.

By Alderman Muh—
Whereas, The people residing and having occasion to do business in the vicinity of the court-house on Fifty-fourth street, between Eighth and Ninth avenues, have just cause for complaint in so far that the criminal branch in said court-house building has never been opened, and consequently people of the west side, with great loss of time and expense of money, have been compelled to go by two lines of cars to the Police Court in East Fifty-seventh street, near Third avenue; and

Whereas, The citizens of the west side are exceedingly anxious that the Legislature pass a bill providing for the appointment of an extra clerk for the Board of City Magistrates, so that the new Police Court on West Fifty-fourth street can be opened and operated; therefore be it

Resolved, That the Common Council of the City of New York hereby respectfully approves Assembly Bill 232, introduced by Assemblyman T. F. Myers, and now in the Committee on Cities, and urgently request that such measure be passed by both branches of the Legislature and signed by his Excellency the Governor; and be it further

Resolved, That the Legislative Committee be and they are hereby instructed to proceed to Albany and use every honorable effort to have such bill become a law.

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

By the same—
Resolved, That the vacant lots at Nos. 316 and 318 West Forty-eighth street be fenced in with a tight board fence where not already done, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.
By the same—
Resolved, That permission be and the same is hereby given to James M. Fitzsimons to build, erect and keep two show-windows in front of his premises, No. 520 West Fiftieth street, provided the said show-windows shall in no case exceed the dimensions prescribed by, viz.: twelve inches from the house-line, the work to be done at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

By Alderman Tait—
Whereas, Under the provisions of an agreement with the Mayor, Aldermen and Commonalty of the City of New York, made the 6th day of September, 1851, under and by virtue of which the Eighth Avenue Railroad Company has constructed, and now operates, its railroad in this city, it is provided that the Eighth Avenue Railroad Company shall file with the Comptroller a statement, under oath, of the cost of each mile of road completed, and surrender, convey and transfer to the City of New York the said railroad whenever required so to do, upon the payment by the City of New York of the cost of said railroad, as appears by said statement, with ten per cent. added thereto; and

Whereas, Under the provisions of an agreement with the Mayor, Aldermen and Commonalty of the City of New York, made the 6th day of September, 1851, under and by virtue of which the Sixth Avenue Railroad Company has constructed and now operates its railroad in this city, it is provided that the Sixth Avenue Railroad Company shall file with the Comptroller a statement, under oath, of the cost of each mile of road completed, and surrender, convey and transfer to the City of New York the said railroad whenever required so to do, upon the payment by the City of New York of the cost of said railroad, as appears by said statement, with ten per cent. added thereto; and

Whereas, No such statement has ever been filed by either of said companies; now, therefore, be it

Resolved, That the said Sixth Avenue Railroad Company and the said Eighth Avenue Railroad Company be and they hereby are required, on or before the first day of April, 1897, to file with the Comptroller of the City of New York a statement, under oath, of the cost of each mile of their respective railroads completed, as required by the terms of said agreements.

Further Resolved, That the Committee of Railroads of this Board investigate the question of the desirability of the purchase and acquisition of the said railroads of the said Sixth Avenue Railroad Company and the said Eighth Avenue Railroad Company, under the terms of said agreements, and the manner of using and disposing of said railroads, if they are acquired, and to report their conclusions thereon to this Board, with all convenient speed.

Which was referred to the Committee on Railroads.

By Alderman Wund—
Whereas, The Metropolitan Street Railway Company and the Sixth Avenue Railroad Company and the Eighth Avenue Railroad Company and the Ninth Avenue Railroad Company and the Central Park, North and East River Railroad Company have or are about to make applications to the Commissioner of Public Works for a permit authorizing them to make excavations in the public streets of the City of New York, for the purpose of converting their lines of railroad from a horse railroad into an electric railroad, operated by an underground trolley; and

Whereas, The granting of said permit, and the conversion of said railroads into electric railroads, with an underground trolley, involves the excavation of some forty-five (45) miles of the streets of the city to a depth of at least two and one half (2½) feet and a depth of some twelve (12) feet; and

Whereas, Such conversion of such railroads into electric roads involves the acquisition by said companies of a new and continuing easement in the streets and the exclusive occupation beneath the surface of the streets of a space some twelve feet in width and two and one-half feet in depth; and

Whereas, The right and privilege of such additional use and occupation of the streets of the city is of great value; and

Whereas, Neither of said corporations has applied, or intends to apply, to the City for its consent to such use and occupation of the street, notwithstanding the fact that by contracts between the Sixth Avenue Railroad Company and the Eighth Avenue Railroad Company and The Mayor, Aldermen and Commonalty of the City of New York, each of these companies has agreed, the Sixth Avenue Railroad Company not to use anything except horse-power south of Forty-second street, and the Eighth Avenue Railroad Company not to use anything but horse-power south of Fifty-first street; and

Whereas, The Metropolitan Street Railway Company, one of said applicants, is now paying the City the sum of one hundred and fifty thousand dollars (\$150,000) annually for the right to maintain and use a conduit for a cable traction railroad on Broadway, south of Fifteenth street; and

Whereas, The construction and maintenance in the streets of a conduit for the said underground electric trolley is a new use, easement and burden upon said streets, not contemplated by the original consent or grant to any of said companies to have the right to construct and operate a railroad thereon, and for which additional easement, use and burden compensation should be made; therefore, be it

Resolved, That the Commissioner of Public Works be and he hereby is respectfully requested to refuse to grant a permit for the opening of the streets for the conversion of said railroad into such electrical railroad until the consent of the Common Council shall be first had and obtained.

Which was referred to the Committee on Railroads.

By the same—
Whereas, Under the provisions of an agreement with the Mayor, Aldermen and Commonalty of the City of New York, made the 6th day of September, 1851, under and by virtue of which the Sixth Avenue Railroad Company has constructed and now operates its railroad in this city, it is provided that the said company shall not use any motive power other than horse-power south of Forty-second street in the City of New York; and

Whereas, In and by a similar agreement, under and by virtue of which the Eighth Avenue Railroad Company has constructed and now operates its railroad in this city, it is provided that no motive power except horses shall be used south of Fifty-first street in said city; and

Whereas, The Sixth Avenue Railroad Company and the Metropolitan Street Railway Company as its lessee, and the Eighth Avenue Railroad Company and the Metropolitan Street Railway Company, as its lessee, threaten and are about to enter into and upon the streets included in their respective routes, south of Forty-second street and south of Fifty-first street, respectively, and excavate the same, and convert the said railroads from horse railroads into electric railroads, and operate the same by electricity, without first obtaining the consent of the Common Council or any release from said contract obligation not so to do; therefore be it

Resolved, That the Corporation Counsel be and he hereby is requested to immediately institute such actions and proceedings as shall prevent the said Metropolitan Street Railway Company and the said Sixth Avenue Railroad Company and the said Eighth Avenue Railroad Company from violating their said contract obligation with the City, and from the use of other than horse-power south of Fifty-first street in the case of the Eighth Avenue Railroad Company, and south of Forty-second street in the case of the Sixth Avenue Railroad Company.

Which was referred to the Committee on Railroads.

PETITIONS.

By Alderman Muh—
To the Honorable the Common Council of the City of New York:
The petition of the Metropolitan Street Railway Company and the Broadway and Seventh Avenue Railroad Company respectfully shows:

1. The petitioner, the Metropolitan Street Railway Company, is a consolidated corporation, having filed its articles of consolidation in the office of the Secretary of the State of New York on or about the 13th day of November, 1895, and in the office of the Clerk of the City and County of New York on or about the same date.

It operates under lease certain street surface railroads in the City of New York and is the owner of other railroads therein, among which is the street surface railroad of the Metropolitan Crosstown Railway Company, which was constructed under and pursuant to a resolution of the Common Council of the City of New York passed and adopted on or about December 31, 1889.

The said railroad commences at the Grand Street Ferry at East river in said city and runs in or upon East street and Delancey street to the Bowery, thence along the Bowery to Spring street, and thence along Spring street to West Broadway and in and through certain other streets to the ferry at the foot of Fourteenth street and North river.

2. That the petitioner, the Broadway and Seventh Avenue Railroad Company, is a street surface railroad company organized and existing under the laws of the State of New York, having filed its articles of association in the office of the Secretary of the State of New York on or about the 26th day of May, 1864.

It is the owner of and for many years has operated pursuant to the provisions of chapter 513 of the Laws of 1860 a street surface railroad in or upon various streets or portions thereof in the City of New York, and is now engaged in operating the same, among which is a railroad in Broome street, between Broadway and Thompson street, which connects with other lines of the petitioner's said road.

The Metropolitan Street Railway Company, the joint petitioner herein, holds the railroad franchises and property of the Broadway and Seventh Avenue Railroad Company under lease bearing date March 13, 1890, and operates the cars over the said petitioner's roads.

3. That the petitioners have respectively made and filed in each of the offices in which their respective certificates of incorporation are filed, to wit, in the office of the Secretary of the State of New York, and in the office of the Clerk of the City and County of New York, a statement of the names and a description of the streets, roads, avenues and highways in or upon which each of them propose to construct, maintain and operate the branches or extensions herein applied for.

4. That the said petitioners desire to unite their railroads respectively at the intersection of Broome street and Centre street, in the City of New York, which point of union is not over one-half mile from the respective lines or routes of the said two corporations, and that such connection and union is to be made by the construction, maintenance and operation of a branch or extension of the railroad of the Metropolitan Street Railway Company, as follows:

Commencing at the intersection of the Bowery and Delancey street, and connecting there by suitable curves, switches and appliances with the company's existing double track on Delancey street; running thence southerly with double tracks in or upon the Bowery to Broome street; thence westerly in or upon Broome street to Centre street, there to connect with an extension or branch of the Broadway and Seventh Avenue Railroad Company.

The Broadway and Seventh Avenue Railroad Company proposes to construct, maintain and operate a branch or extension of its railroad as follows:

Commencing at the westerly side of Broadway and connecting there by suitable curves, switches and appliances with the company's existing double track on Broome street, running thence easterly with double tracks across Broadway to Broome street; thence easterly in or upon Broome street to Centre street, there to connect with an extension or branch of the Metropolitan Street Railway Company.

5. That the railroad connection is to be a double track street surface railroad connection in Broome street, and the petitioners, by the construction, maintenance and operation thereof, will be enabled to connect their respective lines or roads at said Centre street, which is a point not over one-half mile from the respective lines or routes of the petitioners, and will be enabled to establish, by the construction of such connection, a new route for public travel in the City of New York, and said petitioners have consented and do hereby consent to operate such connection as part of a continuous route for one fare.

6. That such connection cannot be operated as an independent railroad without inconvenience to the public, and it is to the public advantage that the same should be operated as a continuous line or route with the existing railroads of the petitioners respectively.

7. That such connection is to be operated by horse-power or by an underground current of electricity, or by such other power which may at any time hereafter be lawfully used on such branches or extensions, and which may be first approved by the State Board of Railroad Commissioners and consented to by the owners of property along Broome street, between the Bowery and Broadway, or the lawful substitute therefor first had and obtained.

8. It is necessary for your petitioners to obtain the consent of your Honorable Body in order to authorize them to construct the said proposed branches or extensions and operate the connection to be formed thereby.

Wherefore your petitioners and each of them pray that your Honorable Body grant its consent to the construction, maintenance and operation of the respective branches or extensions hereinbefore referred to, and to the operation of the connection to be formed by such construction as a new line or route for public travel for one fare with the existing lines of the petitioners.

Dated New York, March 22, 1897.
METROPOLITAN STREET RAILWAY COMPANY, by H. H. VREELAND, President.
BROADWAY AND SEVENTH AVENUE RAILROAD COMPANY, by D. B. HASBROUCK, Vice-President.

Which was referred to the Committee on Railroads.

In connection herewith Alderman Muh offered the following:
Resolved, That Thursday, the fifteenth day of April, 1897, at two o'clock in the afternoon, and the Chamber of the Board of Aldermen in the City Hall in the City of New York, be and they hereby are designated as the time and place when and where the application of the Metropolitan Street Railway Company and the Broadway and Seventh Avenue Railroad Company, to the Common Council of the City of New York for its consent and permission to the construction, maintenance and operation by the petitioners of the street surface railroad branches or extensions

mentioned in the petitioners' application for such consent, in and upon the surface of the Bowery, between Delancey street, and in Broome street, and in or upon Broome street in the manner and form set forth in such petition and therein described will be first considered, and that public notice thereof be given by the Clerk of this Board by publication of the same daily for at least fourteen days in two daily newspapers published in the City of New York, to be designated thereafter by his Honor the Mayor, according to section 92 of the Railroad Law, such advertising to be at the expense of the petitioners.

Resolved, further, That the notice to be given by the Clerk of the Board shall be substantially in manner and form as follows:

OFFICE OF THE CLERK OF THE COMMON COUNCIL, ROOM 8, CITY HALL, NEW YORK CITY, March 18, 1897.

The Metropolitan Street Railway Company and the Broadway and Seventh Avenue Railroad Company having filed their petition bearing date March 22, 1897, to the Common Council of the City of New York, praying for its consent to be given to the construction, maintenance and operation by horse-power or by an underground current of electricity, of double track branches or extensions of the petitioners' railroad, viz.: An extension or branch of the railroad of the Metropolitan Street Railway Company, commencing at the intersection of the Bowery and Delancey street, running thence southerly in or upon the Bowery to Broome street, and thence westerly in or upon Broome street to Centre street and to the construction, maintenance and operation of an extension or branch of the railroad of the Broadway and Seventh Avenue Railroad Company, commencing at the westerly side of Broadway at Broome street and running thence easterly in or upon Broome street to Centre street and to the union thereof at Centre street, which is a point not over one-half mile from such petitioners' respective lines or routes upon Delancey street and upon Broome street, and the establishment by the construction of the connection of a new route for public travel in or upon the surface of said Bowery and Broome street;

Now, therefore, pursuant to directions given me in a resolution which was adopted by the Common Council, March 18, 1897, and approved by the Mayor, March 18, 1897, public notice of such application is hereby given, and that at the Chamber of the Board of Aldermen in the City Hall in the City of New York on Thursday, the 15th day of April, 1897, at two o'clock in the afternoon, such application of said railroad companies will be first considered, and a public hearing had thereon.

All persons interested in the application are notified to be present at the time and place aforesaid, as an opportunity will be given them to be heard in relation thereto.

Clerk, Common Council.

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

MOTIONS AND RESOLUTIONS RESUMED.

(G. O. 1392.)

By Alderman Schilling—

Resolved, That the roadway of Eighty-third street, from East End avenue to the East river, be paved with asphalt pavement on concrete foundation, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 1393.)

By Alderman School—

Resolved, That One Hundred and Sixty-ninth street, from Jerome avenue to Boscobel avenue, be regulated and graded, curbs-stones set, sidewalks flagged a space four feet in width, approaches built, fences placed where necessary, and crosswalks laid at each intersecting and terminating street or avenue, where not already laid, under the direction of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 1394.)

By the same—

Resolved, That the roadway of Ninety-seventh street, from Amsterdam avenue to the Boulevard, be paved with asphalt pavement, on concrete foundation, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

By the same—

Resolved, That permission be and the same is hereby given to Roth & Wieland to place, erect and keep show-windows in front of their premises, on the northwest corner of One Hundred and Thirty-seventh street and St. Ann's avenue, and extending a distance of one hundred feet on St. Ann's avenue, provided the said windows shall not exceed the dimensions prescribed by law, viz.: twelve inches from the house-line, the work to be done at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

Alderman Hall called up G. O. 1375, relating to Roman Catholic Orphan Asylum, and asked that the roll be called, to ascertain if twenty-four members were present.

Which resulted as follows:

Present—The Vice-President, Aldermen Brown, Burke, Campbell, Dwyer, Goetz, Goodman, Hackett, Hall, Lantry, Marshall, Muh, O'Brien, Parker, Randall, School, Tait, Wines, Woodward, and Wund—20.

By Alderman Wines—

Resolved, That permission be and the same is hereby given to Louis Biel to erect, place and keep an ornamental lamp in front of his premises, No. 2128 Third avenue, said lamp not to extend more than four feet from the house-line, the work to be done at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

By the same—

Resolved, That permission be and the same is hereby given to the George E. O'Brien Association to place and keep transparencies on the following lamp-posts: One on the northwest corner of Eighty-sixth street and Third avenue, one on the northwest corner of One Hundred and Sixth street and Third avenue, one on the northwest corner of One Hundred and Sixteenth street and Third avenue, and one on the southwest corner of One Hundred and Twenty-fifth street and Third avenue, the work to be done at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only from April 6, 1897, to April 20, 1897.

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

By Alderman Wund—

Resolved, That permission be and the same is hereby given to Miss Mary Johnston to place and keep a show-window in front of her premises, on the southeast corner of Twenty-third street and Lexington avenue, provided said show-window does not extend more than twelve inches from the house-line, the work to be done at her own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

By Alderman Dwyer—

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

Section 1. Section 203 of the Revised Ordinances of The Mayor, Aldermen and Commonalty of the City of New York, adopted by the Board of Aldermen, March 9, 1897, and approved by the Mayor, March 15, 1897, is hereby amended so as to read: "The last preceding section shall not be construed to prevent the planting of trees in any street which is of the width of forty feet and upward, provided the same shall be planted upon the sidewalk or footpath and within eighteen inches of the curb-stone, and provided also, that in avenues and streets that are eighty feet wide and upward, trees shall be planted within two feet of the curb-stone."

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

Sec. 3. This ordinance shall take effect immediately.

Which was referred to the Committee on Law Department.

By Alderman Woodward—

Resolved, That permission be and the same is hereby given to E. H. Platt to drive a donkey cart, upon which is to be an advertisement of the National Sporting Club, through the streets of the city, the work to be done at his own expense, under the direction of the Chief of Police; such permission to continue only for two months.

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

(G. O. 1395.)

By the same—

Resolved, That the carriageway of One Hundred and Seventy-third street, from Amsterdam to Eleventh avenue, be paved with asphalt block pavement on concrete foundation, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

(G. O. 1396.)

By the same—

Resolved That the carriageway of One Hundred and Thirty-ninth street, from Hamilton place to the Boulevard, be paved with asphalt block pavement on concrete foundation, under the

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

Which was laid over.

(G. O. 1397.)

By the same—

Resolved, That a culvert be built across Two Hundred and Third street, between Ninth and Tenth avenues, to drain the sunken lots, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

By the same—

Resolved, That permission be and the same is hereby given to Daniel E. Ford to place a wagon in the carriageway, near the curb, on the northeast corner of One Hundred and Nineteenth street and Riverside Drive, during the parade on April 27, 1897, the work to be done at his own expense, under the direction of the Chief of Police.

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

By the same—

Resolved, That permission be and the same is hereby given to George Baur to stand with wagon in the carriageway, near the curb, on the northeast corner of One Hundred and Twentieth street and Riverside Drive upon the occasion of the Grant Monument Celebration, the work to be done at his own expense, under the direction of the Chief of Police; such permission to continue only for April 27, 1897.

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

By the same—

Resolved, That permission be and the same is hereby given to William G. Leeson to stand with a wagon in the carriageway, near the curb, on the southwest corner of One Hundred and Nineteenth street and Riverside Drive, on Wednesday, April 27, 1897, the work to be done at his own expense, under the direction of the Chief of Police.

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

By the same—

Resolved, That permission be and the same is hereby given to James Leeson to stand with two wagons in the carriageway, near the curb, on the northeast and southeast corners of One Hundred and Eighteenth street and Riverside Drive on Wednesday, April 27, 1897, the work to be done at his own expense, under the direction of the Chief of Police.

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

By Alderman Goetz—

Resolved, That Leon M. Shapiro, of No. 125 Ludlow street, be and he is hereby reappointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Goodwin—

Resolved, That James W. Patterson, of No. 295 Ninth avenue, be and he is hereby reappointed Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By the same—

Resolved, That William P. Jones, of No. 479 West Twenty-second street, be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Hackett—

Resolved, That John J. Brennan, of No. 349 West Eleventh street, be and he is hereby reappointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Hall—

Resolved, That William B. Aiken, of No. 69 Wall street, be and he is hereby reappointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Kennefick—

Resolved, That J. H. Cusack, of No. 621 Broadway, be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Lantry—

Resolved, That Henry Mainardy, of No. 34 Sutton place, be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Robinson—

Resolved, That J. Gough Jamison, of No. 175 West Seventy-eighth street, be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Schilling—

Resolved, That Frederick J. Feuerbach, of No. 542 East Eighty-seventh street, be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By the same—

Resolved, That John E. Egan, No. 512 East One Hundred and Sixteenth street, be and he is hereby appointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By Alderman Woodward—

Resolved, That Thomas Drewry, of No. 273 West One Hundred and Seventeenth street, be and he hereby is appointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By the same—

Resolved, That Henry S. Sayers, of No. 218 West One Hundred and Twenty-first street, be and he hereby is reappointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

By the same—

Resolved, That F. W. Temmler, of No. 56 Pine street, be and he hereby is reappointed a Commissioner of Deeds in and for the City and County of New York.

Which was referred to the Committee on Salaries and Offices.

Alderman Goodwin moved that this Board take a recess until 2 o'clock.

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

AFTER RECESS.

PRESENT:

Hon. John Jeroloman, President.

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

COMMUNICATIONS RESUMED.

The President laid before the Board the following communication from A. Noel Blakeman: GRANT MONUMENT INAUGURAL PARADE (April 27, 1897), HEADQUARTERS, GRAND MARSHAL, NO. 1 BROADWAY, NEW YORK, March 18, 1897. Hon. JOHN JEROLOMAN, President, Board of Aldermen, N. Y. C.:

DEAR SIR—On behalf of General Grenville M. Dodge, Grand Marshal of the Grant Monument Inaugural Parade, which is to take place on the 27th April, I would respectfully request that, in view of the great importance of keeping the streets through which the parade passes and will be dismissed entirely clear of all obstructions, that the Board of Aldermen refuse to grant permits for trucks, wagons and other temporary stands for spectators, between the curbs upon the streets comprised within the following (see map inclosed) boundaries, viz.:

On the north by One Hundred and Twenty-fifth street, east by Eighth avenue to Fifty-ninth street, west by Twelfth avenue and south by Fifty-sixth street; also the territory lying between Fifty-sixth and Fifty-ninth streets, from Third avenue to Twelfth avenue.

Yours very truly, A. NOEL BLAKEMAN, Chief of Staff.

Which was referred to the Committee on Streets, and the hearing on the subject was fixed for Thursday, March 25, 1897, at 2 o'clock P. M., in Room 13, City Hall, and the Clerk was instructed to notify the members of the Grant Monument Inaugural Parade to attend said meeting.

COMMUNICATIONS FROM DEPARTMENTS AND CORPORATION OFFICERS RESUMED.

The President laid before the Board the following communication from the Finance Department: CITY OF NEW YORK FINANCE DEPARTMENT, COMPTROLLER'S OFFICE, March 20, 1897. To the Honorable Board of Aldermen:

Weekly statement, showing the appropriations made under the authority contained in section 189, New York City Consolidation Act of 1882, for carrying on the Common Council from January

1 to December 31, 1897, both days inclusive, and of the payments made up to and including the date hereof, for and on account of each appropriation, and the amount of unexpended balances:

TITLES OF APPROPRIATIONS.	AMOUNT OF APPROPRIATIONS.	PAYMENTS.	AMOUNT OF UNEXPENDED BALANCES.
City Contingencies.....	\$3,500 00	\$12 50	\$3,487 50
Contingencies—Clerk of the Common Council.....	500 00	50 00	450 00
Salaries—Common Council.....	87,500 00	14,188 27	73,311 73
Total.....	\$91,500 00	\$14,250 77	\$77,249 23

WILLIAM J. LYON, Deputy Comptroller.

Which was ordered on file.

MOTIONS AND RESOLUTIONS AGAIN RESUMED.
(G. O. 1398.)

By Alderman Dwyer—

Resolved, That the Commissioner of Public Works be and he is hereby directed and authorized to number and renumber the houses on Sheridan Square (formerly Washington place, Barrow and Fourth streets).

Which was laid over.

By Alderman Hackett—

Resolved, That permission be and the same is hereby given to St. Bernard's Lyceum to place and keep transparencies on the following lamp-posts: Southwest corner of Eighth avenue and Fourteenth street; northeast corner of Fourteenth and Hudson streets; northwest corner of Eighth avenue and Horatio street; northwest corner of Twenty-third street and Tenth avenue, the work to be done at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only for two weeks from date of approval by his Honor the Mayor.

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

(G. O. 1399.)

By Alderman Parker—

Resolved, That an improved iron watering-trough be placed on the north side of East Ninety-sixth street, about fifty feet east of Fifth avenue, under the direction of the Commissioner of Public Works.

Which was laid over.

COMMUNICATIONS AGAIN RESUMED.

The President laid before the Board the following communication from Edward Jacobs:
LAW OFFICES OF EDWARD JACOBS, No. 335 BROADWAY, NEW YORK, March 17, 1897.
Hon. JOHN J. JEROLOMAN, President, Board of Aldermen, City Hall, New York City:

MY DEAR SIR—I am concerned in the proposed action of the Metropolitan Traction Company regarding an underground trolley road on Eighth avenue.

I urgently appeal to you to use your influence to see that the company continues the system the entire length of Eighth avenue, and that it should not be permitted to run from Eighth avenue through Fifty-ninth street to Sixth avenue only.

You are well aware of the fact that business has been extremely dull on the avenue below Fifty-ninth street for several years last past, and if the action proposed by the company is taken, it will be a most serious loss to everybody concerned below Fifty-ninth street, because trade will naturally be diverted from this avenue. This is not fair to the people interested in business on Eighth avenue below Fifty-ninth street. It will be a great pity if, by reason of any action of the company in building the new road as proposed, that portion of Eighth avenue below Fifty-ninth street should become practically dead.

My attention was called this morning to the fact that, in the neighborhood of Forty-second street and Eighth avenue, over nine stores would become vacant on May 1, the business people fearing that the building of the new road to Fifty-ninth street only will entail such serious loss to them that it will be useless for them to continue business below Fifty-ninth street. My information is from a reliable man, and, if necessary, I can produce him to verify the fact. I am

Sincerely yours, EDWARD JACOBS.

Which was referred to the Committee on Railroads.

COMMUNICATIONS FROM DEPARTMENTS AND CORPORATION OFFICERS AGAIN RESUMED.

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

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE, No. 150 NASSAU STREET, NEW YORK, March 22, 1897. Hon. JOHN JEROLOMAN, President, Board of Aldermen:

DEAR SIR—The experience of the past year in constructing sewers in certain sections of Fifth avenue, in advance of the laying of two lines of large water-mains and the repaving of the carriage-way with asphalt, has shown the necessity, in the interest of public safety and convenience, of fencing off the sewer trenches and the excavated material from part of the carriage-way. I therefore caused the form of a contract and specifications to be drawn, providing for 4,000 lineal feet of proper fence, and had the contract advertised for public letting, which was held on the 18th instant. At this letting two bids were received—one at 40 cents per lineal foot, aggregating \$1,600, and the other at 55 cents, aggregating \$2,200—but it was ascertained that through some inadvertence in the office of the CITY RECORD the advertisement for the contract was omitted one day of the ten required by law. Everything is in readiness for the rapid construction of the sewers, to be immediately followed by the placing of the water-mains and the laying of the pavement. It has been my constant endeavor to minimize the time and extent of obstructing the great thoroughfare on account of these works to the lowest possible limit, and I earnestly ask the co-operation of your Board in that effort. This co-operation can be given if the Board will, at its next meeting, adopt a resolution authorizing me to make a contract for the fence at a price not to exceed the lowest bid received at the letting of the 18th instant, without readvertisement and reletting, as prescribed by section 64 of the New York City Consolidation Act of 1882, thus obviating a delay or interruption of several weeks in the prosecution of the entire work on the avenue.

I inclose a draft of a resolution conferring the requisite authority, and respectfully urge its prompt adoption. Very respectfully,

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

Resolved, That the Commissioner of Public Works is hereby authorized to make, without advertising and public letting, as prescribed by section 64 of the New York City Consolidation Act of 1882, a contract for four thousand lineal feet of fence, to be used in the construction of sewer on Fifth avenue for the purpose of fencing off the sewer trench and material from the open part of the carriage-way for the safety and convenience of public travel; the price to be paid for said fence not to exceed the price named for the same in the lowest bid or proposal received at a public letting on March 18, 1897, to wit, forty cents per lineal foot.

Which was referred to the Committee on Finance.

(G. O. 1400.)

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

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE, No. 150 NASSAU STREET, NEW YORK, March 17, 1897. To the Honorable the Board of Aldermen:

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

Very respectfully, CHARLES H. T. COLLIS, Commissioner of Public Works.

Resolved, That the sidewalks on the north side of One Hundred and Seventh street, between Amsterdam avenue and the Boulevard, be flagged full width, where not already done, and that all the flagging and the curb now on the sidewalks be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 327, chapter 410, Laws 1882, as amended by chapter 569, Laws 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Which was laid over.

UNFINISHED BUSINESS.

The President called up G. O. 1367, being a resolution, as follows:

Resolved, That the Clerk of the Common Council be and he is hereby authorized to purchase a typewriter and desk, at a cost not to exceed one hundred and fifty dollars, the amount to be paid out of the appropriation for "City Contingencies."

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, the Vice-President, Aldermen Brown, Burke, Campbell, Clancy, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, O'Brien, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, Woodward, and Wund—25.

The President called up G. O. 1042, being a resolution and ordinance, as follows:

Resolved, That One Hundred and Eighty-ninth street (Welch street), from Webster avenue to Fordham road, be regulated and graded, the curb-stones set, the sidewalks flagged a space four feet in width, and crosswalks laid at each intersecting or terminating street and avenue where not already laid, approaches constructed where necessary, and fences built where required, under the direction of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards; and that the accompanying ordinance therefor be adopted.

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, the Vice-President, Aldermen Brown, Burke, Campbell, Clancy, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, O'Brien, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, Woodward, and Wund—25.

Alderman Burke called up G. O. 1386, being a resolution and ordinance, as follows:

Resolved, That One Hundred and Eighty-first street, from Kingsbridge road to the Boulevard Lafayette, be regulated and graded, the curb-stones set, the sidewalks flagged a space four feet in width, and crosswalks laid at each intersecting street or avenue, where not already laid, 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. Which was decided in the affirmative by the following vote:

Affirmative—The President, the Vice-President, Aldermen Brown, Burke, Campbell, Clancy, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Noonan, O'Brien, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, Woodward, and Wund—26.

Alderman Hall called up G. O. 1375, being a petition, as follows:

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

The petition of the Roman Catholic Orphan Asylum in the City of New York respectfully shows:

1. That your petitioner, the Roman Catholic Orphan Asylum in the City of New York, is a corporation incorporated under a special act of the Legislature of the State of New York, entitled "An Act for the purpose of uniting in one corporation the Roman Catholic Orphan Asylum in the City of New York and the Asylum for the Relief of the Children of Poor Widowers and Widows," passed April 13, 1852, and is the owner in fee of certain real estate in the City of New York, bounded on the west by Fifth avenue, on the north by Fifty-second street, on the east by Madison avenue and on the south by Fifty-first street.

2. That your petitioner's title to the said premises is derived from The Mayor, Aldermen and Commonalty of the City of New York, by deed dated 1st of August, 1846, and recorded in the office of the Register of the City and County of New York on the 15th day of March, 1847, in Liber 487 of Conveyances, page 320.

The habendum in fee "provided always and these presents are hereby declared to be upon condition that the Roman Catholic Orphan Asylum Society shall erect upon the premises granted within three years from the 28th day of July, 1846, building or buildings, the plan whereof shall be approved by the Mayor of the City of New York." The plan was approved by the Mayor and the present building duly erected.

By virtue of the foregoing grant, the Roman Catholic Orphan Asylum in the City of New York became vested with the block first above mentioned. Upon condition that they use it for the purposes of their charter, with the liability to be divested for condition broken, and for keeping the condition the Mayor, Aldermen and Commonalty of the City of New York covenanted quiet enjoyment.

3. That your petitioner desires to sell the said plot of land in order to acquire a more favorable site, and to erect more commodious buildings for its purposes.

4. That the removal of your petitioner from its present site will be of great advantage to its purposes and also to the City of New York.

Your petitioner's present buildings upon said premises are antiquated and inadequate for its purposes, and your petitioner can carry on its great and beneficent work with much greater benefit to the orphans of the City of New York if it can sell its present site, acquire a more favorable site and erect more commodious buildings.

As long as it remains the property of your petitioner, the plot in question is exempt from taxation. Its sale, therefore, will increase the taxable valuation of the real estate of the City of New York by upwards of two millions.

It is further submitted that your petitioner, on account of its great charitable work, is deserving of the assistance of the corporation.

Wherefore, your petitioner prays that the Common Council pass a resolution directing the city authorities to execute to your petitioner a release and quit-claim of the plot in question, in a form to be approved by the Counsel to the Corporation, releasing the said plot from the conditions and covenants imposed by the deed thereof to the Roman Catholic Orphan Asylum Society in the City of New York.

THE ROMAN CATHOLIC ORPHAN ASYLUM SOCIETY IN THE CITY OF NEW YORK, by M. A. CORRIGAN, President; FRANCIS HIGGINS, Secretary.

Whereas, A certain piece and parcel of land in the City of New York, bounded on the west by Fifth avenue, on the north by Fifty-second street, on the east by Madison avenue and on the south by Fifty-first street, was heretofore granted by the Mayor, Aldermen and Commonalty of the City of New York by deed dated the 1st day of August, 1846, and recorded in the office of the Register of the City and County of New York on the 15th day of March, 1847, in Liber 487 of Conveyances, page 320; whereby the said property was conveyed to the Roman Catholic Orphan Asylum Society in the City of New York, upon certain conditions therein set forth, which have been fully complied with;

Whereas, The Roman Catholic Orphan Asylum desires to sell the said plot of land in order to acquire a more favorable site, and to erect more commodious buildings for its purposes; and

Whereas, It is deemed advisable in the interests of the City to release the plot in question from the conditions and covenants imposed by the said deed from the Mayor, Aldermen and Commonalty of the City of New York to the Roman Catholic Orphan Asylum;

Resolved, That the Mayor, Aldermen and Commonalty of the City of New York hereby release to the said Roman Catholic Orphan Asylum in the City of New York, and its successors and assigns, the conditions and covenants contained in the deed from the Mayor, Aldermen and Commonalty of the City of New York to the Roman Catholic Orphan Asylum, dated the 1st day of August, 1846, and recorded in the office of the Register of the City and County of New York on the 15th day of March, 1847, in Liber 487 of Conveyances, page 320.

Resolved, That a deed of quit claim and release be executed from the Mayor, Aldermen and Commonalty of the City of New York to the Roman Catholic Orphan Asylum in the City of New York, of the property on Fifth avenue, between Fifty-first and Fifty-second streets, now belonging to the Roman Catholic Orphan Asylum and described in the deed from the City to said Roman Catholic Orphan Asylum, dated the 1st day of August, 1846, proved the 11th day of March, 1847, and recorded in the office of the Register of the City and County of New York, the 15th day of March, 1847, in Liber 487 of Conveyances, page 320; said deed to be executed under the seal and in the name of the City by the Mayor, Aldermen and Commonalty of the City of New York.

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

Affirmative—The President, the Vice-President, Aldermen Brown, Burke, Campbell, Clancy, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Noonan, O'Brien, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, Woodward, and Wund—26.

Alderman Wund called up G. O. 1340, being a resolution and ordinance, as follows:

Resolved, That St. Ann's avenue, from Southern Boulevard to One Hundred and Thirty-eighth street, be re-regulated, regraded and paved with granite-block pavement, on concrete foundation, and that crosswalks be laid at each intersecting or terminating street or avenue, where not already done, under the direction of the Commissioner of Street Improvements, Twenty-third and Twenty-fourth Wards; and that the accompanying ordinance therefor be adopted.

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, the Vice-President, Aldermen Brown, Burke, Campbell, Clancy, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Noonan, O'Brien, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, Woodward, and Wund—26.

Alderman Wund called up—

G. O. 1257, being a resolution, as follows:

Resolved, That two lamp-posts be erected and street-lamps placed thereon and lighted in front of the Church of Epiphany, on the northeast corner of Lexington avenue and Thirty-fifth street, under the direction of the Commissioner of Public Works.

G. O. 1278, being a resolution, as follows:

Resolved, That two additional lamp-posts be erected, street-lamps placed thereon and lighted in front of Bethany Evangelical Lutheran Church, Teasdale place, between Boston avenue and Cauldwell avenue, under the direction of the Commissioner of Public Works.

G. O. 1333, being a resolution, as follows:

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps placed thereon and lighted in Decatur avenue, between Moshulu Parkway and Woodlawn road, where not already done, under the direction of the Commissioner of Public Works.

G. O. 1315, being a resolution, as follows:

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps placed thereon and lighted in Park avenue, East, from One Hundred and Thirty-eighth street to One Hundred and Fifty-sixth street, under the direction of the Commissioner of Public Works.

G. O. 1334, being a resolution, as follows:

Resolved, That two additional lamp-posts be erected and street-lamps placed therein and lighted in front of the rectory of Grace Emanuel Church, on the north side of One Hundred and Fifteenth street, between Second and Third avenues.

G. O. 1338, being a resolution, as follows:

Resolved, That gas-mains be laid, lamp-posts erected, street-lamps placed thereon and lighted in Twelfth street, from White Plains avenue to Prospect terrace, and in Prospect terrace, from Twelfth street to Thirteenth street, Williamsbridge, Twenty-fourth Ward, New York City, under the direction of the Commissioner of Public Works.

G. O. 1308, being a resolution, as follows:

Resolved, That gas-mains be laid, lamp-posts erected, street-lamps placed thereon and lighted in Two Hundred and Thirty-seventh street, from Keppeler avenue to Oneida avenue, under the direction of the Commissioner of Public Works.

G. O. 1354, being a resolution, as follows:

Resolved, That the resolution providing for lighting Sixth street, between White Plains avenue and Fourth avenue, Williamsbridge, which was adopted February 2, 1897, and approved February 15, 1897, be and the same is hereby amended by adding after the word "laid" the words "lamp-posts erected."

G. O. 1360, being a resolution, as follows:

Resolved, That two additional lamp-posts be erected and street-lamps placed thereon and lighted in front of the buildings of the Church of St. Francis De Sales, on the north side of Ninety-sixth street, one hundred and twenty-five feet west of Lexington avenue, under the direction of the Commissioner of Public Works.

G. O. 1364, being a resolution, as follows:

Resolved, That gas-mains be laid, lamp-posts erected, street-lamps placed thereon and lighted in Briggs avenue, from Suburban street to Moshulu Parkway, under the direction of the Commissioner of Public Works.

G. O. 1366, being a resolution, as follows:

Resolved, That two lamp-posts be erected and street-lamps placed thereon and lighted in front of St. John's German Evangelical Lutheran Church on Fulton avenue, between One Hundred and Sixty-ninth and One Hundred and Seventieth streets, under the direction of the Commissioner of Public Works.

And G. O. 1379, being a resolution, as follows:

Resolved, That gas-mains be laid, lamp-posts erected, street-lamps placed thereon and lighted in Fifth street, between Fourth and Park avenues, Williamsbridge, New York City, under the direction of the Commissioner of Public Works.

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

Affirmative—The President, the Vice-President, Aldermen Brown, Burke, Campbell, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Oakley, O'Brien, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, Woodward, and Wund—25.

MESSAGES FROM HIS HONOR THE MAYOR RESUMED.

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

CITY OF NEW YORK—OFFICE OF THE MAYOR, March 23, 1897. *The Honorable JOHN JEROLMAN, President, Board of Aldermen:*

MY DEAR SIR—The Committee having charge of the route of the parade during the ceremonies of dedicating General Grant's tomb on the 27th day of April next, have asked me to make a special request of your Honorable Body, if, in their wisdom, they coincide with the views of the Committee, that all of the streets between Fifty-ninth street and the Boulevard, up to Seventy-second street, down Seventy-second street to Riverside Drive and the entire route of Riverside Drive from Seventy-second street to and around the tomb, be set apart exclusively for the occupation of troops and pedestrians on that day, and that no vehicles be licensed to stand in any of the said streets within a block of Riverside Drive.

Respectfully yours,

W. L. STRONG, Mayor.

Which was referred to the Committee on Streets.

MOTIONS AND RESOLUTIONS AGAIN RESUMED.

By Alderman Kennefick—

Resolved, That permission be and the same is hereby given to Christopher Wolf, of No. 54 Barclay street, to place and keep two show-windows in front of his premises, provided that the said show-windows do not extend beyond twelve inches from the house-line, the work to be done at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

By Alderman Hall—

Resolved, That permission be and the same is hereby given to Lyman G. Bloomingdale to erect and keep a show window in front of his premises, No. 748 Lexington avenue, provided said show-window does not extend more than twelve inches from the house line, as shown upon the accompanying diagram, the work to be done at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

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

By Alderman Wines—

Whereas, The New York Central and Hudson River Railroad Company has occupied the roadway and sidewalk of Park avenue, from One Hundred and Tenth street to One Hundred and Fifteenth street, for the past three years, for the purpose of a turn-out to enable them to elevate their tracks; and

Whereas, The said tracks are now elevated and the regular passenger trains are now running thereon; and

Whereas, The said turn-out tracks have not yet been removed but are still being used by said railroad company for the purpose of constructing the centre piers; and

Whereas, Said turn-out tracks are a great detriment to the adjoining property, preventing the owners thereof from securing tenants and receiving the rental or income from such property which they would secure and receive if the turn-out tracks were removed; therefore be it

Resolved, That the Park Avenue Improvement Commission be requested to compel said railroad company to remove said tracks from said roadway and sidewalks forthwith.

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

UNFINISHED BUSINESS RESUMED.

The Vice-President called up G. O. 681, being a resolution, as follows:

Resolved, That, in pursuance with the provisions of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, the Commissioner of Public Works be and he is hereby authorized and directed to repave with asphalt pavement, on the present pavement, the carriageway of Fortieth street, from Tenth to Twelfth avenue, so far as the same is not within the limits of grants of land under water, and that crosswalks be laid and curb-stones set along the line of said street where necessary.

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, the Vice-President, Aldermen Brown, Burke, Campbell, Clancy, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Oakley, Parker, Randall, Robinson, School, Tait, Ware, Wines, Woodward, and Wund—24.

The Vice-President called up G. O. 682, being a resolution and ordinance, as follows:

Resolved, That the carriageway of Fortieth street, from the Eleventh avenue to the Hudson river, so far as the same is within the limits of grants of land under water, be paved with asphalt pavement on the present pavement, and that new curb and bridge stones be furnished and set along the line of said street where necessary, and that old curb-stones and bridge-stones be reset where not defective so as to be unfit for use, under the provisions of chapter 449 of the Laws of 1889, 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. Which was decided in the affirmative by the following vote:

Affirmative—The President, the Vice-President, Aldermen Brown, Burke, Campbell, Clancy, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Oakley, O'Brien, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, Woodward, and Wund—26.

Alderman Lantry called up G. O. 1353, being a resolution and ordinance, as follows:

Resolved, That the sidewalks in front of Nos. 529 and 531 West Fifth street be flagged eight feet wide where not already done, and that all the flagging and the curb now on the sidewalks be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321, chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

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, the Vice-President, Aldermen Brown, Burke, Campbell, Clancy, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Oakley, O'Brien, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, Woodward, and Wund—26.

Alderman Lantry called up Special Order No. 34, which is as follows:

The Committee on Law Department, to whom was referred the annexed resolution in favor of authorizing the drawing of warrant in favor of Welton C. Percy and Cornelius F. Collins for \$1,500, being balance due them as Counsel to Law Committee in compiling and revising ordinances of the City of New York, respectfully

REPORT:

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

Resolved, That the Comptroller be and he is hereby authorized to draw a warrant in favor of Welton C. Percy and Cornelius F. Collins for the sum of one thousand five hundred dollars, being the amount due them as a balance for their services as Counsel during the years 1895, 1896 and 1897, under the employment and supervision of the Committee on Law Department of the Board of Aldermen, in preparing a revision and compilation of the ordinances of the City of New York

and to charge the same to the appropriation for "City Contingencies" of the Common Council and to pay the same out of the appropriation for 1897.

FREDERICK A. WARE, BENJAMIN E. HALL, JOHN T. OAKLEY, JACOB C. WUND, RUFUS R. RANDALL, Committee on Law Department.

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, the Vice-President, Aldermen Brown, Burke, Campbell, Clancy, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Oakley, O'Brien, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, Woodward, and Wund—26.

Alderman Robinson called up G. O. 1324, being a resolution and ordinance, as follows:

Resolved, That the carriageway of Third street, from Lewis street to the bulkhead-line on the East river, be paved with asphalt pavement, on the present pavement, and that curb-stones be set along the line of said street where the present curb-stones are worn or broken so as to be unfit for use, under the provisions of chapter 449 of the Laws of 1889, 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. Which was decided in the affirmative by the following vote:

Affirmative—The President, the Vice-President, Aldermen Brown, Burke, Campbell, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, O'Brien, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, Woodward, and Wund—24.

Alderman Robinson called up G. O. 1325, being a resolution and ordinance, as follows:

Resolved, That the roadway of Lewis street, from Houston to Eighth street, so far as the same is within the limits of grants of land under water, be paved with asphalt pavement on the present pavement, and that curb-stones be set along the line of said street where necessary, under the provision of chapter 449 of the Laws of 1889, 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. Which was decided in the affirmative by the following vote:

Affirmative—The President, the Vice-President, Aldermen Brown, Burke, Campbell, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Noonan, O'Brien, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, Woodward, and Wund—25.

Alderman Muh called up G. O. 1377, being a resolution, as follows:

Resolved, That, in pursuance of section 321 of the New York City Consolidation Act of 1882, as amended by chapter 569 of the Laws of 1887, the Commissioner of Public Works be and he is hereby authorized and directed to repave the following-named streets with asphalt pavement on the present pavement and that curb-stones be set along the line of said streets where necessary: Fifty-first street, from Eighth to Eleventh avenue; Fifty-second street, from Eighth to Eleventh avenue.

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, the Vice-President, Aldermen Brown, Burke, Clancy, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Noonan, O'Brien, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, Woodward, and Wund—23.

Alderman Muh called up G. O. 971, being a resolution, as follows:

Resolved, That, for the purpose of defraying any minor or incidental expenses contingent to the Fire Department, the Treasurer of the Board of Fire Commissioners may, by a requisition, draw upon the Comptroller for a sum not exceeding five hundred dollars (\$500); the Treasurer of the Board of Fire Commissioners may, in like manner, renew the draft as often as may be deemed necessary, to the extent of the appropriation set apart for contingencies of the Fire Department; but no such renewal shall be made until the money paid upon the preceding draft shall be accounted for to the Comptroller, by the transmittal of a voucher or vouchers, certified by the Treasurer of the Board of Fire Commissioners, covering the expenditure of money paid thereon.

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, the Vice-President, Aldermen Brown, Burke, Clancy, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, O'Brien, Parker, Randall, Robinson, Schilling, School, Tait, Ware, Wines, Woodward, and Wund—24.

The hour of three o'clock having arrived, the Board proceeded to the consideration of the report of the Rapid Transit Commissioners, which is as follows:

OFFICE OF THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS FOR THE CITY OF NEW YORK, No. 256 BROADWAY, NEW YORK CITY. *To the Honorable the Common Council of the City of New York:*

The Board of Rapid Transit Railroad Commissioners for the City of New York, constituted by and according to the provisions of chapter 4 of the Laws of 1891, as amended by chapters 102 and 556 of the Laws of 1892, by chapters 528 and 752 of the Laws of 1894, by chapter 519 of the Laws of 1895, and by chapter 729 of the Laws of 1896, has duly considered and determined whether it is for the interests of the public and of the City of New York that a rapid transit railway or railways for the conveyance and transportation of persons and property should be established therein, and has determined that a rapid transit railway in addition to those already existing is necessary for the interests of the public and of such city, and by the concurrent votes of six members of the Board has determined and established the routes and general plan of construction thereof, and hereby transmits to your Honorable Body a copy of its plans and conclusions as adopted, including such routes and general plan of construction.

First—The said Commissioners, immediately after their respective appointments, severally took and subscribed the oath of office prescribed by law, which said oaths are filed in the office of the Clerk of the City and County of New York. This Board organized by the election, on the 8th day of June, 1894, of Alexander E. Orr to be its President, and on the 28th day of June, 1894, of John H. Starin to be its Vice-President, and of John Claffin to be its Treasurer. The Board duly framed and adopted by-laws and established rules and regulations for the proper exercise of the powers and duties conferred upon the Board. It adopted a seal, and has kept a record of its proceedings, which at all reasonable times has been open to public inspection. This Board has, since its organization aforesaid, conducted the inquest and investigation necessary in the premises as to whether it were for the interest of the public and the City of New York that a rapid transit railway or railways for the conveyance and transportation of persons and property should be established therein; and this Board did thereupon on the 14th day of January, 1897, determine as aforesaid that such a railway, in addition to those already existing, was necessary.

Second—On or about the 9th day of May, 1895, this Board transmitted to your Honorable Body a certain report and communication, together with certain resolutions of this Board adopting plans and conclusions and prescribing routes and general plan for a rapid transit railroad in the City of New York, and also certain drawings or exhibits showing the said routes and general plan. The said plans, conclusions, routes and general plan were subsequently and prior to the sixth day of June, 1895, approved by your Honorable Body, by the Mayor of the City of New York, by the Park Department of the City of New York, and by the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards of the City of New York. The said routes and general plan were not consented to by the owners of a majority in value of the property abutting upon the streets proposed to be occupied by the said routes, and thereupon the said routes and general plan were presented to the General Term of the Supreme Court on or about the fourteenth day of June, 1895, for its consent in lieu of the consent of the said property owners. Thereupon, pursuant to law, the said General Term appointed Frederick R. Coudert, George Sherman and William H. Gelshenen as Commissioners to determine whether the railroad so proposed upon the said routes and general plan ought to be constructed. Thereafter the said Commissioners duly determined that such railroad ought to be constructed; and such determination was duly reported to the Appellate Division of the Supreme Court for its confirmation. Thereupon and on or about the 3d day of June, 1896, said Appellate Division refused to confirm said determination or to consent to the said routes and general plan. Desiring to obviate the objections made by the Appellate Division to the said routes and general plan so formerly proposed, this Board has further considered the same and has concluded and determined, in lieu of all such routes and general plan, all of which have been duly rescinded, to adopt and has adopted the routes and general plan herewith submitted. The same are set forth in the resolution duly adopted by this Board on the 14th day of January, 1897, and the further resolution duly adopted by this Board on the 4th day of February, 1897, copies of which resolutions are annexed to this report as a part thereof. This Board hereby submits for your consideration the routes and general plan of construction mentioned in the said resolutions for a rapid transit railway for the conveyance and transportation of persons and property in the City of New York in addition to those already existing, and also the drawings numbers one to sixty, both inclusive, mentioned in the said resolutions.

Third—This Board, in reaching the conclusions and preparing the plans which it has thus adopted, has considered a very large amount of information and arguments submitted to this Board and its members by many citizens and by distinguished experts, as well as the information derived through the personal observation and investigation of the members of the Board. In addition to the information received by the Board and its investigation, which are set out in the report of this Board to your Honorable Body on or about the 9th day of May, 1895, this Board has been aided by the prolonged investigation before the said Commission, consisting of Messrs. Coudert, Sherman and Gelshenen. That Commission sat from 18th December, 1895, to the 26th February, 1896, and examined a great number of witnesses, including many distinguished engineers and citizens of New York. Their report, together with the testimony taken by them, was submitted to the Appellate Division prior to its refusal to confirm or consent, as mentioned in the second paragraph of this report. The grounds for the refusal by the Appellate Division of its consent were principally, as this Board understands, the cost of the rapid transit road then proposed, which, including a very large allowance for contingencies, was to be between \$49,000,000 and \$50,000,000, and its proposed occupation of Broadway, with the elements of doubt and

danger, real or supposed, attending such occupation, and especially the doubtful elements of cost incident to the construction of a four-track tunnel with pipe galleries occupying substantially the entire width of Broadway from the City Hall to Twenty-third street.

Fourth—The cost of the rapid transit railroad now proposed upon the routes and general plan now submitted to your Honorable Body will not, in the opinion of this Board, reached by this Board after careful consideration (including the cost of all real estate required to be taken in fee), exceed thirty-three millions of dollars, being less by twenty-two millions of dollars than the statutory limit of fifty-five millions of dollars. No part of Broadway is to be taken south of Forty-second street; and there is no part of the proposed road which involves elements which are unusual in engineering or involve material doubt as to cost or any material outlay incident to the care of the buildings on abutting property. The road is to be in tunnel except for a distance of about 2,800 feet at Manhattan Valley and at the extreme northern portion of the route where streets are to be occupied by viaducts.

The uptown terminus of the route on the west side is to be over 2½ miles north of One Hundred and Eighty-fifth street, which was the uptown terminus of the west side route formerly proposed to your Honorable Body. The uptown terminus of the east side route now proposed is more than 3½ miles to the north and east of One Hundred and Forty-sixth street, which was the uptown east side terminus of the rapid transit road formerly proposed. The Rapid Transit Board is informed and has every reason to believe that the extensions of the rapid transit railroad now proposed to the north of the Harlem river, have the general approval of the citizens of that part of the city as constituting a nearly a complete solution for them of the rapid transit problem as existing conditions permit. The proposed road is to be in tunnel as near the surface of the street as street conditions permit, except at the crossing of Manhattan Valley, and except besides at the extreme northern parts of the east and west routes.

All the Board said in its former report made to your Honorable Body in behalf of the general plan of construction then proposed is applicable to the general plan now proposed, except only that the difficulties and cost incident to construction on Broadway have been obviated, and except that the extreme northern portions of the road are to be upon viaducts rather than in tunnel.

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

1. The tracks are to be placed substantially upon a level.
2. The railway is to be placed as near the surface as street conditions will permit. This renders the road more accessible to passengers than would any other plan of construction. At nearly all of the stations, except the very few stations on the extreme northern portions of the road where the road is to be upon viaduct, the platforms will be reached by stairways much shorter than the shortest stairways providing access to the present elevated railroads, both on account of grades and because, in going down to a railroad the passenger reaches the platform before the tracks are reached, whereas on the elevated roads the platforms are reached by climbing higher than the tracks.

3. The total depth of excavation necessary for the construction of the railroad and its foundation will be in general only about twenty feet. There is no portion of the road now proposed where construction conducted with most ordinary care involves any risk whatever to neighboring buildings.

4. The method of construction proposed by the Board is neither experimental nor untried. The work will be attacked at as many points along the route as may be desirable. The progress of construction will be expedited to the utmost, and the discomforts and delays resulting therefrom reduced to the minimum.

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

Sixth—This Board has refrained for the present from extending the route from the City Hall under Broadway to the South Ferry. The Board learns that there is a strong sentiment among owners of property on lower Broadway and of owners throughout the entire section of the City south of the southern terminus of the road as now proposed in favor of the extension to the South Ferry, and that some of them are endeavoring to secure the assent to the extension of the owners of a majority of the property abutting on lower Broadway. If the effort succeed the Board will feel itself bound to consider the question of establishing a route to the South Ferry.

In witness whereof, this Board has caused its official seal to be hereto affixed and these presents to be witnessed by its President and Secretary this fourth day of February, one thousand eight hundred and ninety-seven.

[L. S.] A. E. ORR, President; LEWIS L. DELAFIELD, Secretary.

Resolutions of January 14, 1897.

Whereas, This Board of Rapid Transit Railroad Commissioners for the City of New York has determined that a rapid transit railway for the conveyance and transportation of persons and property, in addition to those already existing, is necessary for the interests of the public and of the City of New York, and should be established as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises, and all such inquests and investigations are necessary or proper for such determination;

Now, therefore, this Board does hereby, in lieu of all the routes and every route hereby adopted as aforesaid by this Board or its predecessor, all and every one of which routes are hereby abandoned, and in lieu of all the general plans and every general plan, and of all plans and specifications and every plan and specification for the construction of a rapid transit railway or railways in the City of New York, heretofore adopted by this Board or by its predecessor, for all of which general plans, other plans and specifications are hereby adopted, adopts the following routes for a rapid transit railway in the City of New York, and does hereby determine and establish the said routes as follows, and does hereby adopt a general plan of construction of the said railway, the routes of which are herein provided, and does in such general plan hereby adopted, show, as follows, the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon:

ROUTES.

One route as follows: Its centre line shall commence at a point at or near the intersection of Broadway with Park Row; thence under Park Row and Centre street to a point at or near its intersection with New Elm street, as proposed; thence under New Elm street, as proposed, to Lafayette place; thence under Lafayette place to Eighth street; thence across and under Eighth street, and thence under private property lying between Eighth and Ninth streets and east of the westerly side or line of Lafayette place, produced, to Fourth avenue; thence under Fourth avenue and Park avenue to Forty-second street; thence turning from Park avenue into Forty-second street, and taking for the purposes of the curve, if necessary or convenient, private property at the southwest corner of Park avenue and Forty-second street; thence under Forty-second street to Broadway; thence under Broadway to Fifty-ninth street; thence under the Boulevard to a point at or near One Hundred and Twenty-fourth street; thence by viaduct along and over the Boulevard to a point at or near One Hundred and Thirty-fourth street; thence under the Boulevard and Eleventh avenue to a point on Eleventh avenue, situate north of One Hundred and Ninetieth street, and distant therefrom not less than one thousand and not more than one thousand five hundred feet, and thence under or over (as may be most convenient) private property to a point at the southeast end of Ellwood street, near Hillside street, and thence over Ellwood street to Kingsbridge avenue or Broadway; thence over Kingsbridge avenue or Broadway as now proposed to Riverdale avenue, and thence easterly over Riverdale avenue to a point within five hundred feet of the present Kingsbridge station of the New York and Putnam Railroad Company.

This route shall include a loop at the City Hall Park which shall connect with the portion of the route aforesaid along Centre street at or near the south end of that street, and thence proceed westerly and southerly under City Hall Park and Broadway, and thence easterly to again connect with the portion of the route aforesaid in Park Row. All of the said loop shall lie under City Hall Park, Park Row, between the south end of Centre street and Ann street, and the portion of Broadway adjoining the City Hall Park lying between Vesey and Murray streets. This route shall also include suitable tracks and connections from the City Hall loop to the Post-office, such tracks and connections being under the City Hall Park and under the portion of Park Row between the south end of Centre street and Ann street. This route shall also include suitable tracks and connections from the portion of the route near the corner of Park avenue and Forty-second street to the yard and tracks of the Grand Central Station. All of the tracks and connections last mentioned shall be under Park avenue and Forty-second street and private property to be acquired. By private property in this description is meant property not forming part of the streets of the City of New York and not belonging to the City of New York.

Also a route as follows: Its centre line shall diverge from the route aforesaid on the Boulevard, between a line parallel to and one hundred feet north of One Hundred and Third street and a line parallel to and one hundred feet south of One Hundred and Third street; thence under private property to a point in One Hundred and Fourth street; thence under One Hundred and Fourth street to and across Central Park, West; thence under Central Park to the intersection of Lenox avenue and One Hundred and Tenth street; thence under Lenox avenue to a point near One Hundred and Forty-second street; thence curving to the east and passing under private property, One Hundred and Forty-third and One Hundred and Forty-fourth streets, to the Harlem river at or near the foot of One Hundred and Forty-fifth street; thence under the Harlem river and private property to East One Hundred and Forty-ninth street at or near its intersection with River avenue; thence under East One Hundred and Forty-ninth street to a point near its intersection with Third avenue; thence with a curve to the left and under Third avenue to a point near its intersection with Westchester avenue; thence with a curve to the right to and under Westchester avenue, and thence by viaduct over and along Westchester avenue to the Southern Boulevard; thence over and along the Southern Boulevard to the Boston road, and thence over and along the Boston road to Bronx Park.

The said general plan of construction hereby adopted is as follows:

For the route under Park Row and the said loop at City Hall Park, two parallel tracks; for the route from the point of connection of the City Hall loop with the route aforesaid at the southerly end of Centre street to the junction at or near One Hundred and Third street and the Boulevard,

four parallel tracks; for the route from the junction at or near One Hundred and Third street and the Boulevard to the New York and Putnam Railroad Company's station at Kingsbridge, two parallel tracks; for the route from the junction at or near One Hundred and Third street and the Boulevard to Bronx Park, two parallel tracks.

All of the above-mentioned tracks shall be placed on the same level, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities and for the purpose of avoiding grade crossings at the southerly end of Centre street and the One Hundred and Third street junction, any one or more of the tracks may be depressed below the level of the other tracks to a depth of not more than twenty feet.

The tracks shall be of standard gauge, that is to say, of a width of four feet and eight and a half inches between the rails. There shall be twelve and a half feet width in the tunnels and on the viaducts for each track, except that at stations, switches, turnouts, curves and crossovers the width may be increased to the extent permitted by the width of the tunnel. The tracks wherever passing over or under the street shall be placed over or under the central part of the street, except that no tunnel or viaduct or any wall or part thereof under or along a street shall, except at the stations, station approaches, curves and at places of access to subsurface structures, as hereinafter provided, be within a distance of five feet of the exterior line or side of the street. The tracks shall in all cases be placed in tunnels, except only that on the west-side route on the Boulevard at or near One Hundred and Twenty-fourth street the tracks shall emerge from the tunnel and be carried upon a viaduct along the Boulevard to a point at or near One Hundred and Thirty-fourth street and there be taken again into tunnel, and except also that on the west-side route at a point at or near One Hundred and Ninetieth street the tracks shall again emerge from the tunnel and be carried upon a viaduct over private property and the above-mentioned streets to the Kingsbridge station, and except also that on the east side from a point on Westchester avenue at or near Bergen avenue the tracks shall emerge from the tunnel and be carried upon a viaduct over and along Westchester avenue and the other streets above mentioned to Bronx Park.

Wherever the tracks change from tunnel to viaduct, or from viaduct to tunnel, the change shall be so made as to occupy or obstruct the use of the surface of the street to the least possible extent consistent with the proper gradient for the tracks.

The roof of the tunnel shall be as near the surface of the street as street conditions and grades will permit. The tunnel shall not be less than thirteen feet in height in the clear. The maximum widths of the tunnel in the clear shall be as follows:

For the route under Park Row and the City Hall Park loop, thirty-eight feet; for the route from, at or near the south end of Centre street and to the commencement of New Elm street, fifty feet; for the route from, at or near the commencement of New Elm street to Lafayette place, sixty-eight feet; for the route from, at or near the commencement of Lafayette place to the junction at or near One Hundred and Third street, fifty feet; for the west-side route from the junction at or near One Hundred and Third street to Kingsbridge station, twenty-five feet; and for the east-side route from, at or near the junction at One Hundred and Third street to Bronx Park, twenty-five feet; except that wherever the nature of the streets necessitates a curve that an additional width of tunnel may be added not exceeding three feet for each track, and except that on Fourth avenue, from Thirty-second street to Forty-third street, the permissible width shall be sixty-five feet; and for the tunnel beneath the Harlem river and its approaches, the permissible width shall be thirty-five feet. At each cross street where accommodations for pipes, wires, sewers and other subsurface structures have been provided within the tunnel, the tunnel may, in order to provide convenient access to such pipes, wires, sewers and other subsurface structures, have, within the limit of the sides or exterior lines of such cross street or such lines produced, an additional width on each side of the route not to exceed fifteen feet, and the area of additional width on either side not to approach nearer than twelve feet to either side or exterior line of such cross street. Footways between the tracks shall be provided the whole length of the line and accommodations arranged for the convenience and protection of employees.

Whenever necessary for the proper support of the street surface, the roof of the tunnel shall be of iron or steel girders, with brick or concrete arches supported by iron or steel columns and masonry walls, or the roof shall be a masonry arch. Viaducts shall be built with a width of twelve and one-half feet for each track and with an additional width of three feet on each side for outside footways. Viaducts may be built of metal or masonry, or of both.

Adjacent tracks shall be connected by necessary and suitable switches and connections, and an additional track for siding accommodation may be constructed, not to exceed in length one-quarter of a mile for each mile of roadway, but provided always that the side of the tunnel shall not, by the enlargement of the tunnel for that purpose, be brought within five feet of the exterior line or side of the street.

Along Elm street, wherever the tunnel shall be in the clear not less than sixty-eight feet wide, the pipes, wires, sewers and other subsurface structures shall be placed in suitable galleries in the tunnel at the outside of the exterior tracks. But any such pipes, wires, sewers and other subsurface structures may be placed in suitable galleries beneath the tracks, or such pipes, wires, sewers and other subsurface structures may be placed in the ground above or at the sides of the tunnel, or at the outside of the exterior tracks, and whenever so placed beneath the tracks, or in the ground above or at the sides of the tunnel, the width of the tunnel on New Elm street shall not be more than fifty feet. Pipes, wires, sewers and other subsurface structures shall, at any part of the said routes, be removed or disturbed only when necessary for the construction and operation of the railway, and, if removed or disturbed, shall be placed under the streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them of new pipes, wires, sewers and other like structures, and for making connections between the same and buildings at any time.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under, or, if the position of the tracks so require, over, the streets and immediately adjoining private abutting property, or through private property to be acquired for the purpose, or both under or over streets and through private property as aforesaid, except that on the Boulevard, stations and station approaches may be in the centre of the street. The streets under or over which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station or station approach at a distance greater than seventy-five feet from the exterior line or side of the street of the route. The word "street," wherever used herein, shall include an avenue or public place.

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

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

The manner of construction shall be by tunneling or open excavation; it is further

Resolved, That plans be prepared to show the route and general plan, in so far as they are hereby adopted, which said plans, when formally adopted, shall be deemed to be incorporated herein and to form a part hereof.

Resolutions of February 4, 1897.

Resolved, That this Board of Rapid Transit Railroad Commissioners for the City of New York hereby adopts the drawings now produced and numbered from 1 to 60, both inclusive, as showing the route and general plan adopted by resolution of this Board on January 14, 1897, and that as provided in the said resolution the said drawings be deemed incorporated in and to form part of the said resolution; and it is further

Resolved, That the said route and general plan with the said drawings, and the said resolution of January 14, 1897, be and they hereby are adopted by this Board.

In connection with the above, Alderman Goodwin offered the following preamble and resolution:

Whereas, The Board of Rapid Transit Commissioners of the City of New York, constituted according to the provisions of chapter 4 of the Laws of 1891, as amended by chapters 102 and 556 of the Laws of 1892, by chapters 528 and 752 of the Laws of 1894, by chapter 519 of the Laws of 1895, and by chapter 729 of the Laws of 1896, having determined upon the route or routes and general plan of construction of a rapid transit railway for the conveyance and transportation of persons and property to be established in said city, in addition to the already existing lines, and having thereupon transmitted to the Common Council of the City of New York a copy of said plans and conclusions as adopted, which plans and conclusions thus adopted were received by said Common Council on the second day of March, 1897, at two o'clock P. M., at a meeting of said Common Council duly convened on such date, at such hour, and said Common Council having, by resolution duly adopted at said meeting, fixed a day not less than one week nor more than ten days after the receipt of such plans and conclusions for the consideration thereof, to wit: the 9th day of March, 1897, at 2.30 o'clock P. M., and that subsequently the hearing was continued until March 16, 1897, and on that day was again continued until March 23, 1897, and the said Common Council on such dates having duly proceeded with the consideration of such plans and conclusions;

Resolved, That the Common Council of the City of New York do hereby approve such plans and conclusions and do hereby consent to the construction of a railway or railways in accordance therewith.

The route or routes and general plan of construction of a railway, the plans and conclusions for which are hereby approved in accordance with law, and to the construction of which the Mayor, Aldermen and Commonalty of the City of New York hereby consent, is as follows:

One route as follows: Its centre line shall commence at a point at or near the intersection of Broadway with Park Row; thence under Park Row and Centre street to a point at or near its

intersection with New Elm street, as proposed; thence under New Elm street, as proposed, to Lafayette place; thence under Lafayette place to Eighth street; thence across and under Eighth street, and thence under private property lying between Eighth and Ninth streets and east of the westerly side or line of Lafayette place, produced, to Fourth avenue; thence under Fourth avenue and Park avenue to Forty-second street; thence turning from Park avenue into Forty-second street, and taking for the purposes of the curve, if necessary or convenient, private property at the southwest corner of Park avenue and Forty-second street; thence under Forty-second street to Broadway; thence under Broadway to Fifty-ninth street; thence under the Boulevard to a point at or near One Hundred and Twenty-fourth street; thence by viaduct along and over the Boulevard to a point at or near One Hundred and Thirty-fourth street; thence under the Boulevard and Eleventh avenue to a point on Eleventh avenue, situate north of One Hundred and Ninetieth street, and distant therefrom not less than one thousand and not more than one thousand five hundred feet, and thence under or over (as may be most convenient) private property to a point at the southeast end of Ellwood street, near Hillside street, and thence over Ellwood street to Kingsbridge avenue or Broadway; thence over Kingsbridge avenue or Broadway as now proposed to Riverdale avenue, and thence easterly over Riverdale avenue to a point within five hundred feet of the present Kingsbridge station of the New York and Putnam Railroad Company.

This route shall include a loop at the City Hall Park which shall connect with the portion of the route aforesaid along Centre street at or near the south end of that street, and thence proceed westerly and southerly under City Hall Park and Broadway, and thence easterly to again connect with the portion of the route aforesaid in Park Row. All of the said loop shall lie under City Hall Park, Park Row, between the south end of Centre street and Ann street, and the portion of Broadway adjoining the City Hall Park lying between Vesey and Murray streets. This route shall also include suitable tracks and connections from the City Hall loop to the Post-office, such tracks and connections being under the City Hall Park and under the portion of Park Row between the south end of Centre street and Ann street. This route shall also include suitable tracks and connections from the portion of the route near the corner of Park avenue and Forty-second street to the yard and tracks of the Grand Central Station. All of the tracks and connections last mentioned shall be under Park avenue and Forty-second street and private property to be acquired. By private property in this description is meant property not forming part of the streets of the City of New York and not belonging to the City of New York.

Also a route as follows: Its centre line shall diverge from the route aforesaid on the Boulevard, between a line parallel to and one hundred feet north of One Hundred and Third street and a line parallel to and one hundred feet south of One Hundred and Third street; thence under private property to a point in One Hundred and Fourth street; thence under One Hundred and Fourth street to and across Central Park, West; thence under Central Park to the intersection of Lenox avenue and One Hundred and Tenth street; thence under Lenox avenue to a point near One Hundred and Forty-second street; thence curving to the east and passing under private property, One Hundred and Forty-third and One Hundred and Forty-fourth streets, to the Harlem river at or near the foot of One Hundred and Forty-fifth street; thence under the Harlem river and private property to East One Hundred and Forty-ninth street at or near its intersection with River avenue; thence under East One Hundred and Forty-ninth street to a point near its intersection with Third avenue; thence with a curve to the left and under Third avenue to a point near its intersection with Westchester avenue; thence with a curve to the right to and under Westchester avenue, and thence by viaduct over and along Westchester avenue to the Southern Boulevard; thence over and along the Southern Boulevard to the Boston road, and thence over and along the Boston road to Bronx Park.

The said general plan of construction hereby adopted is as follows:

For the route under Park Row and the said loop at City Hall Park, two parallel tracks; for the route from the point of connection of the City Hall loop with the route aforesaid at the southerly end of Centre street to the junction at or near One Hundred and Third street and the Boulevard, four parallel tracks; for the route from the junction at or near One Hundred and Third street and the Boulevard to the New York and Putnam Railroad Company's station at Kingsbridge, two parallel tracks; for the route from the junction at or near One Hundred and Third street and the Boulevard to Bronx Park, two parallel tracks.

All of the above-mentioned tracks shall be placed on the same level, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities and for the purpose of avoiding grade crossings at the southerly end of Centre street and the One Hundred and Third street junction, any one or more of the tracks may be depressed below the level of the other tracks to a depth of not more than twenty feet.

The tracks shall be of standard gauge, that is to say, of a width of four feet and eight and a half inches between the rails. There shall be twelve and a half feet width in the tunnels and on the viaducts for each track, except that at stations, switches, turnouts, curves and crossovers the width may be increased to the extent permitted by the width of the tunnel. The tracks wherever passing over or under the street shall be placed over or under the central part of the street, except that no tunnel or viaduct or any wall or part thereof under or along a street, shall, except at the stations, station approaches, curves and at places of access to subsurface structures, as hereinafter provided, be within a distance of five feet of the exterior line or side of the street. The tracks shall in all cases be placed in tunnels, except only that on the west-side route on the Boulevard at or near One Hundred and Twenty-fourth street the tracks shall emerge from the tunnel and be carried upon a viaduct along the Boulevard to a point at or near One Hundred and Thirty-fourth street and there be taken again into tunnel, and except also that on the west-side route at a point at or near One Hundred and Ninetieth street the tracks shall again emerge from the tunnel and be carried upon a viaduct over private property and the above-mentioned streets to the Kingsbridge station, and except also that on the east side from a point on Westchester avenue at or near Bergen avenue the tracks shall emerge from the tunnel and be carried upon a viaduct over and along Westchester avenue and the other streets above mentioned to Bronx Park.

Wherever the tracks change from tunnel to viaduct, or from viaduct to tunnel, the change shall be so made as to occupy or obstruct the use of the surface of the street to the least possible extent consistent with the proper gradient for the tracks.

The roof of the tunnel shall be as near the surface of the street as street conditions and grades will permit. The tunnel shall not be less than thirteen feet in height in the clear. The maximum widths of the tunnel in the clear shall be as follows:

For the route under Park Row and the City Hall Park loop, thirty-eight feet; for the route from, at or near the south end of Centre street and to the commencement of New Elm street, fifty feet; for the route from, at or near the commencement of New Elm street to Lafayette place, sixty-eight feet; for the route from, at or near the commencement of Lafayette place to the junction at or near One Hundred and Third street, fifty feet; for the west-side route from the junction at or near One Hundred and Third street to Kingsbridge station, twenty-five feet; and for the east-side route from, at or near the junction at One Hundred and Third street to Bronx Park, twenty-five feet; except that wherever the nature of the streets necessitates a curve that an additional width of tunnel may be added not exceeding three feet for each track, and except that on Fourth avenue, from Thirty-second street to Forty-third street, the permissible width shall be sixty-five feet; and for the tunnel beneath the Harlem river and its approaches, the permissible width shall be thirty-five feet. At each cross street where accommodations for pipes, wires, sewers and other subsurface structures have been provided within the tunnel, the tunnel may, in order to provide convenient access to such pipes, wires, sewers and other subsurface structures, have, within the limit of the sides or exterior lines of such cross street or such lines produced, an additional width on each side of the route not to exceed fifteen feet, and the area of additional width on either side not to approach nearer than twelve feet to either side or exterior line of such cross street. Footways between the tracks shall be provided the whole length of the line and accommodations arranged for the convenience and protection of employees.

Whenever necessary for the proper support of the street surface, the roof of the tunnel shall be of iron or steel girders, with brick or concrete arches supported by iron or steel columns and masonry walls, or the roof shall be of a masonry arch. Viaducts shall be built with a width of twelve and one-half feet for each track and with an additional width of three feet on each side for outside foot-ways. Viaducts may be built of metal or masonry, or of both.

Adjacent tracks shall be connected by necessary and suitable switches and connections, and an additional track for siding accommodation may be constructed, not to exceed in length one-quarter of a mile for each mile of roadway, but provided always that the side of the tunnel shall not, by the enlargement of the tunnel for that purpose, be brought within five feet of the exterior line or side of the street.

Along Elm street, wherever the tunnel shall be in the clear not less than sixty-eight feet wide, the pipes, wires, sewers and other subsurface structures shall be placed in suitable galleries in the tunnel at the outside of the exterior tracks. But any such pipes, wires, sewers and other subsurface structures may be placed in suitable galleries beneath the tracks, or such pipes, wires, sewers and other subsurface structures may be placed in the ground above or at the sides of the tunnel, or at the outside of the exterior tracks, and whenever so placed beneath the tracks, or in the ground above or at the sides of the tunnel, the width of the tunnel on New Elm street shall not be more than fifty feet. Pipes, wires, sewers and other subsurface structures shall, at any part of the said routes, be removed or disturbed only when necessary for the construction and operation of the railway, and, if removed or disturbed, shall be placed under the streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them of new pipes, wires, sewers and other like structures, and for making connections between the same and buildings at any time.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under, or, if the position of the tracks so require, over, the streets and immediately adjoining private abutting property, or through private property to be acquired for the purpose, or both under or over streets and through private property as aforesaid, except that on the Boulevard, stations and station approaches may be in the centre of the street. The streets under or over

which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station or station approach at a distance greater than seventy-five feet from the exterior line or side of the street of the route. The word "street," wherever used herein, shall include an avenue or public place.

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

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

The manner of construction shall be by tunneling or open excavation; it is further

Resolved, That plans be prepared to show the route and general plan, in so far as they are hereby adopted, which said plans, when formally adopted, shall be deemed to be incorporated herein and to form a part hereof.

Resolution of February 4, 1897.

Resolved, That this Board of Rapid Transit Railroad Commissioners for the City of New York hereby adopts the drawings now produced and numbered from 1 to 60, both inclusive, as showing the route and general plan adopted by resolution of this Board on January 14, 1897, and that as provided in the said resolution the said drawings be deemed incorporated in and to form part of the said resolution; and it is further

Resolved, That the said route and general plan with the said drawings, and the said resolution of January 14, 1897, be and they hereby are adopted by this Board.

Alderman Goodwin moved that the further reading of the preamble and resolution be dispensed with, and that it be laid over until after the public hearing on the report before the Committee of the Whole.

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

The President called Alderman School, as Chairman of the Committee of the Whole, to the chair.

After some time was spent in the consideration of the report of the Rapid Transit Commissioners, the President resumed the chair and directed the roll to be called, which resulted as follows: Present—The President, Aldermen Brown, Burke, Campbell, Clancy, Dwyer, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Noonan, Oakley, O'Brien, Parker, Randall, Robinson, Schilling, School, Tait, Wines, Woodward, and Wund—26.

Alderman School, Chairman of the Committee of the Whole, reported a recommendation in favor of the adoption of the report of the Rapid Transit Commissioners.

Alderman Parker moved that this Board do now adjourn.

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

Affirmative—The President, Aldermen Dwyer, Hackett, Marshall, and Parker—5.

Negative—Aldermen Brown, Burke, Campbell, Clancy, Goodman, Goodwin, Hall, Kennefick, Lantry, Muh, Noonan, Oakley, O'Brien, Randall, Robinson, Schilling, School, Tait, Wines, Woodward, and Wund—21.

Alderman Brown moved the consideration of the preamble and resolution presented by Alderman Goodwin.

Alderman Goodwin moved the adoption of said preamble and resolution.

Alderman Parker, as a substitute, moved that Alderman Goodwin's preamble and resolution be laid on the table for one week.

Prior to the vote being announced, the President called Alderman Noonan to the chair.

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

Affirmative—The President, Aldermen Dwyer, Hall, Marshall, and Parker—5.

Negative—Aldermen Brown, Burke, Campbell, Clancy, Goodman, Goodwin, Hackett, Kennefick, Lantry, Muh, Noonan, Oakley, O'Brien, Randall, Robinson, Schilling, School, Tait, Wines, Woodward, and Wund—21.

The President pro tem. then put the question whether the Board would agree with said preamble and resolution of Alderman Goodwin. Which was decided in the affirmative by the following vote, being seven votes more than a majority of all the members elected:

Affirmative—Aldermen Brown, Burke, Campbell, Clancy, Goodman, Goodwin, Hackett, Hall, Kennefick, Lantry, Marshall, Muh, Noonan, Oakley, O'Brien, Randall, Robinson, Schilling, School, Tait, Wines, Woodward, and Wund—23.

Negative—The President, Aldermen Dwyer and Parker—3.

MOTIONS AND RESOLUTIONS AGAIN RESUMED.

By Alderman Wund—

Resolved, That permission be and the same is hereby given to the Adams Memorial Church to place and keep transparencies on the lamp-posts on the southeast corner of Thirtieth street and Second avenue, on the southwest corner of Thirtieth street and Third avenue, and in front of the Church on Thirtieth street, between Second and Third avenues, the work to be done at the expense of the church, under the direction of the Commissioner of Public Works; such permission to continue only for two weeks from the date of approval by his Honor the Mayor.

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

Alderman Lantry moved that the Board do now adjourn.

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

And the President pro tem. declared that the Board stood adjourned until Tuesday, March 30, 1897, at 2 o'clock P. M.

WM. H. TEN EYCK, Clerk.

BOARD OF STREET OPENING AND IMPROVEMENT.

The Board of Street Opening and Improvement met at the Mayor's office on Friday, March 19, 1897, at 11 o'clock A. M., pursuant to notice.

The roll was called and the following members were present and answered to their names: The Mayor, the Comptroller, the Commissioner of Public Works, the President of the Board of Aldermen and the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards—5.

Absent, the President of the Department of Public Parks—1.

The minutes of the meeting of March 5, 1897, were read and approved.

The following communication from the Counsel to the Corporation, transmitting draft of bill to authorize the opening of more than one street under one street opening proceeding, was presented and read:

LAW DEPARTMENT—OFFICE OF THE COUNSEL TO THE CORPORATION, NEW YORK, March 12, 1897. V. B. LIVINGSTON, Esq., Secretary, Board of Street Opening and Improvement:

DEAR SIR—I have to acknowledge the receipt of your letter of March 5, 1897, requesting me to prepare and submit to the Board of Street Opening and Improvement for its approval, a draft of a bill to be presented to the Legislature to amend the existing laws in relation to street opening proceedings, so that proceedings which relate to streets which are adjoining, adjacent, contiguous or neighboring, may, in the discretion of the Board of Street Opening and Improvement, be referred to one Commission.

I enclose herewith a draft of a bill which meets this request and which also gives the Corporation Counsel the power to join in one proceeding the opening of several streets.

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

DRAFT OF BILL SUBMITTED.

AN ACT to amend an act entitled "An Act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, relative to proceedings to open streets in said City.

The People of the State of New York represented in Senate and Assembly do enact as follows: SECTION 1. Section 964 of the act entitled "An Act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, is hereby amended so as to read as follows:

"Sec. 964. Whenever and as often as any lands, tenements, hereditaments, or premises whatsoever shall be required for the said purpose of opening any such public square, place, street, or avenue, or part or section of a street or avenue, in the said city of New York, laid out by the commissioners aforesaid, under and by virtue of the act in the last section mentioned, so to be opened, or for the said purpose of laying out and forming or extending, enlarging, straightening, altering, or otherwise improving any street or public place, so to be laid out and formed or opened, or so to be extended, enlarged, straightened, altered, or otherwise improved, in any part of the said city not laid out into streets, avenues, squares, and public places, by the commissioners aforesaid, under the act aforesaid, or for any or either of the said purposes, it shall be lawful for the said mayor, aldermen and commonalty to make application, or to cause application to be made, to the supreme court of this state for the appointment of commissioners; and it shall be lawful for the said court to whom such application shall be made on any such application to nominate and appoint three discreet and disinterested persons, being citizens of the United States, commissioners of estimate and assessment, for the purpose of performing the duties hereinafter in that behalf prescribed. [Streets or avenues, or portions thereof, which are continuations of each other in the same general direction, and no others, may be embraced in the same proceeding for the opening thereof, but the provisions of section three hundred and forty-one of this act shall apply to all

proceedings to open any street, avenue, or road therein referred to]. The Counsel to the Corporation may, in his discretion, embrace such and so many streets and avenues in the same proceeding for the opening thereof as he may deem expedient."

After some discussion of the matter, the Mayor offered the following resolution:

Resolved, That the draft of the bill just read be returned to the Corporation Counsel, with the request that it be so amended, that the right to open more than one street under one street opening proceeding, be left to the discretion of the Board of Street Opening and Improvement, or of such Board as may hereafter be charged with the duty of opening streets, instead of to the discretion of the Corporation Counsel.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the Commissioner of Public Works, the President of the Board of Aldermen and the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards—5.

The following communication from the Counsel to the Corporation, asking that he be authorized to agree that certain land within the lines of Grand avenue be ceded to the City:

LAW DEPARTMENT—OFFICE OF THE COUNSEL TO THE CORPORATION, NEW YORK, March 17, 1897. V. B. LIVINGSTON, Esq., Secretary, Board of Street Opening and Improvement: SIR—Frances A. Jones and Mary E. Gibbens propose to cede to the Mayor, Aldermen and Commonalty of the City of New York a strip of land within the lines of Grand avenue, as designated on the filed official maps, extending southerly from St. James street about 230 feet.

As the strip of land proposed to be ceded is not a block in extent, I deem it necessary that your Board should authorize me to agree with the owners thereof under the provisions of section 979 of chapter 410 of the Laws of 1882 as to the cession of the same.

I enclose a proper form of resolution for that purpose and petition of Frances A. Jones and Mary E. Gibbens. Respectfully yours,

WM. L. TURNER, Acting Counsel to the Corporation.

On motion, the matter was referred to the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards, with the request that he prepare for submission to the Board a map or plan of the land proposed to be ceded to the City.

The following communication from the Counsel to the Corporation, asking that he be authorized to agree that certain land along the line of East One Hundred and Ninety-second street be ceded to the City:

LAW DEPARTMENT—OFFICE OF THE COUNSEL TO THE CORPORATION, NEW YORK, March 17, 1897. V. B. LIVINGSTON, Esq., Secretary, Board of Street Opening and Improvement:

SIR—Elmer A. Allen proposes to cede to the Mayor, Aldermen and Commonalty of the City of New York a strip of land within the lines of East One Hundred and Ninety-second street, as designated on the filed official maps, extending easterly from Davidson avenue about 115 feet.

As the strip of land proposed to be ceded is not a block in extent, I deem it necessary that your Board should authorize me to agree with the owners thereof under the provisions of section 979 of chapter 410 of the Laws of 1882, as to the cession of the same.

I enclose a proper form of resolution for that purpose, and petition of Elmer A. Allen.

Respectfully yours, WM. L. TURNER, Acting Counsel to the Corporation.

On motion the matter was referred to the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards, with the request that he prepare for submission to the Board a map or plan of the land proposed to be ceded to the City.

The following communication from the Counsel to the Corporation, advising the Board of the appointment of Commissioners of Estimate and Assessment for the opening of Valentine avenue, from East One Hundred and Ninety-eighth street to East Two Hundred and Fourth street, was presented:

LAW DEPARTMENT—OFFICE OF THE COUNSEL TO THE CORPORATION, NEW YORK, March 17, 1897. V. B. LIVINGSTON, Esq., Secretary, Board of Street Opening and Improvement:

SIR—In pursuance of a resolution adopted by your Board on the 11th day of September, 1896, I have to inform you that I have caused an application to be made to the Supreme Court of this State for the appointment of Commissioners of Estimate and Assessment in the matter of opening Valentine avenue, from East One Hundred and Ninety-eighth street to East Two Hundred and Fourth street, in the Twenty-fourth Ward of the City of New York.

On the 24th day of February, 1897, the order appointing Commissioners of Estimate and Assessment in said proceeding was duly entered in the office of the Clerk of the City and County of New York. Charles A. Jackson, John Murphy and Alfred F. Seligsberg, the Commissioners named in said order, have duly qualified, and their oaths were filed in the office of the Clerk of the City and County of New York on the 2d day of March, 1897.

As there are buildings on the land to be taken for the opening of said avenue, a resolution should now be adopted by your Board directing that the title to each and every piece or parcel of land lying within the lines of Valentine avenue, from East One Hundred and Ninety-eighth street to East Two Hundred and Fourth street, shall vest in the Mayor, Aldermen and Commonalty of New York, upon a date to be fixed by your Board, not less than six months from the 2d day of March, 1897, the date of the filing of the said oaths.

Respectfully yours, FRANCIS M. SCOTT, Counsel to the Corporation.

Whereupon the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards offered the following preamble and resolution:

Whereas, The Board of Street Opening and Improvement, on the 11th day of September, 1896, adopted a resolution directing that, upon a date to be thereafter more fully specified, not less than six months after the filing of the oaths of the Commissioners of Estimate and Assessment, who might be appointed by the Supreme Court, in proceedings for the acquisition of title to Valentine avenue, from East One Hundred and Ninety-eighth street to East Two Hundred and Fourth street, in the Twenty-fourth Ward, the title to any piece or parcel of land lying within the lines of such Valentine avenue, from East One Hundred and Ninety-eighth street to East Two Hundred and Fourth street, so required, should be vested in the Mayor, Aldermen and Commonalty of the City of New York; and

Whereas, The said Board has received written notice from the Counsel to the Corporation, that Commissioners of Estimate and Assessment have been appointed by the Supreme Court in proceedings to acquire title to said Valentine avenue, from East One Hundred and Ninety-eighth street to East Two Hundred and Fourth street, and that the oaths of said Commissioners of Estimate and Assessment were duly filed, as required by law, on the 2d day of March, 1897; therefore, be it

Resolved, That the Board of Street Opening and Improvement directs, that upon the 10th day of September, 1897, the title to each and every piece or parcel of land lying within the lines of said Valentine avenue, from East One Hundred and Ninety-eighth street to East Two Hundred and Fourth street, so required, viz.:

PARCEL "A."

Beginning at a point in the southern line of the easterly approach to the Grand Boulevard and Concourse at East Two Hundredth street (Southern Boulevard) distant 252.54 feet southeasterly from the intersection of the southern line of said approach with the eastern line of the Grand Boulevard and Concourse.

- 1st. Thence southeasterly along the southern line of said approach for 60.04 feet.
- 2d. Thence southwesterly deflecting 95 degrees 3 minutes 21 seconds to the right for 238.36 feet.
- 3d. Thence southwesterly deflecting 6 degrees 13 minutes 28 seconds to the right for 60.36 feet.
- 4th. Thence southwesterly deflecting 0 degrees 43 minutes 7 seconds to the left for 670.63 feet to the northern line of East One Hundred and Ninety-eighth street (Travers street).
- 5th. Thence northwesterly along the northern line of East One Hundred and Ninety-eighth street (Travers street), for 62.18 feet.
- 6th. Thence northeasterly deflecting 105 degrees 12 minutes 20 seconds to the right for 681.15 feet.
- 7th. Thence northeasterly deflecting 0 degrees 58 minutes 51 seconds to the right for 60.39 feet.
- 8th. Thence northeasterly for 237.50 feet to the point of beginning.

PARCEL "B."

Beginning at a point in the northern line of the eastern approach to the Grand Boulevard and Concourse at East Two Hundredth street (Southern Boulevard) distant 272.72 feet southeasterly from the intersection of the northern line of said approach with the eastern line of the Grand Boulevard and Concourse.

- 1st. Thence southeasterly along the northern line of said approach for 60.04 feet.
- 2d. Thence northeasterly deflecting 95 degrees 3 minutes 21 seconds to the left for 424.04 feet to the southern line of East Two Hundred and First street (Suburban street).
- 3d. Thence northwesterly along the southern line of East Two Hundred and First street for 69.18 feet.
- 4th. Thence southwesterly for 388.73 feet to the point of beginning.

PARCEL "C."

Beginning at a point in the southern line of approach to the Grand Boulevard and Concourse distant 360.15 feet northeasterly from the intersection of the southern line of said approach with the eastern line of the Grand Boulevard and Concourse.

- 1st. Thence northeasterly along the southern line of said approach for 60.19 feet.
- 2d. Thence southeasterly deflecting 101 degrees 46 minutes 20 seconds to the right for 679.37 feet to the northern line of East Two Hundred and First street (Suburban street).
- 3d. Thence southwesterly along the northern line of East Two Hundred and First street for 60 feet.
- 4th. Thence northwesterly for 677.50 feet to the point of beginning.

Valentine avenue is designated as a street of the first class, and is shown on Sections 17 and 18 of the Final Maps and Profiles of the Twenty-third and Twenty-fourth Wards of the City of New

York, filed as follows: In the office of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards of the City of New York, Section 17 on December 27, 1895, and Section 18 on December 16, 1895; in the office of the Register of the City and County of New York, Section 17 on December 29, 1895, and Section 18 on December 17, 1895; in the office of the Secretary of State of the State of New York, Section 17 on December 28, 1895, and Section 18 on December 17, 1895.

—shall be vested in the Mayor, Aldermen and Commonalty of the City of New York.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the Commissioner of Public Works, the President of the Board of Aldermen and the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards—5.

The following communication from the Counsel to the Corporation, advising the Board of the appointment of Commissioners of Estimate and Assessment for the opening of Valentine avenue, from Burnside avenue to Kingsbridge road, was presented:

LAW DEPARTMENT—OFFICE OF THE COUNSEL TO THE CORPORATION, NEW YORK, March 17, 1897. V. B. LIVINGSTON, Esq., Secretary, Board of Street Opening and Improvement:

SIR—In pursuance of a resolution adopted by your Board on the 16th day of October, 1896, I have to inform you that I have caused an application to be made to the Supreme Court of this State for the appointment of Commissioners of Estimate and Assessment in the matter of opening Valentine avenue, from Burnside avenue to Kingsbridge road, in the Twenty-fourth Ward of the City of New York.

On the 24th day of February, 1897, the order appointing Commissioners of Estimate and Assessment in said proceeding was duly entered in the office of the Clerk of the City and County of New York. John H. Judge, Fielding L. Marshall and Peter A. Walsh, Commissioners named in said order have duly qualified, and their oaths were filed in the office of the Clerk of the City and County of New York on the 2d day of March, 1897.

As there are buildings on the land to be taken for the opening of said avenue, a resolution should now be adopted by your Board directing that the title to each and every piece or parcel of land lying within the lines of Valentine avenue, from Burnside avenue to Kingsbridge road, shall vest in the Mayor, Aldermen and Commonalty of New York, upon a date to be fixed by your Board, not less than six months from the 2d day of March, 1897, the date of the filing of said oaths.

Respectfully yours, FRANCIS M. SCOTT, Counsel to the Corporation.

Whereupon the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards offered the following preambles and resolution:

Whereas, The Board of Street Opening and Improvement, on the 15th day of October, 1896, adopted a resolution directing that, upon a date to be thereafter more fully specified, not less than six months after the filing of the oaths of the Commissioners of Estimate and Assessment, who might be appointed by the Supreme Court, in proceedings for the acquisition of title to Valentine avenue, from Burnside avenue to Kingsbridge road, in the Twenty-fourth Ward, the title to any piece or parcel of land, lying within the lines of such Valentine avenue, from Burnside avenue to Kingsbridge road, so required, should be vested in the Mayor, Aldermen and Commonalty of the City of New York; and

Whereas, The said Board has received written notice from the Counsel to the Corporation that Commissioners of Estimate and Assessment have been appointed by the Supreme Court, in proceedings to acquire title to said Valentine avenue, from Burnside avenue to Kingsbridge road, and that the oaths of said Commissioners of Estimate and Assessment were duly filed, as required by law, on the 2d day of March, 1897; therefore, be it

Resolved, That the Board of Street Opening and Improvement directs, that upon the 10th day of September, 1897, the title to each and every piece or parcel of land lying within the lines of said Valentine avenue, from Burnside avenue to Kingsbridge road, so required, viz.:

PARCEL "A."

Beginning at a point in the southern line of East One Hundred and Eighty-fourth street, distant 324.34 feet easterly from the intersection of the southern line of East One Hundred and Eighty-fourth street with the eastern line of the Grand Boulevard and Concourse.

- 1st. Thence easterly along the southern line of East One Hundred and Eighty-fourth street for 81.13 feet.
- 2d. Thence southerly deflecting 80 degrees 25 minutes to the right for 1,726.85 feet.
- 3d. Thence southeasterly deflecting 1 degree 3 minutes 10 seconds to the right for 60.01 feet.
- 4th. Thence southerly deflecting 0 minutes 13 seconds to the right for 541.53 feet.
- 5th. Thence southerly deflecting 5 degrees 44 minutes 15 seconds to the left for 61.55 feet.
- 6th. Thence southerly deflecting 0 degrees 53 minutes 5 seconds to the left for 616.04 feet.
- 7th. Thence easterly deflecting 87 degrees 44 minutes 40 seconds to the left for 6.86 feet to the western line of East One Hundred and Seventy-ninth street.
- 8th. Thence southerly curving to the left on the arc of a circle of 2,500 feet radius, along the western line of East One Hundred and Seventy-ninth street and its southern prolongation for 89.91 feet to the northern line of Burnside avenue.
- 9th. Thence westerly along the northern line of Burnside avenue for 60 feet.
- 10th. Thence southwesterly curving to the right on the arc of a circle of 30 feet radius along the northern line of Burnside avenue for 61.85 feet.
- 11th. Thence westerly along the northern line of Burnside avenue for 31.13 feet.
- 12th. Thence northeasterly curving to the left on the arc of a circle of 35 feet radius tangent to the preceding course for 74.73 feet.
- 13th. Thence northerly on a line tangent to the preceding course for 698.13 feet.
- 14th. Thence northerly deflecting 2 degrees 28 minutes 18 seconds to the right for 61.18 feet.
- 15th. Thence northerly deflecting 4 degrees 9 minutes 2 seconds to the right for 529.59 feet.
- 16th. Thence northerly deflecting 0 degrees 11 minutes 41 seconds to the left for 60.1 feet.
- 17th. Thence northerly for 1,740.51 feet to the point of beginning.

PARCEL "B."

Beginning at a point in the northern line of East One Hundred and Eighty-fourth street distant 319 feet easterly from the intersection of the northern line of East One Hundred and Eighty-fourth street with the eastern line of Grand Boulevard and Concourse.

- 1st. Thence easterly along the northern line of East One Hundred and Eighty-fourth street for 81.13 feet.
- 2d. Thence northerly deflecting 99 degrees 35 minutes to the left for 790.39 feet to the southern line of East One Hundred and Eighty-ninth street.
- 3d. Thence westerly along the southern line of East One Hundred and Eighty-ninth street for 80 feet.
- 4th. Thence southerly for 776.88 feet to the point of beginning.

PARCEL "C."

Beginning at a point in the southern line of East One Hundred and Ninety-second street distant 207.58 feet easterly from the intersection of the southern line of East One Hundred and Ninety-second street with the eastern line of the Grand Boulevard and Concourse.

- 1st. Thence easterly along the southern line of East One Hundred and Ninety-second street for 83.3 feet.
- 2d. Thence southerly deflecting 105 degrees 31 minutes 55 seconds to the right for 653.43 feet.
- 3d. Thence southerly deflecting 5 degrees 34 minutes to the left for 81.27 feet.
- 4th. Thence southerly deflecting 6 degrees 53 minutes 15 seconds to the left for 395.75 feet to the northern line of East One Hundred and Eighty-ninth street.
- 5th. Thence westerly along the northern line of East One Hundred and Eighty-ninth street for 80 feet.
- 6th. Thence northerly deflecting 90 degrees to the right for 391.20 feet.
- 7th. Thence northerly deflecting 4 degrees 48 minutes 36 seconds to the right for 80.80 feet.
- 8th. Thence northerly for 653.70 feet to the point of beginning.

PARCEL "D."

Beginning at a point in the northern line of East One Hundred and Ninety-second street distant 207.58 feet easterly from the intersection of the northern line of East One Hundred and Ninety-second street with the eastern line of the Grand Boulevard and Concourse.

- 1st. Thence easterly along the northern line of East One Hundred and Ninety-second street for 59.21 feet.
- 2d. Thence northerly deflecting 109 degrees 14 minutes 28 seconds to the left for 73.24 feet.
- 3d. Thence northerly deflecting 22 degrees 35 minutes 18 seconds to the right for 72.38 feet.
- 4th. Thence southerly for 146.76 feet to the point of beginning.

Valentine avenue is designated as a street of the first class, and is shown on Sections 14 and 17 of the Final Maps and Profiles of the Twenty-third and Twenty-fourth Wards of the City of New York, filed as follows: In the office of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards, Section 14 on December 16, 1895, and Section 17 on December 27, 1895; in the office of the Register of the City and County of New York, Section 14 on December 17, 1895, Section 17 on December 29, 1895; in the office of the Secretary of State of the State of New York, Section 14 on December 17, 1895, and Section 17 on December 28, 1895. —shall be vested in the Mayor, Aldermen and Commonalty of the City of New York.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the Commissioner of Public Works, the President of the Board of Aldermen and the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards—5.

The President of the Department of Public Parks here entered and took his seat at the Board. The following communication from the Commissioner of Public Works, submitting maps from the Department of Docks, showing the changes of the grade of certain streets, was presented and read:

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE, NO. 150 NASSAU STREET, NEW YORK, March 18, 1897. Hon. WILLIAM L. STRONG, Mayor, and Chairman Board of Street Opening and Improvement:

DEAR SIR—Herewith I return the maps and profiles presented by the Department of Docks

under authority of chapter 983, Laws of 1896, for the alteration of the grades of the streets adjacent to the water-front of the City of New York, viz.:

Forty-eighth, Forty-ninth and Fiftieth streets, from Eleventh avenue to the bulkhead-line, Hudson river; and in Twelfth avenue, from centre line of Forty-seventh street to centre line of Fifty-first street.

Fifty-sixth, Fifty-seventh and Fifty-eighth streets, from Eleventh avenue to the bulkhead-line, Hudson river; and in Twelfth avenue, from Fifty-fifth to Fifty-ninth street.

Ninetieth street, from Avenue A to the bulkhead-line, Harlem river.

The maps and profiles of these streets have been carefully examined, and I recommend that they be approved by the Board of Street Opening and Improvement.

Very respectfully, CHARLES H. T. COLLIS, Commissioner of Public Works.

The Commissioner then offered the following resolutions:

TO CHANGE THE GRADE OF WEST FORTY-EIGHTH, FORTY-NINTH AND FIFTIETH STREETS, AND OF TWELFTH AVENUE.

Resolved, That the Board of Street Opening and Improvement, in pursuance of chapter 983 of the Laws of 1896, deems it necessary to alter and change the grade of West Forty-eighth, Forty-ninth and Fiftieth streets, from Eleventh avenue to the bulkhead-line of the Hudson river, and of Twelfth avenue, from West Forty-seventh to West Fifty-first street, more particularly described as follows:

WEST FORTY-EIGHTH STREET.

Beginning at the intersection of the centre line of Eleventh avenue with the centre line of West Forty-eighth street at the established grade of 19 feet above mean high water (city datum); and running thence westerly along the centre line of West Forty-eighth street on a gradient of 0.8 feet per hundred for a distance of 514.71 feet from the westerly line of Eleventh avenue to an elevation of 14.88 feet above mean high water (city datum); thence still along the centre line of said West Forty-eighth street to the easterly line of Twelfth avenue on a gradient of 2.5 feet per hundred to an elevation of 6.5 feet above mean high water (city datum); thence along the westerly prolongation of said centre line of West Forty-eighth street to an elevation of 5.5 feet above mean high water (city datum) at the westerly line of Twelfth avenue; thence still along said westerly prolongation 150 feet to an elevation of 4.71 feet above mean high water (city datum) at the established bulkhead-line of 1890.

WEST FORTY-NINTH STREET.

Beginning at the intersection of the centre line of Eleventh avenue with the centre line of West Forty-ninth street at the established grade of 21 feet above mean high water (city datum); running thence westerly along the centre line of West Forty-ninth street on a gradient of 0.9111 feet per hundred for a distance of 424.83 feet from the westerly line of Eleventh avenue to an elevation of 17.13 feet above mean high water (city datum); thence still along the centre line of said West Forty-ninth street to the easterly line of Twelfth avenue on a gradient of 2.5 feet per hundred to an elevation of 6.5 feet above mean high water (city datum); thence along the westerly prolongation of said centre line of West Forty-ninth street to an elevation of 5.5 feet above mean high water (city datum) at the westerly line of Twelfth avenue; thence still along said westerly prolongation 150 feet to an elevation of 4.71 feet above mean high water (city datum) at the established bulkhead-line of 1890.

WEST FIFTIETH STREET.

Beginning at the intersection of the centre line of Eleventh avenue with the centre line of West Fiftieth street at the established grade of 23 feet above mean high water (city datum); and running thence westerly along the centre line of West Fiftieth street on a gradient of 1.0412 feet per hundred to an elevation of 6.5 feet above mean high water (city datum) at the easterly line of Twelfth avenue; thence along the westerly prolongation of said centre line of West Fiftieth street to an elevation of 5.5 feet above mean high water (city datum) at the westerly line of Twelfth avenue; thence still along said westerly prolongation 150 feet to an elevation of 4.71 feet above mean high water (city datum) at the established bulkhead-line of 1890.

TWELFTH AVENUE.

Beginning at the intersection of the centre line of West Forty-seventh street with the centre line of Twelfth avenue at the established grade of 6 feet above mean high water (city datum), and running thence northerly and along the centre line of Twelfth avenue with a uniform elevation of 6 feet above mean high water (city datum) at the centre lines of West Forty-eighth, West Forty-ninth, West Fiftieth and West Fifty-first streets.

Resolved, That the grade of West Forty-eighth, Forty-ninth and Fiftieth streets, from Eleventh avenue to the bulkhead-line of the Hudson river, and of Twelfth avenue, from West Forty-seventh to West Fifty-first street, be and the same is hereby altered, changed and established, as shown on three similar maps or plans entitled, "Map or plan and profiles showing the grades proposed by the Department of Docks to be altered and amended in conformity with the provisions of chapter 983 of the Laws of 1896, amending section 1064 of chapter 410 of the Laws of 1882, in Twelfth avenue, from the centre line of West Forty-seventh to the centre line of West Fifty-first street, and in West Forty-eighth, West Forty-ninth and West Fiftieth streets, extending from the centre line of Eleventh avenue to the bulkhead line established in 1871."

Dated July 30, 1896, and signed by Edward C. O'Brien, Edwin Einstein, John Monks, Board of Docks, and George S. Green, Jr., Engineer-in-Chief.

Resolved, That the said maps or plans certified to by this Board be filed, one in the office of the Commissioner of Public Works, one in the office of the Counsel to the Corporation, and one in the office of the Secretary of this Board.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the Commissioner of Public Works, the President of the Department of Public Parks and the President of the Board of Aldermen—5.

TO CHANGE THE GRADE OF WEST FIFTY-SIXTH, FIFTY-SEVENTH AND FIFTY-EIGHTH STREETS, AND OF TWELFTH AVENUE.

Resolved, That the Board of Street Opening and Improvement, in pursuance of the provisions of chapter 983 of the Laws of 1896, deems it necessary to alter and change the grade of West Fifty-sixth, Fifty-seventh and Fifty-eighth streets, from Eleventh avenue to the bulkhead-line of the Hudson river, and of Twelfth avenue, from West Fifty-fifth to West Fifty-ninth street, more particularly described as follows:

WEST FIFTY-SIXTH STREET.

Beginning at the intersection of the centre line of Eleventh avenue with the centre line of West Fifty-sixth street, at the established grade of 23 feet above mean high water (city datum); and running thence westerly along the centre line of said West Fifty-sixth street, on a gradient of 2 feet per hundred to the easterly line of Twelfth avenue, at an elevation of 6 feet above mean high water (city datum); thence along the westerly prolongation of said centre line of West Fifty-sixth street to an elevation of 6 feet above mean high water (city datum) at the westerly line of Twelfth avenue; thence still along said westerly prolongation 150 feet to an elevation of 4.71 feet above mean high water (city datum), at the established bulkhead-line.

WEST FIFTY-SEVENTH STREET.

Beginning at the intersection of the centre line of Eleventh avenue with the centre line of West Fifty-seventh street, at the established grade of 23 feet above mean high water (city datum); and running thence westerly along the centre line of West Fifty-seventh street, on a gradient of 1 foot per hundred for a distance of 172 feet from the westerly line of Eleventh avenue, to an elevation of 20.78 feet above mean high water (city datum); thence still along the centre line of said West Fifty-seventh street, on a gradient of 2.33 feet per hundred to the easterly line of Twelfth avenue, at an elevation of 6 feet above mean high water (city datum); thence along the westerly prolongation of said centre line of West Fifty-seventh street to an elevation of 6 feet above mean high water (city datum), at the westerly line of Twelfth avenue; thence still along said westerly prolongation 150 feet to an elevation of 4.71 feet above high water (city datum), at the established bulkhead-line.

WEST FIFTY-EIGHTH STREET.

Beginning at the intersection of the centre line of Eleventh avenue with the centre line of West Fifty-eighth street, at the established grade of 23 feet above mean high water (city datum); and running thence westerly along the centre line of West Fifty-eighth street, on a gradient of 1 foot per hundred for a distance of 350 feet from the westerly line of Eleventh avenue to an elevation of 19 feet above mean high water (city datum); thence along the centre line of said West Fifty-eighth street, on a gradient of 2.89 feet per hundred to the easterly line of Twelfth avenue, at an elevation of 6 feet above mean high water (city datum); thence along the westerly prolongation of said centre line of West Fifty-eighth street, to an elevation 6 feet above mean high water (city datum) at the westerly line of Twelfth avenue; thence along said westerly prolongation 150 feet to an elevation of 4.71 feet above mean high water (city datum), at the established bulkhead-line.

TWELFTH AVENUE.

Beginning at the intersection of the centre line of West Fifty-fifth street, with the centre line of Twelfth avenue, at the established grade of 6 feet above mean high water (city datum); running thence northerly along said centre line of Twelfth avenue, with a uniform elevation of 6 feet above mean high water (city datum), at the centre line of West Fifty-sixth, West Fifty-seventh and West Fifty-eighth streets; thence still along said centre line of Twelfth avenue to the established grade of 5 feet above mean high water (city datum), at the centre line of West Fifty-ninth street.

Resolved, That the grade of West Fifty-sixth, Fifty-seventh and Fifty-eighth streets, from Eleventh avenue to the bulkhead-line of the Hudson river, and of Twelfth avenue, from West Fifty-fifth to West Fifty-ninth street, be and the same is hereby altered, changed and established, as shown on three similar maps or plans, entitled "Map or plan and profiles showing the grades proposed by the Department of Docks to be altered and amended, in conformity with the provisions of chapter 983 of the Laws of 1896, amending section 1064 of chapter 410 of the Laws of 1882, in Twelfth avenue, from the centre line of West Fifty-fifth to the centre line of West Fifty-ninth street, and in West Fifty-sixth, West Fifty-seventh and West Fifty-eighth streets, extending from the centre line of Eleventh avenue to the bulkhead-line established in 1871."

Dated July 30, 1896, and signed by Edward C. O'Brien, Edwin Einstein and John Monks, Board of Docks, and George S. Green, Jr., Engineer-in-Chief.

Resolved, That the said maps or plans certified to by this Board be filed, one in the office of the Commissioner of Public Works, one in the office of the Counsel to the Corporation and one in the office of the Secretary of this Board.

Which was adopted by the following vote: Affirmative—The Mayor, the Comptroller, the Commissioner of Public Works, the President of the Department of Public Parks and the President of the Board of Aldermen—5.

TO CHANGE THE GRADE OF EAST NINETIETH STREET.

Resolved, That the Board of Street Opening and Improvement, in pursuance of the provisions of chapter 983 of the Laws of 1896 deems it necessary to alter and change the grade of East Ninetieth street, from Avenue A to the bulkhead-line of the Harlem river, more particularly described as follows:

Beginning at a point the intersection of Avenue A and East Ninetieth street, elevation 11 feet above city base or datum line; thence easterly, distance 362.06 feet, elevation 8.48 feet; thence still easterly, distance 135.15 feet, to meet the westerly line of the marginal street, wharf or place, elevation 5.78 feet; thence across said marginal street, wharf or place, distance 193.67 feet, to the bulkhead-line, Harlem river, elevation 5.28 feet.

All elevations above city base or datum line.

Resolved, That the grade of East Ninetieth street, from Avenue A to the bulkhead-line of the Harlem river, be and the same is hereby altered, changed and established, as shown on three similar Maps or plans entitled "Map or plan and profile showing the grades proposed by the Department of Docks to be altered and amended in conformity with the provisions of chapter 983 of the Laws of 1896, amending section 1064 of chapter 410 of the Laws of 1882, in East Ninetieth street, extending from the centre line of Avenue A to the bulkhead-line established in 1887."

Dated July 30, 1896, and signed by Edward C. O'Brien, Edwin Einstein and John Monks, Board of Docks, and George S. Green, Jr., Engineer-in-Chief.

Resolved, That the said maps or plans certified to by this Board be filed, one in the office of the Commissioner of Public Works, one in the office of the Counsel to the Corporation, and one in the office of the Secretary of this Board.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the Commissioner of Public Works, the President of the Department of Public Parks and the President of the Board of Aldermen—5.

On motion, the Board then adjourned.

V. B. LIVINGSTON, Secretary.

COMMISSIONER OF JURORS.

Report for the Quarter ending December 31, 1896.

Statement showing the Transactions of the Office of the Commissioner of Jurors of the City of New York, from October 1 to December 31, 1896, inclusive, being the First Quarter of the Jury Year beginning October 1, 1896.

COURT.	CODE OF CIVIL PROCEDURE.					
	§ 1103.	§ 1089.	§§ 1085, 1086, 1089.	§§ 1089, 1113.	§ 1113.	
	Total Number of Jurors Drawn.	Number who Served.	Number Notified who did not Attend or Served and not Fined.	Number Excused or Discharged by the Court.	Jurors Fined for Non-attendance, and Lists Transmitted to Corporation Counsel.	Orders to Show Cause Received from Corporation Counsel.
	No.	Amount.	No.	Amount.	No.	Amount.
Supreme	5,736	1,804	480	2,765	687	\$64,250 00
Superior	1,804	.....	.....	.....	.....	195
Common Pleas .....	.....	.....	.....	.....	.....	153
City	2,500	1,065	119	888	428	42,800 00
General Sessions	1,300	511	103	587	39	2,325 00
Grand Jury	150	69	17	64	.....	.....
Totals	9,686	3,449	779	4,304	1,154	\$109,375 00

COURT.	CODE OF CIVIL PROCEDURE.					
	§ 1113.		§ 1113.		§ 1113.	
	Orders to Show Cause Personally Served.	Orders to Show Cause Not Served.	Number of Fines Pending.	No.	Amount.	No.
	No.	Amount.	No.	Amount.	No.	Amount.
Supreme	331	\$33,030 00	301	\$30,100 00	1,929	\$182,225 00
Superior	105	5,105 00	89	4,280 00	153	7,575 00
Common Pleas	82	8,200 00	73	7,300 00	625	62,375 00
City	155	15,500 00	123	12,300 00	1,579	157,910 00
General Sessions .....	.....	.....	.....	.....	103	13,425 00
Grand Jury .....	.....	.....	.....	.....	.....	.....
Totals	674	\$61,935 00	586	\$53,980 00	4,449	\$423,510 00

COURT.	CODE OF CIVIL PROCEDURE.			
	§ 1096.	§ 1095.	§ 1090.	
	Exempts Stricken from Jury Lists.	Number of Enrollment Notices Served.	Number Answered.	Number Found Liable.
Pending at last report .....	.....	2,028	.....	.....
.....	1,293	10,647	9,020	895
Totals	1,293	12,675	9,020	895

COURT.	CODE OF CIVIL PROCEDURE.			
	§ 1090.	§ 1097.	§ 1095.	
	Number Found Not Liable.	Names Returned to County Clerk.	Ballots Returned to County Clerk.	Notices not Answered.
.....	8,125	7,612	7,612	3,655
Totals	8,125	7,612	7,612	3,655

COURT.	CODE OF CIVIL PROCEDURE.			
	§ 1108.			
	Notification of Jurors to Attend Court.			
	Personal Service.	Written Service.	Not Found. Non-Service.	Total Number Drawn.
Supreme	3,330	2,234	152	5,736
City	1,599	907	64	2,500
General Sessions	733	545	22	1,300
Grand Jury	90	58	2	150
Totals	5,682	3,764	240	9,686

RECEIPTS AND PAYMENTS.	
To Appropriation Salaries and Contingencies	\$10,649 72
Balance	69 05
.....	\$10,718 77
By amount warrants, salaries, etc.	\$10,649 72
Balance	69 05
.....	\$10,718 77

Respectfully submitted, WM. PLIMLEY, Commissioner of Jurors.

AQUEDUCT COMMISSION.

Minutes of Stated Meeting of the Aqueduct Commissioners, held at their Office, No. 209 Stewart Building, on Wednesday, March 17, 1897, at 3 o'clock P. M.

Present—The Commissioner of Public Works and Commissioners Duane, Tucker and Green. The Construction or Executive Committee recommended the adoption of the following resolution:

Resolved, That, upon the recommendation of the Acting Chief Engineer, the following bills are hereby approved and ordered certified to the Comptroller for payment, viz.:

First: Three bills of William Gilmore, for moving furniture, etc., and for grading on line of fences at Reservoir "M," and for extra posts for same, amounting in all to fifteen dollars and ten cents.

Second: Of Oscar Miersch, for transportation of men and tools, etc., at Purdy's Station, amounting to thirty-two dollars and eighty-four cents.

Third: Of George Palmer, for transportation of men and tools, etc., at New Croton Gate House, amounting to fourteen dollars.

On motion of Commissioner Tucker, the same was adopted.

The Committee also recommended the adoption of the following resolution:

Resolved, That, upon the recommendation of the Acting Chief Engineer, the accompanying bill of John C. Rodgers, for extending the overflow pipes from Shaft No. 25 to the Harlem river, amounting to nineteen hundred and forty-seven dollars and forty-six cents (\$1,947.46), is hereby approved and ordered certified to the Comptroller for payment.

On motion of Commissioner Tucker, the same was adopted.

The Committee presented the following communication, received from the Acting Chief Engineer:

NEW YORK, March 9, 1897. To the Honorable the Committee on Construction:

GENTLEMEN—On February 19, 1897, the Chief Engineer asked for bids for furnishing three hundred and seven (307) stone monuments to mark the boundaries of certain lands in the Croton Valley acquired by the Aqueduct Commissioners.

Bids were asked from eight different parties.

The following offers have been received:

NAME OF BIDDER.	PRICE PER MONUMENT.	TOTAL AMOUNT OF BID.
John Peirce, Temple Court, N. Y.	\$3 00	\$921 00
Peter Celi, Woodlawn, N. Y.	3 45	1,059 15
Erza Wright, Tuckahoe, N. Y.	3 80	1,166 60
Bailey Ganung, Somers, N. Y.	3 85	1,181 95
Adolph Heuss, Sing Sing, N. Y.	3 95	1,212 65
John O'Brien, Sing Sing, N. Y.	4 75	1,458 25
John Beattie, Leet's Island, Conn.	5 95	1,826 65

Mr. John Peirce being the lowest bidder, I will recommend that the work of furnishing said monuments be awarded to him for the total sum of his bid, viz.: \$921.

I will mention in connection with the above, that on two previous occasions the Chief Engineer had asked for bids for furnishing these monuments. He finally decided to increase the number of monuments, and new bids were asked for and received as given above. The bids are submitted herewith.

Yours, respectfully,

ALFRED CRAVEN, Acting Chief Engineer.

—and recommended the adoption of the following resolution:

Resolved, That, upon the recommendation of the Acting Chief Engineer, the furnishing of three hundred and seven stone monuments to mark the boundaries of certain lands acquired by the City in the Croton Valley, be and hereby is given to John Peirce, the lowest bidder, at his price for furnishing the same, to wit, nine hundred and twenty-one dollars (\$921).

On motion of Commissioner Green, the same was adopted.

The Committee also recommended the adoption of the following resolution:

Resolved, That the accompanying bill for taxes for the year 1896, due the Town of Cortlandt, Westchester County, N. Y., amounting to seven hundred and nineteen dollars and twenty-one cents (\$719.21), is hereby approved and ordered certified to the Comptroller for payment.

On motion of Commissioner Tucker, the same was adopted.

The Committee presented a communication, received from the Secretary, reporting that the sum of \$517.90 had been received from Division Engineer Gowen, being the amount of rent collected to date on the New Croton Dam Division of the New Aqueduct on buildings owned by the City of New York and under the control of the Aqueduct Commissioners; and stating that said amount had been duly transmitted to the City Chamberlain for the credit of the "Additional Water Fund," and that his receipt therefor was on file.

On motion of Commissioner Green, the action of the Secretary was approved.

The Committee of Finance and Audit reported their examination and audit of bills contained in Vouchers Nos. 11,572 to 11,593, inclusive, amounting to \$4,877.76.

On motion of Commissioner Tucker, the same were approved and ordered certified to the Comptroller for payment.

The Comptroller, under date of February 27, 1897, gave notice of the issue of warrants for the payment of vouchers, not certified to by the Aqueduct Commissioners, for

Cornell Dam.....	\$5,824 86	Reservoir "M".....	\$370 66
Sodom Reservoir.....	1,200 00	Katonah.....	110 00
Jerome Park Reservoir.....	18,402 92	Reservoir "I".....	1,152 90
Croton Falls.....	10 00	Sodom.....	820 00
Reservoir "D".....	2,200 00		

—and stating that bonds had been issued for the credit of the "Additional Water Fund," as follows:

October 20, 1896.....	\$80,000 00	Premium.....	\$129,525 00
October 31, 1896.....	54,500 00		
November 18, 1896.....	2,750,000 00	Leaving a balance to the credit of said fund of.....	\$467,191 41

Which was ordered entered upon the books of the Commissioners and filed.

On motion of Commissioner Tucker, the minutes of meetings of January 6, 20 and 27, and February 3, 10 and 17, and March 3, 1897, were ordered approved.

The Commissioners then adjourned. EDWARD L. ALLEN, Secretary.

DEPARTMENT OF BUILDINGS.

NEW YORK, TUESDAY, March 16, 1897.

The Board of Examiners met this day at 3.15 P. M.

Present—Stevenson Constable, Superintendent of Buildings, in the chair, and Messrs. Conover, Fryer, Bonner, Dobbs, Moore and O'Reilly.

The minutes of March 9, 1897, were read and approved.

Petitions were then submitted for approval, as follows:

Slip Application 186, 1897—George Keister, petitioner—To allow the construction of a runway for coal, as shown on drawing; south side of Eighty-seventh street, 100 feet east of West End avenue. Approved, on recommendation of Mr. O'Reilly, subject to the approval of the construction by the Superintendent of Buildings.

Plans 913, Alterations to Buildings, 1896—Grosvenor Atterbury, petitioner—To allow the construction of a galvanized iron flue along outside of rear wall as described in petition; No. 3 East Thirty-fourth street. Approved, subject to the approval of the construction by the Superintendent of Buildings.

Plans 136, Alterations to Buildings, 1897—Bradford S. Gilbert, petitioner—To allow the construction of mansards and towers of iron or steel skeleton construction filled in with fireproofing material as shown on drawings filed; northeast corner of Vanderbilt avenue and Forty-second street. Laid over.

Plans 105, Alterations to Buildings, 1897—Schneider & Herter, petitioners—To allow foundation walls to remain as at present; Nos. 45 and 47 Avenue A. Laid over.

Plans 120A, New Buildings, 1897—William H. Weiher, petitioner—To allow the use of Rapp fireproof floor on first floor between iron beams; to allow main fore and aft partitions to set on sills and plates as per sketch; south side of One Hundred and Thirty-fourth street, 25 feet east of Brown place. Approved, subject to the approval of the construction by the Superintendent of Buildings.

Plans 119A, New Buildings, 1897—William H. Weiher, petitioner—To allow the use of Rapp fireproof floor on first floor between iron beams; to allow main fore and aft partitions to set on sills and plates, as per sketch; southeast corner of One Hundred and Thirty-fourth street and Brown place. Approved, subject to the approval of the construction by the Superintendent of Buildings.

Plans 1439, New Buildings, 1895—Henry Hodge, petitioner—To allow the building of a roof-house of wrought steel frame and terra-cotta-filling on sides, and terra-cotta blocks supported on T irons for roof as per plans filed; Nos. 5 to 11 Broadway. Denied. Nos. 5 to 11 Greenwich street.

Plans 231, Alterations to Buildings, 1897—Francis L. Glover, petitioner—To allow the erection of a corrugated iron shed or pent-house about 19 feet by 19 feet on roof; No. 17 Platt street. Approved, on condition that an iron stairs be put up from floor below, giving access to same, and subject to the approval of the construction by the Superintendent of Buildings.

Plans 1218, New Buildings, 1896—G. F. Pelham, petitioner—To allow the J. W. Rapp system of fireproof floor construction to be used for first floors; north side of One Hundred and Ninth street, 175 feet east of Boulevard. Approved on condition that the under sides of beams be covered with fireproof material, as required by law, and subject to the approval of the construction by the Superintendent of Buildings.

Plans 52, Alterations to Buildings, 1896—Cleverdon & Putzel, petitioners—To allow the J. W. Rapp system of fireproof floor construction to be used for the first floor; No. 59 East Fifty-ninth street. Approved, on condition that the under sides of beams be covered with fireproof material, as required by law, and subject to the approval of the construction by the Superintendent of Buildings.

Plans 134, New Buildings, 1897—Henry Andersen, petitioner—To allow the use of wrought-iron columns and steel girders in place of 8-inch brick fore and aft partitions; No. 343 East Eighty-seventh street. Approved, subject to the approval of the construction by the Superintendent of Buildings.

Plans 146, Alterations to Buildings, 1897—Schwarzschild & Sulzberger Co., petitioners—To allow the erection of a temporary runway and passageway of wood, as shown on plans; Nos. 415 and 417 East Forty-fifth street. Referred to Messrs. Bonner and O'Reilly for examination and report.

Plans 128, New Buildings, 1897—J. Backell & Son, petitioners—To allow partitions on both sides of main entrance hall in first story to be constructed of 3-inch angle iron and fireproof blocks; No. 179 East Houston street. Approved, on condition that 4-inch blocks and angle irons are used, and subject to the approval of the construction by the Superintendent of Buildings.

Plans 171, Alterations to Buildings, 1897—Thom & Wilson, petitioners—To allow front wall of fourth story to be removed and reconstructed of angle iron and filled in with 4-inch terra-cotta blocks; Nos. 214 and 216 East Thirty-fourth street. Approved, subject to the approval of the construction by the Superintendent of Buildings.

Plans 1322, New Buildings, 1896—Neville & Bagge, petitioners—To allow the J. W. Rapp system of fireproof floor construction to be used for the first floors, three buildings; south side of One Hundred and Fourteenth street, 175 feet west of Seventh avenue. Approved, on condition that the under sides of beams are covered with fireproof material, as required by law, and subject to the approval of the construction by the Superintendent of Buildings.

Plans 910, New Buildings, 1896—M. C. Merritt, petitioner—To allow the use of Doehring patent fireproof partitions, 2 inches thick; Nos. 37 to 41 East Eighteenth street. Approved, on condition that every story above 125 feet in height is provided with an auxiliary fire department, consisting of water tanks, stand pipes, hose, wrenches, buckets, etc., all to be of the most improved and best material and of the pattern and regulation of the Fire Department, and also that a steam-pump and the elevator shall be kept in readiness for immediate use by the Fire Department after business hours on each day and to include all holidays and Sundays, and subject to the approval of the construction by the Superintendent of Buildings.

Plans 1352, New Buildings, 1896—Neville & Bagge, petitioners—To allow the J. W. Rapp system of fireproof floor construction to be used for first floors, three buildings; south side of Eighty-third street, 125 feet west of Amsterdam avenue. Approved, on condition that the under sides of beams are covered with fireproof material, as required by law, and subject to the approval of the construction by the Superintendent of Buildings.

Plans 78, New Buildings, 1897—Maffatt & Hewett, petitioners—To allow the J. W. Rapp system of fireproof floor construction to be used for the floors and roof of building; Nos. 47 and 49 West Forty-third street and Nos. 44 and 46 West Forty-fourth street.

Plans 50A, New Buildings, 1897—H. J. Howell, petitioner—To allow the use of the J. W. Rapp patent beam filling on first tier instead of brick arches; southwest corner of St. Ann's avenue and One Hundred and Forty-sixth street. Approved, on condition that the under sides of beams are covered with fireproof material, as required by law, and subject to the approval of the construction by the Superintendent of Buildings.

Plans 97, New Buildings, 1897—Max Muller, petitioner—To allow first story entrance hall back to stairs to be constructed of wrought-iron angle bars and filled in with burnt-clay blocks; No. 59 Rivington street. Approved on condition that angle irons and blocks are 4 inches thick, and subject to the approval of the construction by the Superintendent of Buildings.

Plans 182, New Buildings, 1896—Ernest Flagg, petitioner—To allow the construction of all floors above the first to be of the expanded metal system; northwest corner of Rivington and Chrystie streets. Denied.

Plans 120, New Buildings, 1897—George Hoffman, petitioner—To allow the use of Rapp patent fireproof floor construction in first tier of beams and in stair halls; No. 25 Henry street. Approved on condition that under sides of beams are covered with fireproof material, as required by law, and subject to the approval of the construction by the Superintendent of Buildings.

Plans 161, New Buildings, 1897—Edgar K. Bourne, petitioner—To allow building to be erected non-fireproof as shown on plans; north side of Forty-first street, 116 feet west of Ninth avenue. Approved on condition that first-story floor, over boiler, engine and coal room be of fireproof material, and subject to the approval of the construction by the Superintendent of Buildings.

Slip Application 209, 1897—August Wolf, petitioner—To allow the erection of a wooden shed as shown on plan; No. 232 East Thirty-seventh street. Approved, subject to the approval of the construction by the Superintendent of Buildings.

Plans 144A, New Buildings, 1897—McKim, Mead & White, petitioners—To allow the dome of library to be of Guastavino construction; University, Sedgwick and Aqueduct avenues. Approved, subject to the approval of the construction by the Superintendent of Buildings.

Plans 1277, New Buildings, 1897—Withers & Dickson, petitioners—To allow the use of the Bailey fireproof floor construction; City Hospital, Blackwell's Island, kitchen. Approved, subject to the approval of the construction by the Superintendent of Buildings.

Plans 106 A, New Buildings, 1897—H. J. Howell, petitioner—To allow the use of Rapp's patent beam filling in first tier; south side of One Hundred and Thirty-seventh street, 550 feet east of Willis avenue. Approved on condition that the under sides of beams are covered with fireproof material, as required by law, and subject to the approval of the construction by the Superintendent of Buildings.

Slip Application 1426, 1896—George H. Griebel, petitioner—To allow the alterations as stated in petition; No. 2230 Seventh avenue. Approved, subject to the approval of the construction by the Superintendent of Buildings.

Plans 611, New Buildings, 1896—George B. Post, petitioner—To allow the shaft side of passenger elevator doors to be covered with copper, including the lower panels and upper stiles, and the upper panels to have wire glass in place of the present glass in doors; Nos. 636 and 638 Broadway. Approved, subject to the approval of the construction by the Superintendent of Buildings.

Plans 1293, New Buildings, 1896—J. A. Hays, petitioner—To allow the J. W. Rapp system of fireproof floor construction to be used; northwest corner of Ninety-seventh street and Boulevard. Approved, on condition that the under sides of beams be covered with fireproof material, as required by law, and subject to the approval of the construction by the Superintendent of Buildings.

Plans 176, New Buildings, 1896—Harding & Gooch, petitioners—To allow the extension on north side extending from the eleventh through the 15th story to be inclosed with 4-inch T and angle irons, filled in with 4-inch terra-cotta fireproof blocks, and covered on the outside with copper; Nos. 290 to 294 Broadway. Approved, on condition that every story above 125 feet in height is provided with an auxiliary fire department consisting of water-tanks, stand-pipes, hose, wrenches, buckets, etc., all to be of the most improved and best material, and of the pattern and regulation of the Fire Department; and also that a steam pump and the elevator shall be kept in readiness for immediate use by the Fire Department after business hours on each day, and to include all holidays and Sundays, and subject to the approval of the construction by the Superintendent of Buildings. Mr. Conover not voting.

Plans 188, Alterations to Buildings, 1897—George M. Walgrove, petitioner—To allow the erection of a bridge from Penitentiary building to second story of dining-room, constructed as stated in petition; Blackwell's Island. Approved, subject to the approval of the construction by the Superintendent of Buildings.

Fireproof Shutters—Cleverdon & Putzel, petitioners—For exemption from fireproof shutters; No. 708 Broadway. Petition granted on recommendation of Mr. Bonner.

Leo Schlesinger, petitioner—For exemption from fireproof shutters on front; Nos. 1 to 5 Jersey street. Petition granted on recommendation of Mr. Bonner.

L. A. Hornum, petitioner—For exemption from fireproof shutters on rear and east walls, second and upper stories; Nos. 319 to 325 East Sixty-fourth street. Petition granted on recommendation of Mr. O'Reilly.

J. P. Burke, petitioner—For exemption from fireproof shutters; No. 161 Bowery. Fireproof shutters required at all rear windows, and also at the three tiers of windows on the south side wall nearest to the rear of No. 159 Bowery.

Hawley & Hoops, petitioners—For exemption from fireproof shutters; Nos. 85 and 87 Marion street. Laid over indefinitely pending the proposed widening of Elm street.

George Lutz, petitioner—For exemption from fireproof shutters on rear second and third stories; No. 48 Delancey street. Petition granted.

M. C. Merritt, petitioner—For exemption from fireproof shutters on sides and rear; Nos. 42 and 44 West Sixty-second street. Petition granted on recommendation of Mr. Conover.

J. F. Cammann, petitioner—For exemption from fireproof shutters on rear; Nos. 163 and 165 West One Hundred and Thirty-second street. Petition granted on recommendation of Mr. Conover.

M. E. Thompson, petitioner—For exemption from fireproof shutters on south side and rear; No. 115 West End avenue. Petition granted on recommendation of Mr. Conover.

F. E. Young, petitioner—For exemption from fireproof shutters; No. 818 East Fifth street. Fireproof shutters required on all side and rear windows, except the window openings in the east side wall immediately adjoining No. 820 East Fifth street, which last-named openings shall be bricked up.

Hawley & Hoops, petitioners—For exemption from fireproof shutters and wire glass in windows built in pier nearest Mulberry street; Nos. 267, 269, 271 Mulberry street. Laid over.

On motion, the Board then adjourned, 4.45 P. M.

ELMER E. ROY, Acting Clerk to Board.

APPROVED PAPERS.

Resolved, That permission be and the same is hereby given to James P. Lennen Association to place and keep transparencies on the following lamp-posts: Southwest corner of Thirtieth street and Tenth avenue, northeast corner of Sixteenth street and Tenth avenue, southwest corner of Fourteenth street and Eighth avenue, northwest corner Bank and Hudson streets, southeast corner of Carmine and Bleecker streets, and one on the northwest corner of Christopher and Greenwich streets, the work to be done at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only for two weeks from March 3, 1897.

Adopted by the Board of Aldermen, March 2, 1897. Approved by the Mayor, March 15, 1897.

Resolved, That permission be and the same is hereby given to the Young Men's Christian Association of No. 52 East Twenty-third street to place transparencies on the following lamp-posts: Southwest corner Twenty-third street and Fourth avenue, southeast corner Twenty-third street and

Sixth avenue, southeast corner Fourteenth street and Sixth avenue and southeast corner of Eighteenth street and Sixth avenue, the work to be done at their own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

Adopted by the Board of Aldermen, March 2, 1897. Approved by the Mayor, March 15, 1897. Resolved, That permission be and the same is hereby given to Andrew P. Nahmens to place and keep an ornamental clock on the sidewalk, near the curb, in front of his premises, No. 262 One Hundred and Twenty-fifth street, provided the dimensions of the post shall not exceed those prescribed by law (eighteen inches square at the base), 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.

Adopted by the Board of Aldermen, March 2, 1897. Approved by the Mayor, March 15, 1897. REVISED ORDINANCES.

(See Supplement, City Record, Monday, March 22, 1897.)

Adopted by the Board of Aldermen, March 9, 1897. Approved by the Mayor, March 15, 1897. Resolved, That Fulton avenue, from Spring place to the Twenty-third Ward line, be regulated and graded, the curb-stones set, the sidewalks flagged a space four feet in width, crosswalks laid at each intersecting or terminating street and avenue where not already laid, and fences placed where necessary, under the direction of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards; and that the accompanying ordinance therefor be adopted.

Adopted by the Board of Aldermen, March 9, 1897. Approved by the Mayor, March 15, 1897. Resolved, That water-mains be laid in Wendover avenue, between Third and Webster avenues, as provided by section 355 of the New York City Consolidation Act of 1882.

Adopted by the Board of Aldermen, November 17, 1896. Approved by the Mayor, November 28, 1896, and heretofore incorrectly published.

ALDERMANIC COMMITTEES.

Streets. Railroads.
STREETS—The Committee on Streets will hold a meeting on Thursday, March 25, 1897, at 2:30 o'clock P. M., in Room 13, City Hall.
RAILROADS—The Committee on Railroads will hold public hearings on Monday, March 29, 1897, at 10 o'clock A. M. and 2 o'clock P. M., in Room 16, City Hall, "to consider petitions of Third Avenue Railroad Company and Metropolitan Railroad Company."
WM. H. TEN EVCK, Clerk, Common Council.

OFFICIAL DIRECTORY.

Section 68 of chapter 410, Laws of 1882 (the Consolidation Act of the City of New York), provides that "there shall be published in the City Record, within the month of January in each year, a list of all subordinates employed in any department (except laborers), with their salaries, and residences by street numbers, and all changes in such subordinates or salaries shall be so published within one week after they are made. It shall be the duty of all the heads of departments to furnish to the person appointed to supervise the publication of the City Record everything required to be inserted therein."

JOHN A. SLEICHER, Supervisor City Record.
Mayor's Office—No. 6 City Hall, 9 A. M. to 5 P. M. Saturdays, 9 A. M. to 12 M.
Bureau of Licenses—No. 1 City Hall, 9 A. M. to 4 P. M.

Commissioners of Accounts—Stewart Building, 9 A. M. to 4 P. M.
Audited Commissioners—Stewart Building, 5th floor, 9 A. M. to 4 P. M.

Board of Armory Commissioners—Stewart Building 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.
Clerk of Common Council—No. 8 City Hall, 9 A. M. to 4 P. M.

Department of Public Works—No. 150 Nassau street, 9 A. M. to 4 P. M.
Department of Street Improvements, Twenty-third and Twenty-fourth Wards—No. 262 Third avenue, 9 A. M. to 4 P. M.; Saturdays, 12 M.

Department of Buildings—No. 220 Fourth avenue, 9 A. M. to 4 P. M.
Comptroller's Office—No. 15 Stewart Building, 9 A. M. to 4 P. M.

Auditing Bureau—Nos. 19, 21 and 23 Stewart Building, 9 A. M. to 4 P. M.
Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents—Nos. 31, 33, 35, 37 and 39 Stewart Building, 9 A. M. to 4 P. M. No money received after 2 P. M.

Bureau for the Collection of City Revenue and of Markets—Nos. 1 and 3 Stewart Building, 9 A. M. to 4 P. M. No money received after 2 P. M.

Bureau for the Collection of Taxes—Stewart Building, 9 A. M. to 4 P. M. No money received after 2 P. M.
City Chamberlain—Nos. 25 and 27 Stewart Building, 9 A. M. to 4 P. M.

City Paymaster—Stewart Building, 9 A. M. to 4 P. M.
Counsel to the Corporation—Staats-Zeitung Building, 9 A. M. to 5 P. M.; Saturdays, 9 A. M. to 12 M.

Corporation Attorney—No. 119 Nassau street, 9 A. M. to 4 P. M.
Attorney for Collection of Arrears of Personal Taxes—Stewart Building, 9 A. M. to 4 P. M.

Bureau of Street Openings—Nos. 90 and 92 West Broadway.
Public Administrator—No. 119 Nassau street, 9 A. M. to 4 P. M.

Department of Charities—Central Office, No. 66 Third avenue, 9 A. M. to 4 P. M.
Department of Correction—Central Office, No. 148 East Twentieth street, 9 A. M. to 4 P. M.

Examining Board of Plumbers—Meets every Thursday, at 2 P. M. Office, No. 220 Fourth avenue, sixth floor.

Fire Department—Headquarters, Nos. 157 to 159 East Sixty-seventh street, 9 A. M. to 4 P. M.; Saturdays, 12 M. Central Office open at all hours.

Health Department—New Criminal Court Building, Centre street, 9 A. M. to 4 P. M.
Department of Public Parks—Arsenal, Central Park, Sixty-fourth street and Fifth avenue, 10 A. M. to 4 P. M.; Saturdays, 12 M.

Department of Docks—Battery, Pier A, North river, 9 A. M. to 4 P. M.
Department of Taxes and Assessments—Stewart Building, 9 A. M. to 4 P. M.; Saturdays, 12 M.

Board of Electrical Control—No. 126 Broadway.
Department of Street Cleaning—No. 32 Chambers street, 9 A. M. to 4 P. M.

Civil Service Board—Criminal Court Building, 9 A. M. to 4 P. M.
Board of Estimate and Apportionment—Stewart Building.

Board of Assessors—Office, 27 Chambers street, 9 A. M. to 4 P. M.
Police Department—Central Office, No. 300 Mulberry street, 9 A. M. to 4 P. M.

Board of Education—No. 146 Grand street.
Sheriff's Office—Old "Brown Stone Building," No. 32 Chambers street, 9 A. M. to 4 P. M.

Register's Office—East side City Hall Park, 9 A. M. to 4 P. M.
Commissioner of Jurors—Room 127 Stewart Building, 9 A. M. to 4 P. M.

County Clerk's Office—Nos. 7 and 8 New County Court-house, 9 A. M. to 4 P. M.
District Attorney's Office—New Criminal Court Building, 9 A. M. to 4 P. M.

The City Record Office—No. 2 City Hall, 9 A. M. to 5 P. M., except Saturdays, 9 A. M. to 12 M.
Governor's Room—City Hall, open from 10 A. M. to 4 P. M.; Saturdays, 10 to 12 A. M.

Coroner's Office—New Criminal Court Building, open constantly. Edward F. Reynolds, Clerk.
Surrogate's Court—New County Court-house, 10:30 A. M. to 4 P. M.

Appellate Division, Supreme Court—Court-house, No. 111 Fifth avenue, corner Eighteenth street. Court opens at 1 P. M.

Supreme Court—County Court-house, 10:30 A. M. to 4 P. M.

Criminal Division, Supreme Court—New Criminal Court Building, Centre street, opens at 10:30 A. M.

Court of General Sessions—New Criminal Court Building, Centre street, Court opens at 11 o'clock A. M.; adjourns 4 P. M. Clerk's Office, 10 A. M. to 4 P. M.

City Court—City Hall, General Term, Room No. 20 Trial Term, Part I., Room No. 20; Part II., Room No. 21; Part III., Room No. 15; Part IV., Room No. 11. Special Term Chambers will be held in Room No. 19 10 A. M. to 4 P. M. Clerk's Office, Room No. 10, City Hall, 9 A. M. to 4 P. M.

Court of Special Sessions—New Criminal Court Building, Centre street. Opens daily, except Saturday, at 10 A. M. Clerk's office hours daily, except Saturday, from 9 A. M. until 4 P. M.; Saturdays, 9 A. M. until 12 M.

District Civil Courts—First District—Southwest corner of Centre and Chambers streets. Clerk's office open from 9 A. M. to 4 P. M. Second District—Corner of Grand and Centre streets. Clerk's Office open from 9 A. M. to 4 P. M. Third District—Southwest corner Sixth avenue and West Tenth street. Court open daily (Sundays and legal holidays excepted) from 9 A. M. to 4 P. M. Fourth District—No. 30 First street. Court opens 9 A. M. daily. Fifth District—No. 154 Clinton street. Sixth District—Northwest corner Twenty-third street and Second avenue. Court opens 9 A. M. daily. Seventh District—No. 151 East Fifty-seventh street. Court opens 9 o'clock (except Sundays and legal holidays). Eighth District—Northwest corner of Twenty-third street and Eighth avenue. Court opens 9 A. M. Trial days: Wednesdays, Fridays and Saturdays. Return days: Tuesdays, Thursdays and Saturdays. Ninth District—No. 170 East One Hundred and Twenty-first street. Court opens every morning at 9 o'clock (except Sundays and legal holidays). Tenth District—Corner of Third avenue and One Hundred and Fifty-eighth street, 9 A. M. to 4 P. M. Eleventh District—No. 919 Eighth avenue. Court open daily (Sundays and legal holidays excepted) from 9 A. M. to 4 P. M. Twelfth District—Westchester, New York City. Open daily (Sundays and legal holidays excepted), from 9 A. M. to 4 P. M. Thirteenth District—Corner Columbus avenue and One Hundred and Twenty-sixth street. Court open daily (Sundays and legal holidays excepted), from 9 A. M. to 4 P. M.

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

CITY CIVIL SERVICE COMM.

NEW CRIMINAL COURT BUILDING, NEW YORK, March 1, 1897.
EXAMINATIONS WILL BE HELD AS FOLLOWS:

Thursday, March 25, 10 A. M., FEMALE JUNIOR CLERK.

Tuesday, March 30, 10 A. M., DRIVER AND TRAINER OF GREEN HORSES.

Monday, April 12, 10 A. M., TOPOGRAPHICAL DRAUGHTSMAN.

Tuesday, April 13, 10 A. M., CLERK, BUILDING DEPARTMENT. Examination will consist of writing, arithmetic, spelling, dictation, making a condensed summary of a document or letter-writing, or both, and a knowledge of building plans, etc.

Monday, April 19, 10 A. M., INTERPRETER. Two classes for salaries of \$600 and less and for \$600 and over, per annum. Examination in English, German, Polish, Italian, Russian and Hebrew.

Wednesday, April 21, 10 A. M., APOTHECARY AND ASSISTANT APOTHECARY.

Notice is hereby given that applications are desired for Building Inspectors of Carpentry, in the Building Department. Candidates must have at least ten years' experience in the carpentering line. Applicants must have a thorough knowledge of carpentry, and sufficient knowledge respecting masonry and foundations to make them competent to superintend the construction of a frame building and of a moderate sized brick building. They must also be able to read readily the several plans. Applications are also desired for the positions of Building Inspectors of Masonry and Building Inspectors of Iron and steel construction. Applicants must have at least ten years' experience in their respective lines and be able to read building plans. The salary for Building Inspectors \$1,100 to \$1,800 per annum, and the Inspectors are eligible to advancement to Chief Inspectors of the several branches, the salary of which is from \$1,800 to \$2,300 per annum.

Notice is also given that applications are desired for the position of Inspector of Light, Plumbing and Ventilation in the Building Department.

Applications are desired for the position of Instrument Maker. Applicants must understand the construction, etc., of electrical apparatus, and be able to read plans of such and furnish letters of recommendation.

Applications are desired for position of Dairyman. Candidates must have full knowledge of dairy work and the cultivation of food products for cattle.

Resolved, That the Labor Clerk is hereby authorized to certify the name of any person registered on the list for Laborer who is willing to accept temporary employment during the winter months for the removal of snow and ice.

Further, application for this service must be made at the Labor Bureau.

Certification shall be made in order of application. Further, that such appointment shall not be made permanent, and shall last only during such period as the emergency requires.

NOTE.—All laborers now registered in the Labor Bureau are requested to report their willingness to accept temporary employment for removing snow and ice.

Persons desiring employment in the hospitals should make application as Hospital Orderly; salary from \$25 to \$40 per month. Orderlies are eligible for promotion to Inspector; salary from \$40 to \$60 per month, board and lodging furnished. Persons desiring employment at hospitals, outside work, should make application for Hospital Helper; salary not above \$25 per month, board

and lodging furnished. Persons desiring employment as Orderly in Correction Department should make application for the position of Orderly in the Department of Correction; salary, \$25 to \$40 per month. Letters of recommendation will be required in all cases.
S. WILLIAM BRISCOE, Secretary.

NEW YORK, March 1, 1897.

NOTICE IS GIVEN THAT THE REGISTRATION days in the Labor Bureau will be Wednesday and Friday, and that examinations will take place on those days at 1 P. M.

S. WILLIAM BRISCOE, Secretary.

DEPARTMENT OF PUBLIC WORKS

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE, No. 150 NASSAU STREET, NEW YORK, March 2, 1897.

NOTICE IS HEREBY GIVEN TO ALL PLUMBERS, to whom license has been or may be issued to make and connect service pipes, for conducting water to houses and tenements with the distributing pipes in this city, after said pipes have been tapped, and to make connections with sewers or drains from houses and tenements with the sewers or drains in the streets or avenues of this city, that such license will be revoked in the case of any plumber who permits another to use his license and to do the work of a master plumber without holding a certificate of competency from the Examining Board of Plumbers; or who violates any of the regulations which have been or may hereafter be established by the Department, respecting the introduction and use of the Croton water and connections made with sewers and drains.

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

COMMISSIONER'S OFFICE, No. 150 NASSAU STREET, NEW YORK, March 20, 1897.

TO CONTRACTORS.

BIDS OR ESTIMATES, 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 No. 150 Nassau street, corner of Spruce street, in the Chief Clerk's Office, Room No. 1704-7, until 12 o'clock M. on Thursday, April 1, 1897. The bids will be publicly opened by the head of the Department in the basement at No. 150 Nassau street at the hour above-mentioned.

No. 1. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON THE PRESENT PAVEMENT, THE CARRIAGEWAY OF BANK STREET, from Greenwich avenue to Bleecker street.

No. 2. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON THE PRESENT PAVEMENT, THE CARRIAGEWAY OF FOURTH STREET, from Avenue D to Broadway, except from Avenue D to Second avenue.

No. 3. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON THE PRESENT PAVEMENT, THE CARRIAGEWAY OF Waverley place, from Sixth avenue to Christopher street, and CHRISTOPHER STREET, from Grove street to Waverley place.

No. 4. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON THE PRESENT PAVEMENT, THE CARRIAGEWAY OF THIRTY-NINTH STREET, from First to Fourth avenue.

No. 5. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON THE PRESENT PAVEMENT, THE CARRIAGEWAY OF THIRTIETH STREET, from Sixth to Tenth avenue.

No. 6. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON THE PRESENT PAVEMENT, THE CARRIAGEWAY OF THIRTY-SIXTH STREET, from Sixth to Ninth avenue.

No. 7. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON THE PRESENT PAVEMENT, THE CARRIAGEWAY OF FORTY-FIRST STREET, from Eighth to Eleventh avenue.

No. 8. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON THE PRESENT PAVEMENT, THE CARRIAGEWAY OF ONE HUNDRED AND TWENTY-NINTH STREET, from Boulevard to Manhattan street.

No. 9. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON THE PRESENT PAVEMENT, THE CARRIAGEWAY OF WEST END AVENUE, at its intersections with One Hundredth and One Hundred and Fourth streets.

No. 10. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON THE PRESENT PAVEMENT, THE CARRIAGEWAY OF FIFTH STREET, from Avenue C to Avenue D, AND SIXTH STREET, from Avenue D to Avenue B.

No. 11. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON THE PRESENT PAVEMENT, THE CARRIAGEWAY OF AVENUE D, from Houston to Eleventh street.

No. 12. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON THE PRESENT PAVEMENT, THE CARRIAGEWAY OF ELEVENTH STREET, from Avenue D to Second avenue.

No. 13. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON THE PRESENT PAVEMENT, THE CARRIAGEWAY OF ONE HUNDRED AND TWENTY-SIXTH STREET, from St. Nicholas avenue to Lawrence street, and Lawrence street to Boulevard.

No. 14. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON THE PRESENT PAVEMENT, THE CARRIAGEWAY OF THIRTY-NINTH STREET, from Eighth to Eleventh avenue.

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

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

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

No estimate will be considered unless accompanied by either a certified check upon one of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such check or money must not be inclosed

in a sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid the amount of the deposit will be returned to him.

THE COMMISSIONER OF PUBLIC WORKS RESERVES THE RIGHT TO REJECT ALL BIDS RECEIVED FOR ANY PARTICULAR WORK IF HE DEEMS IT FOR THE BEST INTERESTS OF THE CITY.

Blank forms of bid or estimate, the proper envelopes in which to inclose the same, the specifications and agreements, and any further information desired, can be obtained in Bureau of Water Purveyor in basement.

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

COMMISSIONER'S OFFICE, No. 150 NASSAU STREET, NEW YORK, March 19, 1897.

TO CONTRACTORS.

BIDS OR ESTIMATES, 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 No. 150 Nassau street, corner of Spruce street, in the Chief Clerk's Office, Room No. 1704-7, until 12 o'clock M. on Monday, April 12, 1897. The bids will be publicly opened by the head of the Department in the basement at No. 150 Nassau street, at the hour above-mentioned.

No. 1. FOR FURNISHING FIVE HUNDRED (500) ORNAMENTAL STREET LAMPS.

Bids will be received for lamps to be made according to the specifications for lamp No. 1, or according to the specifications for lamp No. 2.

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

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

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

No estimate will be considered unless accompanied by either a certified check upon one of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such check or money must not be inclosed

in a sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited and retained by the City of New York as liquidated damages for such neglect or refusal, but if he shall execute the lease within the time aforesaid the amount of the deposit will be returned to him.

THE COMMISSIONER OF PUBLIC WORKS RESERVES THE RIGHT TO REJECT ALL BIDS RECEIVED FOR EITHER LAMP NO. 1 OR LAMP NO. 2 IF HE DEEMS IT FOR THE BEST INTERESTS OF THE CITY.

Blank forms of bid or estimate, the proper envelopes in which to inclose the same, the specifications and agreements, and any further information desired, can be obtained in Room No. 220.

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

COMMISSIONER'S OFFICE, No. 150 NASSAU STREET, NEW YORK, March 12, 1897.

TO CONTRACTORS.

BID OR ESTIMATES, 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 No. 150 Nassau street, corner of Spruce street, in the Chief Clerk's Office, Room No. 1704-7, until 12 o'clock M. on Thursday, March 25, 1897. The bids will be publicly opened by the head of the Department, in the basement at No. 150 Nassau street, at the hour above mentioned.

No. 1. FOR FURNISHING AND ERECTING LOCKERS IN SQUADRON "A" ARMY.

No. 2. FOR FURNISHING AND DELIVERING ROLL-TOP DESKS, REVOLVING DESK CHAIRS AND CAMP CHAIRS, TO THE SEVERAL ARMORIES HEREINAFTER DESIGNATED, IN CARE OF THE DEPARTMENT OF PUBLIC WORKS.

No. 3. FOR FURNISHING THE DEPARTMENT OF PUBLIC WORKS WITH FOUR THOUSAND SIX HUNDRED (4,600) GROSS TONS (2,240 POUNDS TO A TON) OF BEST WHITE ASH COAL, AS PER SPECIFICATIONS ANNEXED, AND FIVE (5) TONS OF INCE HALL CANNEL COAL.

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

Each estimate must be verified by the oath, in writing, of the party making the same, that the several matters therein stated are true, and must be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, to the effect that if the contract is awarded to the person making the estimate, they will, upon its being so awarded, become bound as his sureties

for its faithful performance, and that if he shall refuse or neglect to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled upon its completion, and that which the Corporation may be obliged to pay to the person to whom the contract shall be awarded at any subsequent letting, the amount to be calculated upon the estimated amount of the work by which the bids are tested.

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

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

THE COMMISSIONER OF PUBLIC WORKS RESERVES THE RIGHT TO REJECT ALL BIDS RECEIVED FOR ANY PARTICULAR WORK IF HE DEEMS IT FOR THE BEST INTERESTS OF THE CITY.

Blank forms of bid or estimate, the proper envelopes in which to inclose the same, the specifications and agreements, and any further information desired, can be obtained in Room No. 1703.

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

DEPARTMENT OF PUBLIC WORKS—COMMISSIONER'S OFFICE, NEW YORK, October 29, 1896.

TO OWNERS, ARCHITECTS AND BUILDERS.
NOTICE IS HEREBY GIVEN THAT ALL ORDINANCES of the Common Council, approved December 31, 1880, and subsequent thereto, in relation to the use and occupancy of sidewalks, must be complied with, and that all hoistways must occupy only such space of the sidewalk as is authorized by special ordinance of the Common Council, passed March 30, 1886, viz.:

"Hoistways may be placed within the stoop-lines, but in no case to extend beyond five feet from the house-line, and shall be guarded by iron railings or rods to prevent accidents to passers-by."

You are further notified that all violations now existing of such ordinances must be removed, and that all conditions set forth in permits granted for vault or other purposes must be complied with within sixty days. The special ordinances permitting court-yard inclosures give no right to occupy this space otherwise.

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

COMMISSIONER'S OFFICE, No. 150 NASSAU STREET, NEW YORK, March 10, 1897.

TO CONTRACTORS.
BIDS OR ESTIMATES, 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 No. 150 Nassau street, corner of Spruce street, in the Chief Clerk's office, Room No. 1704-7, until 12 o'clock M. on Friday, April 2, 1897. The bids will be publicly opened by the head of the Department, in the basement at No. 150 Nassau street, at the hour above mentioned.

FOR IMPROVING THE CENTRE PARKWAYS OF THE WESTERN BOULEVARD, from Sixty-third street to Manhattan street, where not already improved.

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

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

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

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

THE COMMISSIONER OF PUBLIC WORKS RESERVES THE RIGHT TO REJECT ALL BIDS RECEIVED FOR ANY PARTICULAR WORK IF HE DEEMS IT FOR THE BEST INTERESTS OF THE CITY.

Blank forms of bid or estimate, the proper envelopes in which to inclose the same, the specifications and agreements, and any further information desired, can be obtained in Room No. 1713.

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

NOTICE TO PROPERTY-OWNERS, BUILDERS, FLAGGERS AND OTHERS.

NOTICE IS HEREBY GIVEN THAT THE practice of placing concrete or other friable curbs on the streets of this city is in contravention of chapter 6, Article 7, section 105, Revised Ordinances of 1880, which reads: "All curb-stones * * * shall be of the best hard blue or gray granite." And this Department will find it necessary to prosecute to the full penalty imposed by law persons setting or making such curbs, whether they have broken up or removed the curb-stones provided by the City or not.

Further notice is given that this Department will in no case entertain claims or damages to concrete or other artificial sidewalks that are caused by repair or setting of hydrants, or by other work which the City does for the general good.

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

DEPARTMENT OF PUBLIC WORKS, COMMISSIONER'S OFFICE, No. 150 NASSAU STREET, NEW YORK, August 6, 1896.

NOTICE IS HEREBY GIVEN THAT THE charge for vault permits is fixed at the rate of \$2 per square foot, under and pursuant to ordinance of the Common Council relating thereto.

HOWARD PAYSON WILDS, Deputy Commissioner of Public Works.

STREET CLEANING DEPT.

DEPARTMENT OF STREET CLEANING, No. 32 CHAMBERS STREET.

PUBLIC NOTICE.
PUBLIC SALE OF PERSONAL PROPERTY OF THE DEPARTMENT OF STREET CLEANING.

IN CONFORMITY WITH SECTION 62 OF THE New York City Consolidation Act, I hereby give notice that I will sell at public auction, at 10 A.M., on Tuesday, April 6, 1897, in the yard of this Department, in the rear of Stable A, Seventeenth street and Avenue C, the following articles of personal property of this Department:

- 4,000 pounds old Manila rope, more or less.
- 60,000 pounds old tire, maleable cast and scrap iron, more or less.
- 43 empty barrels (oil, turpentine, varnish, etc.), more or less.
- 30 bales of old bags, more or less.
- 13 bicycle bag carriers, more or less.
- 1,000 pounds old canvas horse and cart covers, more or less.
- 3 bow ladders for tug boats, Manila rope.
- 20 single sweeping machines, more or less.
- 1 old express wagon.
- 1 old patent-side dumper.
- 1 gutter cleaner.
- 1 old wooden cart.
- 1 old German asphalt sweeper.
- 36 horses.

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

DEPARTMENT OF STREET CLEANING, No. 32 CHAMBERS STREET.

CONTRACT FOR FURNISHING HAY, STRAW, OATS, BRAN, COARSE SALT, ROCK SALT, OATMEAL AND PINE-NEEDLE BEDDING.

ESTIMATES INCLOSED IN SEALED ENVELOPES and indorsed with the name and address of the person or persons making the same, and the date of presentation, and a statement of the work and supplies to which they relate, will be received at the office of the Department of Street Cleaning, Criminal Court Building, Centre street, in the City of New York, until 12 o'clock M. of the 1st day of April, 1897, at which time and place the estimates will be publicly opened and read for the furnishing and delivery of:

- 80,000 pounds Hay, of the quality and standard known as Prime Hay.
- 142,000 pounds good, clean Rye Straw.
- 1,555,500 pounds clean No. 1 White Clipped Oats, to be bright, sound, well cleaned, and reasonably free from other grain, weighing not less than 36 pounds to the measured bushel.
- 74,000 pounds first quality Bran.
- 6,000 pounds first quality Coarse Salt.
- 8,000 pounds first quality Rock Salt.
- 3,500 pounds first quality Oatmeal.
- 8,500 pounds first quality Oatmeal.
- 30,000 pounds first quality Pine-needle Bedding.

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

Bidders are required to state in their estimate, under oath, the names and places of residence, the names of all persons interested with them therein, and if no other person be so interested they shall distinctly state the fact; also, that it is made without any connection with any other person making any bid or estimate for the above work or supplies, and that it is in all respects fair and without collusion or fraud; and also that no member of the Common Council, head of a department, chief of a bureau, deputy thereof or clerk therein, or other officer of the Corporation is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof. Where more than one person is interested, it is requisite that the verification be made and subscribed by all the parties interested. Each estimate shall also be accompanied by the consent, in writing, of two householders or freeholders of the City of New York, with their respective places of business or residence, or a guarantee company incorporated under the Laws of the State of New York, a shall be satisfactory to the Comptroller, to the effect that if the contract be awarded to the person or persons making the estimate, they will, upon its being so awarded, become bound as his or their sureties for its faithful performance in the amount of Twelve Thousand (\$12,000) Dollars, and that if he or they shall omit or refuse to execute the same they will pay to the Mayor, Aldermen and Commonalty of the City of New York, any difference between the sum to which he would be entitled on its completion and that which the Mayor, Aldermen and Commonalty of the City of New York may be obliged to pay to the person or persons to whom the contract may be subsequently awarded. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of the contract, over and above all his debts of every nature and over and above his liabilities as bail, surety, or otherwise, and that he has offered himself as surety in good faith, and with an intention to execute the bond required by law. The adequacy and sufficiency of the sureties offered shall be approved by the Comptroller.

The price must be written in the bid or estimate, and also stated in figures. Permission will not be given for the withdrawal of any bid or estimate, and the right is expressly reserved by the Commissioner of Street Cleaning to reject any or all the bids, or to select the bid or bids, the acceptance of which will, in his judgment, be deemed best for the interest of the City. No bid will be accepted from or contract awarded to any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

Each bid or proposal must be accompanied by a certi-

fied check on one of the State or National banks of the City of New York, payable to the order of the Comptroller of said city, for Six Hundred Dollars (\$600), or money to that amount. On the acceptance of any bid, the checks or money of the unaccepted bidders will be returned to them, and upon the execution of the contract the check or money of the accepted bidder will be returned to him.

All bids must be made with reference to the form of contract and the requirements thereof on file at the Department of Street Cleaning, or they will be rejected.

The form of the agreement (with specifications), showing the manner of payment for the articles, may be seen, and forms of proposals may be obtained at the office of the Department.

(Signed) GEORGE E. WARING, JR., Commissioner of Street Cleaning.

Dated New York, March 19, 1897.

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

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

DEPARTMENT OF DOCKS.

TO CONTRACTORS. (No. 577.)
PROPOSALS FOR ESTIMATES FOR FURNISHING SAWED SPRUCE TIMBER.

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

TUESDAY, MARCH 30, 1897, at which time and place the estimates will be publicly opened by the head of said Department. The award of the contract, if awarded, will be made as soon as practicable after the opening of the bids.

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

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

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

SPRUCE PLANK FOR REPAIRS.
Three-inch and 4-inch plank, as ordered, in pieces varying in length from 12 feet to 26 feet, 9 inches wide and upward, about 150,000 feet, B.M.

The 3-inch and 4-inch plank called for shall be delivered in lots of not less than 500 feet, board measure, within six hours after receipt of an order that said delivery is to commence.

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

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

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

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

The contractor shall be ready to commence the delivery of the materials called for under this contract within five days after the date of this contract, and the delivery shall be commenced and shall be continued in such manner and quantities and at such times and places as may from time to time be directed by the Engineer-in-Chief, and the entire work is to be fully completed on or before the 1st day of September, 1897, and the damages to be paid by the contractor for each day that the contract may be unfulfilled after the time fixed for the fulfillment thereof by his expired day, by a clause in the contract, fixed and liquidated at Fifty Dollars per day.

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

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

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

Bidders are required to state in their estimates their names and places of residence, the names of all persons interested with them therein, and if no other person be so interested the estimate shall distinctly state the fact; also, that the estimate is made without any consultation, connection or agreement with, and the amount thereof has not been disclosed to, any other person or persons making an estimate for the same purpose, and is not higher than the lowest regular market price for the same kind of labor or material, and is in all respects fair and without collusion or fraud; that no combination or pool exists of which the bidder is a member, or in which he is directly or indirectly interested, or of which he has knowledge, either personal or otherwise, to bid a certain price, or not less than a certain price for said labor or material, or to keep others from bidding thereon; and also that no member of the Common Council, Head of a Department, Chief of a Bureau, Deputy thereof, or Clerk therein, or any other officer or employee of the Corporation of the City of New York, or any of its departments, is directly or indirectly interested in this estimate or in the supplies or work to which it relates, or in any portion of the profits thereof, and has not been given, offered or promised, either directly or indirectly, any pecuniary or other consideration by the bidder, or anyone in his behalf, with a view to influencing his action or judgment in this or any other transaction heretofore had with this Department, which estimate must be verified by the oath, in writing, of the party making the estimate, that the several matters stated therein are in all respects true. Where more than one person is interested it is requisite that the verification be made and subscribed to by all the parties interested.

Each estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person or persons making the estimate, they will, upon its being so awarded, become bound as his or their sureties for its faithful performance, and that if said person or persons shall omit or refuse to execute

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

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

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

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

In case there are two or more bids at the same price, which price is the lowest price bid, the contract, if awarded, will be awarded by lot to one of the lowest bidders.

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

Bidders are requested, in making their bids or estimates, to use the blank prepared for that purpose by the Department, a copy of which, together with the form of the agreement, including specifications, and showing the manner of payment for the work, can be obtained upon application therefor at the office of the Department.

EDWARD C. O'BRIEN, EDWIN EINSTEIN, JOHN MONKS, Commissioners of the Department of Docks.

Dated New York, March 11, 1897.

NEW YORK, March 12, 1897.
THE DEPARTMENT OF DOCKS WILL SELL at public auction, on the premises, to the highest bidder, on the 29th day of March, 1897, at 12 o'clock noon, by Woodrow & Lewis, auctioneers, all the buildings and parts of buildings hereinafter described.

LOT No. 1.
—on the block bounded by West street, Thirteenth avenue, Bethune street and West Twelfth street:

Five-story brick storage warehouse about 400.57 feet by 161.59 feet by 400.07 feet by 161.38 feet.

The removal of the above building, materials, etc., must be commenced within five days from April 15, 1897, and the work of removal must be entirely completed in accordance with the accompanying terms of sale within forty days after April 15, 1897.

LOT No. 2.
—on the block bounded by West street, Thirteenth avenue, Horatio street and Gansevoort street:

No. 1. One-story brick building, about 100.1 feet by 81.46 feet.

No. 2. Five-story brick building, about 87.87 feet by 43.35 feet by 81.87 feet by 51 feet.

No. 3. One-story brick building, about 21.63 feet by 23.7 feet.

No. 4. Two-story brick building, about 25.1 feet by 23.7 feet.

No. 5. Five-story brick building, about 35.5 feet, by 23.7 feet by 46.23 feet by 25 feet, by 32 feet by 49 feet.

The removal of the above buildings, materials, etc., must be commenced within five days from March 29, 1897, and the work of removal must be entirely completed in accordance with the accompanying terms of sale within forty days after March 29, 1897.

TERMS OF SALE.
Twenty-five per cent. of the purchase-money must be paid to the auctioneers in cash at the time and place of sale, the balance of the purchase money to be paid to Woodrow & Lewis, at their office, No. 64 Pearl street, before 12 o'clock M. on the 30th day of March, 1897.

All the buildings, and their foundations of every class and description within the hereinbefore described area are to be torn down to the level of the existing curb, and any structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., shall also be torn down to the same level. All tin from roofs, and galvanized or black iron from roofs, cornices, sills of buildings or partitions, shall be removed from the premises. All brick laid in lime mortar; all floor beams, joists, studding, flooring, ceiling, roofing boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken lath and fragments of timber, chairs, splinters, etc., which are of no value, shall be gathered together by the purchaser and burned. The final rubbish, such as lime mortar, brickwork in cement mortar, plaster, roofing gravel, etc., will not be removed by the purchaser, but will be left on the premises within the building lines and the removal of all buildings, parts of buildings, sheds, planking and all other material must be made by the purchaser, who must commence the said removal within five days from the dates specified in the foregoing notice, viz.: For Lot No. 1, April 15, 1897; for Lot No. 2, March 29, 1897, and continue the same diligently until completed. The above buildings, materials, etc., comprised in each particular lot, must be entirely removed from said premises within forty days from the dates above-mentioned, and if the purchaser or purchasers fail to commence the said removal as specified, and to diligently prosecute the same, as above set forth, then the Department of Docks may, at its option, complete the said removal and charge the expense of the same to the said purchaser, who shall sign the present terms of sale and agree to be bound thereby.

And for the further securing of the removal of the said buildings, etc., hereinbefore mentioned, the purchaser will be required at the time of said sale and the award of said property to him to execute a bond in such form and with such sureties as may be approved by the Commissioners of the Department of Docks of the City of New York, and in the following penalties, viz.: For Lot No. 1 in the penalty of five thousand (\$5,000) dollars, and for Lot No. 2 in the penalty of two thousand five hundred (\$2,500) dollars; that he will, in all things, carry out the terms of sale and comply with the conditions thereof, and remove all of said property within the time required by the said terms of sale.

The form of bond to be executed by the purchaser may be seen at the office of the Commissioners of the Dock Department at Pier "A," Battery place, North river.

EDWARD C. O'BRIEN, EDWIN EINSTEIN, JOHN MONKS, Commissioners of the Department of Docks.

NEW YORK, March 21, 1897.
THE DEPARTMENT OF DOCKS WILL SELL at public auction, on the premises, to the highest bidder, on the 29th day of March, 1897, at 2 o'clock P. M., by Woodrow & Lewis, Auctioneers, all the buildings and parts of buildings hereinafter described.

The existing frame structure on the southwest corner of Twelfth avenue and Thirty-fourth street, together with the two-story extension on the westerly side of the building used as an engine house, and the platform on piles on the southerly side of the building carrying the railroad track, the whole being the structure known as Tripp's Elevator, as one lot.

TERMS OF SALE.
 Twenty-five per cent. of the purchase-money must be paid in cash at the time and place of the sale, the balance of the purchase-money to be paid to Woodrow & Lewis, at their office, No. 64 Pearl street, before 2 o'clock P. M., on the 30th day of March, 1897.

NOTE.—No machinery, milling appliances or appurtenances incident to the business of an elevator are included in this sale.

The elevator building and engine-house and platform adjoining are to be taken down to the level of the heads of piles in their foundations. All tin from roofs and galvanized or black iron from roofs, cornices, sides of buildings or partitions shall be removed from the premises. All floor beams, caps, joists, posts, studding, flooring, bin timbers, ceiling, roofing boards and woodwork of every description, and all gas, water, steam and soil pipes remaining in the buildings shall be removed from the premises. All rubbish of every class and description, resulting from the destruction of the building, shall be carted away and disposed of according to law. No material of any kind shall be thrown into the river or be allowed to go adrift. The above buildings, material, etc., must be entirely removed from the said premises within forty days from April 15, 1897, and if the purchaser or purchasers fail to commence the said removal on April 15, 1897, and to diligently prosecute the same, as above set forth, then the Department of Docks may, at its option, complete the said removal and charge the expense of the same to the said purchaser, who shall sign the present terms of sale and agree to be bound thereby. And for the further securing of the removal of the said buildings, etc., hereinafter mentioned, the purchaser will be required at the time of said sale and award of the said property to him, to execute a bond in such form and with such sureties as may be approved by the Commissioners of the Department of Docks of the City of New York, and in a penalty of three thousand (\$3,000) dollars that he will in all things carry out the terms of sale and comply with the conditions thereof, and remove all of said property within the time required by the terms of said sale.

The form of bond to be executed by the purchaser may be seen at the office of the Commissioners of the Department of Docks, at Pier "A," Battery place, North river.

EDWARD C. O'BRIEN, EDWIN EINSTEIN, JOHN MONKS, Commissioners of the Department of Docks.

DEPARTMENT OF BUILDINGS.

DEPARTMENT OF BUILDINGS, No. 225 FOURTH AVENUE, NEW YORK, June 22, 1896.

NOTICE TO OWNERS, ARCHITECTS AND BUILDERS.
 THE DEPARTMENT OF BUILDINGS HAS established a branch office at junction of Third and Courtlandt avenues, where all plans for the erection or alteration of buildings above the Harlem river may be submitted and filed.

STEVENS ON CONSTABLE, Superintendent Buildings.

POLICE DEPARTMENT.

POLICE DEPARTMENT—CITY OF NEW YORK, 1896.
OWNERS WANTED BY THE PROPERTY
 Clerk of the Police Department of the City of New York, No. 300 Mulberry street, Room No. 9, for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount money taken from prisoners and found by Patrolmen of this Department.
JOHN F. HARRIOT, Property Clerk.

TAXES AND ASSESSMENTS.

DEPARTMENT OF TAXES AND ASSESSMENTS, STEWART BUILDING, No. 280 BROADWAY, NEW YORK, January 21, 1897.

IN COMPLIANCE WITH SECTION 817 OF THE New York City Consolidation Act of 1882, notice is hereby given that the books of the Annual Record of the Assessed Valuations of Real and Personal Estate of the City and County of New York, for the year 1897, are open and will remain open for examination and correction until the 30th day of April, 1897.

All persons believing themselves aggrieved must make application to the Commissioners of Taxes and Assessments, at this office, during the period said books are open, in order to obtain the relief provided by law. Applications for correction of assessed valuations on personal estate must be made by the person assessed to the said Commissioners, between the hours of 10 A. M. and 2 P. M., except on Saturdays, when between 10 A. M. and 12 M., at this office, during the said period.

EDWARD P. BARKER, THEODORE SUTRO, JAMES L. WELLS, Commissioners of Taxes and Assessments.

FIRE DEPARTMENT.

HEADQUARTERS FIRE DEPARTMENT, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, NEW YORK, March 25, 1897.

SEALED PROPOSALS FOR FURNISHING the materials and labor and doing the work required in repairing the building of this Department, occupied as Quartermasters of Hook and Ladder Company No. 9, at No. 209 Elizabeth street, will be received by the Board of Commissioners at the head of the Fire Department, at the office of said Department, Nos. 157 and 159 East Sixty-seventh street, in the City of New York, until 10.30 o'clock A. M., Wednesday, April 7, 1897, at which time and place they will be publicly opened by the head of said Department and read.

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

For information as to the amount and kind of work to be done, bidders are referred to the specifications which form part of these proposals.

The form of the agreement, showing the manner of payment for the work, with the specifications and terms of proposals, may be obtained at the office of the Department.

Proposals must be made for all of the work called for in the specification.

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

The work is to be completed and delivered within the time specified in the contract.

The damages to be paid by the contractors for each day that the contract may be unfulfilled after the time specified for the completion thereof shall have expired are fixed and liquidated at Ten (10) Dollars.

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

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

The Fire Department reserves the right to decline any and all bids or estimates if deemed to be for the public interest. No bid or estimate will be accepted

from, or contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

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

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders of the City of New York, with their respective places of business or residence, to the effect that if the contract is awarded to the person making the estimate, they will, on its being so awarded, become bound as sureties for its faithful performance in the sum of Eleven Hundred (\$1,100) Dollars, and that if he shall omit or refuse to execute the same they will pay to the Corporation any difference between the sum to which he would be entitled on its completion and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting, the amount in each case to be calculated upon the estimated amount of the work by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York and is worth the amount of the security required for the completion of this contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety or otherwise, and that he has offered himself as a surety in good faith and with the intention to execute the bond required by law. The adequacy and sufficiency of the security offered is to be approved by the Comptroller of the City of New York before the award is made and prior to the signing of the contract.

For bids aggregating less than One Thousand Dollars (\$1,000) in amount, sureties will not be required.

No estimate will be considered unless accompanied by either a certified check upon one of the banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of Fifty-five (\$55) Dollars. Such check or money must not be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid the amount of his deposit will be returned to him.

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

JAMES R. SHEFFIELD, O. H. LA GRANGE, THOMAS STURGIS, Commissioners.

HEADQUARTERS FIRE DEPARTMENT, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, NEW YORK, March 25, 1897.

TO CONTRACTORS.

SEALED PROPOSALS FOR FURNISHING A New Boiler and Pumping Apparatus, etc., the materials and labor and doing the work required in the building of this Department occupied as the Repair Shop, at Nos. 130 and 132 West Third street, will be received by the Board of Commissioners, at the head of the Fire Department, at the office of said Department, Nos. 157 and 159 East Sixty-seventh street, in the City of New York, until 3.00 o'clock A. M., Wednesday, April 7, 1897, at which time and place they will be publicly opened by the head of said Department and read.

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

For information as to the amount and kind of work to be done, bidders are referred to the specifications, which form part of these proposals.

The form of the agreement, showing the manner of payment for the work, with the specifications and forms of proposals, may be obtained at the office of the Department.

Proposals must be made for all of the work called for in the specifications.

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

The work is to be completed and delivered within the time specified in the contract.

The damages to be paid by the contractor for each day that the contract may be unfulfilled after the time specified for the completion thereof shall have expired, are fixed and liquidated at Ten (10) Dollars.

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

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

The Fire Department reserves the right to decline any and all bids or estimates if deemed to be for the public interest. No bid or estimate will be accepted from, or contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

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

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders of the City of New York, with their respective places of business or residence, to the effect that if the contract is awarded to the person making the estimate, they will, on its being so awarded, become bound as sureties for its faithful performance in the sum of Twelve Hundred (\$1,200) Dollars, and that if he shall omit or refuse to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled on its completion and that which the Corporation

may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the work by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of this contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety or otherwise; and that he has offered himself as a surety in good faith and with the intention to execute the bond required by law. The adequacy and sufficiency of the security offered is to be approved by the Comptroller of the City of New York before the award is made and prior to the signing of the contract.

For bids aggregating less than one thousand dollars (\$1,000) in amount sureties will not be required.

No estimate will be considered unless accompanied by either a certified check upon one of the banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of Sixty (\$60) Dollars. Such check or money must not be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him to execute the same, the amount of the deposit made by him shall be forfeited and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of his deposit will be returned to him.

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

JAMES R. SHEFFIELD, O. H. LA GRANGE, THOMAS STURGIS, Commissioners.

FINANCE DEPARTMENT.

NOTICE OF ASSESSMENTS FOR OPENING STREETS AND AVENUES.

IN PURSUANCE OF SECTION 916 OF THE "New York City Consolidation Act of 1882," as amended, the Comptroller of the City of New York hereby gives public notice of the confirmation by the Supreme Court, and the entering in the Bureau for the Collection of Assessments, etc., of the assessment for OPENING AND ACQUIRING TITLE to the following-named street in the

TWENTY-FOURTH WARD.

EAST ONE HUNDRED AND NINETY-SEVENTH STREET, from Webster avenue to Maricou avenue; confirmed March 8, 1897; entered March 15, 1897. Area of assessment: All those lots, pieces or parcels of land situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: From Valentine avenue to a line drawn parallel to Decatur avenue and distant 100 feet northwesterly from the northwesterly side thereof, and between a line drawn parallel to Sherwood street, or East One Hundred and Ninety-sixth street, and Sherwood street, or East One Hundred and Ninety-sixth street, produced, and distant 100 feet southwesterly from the southwesterly side thereof; also all those lots, pieces or parcels of land abutting on either side of Decatur avenue and within 100 feet from either side thereof from the middle line of the block between Cole street, or East One Hundred and Ninety-fourth street, and Tappan street, or East One Hundred and Ninety-fifth street, to Oliver avenue, or Oliver place; also all those lots, pieces or parcels of land situated within a line drawn parallel to Decatur avenue and distant 100 feet southeasterly from the southeasterly side thereof and the roadbed of the New York and Harlem Railroad, and between the middle line of the block between Tappan street, or East One Hundred and Ninety-fifth street, and Isaac street, and the middle line of the block between Travers street, or East One Hundred and Ninety-eighth street, and East One Hundred and Ninety-seventh street, or Isaac street.

The above-entitled assessment was entered on the date herein above given in the Record of Titles of Assessments Confirmed, kept in the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," Room 31, Stewart Building, between the hours of 9 A. M. and 2 P. M., and all payments made thereon on or before May 14, 1897, will be exempt from interest, as above provided, and after that date will be charged interest at the rate of seven per cent. per annum from the above date of entry of the assessment in the Record of Titles of Assessments in said Bureau to the date of payment.

Section 917 of the said act provides, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per cent. per annum, to be calculated from the date of such entry to the date of payment."

The above assessment is payable to the Collector of Assessments and Clerk of Arrears, at the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," Room 31, Stewart Building, between the hours of 9 A. M. and 2 P. M., and all payments made thereon on or before May 14, 1897, will be exempt from interest, as above provided, and after that date will be charged interest at the rate of seven per cent. per annum from the above date of entry of the assessment in the Record of Titles of Assessments in said Bureau to the date of payment.

ASHBEL P. FITCH, Comptroller.
 COMPTROLLER'S OFFICE, March 18, 1897.

PETER F. MEYER, AUCTIONEER.

SALE OF FERRY FRANCHISE.

THE FRANCHISE OF A FERRY FROM Chambers street, North river, to Pavia avenue, Jersey City, will be offered for sale by the Comptroller of the City of New York, at public auction, to the highest bidder, at his office, Room 15, Stewart Building, No. 280 Broadway, on the 23rd day of March, 1897, 12 M., for a term of five years, from the 1st day of May, 1897, upon the following

TERMS AND CONDITIONS OF SALE.

The minimum or upset price for the franchise of the ferry is five per cent. of the gross receipts on the New York side for ferriage of passengers, vehicles, freight, etc., and the total amount of said rental per annum shall not be less than \$8,500.

No bid will be received which shall be less than the minimum or upset price and value of said franchise as fixed above.

The highest bidder will be required to pay the auctioneer's fee and to deposit with the Comptroller at the time of sale the sum of two thousand one hundred and twenty-five (\$2,125) dollars to be credited on the first quarter's rent, or to be forfeited to the City if the lease is not executed by the purchaser when notified that it is ready for execution.

The lessees will be required to give bonds in the penal sum of seventeen thousand (\$17,000) dollars with two sufficient sureties, to be approved by the Comptroller, conditioned for the faithful performance of the covenants and conditions of the lease and the payment of the rent quarterly in advance.

The lease will contain the usual covenants and conditions, in conformity with the provisions of law and the ordinances of the Common Council relative to ferries, and shall provide that the lessees will maintain and operate the ferry during the whole term, and will provide ample accommodations for passengers, as to the sufficiency of which accommodations the decision of the Mayor and Comptroller shall be final; also conditions that the lessees shall dredge the ferry slip, as required by the Department of Docks; that during the term of the lease they will erect and build, at their own expense, and will at all times well and sufficiently repair, maintain and keep in good order, all and singular the floats, racks, fenders, bridges and other fixtures of the landing places, and in the event of any damage to the bulkheads or piers from collision by the ferry-boats or otherwise, from any accident or negligence on their part, they will immediately repair and restore said wharf property to its previous condition, free of cost to the City of New York; that if at any time during the term of the lease the Department of Docks shall require any of the wharf property used for ferry purposes in order to proceed with water-front improvements in the vicinity of the ferry landings, the said lessee shall surrender and vacate the premises, without any claim upon the City for any damages whatever, upon written notice being given to the lessees three months in advance of the intention of said Department; that sworn returns of the amounts of ferry receipts shall be made to the Comptroller when required by him, and that the books of account of the ferry shall be subject to his inspection.

The lease will contain a covenant providing for the purchase, at a fair valuation, of the boats, buildings and other property of the lessees used in and actually necessary for the operation of said ferry upon the termination and surrender and delivery of the premises by the lessees, if the lessees shall not become the purchasers for another term, provided that The Mayor, Aldermen and Commonality of the City of New York shall not be deemed thereby to covenant to purchase said property in any event.

The rates of ferriage and charges for vehicles and freight shall not exceed the rates now charged.

The form of lease which the purchaser will be required to execute can be seen at the office of the Comptroller.

The right to reject any bid is reserved if deemed by the Comptroller to be for the interest of the City.

By order of the Commissioners of the Sinking Fund, under a resolution adopted November 12, 1896.
CITY OF NEW YORK—FINANCE DEPARTMENT, COMPTROLLER'S OFFICE, March 15, 1897.
ASHBEL P. FITCH, Comptroller.

PETER F. MEYER, AUCTIONEER.

SALE OF FERRY FRANCHISE.

THE FRANCHISE OF A FERRY FROM SOUTH street, New York, between Piers 2 and 3, East river, to a point between Twenty-eighth and Thirty-ninth streets, Gowanus Bay, Brooklyn, together with the wharf property and land under water now used and occupied by the New York and South Brooklyn Ferry and Transportation Company, will be offered for sale by the Comptroller of the City of New York at public auction, to the highest bidder, at his office, Room 15, Stewart Building, No. 280 Broadway, on the 29th day of March, 1897, 12 M., for a term of five years from the 1st day of May, 1897, upon the following

TERMS AND CONDITIONS OF SALE.

The minimum or upset price for the franchise of the ferry is five per cent. of the gross receipts for ferriage of passengers, vehicles, freight, etc., and the total amount of rental per annum shall not be less than \$7,000.

The annual rental of the wharf property and land under water now used and occupied by the New York and South Brooklyn Ferry and Transportation Company for ferry purposes is fixed at the sum of \$1.

No bid will be received which shall be less than the minimum or upset price and value of said franchise and the annual rental for the wharf property and land under water as fixed above.

The highest bidder will be required to pay the

shall provide that the lessees will maintain and operate the ferry during the whole term, and will provide ample accommodations for passengers, as to the sufficiency of which accommodations the decision of the Mayor and Comptroller shall be final; also conditions that the lessees shall dredge the ferry slip, as required by the Department of Docks; that during the term of the lease they will erect and build, at their own expense, and will at all times well and sufficiently repair, maintain and keep in good order, all and singular the floats, racks, fenders, bridges and other fixtures of the landing places, and in the event of any damage to the bulkheads or piers from collision by the ferry-boats or otherwise, from any accident or negligence on their part, they will immediately repair and restore said wharf property to its previous condition, free of cost to the City of New York; that if at any time during the term of the lease the Department of Docks shall require any of the wharf property used for ferry purposes in order to proceed with water-front improvements in the vicinity of the ferry landings, the said lessee shall surrender and vacate the premises, without any claim upon the City for any damages whatever, upon written notice being given to the lessees three months in advance of the intention of said Department; that sworn returns of the amounts of ferry receipts shall be made to the Comptroller when required by him, and that the books of account of the ferry shall be subject to his inspection.

The lease will contain a covenant providing for the purchase, at a fair valuation, of the boats, buildings and other property of the lessees used in and actually necessary for the operation of said ferry upon the termination and surrender and delivery of the premises by the lessees, if the lessees shall not become the purchasers for another term, provided that The Mayor, Aldermen and Commonality of the City of New York shall not be deemed thereby to covenant to purchase said property in any event.

The rates of ferriage and charges for vehicles and freight shall not exceed the rates now charged.

The form of lease which the purchaser will be required to execute can be seen at the office of the Comptroller.

The right to reject any bid is reserved if deemed by the Comptroller to be for the interest of the City.

By order of the Commissioners of the Sinking Fund, under a resolution adopted December 9, 1896.
CITY OF NEW YORK—FINANCE DEPARTMENT, COMPTROLLER'S OFFICE, March 15, 1897.
ASHBEL P. FITCH, Comptroller.

PETER F. MEYER, AUCTIONEER.

SALE OF FERRY FRANCHISE.

THE FRANCHISE OF A FERRY, FROM A point between or near the foot of Harrison street and the foot of Jay street, North river, to Weehawken, New Jersey, together with the land under water now occupied by the ferry structures, will be offered for sale by the Comptroller of the City of New York, at public auction, to the highest bidder, at his office, Room 15, Stewart Building, No. 280 Broadway, on the twenty-ninth day of March, 1897, 12 M., for a term of five years from the first day of April, 1897, upon the following

TERMS AND CONDITIONS OF SALE.

The minimum or upset price for the franchise of the ferry, together with the land under water now occupied by the ferry structures, is fixed at the sum of \$3,500 per annum.

No bid will be received which shall be less than the minimum or upset price and value of said franchise and the land under water as fixed above.

The highest bidder will be required to pay the auctioneer's fee and to deposit with the Comptroller at the time of sale the sum of eight hundred and seventy-five (\$875) dollars, to be credited on the first quarter's rent, or to be forfeited to the City if the lease is not executed by the purchaser when notified that it is ready for execution.

The lessees will be required to give bonds in the penal sum of seven thousand (\$7,000) dollars, with two sufficient sureties, to be approved by the Comptroller, conditioned for the faithful performance of the covenants and conditions of the lease and the payment of the rent quarterly in advance.

The lease will contain the usual covenants and conditions, in conformity with the provisions of law and the ordinances of the Common Council relative to ferries, and shall provide that the lessees will maintain and operate the ferry during the whole term, and will provide ample accommodations for passengers, as to the sufficiency of which accommodations the decision of the Mayor and Comptroller shall be final; also conditions that the lessees shall dredge the ferry slip, as required by the Department of Docks; that during the term of the lease they will erect and build, at their own expense, and will at all times well and sufficiently repair, maintain and keep in good order, all and singular the floats, racks, fenders, bridges and other fixtures of the landing places, and in the event of any damage to the bulkheads or piers from collision by the ferry-boats or otherwise, from any accident or negligence on their part, they will immediately repair and restore said wharf property to its previous condition, free of cost to the City of New York; that if at any time during the term of the lease the Department of Docks shall require any of the wharf property used for ferry purposes in order to proceed with water-front improvements in the vicinity of the ferry landings, the said lessee shall surrender and vacate the premises, without any claim upon the City for any damages whatever, upon written notice being given to the lessees three months in advance of the intention of said Department; that sworn returns of the amounts of ferry receipts shall be made to the Comptroller when required by him, and that the books of account of the ferry shall be subject to his inspection.

The lease will contain a covenant providing for the purchase, at a fair valuation, of the boats, buildings and other property of the lessees used in and actually necessary for the operation of said ferry upon the termination and surrender and delivery of the premises by the lessees, if the lessees shall not become the purchasers for another term, provided that The Mayor, Aldermen and Commonality of the City of New York shall not be deemed thereby to covenant to purchase said property in any event.

The rates of ferriage and charges for vehicles and freight shall not exceed the rates now charged.

The form of lease which the purchaser will be required to execute can be seen at the office of the Comptroller.

The right to reject any bid is reserved if deemed by the Comptroller to be for the interest of the City.

By order of the Commissioners of the Sinking Fund, under a resolution adopted November 12, 1896.
CITY OF NEW YORK—FINANCE DEPARTMENT, COMPTROLLER'S OFFICE, March 15, 1897.
ASHBEL P. FITCH, Comptroller.

PETER F. MEYER, AUCTIONEER.

SALE OF FERRY FRANCHISE.

THE FRANCHISE OF A FERRY FROM SOUTH street, New York, between Piers 2 and 3, East river, to a point between Twenty-eighth and Thirty-ninth streets, Gowanus Bay, Brooklyn, together with the wharf property and land under water now used and occupied by the New York and South Brooklyn Ferry and Transportation Company, will be offered for sale by the Comptroller of the City of New York at public auction, to the highest bidder, at his office, Room 15, Stewart Building, No. 280 Broadway, on the 29th day of March, 1897, 12 M., for a term of five years from the 1st day of May, 1897, upon the following

TERMS AND CONDITIONS OF SALE.

The minimum or upset price for the franchise of the ferry is five per cent. of the gross receipts for ferriage of passengers, vehicles, freight, etc., and the total amount of rental per annum shall not be less than \$7,000.

The annual rental of the wharf property and land under water now used and occupied by the New York and South Brooklyn Ferry and Transportation Company for ferry purposes is fixed at the sum of \$1.

No bid will be received which shall be less than the minimum or upset price and value of said franchise and the annual rental for the wharf property and land under water as fixed above.

The highest bidder will be required to pay the

auctioneer's fee and to deposit with the Comptroller at the time of sale the sum of one thousand seven hundred and fifty dollars and twenty-five cents (\$1,750.25) to be credited on the first quarter's rent, or to be forfeited to the City if the lease is not executed by the purchaser when notified that it is ready for execution.

The lessees will be required to give bonds in the penal sum of fourteen thousand and two (\$14,002) dollars, with two sufficient sureties, to be approved by the Comptroller, conditioned for the faithful performance of the covenants and conditions of the lease and the payment of the rent quarterly in advance.

The lease will contain the usual covenants and conditions, in conformity with the provisions of law and the ordinances of the Common Council relative to ferries, and shall provide that the lessees will maintain and operate the ferry during the whole term and will provide ample accommodations in the way of safe and capacious boats and sufficiency of trips, as to the sufficiency of which accommodations the decision of the Mayor and Comptroller shall be final; also conditions that the lessees shall dredge the ferry slip, as required by the Department of Docks; that during the term of the lease they will erect and build, at their own expense, and will at all times well and sufficiently repair, maintain and keep in good order, all and singular the floats, racks, fenders, bridges and other fixtures of the landing places, and in the event of any damage to the bulkheads or piers from collision by the ferry-boats or otherwise, from any accident or negligence on their part, they will immediately repair and restore said wharf property to its previous condition, free of cost to the City of New York; that if at any time during the term of the lease the Department of Docks shall require any of the wharf property used for ferry purposes in order to proceed with water-front improvement in the vicinity of the ferry landings, the said lessee shall surrender and vacate the premises, without any claim upon the City for any damages whatever, upon written notice being given to the lessees three months in advance of the intention of said Department; that sworn returns of the amounts of ferry receipts shall be made to the Comptroller when required by him, and that the books of account of the ferry shall be subject to his inspection.

The lease will contain a covenant providing for the purchase, at a fair valuation, of the boats, buildings and other property of the lessees used in and actually necessary for the operation of said ferry upon the termination and surrender and delivery of the premises by the lessees, if the lessees shall not become the purchasers for another term, provided that The Mayor, Aldermen and Commonality of the City of New York shall not be deemed thereby to covenant to purchase said property in any event.

The rates of ferrage and charges for vehicles and freight shall not exceed the rates now charged.

The form of lease which the purchaser will be required to execute can be seen at the office of the Comptroller.

The right to reject any bid is reserved if deemed by the Comptroller to be for the interest of the City.

By order of the Commissioners of the Sinking Fund, under a resolution adopted December 9, 1896.

CITY OF NEW YORK—FINANCE DEPARTMENT, COMPTROLLER'S OFFICE, March 15, 1897.

ASHBEL P. FITCH, Comptroller.

PETER F. MEYER, AUCTIONEER.

SALE OF FERRY FRANCHISE.

THE FRANCHISE OF A FERRY FROM THE foot of West Forty-second street to Weehawken, New Jersey, together with the wharf property and land under water now used and occupied for ferry purposes, will be offered for sale by the Comptroller of the City of New York, at public auction to the highest bidder, at his office, Room 15, Stewart Building, No. 280 Broadway, on the 29th day of March, 1897, 12 M., for a term of five years from the 1st day of May, 1897, upon the following

TERMS AND CONDITIONS OF SALE.

The minimum or upset price for the franchise of the ferry, together with the wharf property and land under water now used and occupied for ferry purposes, is fixed at the sum of \$11,000 per annum.

No bid will be received which shall be less than the minimum or upset price and value of said franchise and the wharf property and land under water as fixed above.

The highest bidder will be required to pay the auctioneer's fee and to deposit with the Comptroller at the time of sale the sum of two thousand seven hundred and fifty (\$2,750) dollars to be credited on the first quarter's rent, or to be forfeited to the City if the lease is not executed by the purchaser when notified that it is ready for execution.

The lessees will be required to give bonds in the penal sum of twenty-two thousand (\$22,000) dollars, with two sufficient sureties, to be approved by the Comptroller, conditioned for the faithful performance of the covenants and conditions of the lease and the payment of the rent quarterly in advance.

The lease will contain the usual covenants and conditions, in conformity with the provisions of law and the ordinances of the Common Council relative to ferries, and shall provide that the lessees will maintain and operate the ferry during the whole term, and will provide ample accommodations in the way of safe and capacious boats and sufficiency of trips, as to the sufficiency of which accommodations the decision of the Mayor and Comptroller shall be final; also conditions that the lessees shall dredge the ferry slip, as required by the Department of Docks; that during the term of the lease they will erect and build, at their own expense, and will at all times well and sufficiently repair, maintain and keep in good order, all and singular the floats, racks, fenders, bridges and other fixtures of the landing places, and in the event of any damage to the bulkheads or piers from collision by the ferry-boats or otherwise, from any accident or negligence on their part, they will immediately repair and restore said wharf property to its previous condition, free of cost to the City of New York; that if at any time during the term of the lease the Department of Docks shall require any of the wharf property used for ferry purposes in order to proceed with water-front improvement in the vicinity of the ferry landings, the said lessee shall surrender and vacate the premises, without any claim upon the City for any damages whatever, upon written notice being given to the lessees three months in advance of the intention of said Department; that sworn returns of the amounts of ferry receipts shall be made to the Comptroller when required by him, and that the books of account of the ferry shall be subject to his inspection.

The lease will contain a covenant providing for the purchase, at a fair valuation, of the boats, buildings and other property of the lessees used in and actually necessary for the operation of said ferry upon the termination and surrender and delivery of the premises by the lessees, if the lessees shall not become the purchasers for another term, provided that The Mayor, Aldermen and Commonality of the City of New York shall not be deemed thereby to covenant to purchase said property in any event.

The rates of ferrage and charges for vehicles and freight shall not exceed the rates now charged.

The form of lease which the purchaser will be required to execute can be seen at the office of the Comptroller.

The right to reject any bid is reserved if deemed by the Comptroller to be for the interest of the City.

By order of the Commissioners of the Sinking Fund, under a resolution adopted December 9, 1896.

CITY OF NEW YORK—FINANCE DEPARTMENT, COMPTROLLER'S OFFICE, March 15, 1897.

ASHBEL P. FITCH, Comptroller.

PETER F. MEYER, AUCTIONEER.

SALE OF FERRY FRANCHISE.

THE FRANCHISE OF A FERRY FROM THE foot of Liberty street, North river, to Communipaw, New Jersey, together with the wharf property and land under water now used and occupied for ferry purposes, will be offered for sale by the Comptroller of the City of New York, at public auction to the highest bidder, at his office, Room 15, Stewart Building, No. 280 Broadway, on the 29th day of March, 1897, 12 M., for a term of five years from the 1st day of May, 1897, upon the following

TERMS AND CONDITIONS OF SALE.

The minimum or upset price for the franchise of the ferry, together with the wharf property and land under water now used and occupied for ferry purposes, is fixed at the sum of \$11,000 per annum.

No bid will be received which shall be less than the minimum or upset price and value of said franchise and the wharf property and land under water as fixed above.

The highest bidder will be required to pay the auctioneer's fee and to deposit with the Comptroller at the time of sale the sum of two thousand seven hundred and fifty (\$2,750) dollars to be credited on the first quarter's rent, or to be forfeited to the City if the lease is not executed by the purchaser when notified that it is ready for execution.

The lessees will be required to give bonds in the penal sum of twenty-two thousand (\$22,000) dollars, with two sufficient sureties, to be approved by the Comptroller, conditioned for the faithful performance of the covenants and conditions of the lease and the payment of the rent quarterly in advance.

The lease will contain the usual covenants and conditions, in conformity with the provisions of law and the ordinances of the Common Council relative to ferries, and shall provide that the lessees will maintain and operate the ferry during the whole term, and will provide ample accommodations in the way of safe and capacious boats and sufficiency of trips, as to the sufficiency of which accommodations the decision of the Mayor and Comptroller shall be final; also conditions that the lessees shall dredge the ferry slip, as required by the Department of Docks; that during the term of the lease they will erect and build, at their own expense, and will at all times well and sufficiently repair, maintain and keep in good order, all and singular the floats, racks, fenders, bridges and other fixtures of the landing places, and in the event of any damage to the bulkheads or piers from collision by the ferry-boats or otherwise, from any accident or negligence on their part, they will immediately repair and restore said wharf property to its previous condition, free of cost to the City of New York; that if at any time during the term of the lease the Department of Docks shall require any of the wharf property used for ferry purposes in order to proceed with water-front improvement in the vicinity of the ferry landings, the said lessee shall surrender and vacate the premises, without any claim upon the City for any damages whatever, upon written notice being given to the lessees three months in advance of the intention of said Department; that sworn returns of the amounts of ferry receipts shall be made to the Comptroller when required by him, and that the books of account of the ferry shall be subject to his inspection.

The lease will contain a covenant providing for the purchase, at a fair valuation, of the boats, buildings and other property of the lessees used in and actually necessary for the operation of said ferry upon the termination and surrender and delivery of the premises by the lessees, if the lessees shall not become the purchasers for another term, provided that The Mayor, Aldermen and Commonality of the City of New York shall not be deemed thereby to covenant to purchase said property in any event.

The rates of ferrage and charges for vehicles and freight shall not exceed the rates now charged.

The form of lease which the purchaser will be required to execute can be seen at the office of the Comptroller.

The right to reject any bid is reserved if deemed by the Comptroller to be for the interest of the City.

By order of the Commissioners of the Sinking Fund, under a resolution adopted December 9, 1896.

CITY OF NEW YORK—FINANCE DEPARTMENT, COMPTROLLER'S OFFICE, March 15, 1897.

ASHBEL P. FITCH, Comptroller.

PETER F. MEYER, AUCTIONEER.

SALE OF FERRY FRANCHISE.

THE FRANCHISE OF A FERRY FROM THE foot of Liberty street, North river, to Communipaw, New Jersey, together with the wharf property and land under water now used and occupied for ferry purposes, will be offered for sale by the Comptroller of the City of New York, at public auction to the highest bidder, at his office, Room 15, Stewart Building, No. 280 Broadway, on the 29th day of March, 1897, 12 M., for a term of five years from the 1st day of May, 1897, upon the following

TERMS AND CONDITIONS OF SALE.

The minimum or upset price for the franchise of the ferry is fixed at the sum of \$9,000 per annum.

The annual rental of the wharf property and land under water owned by the City used and occupied for ferry purposes is appraised and fixed at the sum of \$1,000.

No bid will be received which shall be less than the minimum or upset price and value of said franchise and the annual rental for the wharf property and land under water as fixed above.

The highest bidder will be required to pay the auctioneer's fee and to deposit with the Comptroller at the time of sale the sum of two thousand five hundred (\$2,500) dollars, to be credited on the first quarter's rent, or to be forfeited to the City if the lease is not executed by the purchaser when notified that it is ready for execution.

The lessees will be required to give bonds in the penal sum of twenty thousand (\$20,000) dollars, with two sufficient sureties, to be approved by the Comptroller, conditioned for the faithful performance of the covenants and conditions of the lease and the payment of the rent quarterly in advance.

The lease will contain the usual covenants and conditions, in conformity with the provisions of law and the ordinances of the Common Council relative to ferries, and shall provide that the lessees will maintain and operate the ferry during the whole term and will provide ample accommodations in the way of safe and capacious boats and sufficiency of trips, as to the sufficiency of which accommodations the decision of the Mayor and Comptroller shall be final; also conditions that the lessees shall dredge the ferry slip, as required by the Department of Docks; that during the term of the lease they will erect and build, at their own expense, and will at all times well and sufficiently repair, maintain and keep in good order, all and singular the floats, racks, fenders, bridges and other fixtures of the landing places, and in the event of any damage to the bulkheads or piers from collision by the ferry-boats or otherwise, from any accident or negligence on their part, they will immediately repair and restore said wharf property to its previous condition, free of cost to the City of New York; that if at any time during the term of the lease the Department of Docks shall require any of the wharf property used for ferry purposes in order to proceed with water-front improvement in the vicinity of the ferry landings, the said lessee shall surrender and vacate the premises, without any claim upon the City for any damages whatever, upon written notice being given to the lessees three months in advance of the intention of said Department; that sworn returns of the amounts of ferry receipts shall be made to the Comptroller when required by him, and that the books of account of the ferry shall be subject to his inspection.

The lease will contain a covenant providing for the purchase, at a fair valuation, of the boats, buildings and other property of the lessees used in and actually necessary for the operation of said ferry upon the termination and surrender and delivery of the premises by the lessees, if the lessees shall not become the purchasers for another term, provided that The Mayor, Aldermen and Commonality of the City of New York shall not be deemed thereby to covenant to purchase said property in any event.

The rates of ferrage and charges for vehicles and freight shall not exceed the rates now charged.

The form of lease which the purchaser will be required to execute can be seen at the office of the Comptroller.

The right to reject any bid is reserved if deemed by the Comptroller to be for the interest of the City.

By order of the Commissioners of the Sinking Fund, under a resolution adopted December 9, 1896.

CITY OF NEW YORK—FINANCE DEPARTMENT, COMPTROLLER'S OFFICE, March 15, 1897.

ASHBEL P. FITCH, Comptroller.

PETER F. MEYER, AUCTIONEER.

SALE OF FERRY FRANCHISE.

THE FRANCHISE OF A FERRY FROM THE foot of Pine street, Pier 17, East river, to Long Island City, will be offered for sale by the Comptroller of the City of New York, at public auction, to the highest bidder, at his office, Room 15, Stewart Building, No. 280 Broadway, on the 29th day of March, 1897, at 12 M., for a term of five years from the 1st day of May, 1897, upon the following

TERMS AND CONDITIONS OF SALE.

The minimum or upset price for the franchise of the ferry is five per cent. of the gross receipts for ferrage of passengers, vehicles, freight, etc., and the total amount of said rental per annum shall be less than \$200.

No bid will be received which shall be less than the minimum or upset price and value of said franchise as fixed above.

The highest bidder will be required to pay the auctioneer's fee and to deposit with the Comptroller at the time of sale the sum of one hundred and twenty-five (\$125) dollars to be credited on the first quarter's rent, or to be forfeited to the City if the lease is not executed by the purchaser when notified that it is ready for execution.

The lessees will be required to give bonds in the penal sum of one thousand (\$1,000) dollars, with two sufficient sureties, to be approved by the Comptroller, conditioned for the faithful performance of the covenants and conditions of the lease and the payment of the rent on the 1st day of October in each year.

The lease will contain the usual covenants and conditions, in conformity with the provisions of law and the ordinances of the Common Council relative to ferries, and shall provide that the lessees will maintain and operate the ferry during the whole term and will provide ample accommodations in the way of safe and capacious boats and sufficiency of trips, as to the sufficiency of which accommodations the decision of the Mayor and Comptroller shall be final; that if at any time during the term of the lease the Department of Docks shall require any of the wharf property used for ferry purposes in order to proceed with water-front improvement in the vicinity of the ferry landings, the said lessee shall surrender and vacate the premises, without any claim upon the City for any damages whatever, upon written notice being given to the lessees three months in advance of the intention of said Department; that sworn returns of the amounts of ferry receipts shall be made to the Comptroller when required by him, and that the books of account of the ferry shall be subject to his inspection.

The rates of ferrage and charges for vehicles and freight shall not exceed the rates now charged.

The form of lease which the purchaser will be required to execute can be seen at the office of the Comptroller.

The right to reject any bid is reserved if deemed by the Comptroller to be for the interest of the City.

By order of the Commissioners of the Sinking Fund, under a resolution adopted December 9, 1896.

CITY OF NEW YORK—FINANCE DEPARTMENT, COMPTROLLER'S OFFICE, March 15, 1897.

ASHBEL P. FITCH, Comptroller.

PETER F. MEYER, AUCTIONEER.

SALE OF FERRY FRANCHISE.

THE FRANCHISE OF A FERRY FROM THE foot of Liberty street, North river, to Communipaw, New Jersey, together with the wharf property and land under water now used and occupied for ferry purposes, will be offered for sale by the Comptroller of the City of New York, at public auction to the highest bidder, at his office, Room 15, Stewart Building, No. 280 Broadway, on the 29th day of March, 1897, 12 M., for a term of five years from the 1st day of May, 1897, upon the following

TERMS AND CONDITIONS OF SALE.

The minimum or upset price for the franchise of the ferry, together with the wharf property and land under water now used and occupied for ferry purposes, is fixed at the sum of \$11,000 per annum.

No bid will be received which shall be less than the minimum or upset price and value of said franchise and the wharf property and land under water as fixed above.

The highest bidder will be required to pay the auctioneer's fee and to deposit with the Comptroller at the time of sale the sum of two thousand seven hundred and fifty (\$2,750) dollars to be credited on the first quarter's rent, or to be forfeited to the City if the lease is not executed by the purchaser when notified that it is ready for execution.

The lessees will be required to give bonds in the penal sum of twenty-two thousand (\$22,000) dollars, with two sufficient sureties, to be approved by the Comptroller, conditioned for the faithful performance of the covenants and conditions of the lease and the payment of the rent quarterly in advance.

The lease will contain the usual covenants and conditions, in conformity with the provisions of law and the ordinances of the Common Council relative to ferries, and shall provide that the lessees will maintain and operate the ferry during the whole term, and will provide ample accommodations in the way of safe and capacious boats and sufficiency of trips, as to the sufficiency of which accommodations the decision of the Mayor and Comptroller shall be final; also conditions that the lessees shall dredge the ferry slip, as required by the Department of Docks; that during the term of the lease they will erect and build, at their own expense, and will at all times well and sufficiently repair, maintain and keep in good order, all and singular the floats, racks, fenders, bridges and other fixtures of the landing places, and in the event of any damage to the bulkheads or piers from collision by the ferry-boats or otherwise, from any accident or negligence on their part, they will immediately repair and restore said wharf property to its previous condition, free of cost to the City of New York; that if at any time during the term of the lease the Department of Docks shall require any of the wharf property used for ferry purposes in order to proceed with water-front improvement in the vicinity of the ferry landings, the said lessee shall surrender and vacate the premises, without any claim upon the City for any damages whatever, upon written notice being given to the lessees three months in advance of the intention of said Department; that sworn returns of the amounts of ferry receipts shall be made to the Comptroller when required by him, and that the books of account of the ferry shall be subject to his inspection.

The lease will contain a covenant providing for the purchase, at a fair valuation, of the boats, buildings and other property of the lessees used in and actually necessary for the operation of said ferry upon the termination and surrender and delivery of the premises by the lessees, if the lessees shall not become the purchasers for another term, provided that The Mayor, Aldermen and Commonality of the City of New York shall not be deemed thereby to covenant to purchase said property in any event.

The rates of ferrage and charges for vehicles and freight shall not exceed the rates now charged.

The form of lease which the purchaser will be required to execute can be seen at the office of the Comptroller.

The right to reject any bid is reserved if deemed by the Comptroller to be for the interest of the City.

By order of the Commissioners of the Sinking Fund, under a resolution adopted December 9, 1896.

CITY OF NEW YORK—FINANCE DEPARTMENT, COMPTROLLER'S OFFICE, March 15, 1897.

ASHBEL P. FITCH, Comptroller.

PETER F. MEYER, AUCTIONEER.

SALE OF FERRY FRANCHISE.

THE FRANCHISE OF A FERRY FROM THE foot of Liberty street, North river, to Communipaw, New Jersey, together with the wharf property and land under water now used and occupied for ferry purposes, will be offered for sale by the Comptroller of the City of New York, at public auction to the highest bidder, at his office, Room 15, Stewart Building, No. 280 Broadway, on the 29th day of March, 1897, 12 M., for a term of five years from the 1st day of May, 1897, upon the following

southerly by the middle line of the blocks between Jennings street and said Jennings street produced and East One Hundred and Seventy-second street, and westerly by a line drawn parallel to the Southern Boulevard and distant 200 feet westerly from the westerly side thereof. ONE HUNDRED AND SEVENTY-THIRD STREET, from the Southern Boulevard to West Farms Road; confirmed December 10, 1896; entered March 12, 1897. Area of assessment: All those lots, pieces or parcels of land situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz: On the north by the southerly side of East One Hundred and Seventy-fourth street; on the south by the northerly side of East One Hundred and Seventy-second street; on the east by the Bronx river; on the west by a line drawn parallel to the Southern Boulevard distant 200 feet westerly from the westerly side thereof.

The above-entitled assessments were entered in the Record of Titles of Assessments, kept in the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," on the respective dates hereinabove given, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the said respective dates of entry of the assessments, interest will be collected thereon, as provided in section 917 of said "New York City Consolidation Act of 1882."

Section 917 of the said act provides that, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated from the date of such entry to the date of payment."

The above assessments are payable to the Collector of Assessments and Clerk of Arrears, at the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," Room 31, Stewart Building, between the hours of 9 A. M. and 2 P. M., and all payments made thereon on or before May 11, 1897, will be exempt from interest, as above provided, and after that date will be charged interest at the rate of seven per cent. per annum from the above respective dates of entry of the assessments in the Record of Titles of Assessments in said Bureau to the date of payment.

ASHBEL P. FITCH, Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT, COMPTROLLER'S OFFICE, March 13, 1897.

INTEREST ON CITY BONDS AND STOCKS.

THE INTEREST DUE MAY 1, 1897, ON the Registered Bonds and Stocks of the City and County of New York will be paid on that day by the Comptroller at the office of the City Chamberlain, Room 27, Stewart Building, corner of Broadway and Chambers street.

The Transfer Books will be closed from March 31 to May 1, 1897.

The interest due May 1, 1897, on the Coupon Bonds and Stocks of the City of New York, will be paid on that day by the State Trust Company, No. 100 Broadway.

ASHBEL P. FITCH, Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT, COMPTROLLER'S OFFICE, March 11, 1897.

PETER F. MEYER, AUCTIONEER.

CORPORATION SALE OF REAL ESTATE.

PUBLIC NOTICE IS HEREBY GIVEN THAT the Commissioners of the Sinking Fund of the City of New York, by virtue of the powers vested in them by law, will offer for sale, at public auction, on Tuesday, March 30, 1897, at 12 o'clock M., at the New York Real Estate Salesroom, No. 111 Broadway, the following described lots, pieces or parcels of real estate belonging to the Corporation of the City of New York, viz: Three (3) lots on the south side of One Hundred and Fifty-first street, between Convent and Amsterdam avenues, Block 2065 (new number), known by the Lot No. 49, each 25 feet front and 99 feet 11 inches deep.

One (1) triangular lot on Convent avenue and One Hundred and Fiftieth street, Block 2065 (new number), Lots Nos. 15 and 16, 108 feet 11 1/8 inches front on Convent avenue, 99 feet 11 inches deep on the westerly side and 43 feet 5 1/4 inches on the northerly side thereof, along the centre line of the block between One Hundred and Fiftieth and One Hundred and Fifty-first streets. The several parcels of the said property being shown on a map thereof prepared by Eugene E. McLean, Engineer of the Finance Department, dated January 19, 1897, and numbered respectively thereon Nos. 1, 2, 3 and 4.

TERMS AND CONDITIONS OF SALE: The City shall retain the right to maintain forever the new Aqueduct under the aforesaid lots and all the rights pertaining or necessary to such maintenance, and no excavation shall ever be made under the said lots below a point thirty (30) feet vertically distant from the established grade of the street.

The highest bidder will be required to pay ten (10) per cent. of the purchase-money and the auctioneer's fee on each lot immediately after the sale; thirty (30) per cent. upon the delivery of the deeds, within thirty days from the date of sale; and the balance, sixty (60) per cent. of the purchase-money, or any portion thereof, may remain, at the option of the purchaser, on bond and mortgage, for five years, with interest at the rate of six per cent. per annum, payable semi-annually, the mortgages to contain the customary thirty days' interest and ninety days' tax clauses.

The bond and mortgage may be paid off at any time within the term thereof on giving thirty days' notice to the Comptroller, or it may be paid by installments of not less than five hundred dollars, on any day when the interest is due, or on thirty days' notice. The bond and mortgages will be prepared by the Counsel to the Corporation, and the sum of twelve dollars and fifty cents will be charged for drawing, acknowledging and recording each separate mortgage. If more than one lot of land is included in any mortgage, the whole mortgage must be paid off before any release can be given by the Corporation, as a release of any part of the premises included in a mortgage to the Corporation is forbidden by law.

The Comptroller may, at his option, resell any lot which may be struck off to the highest bidder who may fail to comply with the terms of sale, and the party who may fail to comply therewith will be held liable for any deficiency that may result from any such resale.

The right to reject any bid is reserved.

Lithographic maps of said real estate may be had at the Comptroller's Office, Stewart Building, No. 280 Broadway, after March 5, 1897.

By order of the Commissioners of the Sinking Fund, under a resolution adopted at a meeting of the Board held May 28, 1895.

CITY OF NEW YORK, FINANCE DEPARTMENT, COMPTROLLER'S OFFICE, February 24, 1897.

ASHBEL P. FITCH, Comptroller.

DEPT. OF PUBLIC CHARITIES.

DEPARTMENT OF PUBLIC CHARITIES, No. 66 THIRD AVENUE, NEW YORK, March 16, 1897.

TO CONTRACTORS.

PROPOSALS FOR EXCAVATING SUBWAYS AND SEWERS, AND STEAM PIPING, BLACKWELL'S ISLAND.

SEALED BIDS OR ESTIMATES FOR THE

aforesaid work and materials, in accordance with the specifications and plans, will be received at the office of the Department of Public Charities, No. 66 Third Avenue, in the City of New York, until Tuesday, March 30, 1897, until 10 o'clock A. M. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Excavating Subways and Sewers and Steam Piping, Blackwell's Island," and with his or their name or names, and the date of presentation, to the head of said Department; at the said office, on or before the day and hour above named, at which time and place the bids or

estimates received will be publicly opened by the President of said Department and read.

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

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

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

Any bidder for this contract must be known to be engaged in and well prepared for the business, and must have satisfactory testimonials to that effect, and the person or persons to whom the contract may be awarded will be required to give security for the performance of the contract, by his or their bond, with two sufficient sureties, each in the penal amount of SIX THOUSAND (\$6,000) DOLLARS.

Each bid or estimate shall contain and state

pleted and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

List 5376, No. 1. Paving Ninety-sixth street, from First avenue to the bulkhead-line of the East or Harlem river with granite blocks and laying crosswalks.

List 5375, No. 2. Regulating, grading, curbing and flagging St. Nicholas Terrace, from One Hundred and Twenty-seventh to One Hundred and Thirtieth street.

List 5383, No. 3. Sewers in Fifth avenue, between One Hundred and Thirty-eighth and One Hundred and Fortieth streets; in One Hundred and Thirty-ninth street, between Fifth and Lenox avenues, and in One Hundred and Fortieth street, between Harlem river and Lenox avenue.

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

No. 1. Both sides of Ninety-sixth street, from First avenue to the Harlem river, and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of St. Nicholas Terrace, from One Hundred and Twenty-seventh to One Hundred and Thirtieth street, and to the extent of half the block at the intersecting streets.

No. 3. North side of One Hundred and Thirty-eighth street and both sides of One Hundred and Thirty-ninth and One Hundred and Fortieth streets, from Lenox to Madison avenue. Both sides of Fifth avenue and east side of Lenox avenue, from One Hundred and Thirty-eighth to One Hundred and Fortieth street.

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

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation on the 19th day of April, 1897.

THOMAS J. RUSH, Chairman; PATRICK M. HAVERTY, JOHN W. JACOBUS, EDWARD McCUE, Board of Assessors.

New York, March 18, 1897.

DAMAGE COMM.—23-24 WARDS.

PURSUANT TO THE PROVISIONS OF CHAPTER 537 of the Laws of 1893, entitled "An act providing for ascertaining and paying the amount of damages to lands and buildings suffered by reason of changes of grade of streets or avenues, made pursuant to chapter 721 of the Laws of 1887, providing for the depression of railroad tracks in the Twenty-third and Twenty-fourth Wards, in the City of New York, or otherwise," and the acts amendatory thereof and supplemental thereto, notice is hereby given, that public meetings of the Commissioners, appointed pursuant to said acts, will be held at Room 58, Schermerhorn Building, No. 96 Broadway, in the City of New York, on Monday, Wednesday and Friday of each week, at 2 o'clock P. M., until further notice.

Dated New York, October 30, 1895.

DANIEL LORD, JAMES M. VARNUM, GEORGE W. STEPHENS, Commissioners.

LAMONT McLOUGHLIN, Clerk.

ARMORY BOARD.

ARMORY BOARD—OFFICE OF THE SECRETARY, NEW YORK, March 16, 1897.

PROPOSALS FOR ESTIMATES FOR MATERIALS AND WORK IN WIRING, FURNISHING FIXTURES, CONNECTIONS, ETC., FOR LIGHTING BY ELECTRICITY THE SEVENTH REGIMENT ARMORY BUILDING, ON THE EASTERLY SIDE OF PARK AVENUE, EXTENDING FROM SIXTY-SIXTH TO SIXTY-SEVENTH STREET, NEW YORK CITY.

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verification be made and subscribed to by all the parties interested.

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

No estimate will be received or considered unless accompanied by either a certified check upon one of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of SEVEN HUNDRED AND FIFTY DOLLARS (\$750). Such check or money must not be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Board who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned by the Comptroller to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York as liquidated damages for such neglect or refusal, but if he shall execute the contract within the time aforesaid the amount of his deposit will be returned to him by the Comptroller.

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

Bidders are requested, in making their bids or estimates, to use a blank prepared for that purpose by the Board, a copy of which, together with the form of the agreement, including specifications, and showing the manner of payment for the work, can be seen upon application at the office of E. T. Firdsall, Engineer No. 26 Courtlandt street, New York City.

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

Plans may be examined and specifications and blank forms for bids or estimates obtained by application to E. T. Firdsall, Engineer, at his office, No. 26 Courtlandt street, New York City.

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

BOARD OF EDUCATION.

SEALED PROPOSALS WILL BE RECEIVED BY the Committee on Buildings of the Board of Education of the City of New York, at the Annex of the Hall of the Board, Nos. 585 and 587 Broadway, until 4 o'clock P. M., on Monday, April 5, 1897, for Erecting an Annex to and Improving the Premises of Grammar School Building No. 94, at the northwest corner of Amsterdam avenue and Sixty-eighth street; also for Supplying the Heating and Ventilating Apparatus for the New School Building in course of erection on the northerly side of East Fourth street, between Avenues B and C.

Plans and specifications may be seen and blank proposals obtained at the Annex of the Hall of the Board, Estimating Room, Nos. 419 and 421 Broome street, top floor.

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

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

Two responsible and approved sureties, residents of this city, are required in all cases.

No proposal will be considered from persons whose character and antecedent dealings with the Board of Education render their responsibility doubtful.

It is required, as a condition precedent to the reception or consideration of any proposals, that a certified check upon, or a certificate of deposit of, one of the State or National banks or Trust Companies of the City of New York, drawn to the order of the President of the Board of Education, shall accompany the proposal to an amount of not less than three per cent. of such proposal when said proposal is for or exceeds ten thousand dollars, and to an amount of not less than five per cent. of such proposal when said proposal is for an amount under ten thousand dollars; that, on demand, within one day after the awarding of the contract by the Committee, the President of the Board will return all the deposits of checks and certificates of deposits made, to the persons making the same, except that made by the person or persons whose bid has been so accepted; and that if the person or persons whose bid has been so accepted shall refuse or neglect, within five days after due notice has been given that the contract is ready for execution, to execute the same, the amount of the deposit or of the check or certificate of deposit made by him or them shall be forfeited to and retained by the Board, not as a penalty, but as liquidated damages for such neglect or refusal, and shall be paid into the City Treasury to the credit of the Sinking Fund of the City of New York; but if the said person or persons whose bid has been so accepted shall execute the contract within the time aforesaid, the amount of his or their deposit of check or certificate of deposit shall be returned to him or them.

EDWARD H. PEASLEE, RICHARD H. ADAMS, DANIEL F. McSWENY, WILLIAM H. HURLBUT, JACOB W. MACK, Committee on Buildings.

Dated New York, March 25, 1897.

SUPREME COURT.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to EAST ONE HUNDRED AND SIXTY-SIXTH STREET (although not yet named by proper authority), from Lind avenue to Jerome avenue, in the Twenty-third Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Part III, thereof, in the County Court-house, in the City of New York, on Tuesday, the 6th day of April, 1897, at the opening of the Court on 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 is the acquisition of title by The Mayor, Aldermen and Commonalty of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as East One Hundred and Sixty-sixth street, from Lind avenue to Jerome avenue, in the Twenty-third Ward of the City of New York, being the following-described lots, pieces or parcels of land, viz.:

PARCEL "A."

Beginning at a point in the western line of Ogden avenue distant 456.43 feet southerly from the intersection of the western line of Ogden avenue with the southern line of East One Hundred and Sixty-seventh street.

1st. Thence southerly along the western line of Ogden avenue for 50 feet.

2d. Thence westerly deflecting 90 degrees to the right for 371.25 feet to the eastern line of Lind avenue.

3d. Thence northeasterly along the eastern line of Lind avenue for 51.56 feet.

4th. Thence easterly for 358.65 feet to the point of beginning.

PARCEL "B."

Beginning at a point in the eastern line of Ogden avenue distant 475 feet southerly from the intersection of the eastern line of Ogden avenue with the southern line of East One Hundred and Sixty-seventh street.

1st. Thence southerly along the eastern line of Ogden avenue for 50 feet.

2d. Thence easterly deflecting 90 degrees to the left for 195.31 feet to the western line of Nelson avenue.

3d. Thence northerly along the western line of Nelson avenue for 50.14 feet.

4th. Thence westerly for 199.02 feet to the point of beginning.

PARCEL "C."

Beginning at a point in the western line of Woodycress avenue (legally opened as Bremer avenue), distant 478.69 feet southerly from the intersection of the western line of Woodycress avenue with the southern line of East One Hundred and Sixty-seventh street.

1st. Thence southerly along the western line of Woodycress avenue for 50.39 feet.

2d. Thence westerly deflecting 82 degrees 52 minutes 30 seconds to the right for 196.32 feet to the eastern line of Nelson avenue.

3d. Thence northerly along the eastern line of Nelson avenue for 50.14 feet.

4th. Thence easterly for 198.87 feet to the point of beginning.

PARCEL "D."

Beginning at a point in the eastern line of Woodycress avenue (legally opened as Bremer avenue) distant 478.69 feet southwesterly from the intersection of the eastern line of Woodycress avenue with the southern line of East One Hundred and Sixty-seventh street.

1st. Thence southwesterly along the eastern line of Woodycress avenue for 50.39 feet.

2d. Thence southerly deflecting 97 degrees 7 minutes 30 seconds to the left for 262.02 feet.

3d. Thence northeasterly deflecting 82 degrees 52 minutes 30 seconds to the left for 15.12 feet.

4th. Thence southeasterly deflecting 82 degrees 52 minutes 30 seconds to the right for 184.63 feet to the western line of Jerome avenue.

5th. Thence northeasterly along the western line of Jerome avenue for 20 feet.

6th. Thence northwesterly deflecting 88 degrees 43 minutes 18 seconds to the left for 181.74 feet.

7th. Thence northeasterly deflecting 97 degrees 7 minutes 30 seconds to the right for 15.12 feet.

8th. Thence northwesterly for 262.02 feet to the point of beginning.

East One Hundred and Sixty-sixth street is designated as a street of the first class, and is shown on section 8 of the Final Maps and Profiles of the Twenty-third and Twenty-fourth Wards of the City of New York, filed in the office of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards of the City of New York on November 11, 1895; in the office of the Register of the City and County of New York on November 12, 1895; and in the office of the Secretary of State of the State of New York on November 13, 1895.

Dated New York, March 24, 1897.

FRANCIS M. SCOTT, Counsel to the Corporation, No. 2 Tryon Row, New York City.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to EAST ONE HUNDRED AND SIXTY-THIRD STREET (although not yet named by proper authority), from Lind avenue to Jerome avenue, in the Twenty-third Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Part III, thereof, in the County Court-house, in the City of New York, on Tuesday, the 6th day of April, 1897, at the opening of the Court on 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 is the acquisition of title by The Mayor, Aldermen and Commonalty of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as East One Hundred and Sixty-third street, from Lind avenue to Jerome avenue, in the Twenty-third Ward of the City of New York, being the following-described lots, pieces or parcels of land, viz.:

PARCEL "A."

Beginning at a point in the western line of Ogden avenue distant 456.43 feet southerly from the intersection of the western line of Ogden avenue with the southern line of East One Hundred and Sixty-seventh street.

1st. Thence southerly along the western line of Ogden avenue for 50 feet.

2d. Thence westerly deflecting 90 degrees to the right for 371.25 feet to the eastern line of Lind avenue.

nature and extent of the improvement hereby intended is the acquisition of title by The Mayor, Aldermen and Commonalty of the City of New York, for the use of the

ad. Thence northerly deflecting 90 degrees to the right for 479.21 feet.
 3d. Thence northerly deflecting 40 degrees 30 minutes 51 seconds to the left for 107.61 feet to the southern line of East One Hundred and Eighty-first street.
 4th. Thence easterly along the southern line of East One Hundred and Eighty-first street for 70.70 feet.
 5th. Thence southeasterly deflecting 58 degrees 3 minutes 56 seconds to the right for 92.30 feet.
 6th. Thence southerly for 501.36 feet to point of beginning.

PARCEL "B."

Beginning at a point in the northern line of East One Hundred and Eighty-first street distant 786.59 feet easterly from the intersection of the northern line of East One Hundred and Eighty-first street with the eastern line of the Grand Boulevard and Concourse.
 1st. Thence easterly along the northern line of East One Hundred and Eighty-first street for 54.72 feet.
 2d. Thence northerly along the northern line of East One Hundred and Eighty-first street for 77.84 feet.
 3d. Thence westerly deflecting 101 degrees 5 minutes 30 seconds to the left for 25 feet.
 4th. Thence northerly deflecting 78 degrees 35 minutes 30 seconds to the right for 384.64 feet.
 5th. Thence northerly deflecting 9 degrees 19 minutes 10 seconds to the right for 86.49 feet.
 6th. Thence northerly deflecting 8 degrees 36 minutes to the left for 417.76 feet to the southern line of East One Hundred and Eighty-fourth street.
 7th. Thence westerly along the southern line of East One Hundred and Eighty-fourth street for 60.85 feet.
 8th. Thence southerly deflecting 99 degrees 35 minutes to the left for 423.37 feet.
 9th. Thence southerly deflecting 8 degrees 36 minutes to the right for 76.38 feet.
 10th. Thence southerly deflecting 7 degrees 42 minutes 17 seconds to the left for 60.31 feet.
 11th. Thence southerly for 415.87 feet to the point of beginning.

PARCEL "C."

Beginning at a point in the northern line of East One Hundred and Eighty-fourth street distant 138 feet westerly from the intersection of the northern line of East One Hundred and Eighty-fourth street with the western line of Marion avenue.
 1st. Thence westerly along the northern line of East One Hundred and Eighty-fourth street for 60.85 feet.
 2d. Thence northerly deflecting 80 degrees 25 minutes to the right for 830.26 feet to the southern line of East One Hundred and Eighty-ninth street.
 3d. Thence easterly along the southern line of East One Hundred and Eighty-ninth street for 60.02 feet.
 4th. Thence southerly for 838.75 feet to the point of beginning.

PARCEL "D."

Beginning at a point in the northern line of East One Hundred and Eighty-ninth street distant 357.39 feet westerly from the intersection of the northern line of East One Hundred and Eighty-ninth street with the western line of Marion avenue.
 1st. Thence westerly along the northern line of East One Hundred and Eighty-ninth street for 60.02 feet.
 2d. Thence northerly deflecting 88 degrees 37 minutes 24 seconds to the right for 400.10 feet.
 3d. Thence northerly deflecting 48 degrees 9 minutes 22 seconds to the right for 50.54 feet.
 4th. Thence southerly for 414.27 feet to the point of beginning.
 Tiebout avenue is designated as a street of the first class, and is shown on sections 14 and 17 of the Final Maps and Profiles of the Twenty-third and Twenty-fourth Wards of the City of New York, filed as follows: In the office of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards of the City of New York, section 14 on December 16, 1895, and section 17 on December 27, 1895; in the office of the Register of the City and County of New York, section 14 on December 17, 1895, and section 17 on December 29, 1895, and in the office of the Secretary of State of the State of New York, section 14 on December 17, 1895, and section 17 on December 28, 1895.
 Dated New York, March 13, 1897.
 FRANCIS M. SCOTT, Counsel to the Corporation,
 No. 2 Tryon Row, New York City.

In the matter of the application of The Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to TOMPSON PLACE (although not yet named by proper authority), from St. Joseph's street to Whitlock avenue, in the Twenty-third Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Part III, thereof, in the County Court-house, in the City of New York, on Thursday, the 25th day of March, 1897, at the opening of the Court on 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 is the acquisition of title by The Mayor, Aldermen and Commonality of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as Timpson place, from St. Joseph's street to Whitlock avenue, in the Twenty-third Ward of the City of New York, being the following-described lots, pieces or parcels of land, viz.:

PARCEL "A."

Beginning at a point in the northern line of St. Joseph's street distant 158.10 feet southeasterly from the intersection of the northern line of St. Joseph's street with the eastern line of the Southern Boulevard.
 1st. Thence southeasterly along the northern line of St. Joseph's street for 60 feet.
 2d. Thence northerly deflecting 90 degrees to the left for 219.36 feet.
 3d. Thence northerly deflecting 34 degrees 1 minute 35 seconds to the right for 489.94 feet to the southern line of East One Hundred and Forty-seventh street.
 4th. Thence westerly along the southern line of East One Hundred and Forty-seventh street for 72.44 feet.
 5th. Thence southeasterly deflecting 55 degrees 55 minutes 20 seconds to the left for 362.40 feet.
 6th. Thence southeasterly deflecting 10 degrees 27 minutes 31 seconds to the right for 84.10 feet.
 7th. Thence southeasterly for 205 feet to the point of beginning.

PARCEL "B."

Beginning at a point in the southern line of East One Hundred and Forty-ninth street distant 109.72 feet southeasterly from the intersection of the southern line of East One Hundred and Forty-ninth street with the eastern line of the Southern Boulevard.
 1st. Thence southeasterly along the southern line of East One Hundred and Forty-ninth street for 60.05 feet.
 2d. Thence southeasterly deflecting 92 degrees, 25 minutes 15 seconds to the right for 485.46 feet to the northern line of East One Hundred and Forty-seventh street.
 3d. Thence westerly along the northern line of East One Hundred and Forty-seventh street for 72.44 feet.
 4th. Thence northerly for 523.50 feet to the point of beginning.

PARCEL "C."

Beginning at a point in the northern line of East One Hundred and Forty-ninth street distant 212.95 feet southeasterly from the intersection of the northern line of East One Hundred and Forty-ninth street with the eastern line of the Southern Boulevard.
 1st. Thence southeasterly along the northern line of East One Hundred and Forty-ninth street for 65.11 feet.
 2d. Thence easterly deflecting 67 degrees 8 minutes 47 seconds to the left for 1,085.50 feet.
 3d. Thence northerly deflecting 22 degrees 51 minutes 13 seconds to the left for 154.49 feet.

4th. Thence westerly for 1,253.24 feet to the point of beginning.
 Timpson place is designated as a street of the first class, and is shown on sections 2 and 3 of the Final Maps and Profiles of the Twenty-third and Twenty-fourth Wards of the City of New York, filed as follows: In the office of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards of the City of New York, section 2 on June 13, 1894, and section 3 on January 18, 1894; in the office of the Register of the City and County of New York, section 2 on June 15, 1894, and section 3 on January 19, 1894; and in the office of the Secretary of State of the State of New York, section 2 on June 15, 1894, and section 3 on January 20, 1894.
 Dated New York, March 13, 1897.
 FRANCIS M. SCOTT, Counsel to the Corporation,
 No. 2 Tryon Row, New York City.

In the matter of the application of The Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to EAST ONE HUNDRED AND FIFTY-THIRD STREET (formerly Sedgwick avenue), although not yet named by proper authority, from Mott avenue to East One Hundred and Fifty-seventh street, in the Twenty-third Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Part III, thereof, in the County Court-house, in the City of New York, on Thursday, the 25th day of March, 1897, at the opening of the Court on 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 is the acquisition of title by The Mayor, Aldermen and Commonality of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as East One Hundred and Fifty-third street (formerly Sedgwick avenue), from Mott avenue to East One Hundred and Fifty-seventh street, in the Twenty-third Ward of the City of New York, being the following-described lots, pieces or parcels of land, viz.:

PARCEL "A."

Beginning at a point in the eastern line of Walton avenue distant 1,879.29 feet southeasterly from the intersection of the eastern line of Walton avenue with the southern line of East One Hundred and Sixty-first street.
 1st. Thence southeasterly along the eastern line of Walton avenue for 74.83 feet to the eastern line of the southern portion of Cedar Parks.
 2d. Thence southeasterly deflecting 53 degrees 18 minutes 6 seconds to the left along said eastern line of Cedar Parks for 310.49 feet.
 3d. Thence southerly curving to the right on the arc of a circle of 300 feet radius tangent to the preceding course and along said eastern line of Cedar Parks for 279.31 feet.
 4th. Thence southerly on a line tangent to the preceding course and along said eastern line of Cedar Parks for 7.39 feet to the western line of Mott avenue.
 5th. Thence southerly along the western line of Mott avenue for 147.83 feet to the western line of the lands acquired for the northeastern portion of Cedar Parks.
 6th. Thence northerly curving to the right on the arc of a circle of 17.70 feet radius, tangent to the preceding course for 40.12 feet along the said western line of Cedar Parks to a point of reverse curve.
 7th. Thence northerly on the arc of a circle of 460 feet radius for 207.34 feet along the said western line of Cedar Parks.
 8th. Thence northerly for 355.21 feet to the point of beginning.

PARCEL "B."

Beginning at a point in the eastern line of Gerard avenue distant 1,623.93 feet southeasterly from the intersection of the eastern line of Gerard avenue with the southern line of East One Hundred and Sixty-first street.
 1st. Thence southeasterly along the eastern line of Gerard avenue for 74.79 feet to the eastern line of the northern portion of Cedar Parks.
 2d. Thence southeasterly deflecting 53 degrees 20 minutes 40 seconds to the left for 242.04 feet along said eastern line of Cedar Parks to the western line of Walton avenue.
 3d. Thence northerly along the western line of Walton avenue for 71.15 feet.
 4th. Thence westerly for 248.08 feet to the point of beginning.

PARCEL "C."

Beginning at a point in the eastern line of River avenue distant 1,392.73 feet southeasterly from the intersection of the eastern line of River avenue with the southern line of East One Hundred and Sixty-first street.
 1st. Thence southeasterly along the eastern line of River avenue for 74.79 feet.
 2d. Thence southeasterly deflecting 53 degrees 20 minutes 54 seconds to the left for 286.68 feet to the western line of Gerard avenue.
 3d. Thence northerly along the western line of Gerard avenue for 74.79 feet.
 4th. Thence northerly for 286.68 feet to the point of beginning.

PARCEL "D."

Beginning at a point in the western line of River avenue, distant 1,333.04 feet southeasterly from the intersection of the western line of River avenue with the southern line of East One Hundred and Sixty-first street.
 1st. Thence southeasterly along the western line of River avenue for 78.50 feet.
 2d. Thence northerly deflecting 130 degrees 13 minutes 54 seconds to the right for 1,040 feet.
 3d. Thence southeasterly deflecting 142 degrees 23 minutes 23 seconds to the right for 98.31 feet.
 4th. Thence southerly for 911.36 feet to the point of beginning.

East One Hundred and Fifty-third street is designated as a street of the first class, and is shown on sections 7 and 8 of the Final Maps and Profiles of the Twenty-third and Twenty-fourth Wards of the City of New York, filed as follows: In the office of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards of the City of New York, section 7 on October 31, 1895; section 8 on November 11, 1895; in the office of the Register of the City and County of New York, section 7 on November 2, 1895, and section 8 on November 12, 1895; and in the office of the Secretary of State of the State of New York, section 7 on November 2, 1895, and section 8 on November 13, 1895.
 Dated New York, March 13, 1897.
 FRANCIS M. SCOTT, Counsel to the Corporation,
 No. 2 Tryon Row, New York City.

In the matter of the application of The Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to WENDOVER AVENUE (although not yet named by proper authority), from Third avenue to the western line of Crotona Park, and from Boston road to the eastern line of Crotona Park, in the Twenty-third Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Part III, thereof, in the County Court-house, in the City of New York, on Thursday, the 25th

day of March, 1897, at the opening of the Court on 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 is the acquisition of title by The Mayor, Aldermen and Commonality of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as Wendover avenue, from Third avenue to the western line of Crotona Park, and from Boston road to the eastern line of Crotona Park, in the Twenty-third Ward of the City of New York, being the following-described lots, pieces or parcels of land, viz.:

PARCEL "A."

Beginning at a point in the eastern line of Third avenue distant 1,235.56 feet northerly from the intersection of the eastern line of Third avenue with the northern line of East One Hundred and Seventieth street.
 1st. Thence northerly along the eastern line of Third avenue for 100.06 feet.
 2d. Thence southeasterly deflecting 92 degrees 36 minutes 24 seconds to the right for 312.79 feet to the western line of Fulton avenue.
 3d. Thence southeasterly along the western line of Fulton avenue for 101.04 feet.
 4th. Thence northerly for 324.11 feet to the point of beginning.

PARCEL "B."

Beginning at a point in the western line of Boston road distant 565.11 feet northerly from the intersection of the western line of Boston road with the northern line of Prospect avenue.
 1st. Thence northerly along the western line of Boston road for 301.75 feet.
 2d. Thence westerly curving to the right on the arc of a circle of 100 feet radius, tangent to the preceding course for 146.31 feet.
 3d. Thence northerly on a line tangent to the preceding course for 232.09 feet to the eastern line of Crotona Park.
 4th. Thence southeasterly along the eastern line of Crotona Park for 100.50 feet.
 5th. Thence southeasterly deflecting 96 degrees 10 minutes 16 seconds to the left for 210.47 feet.
 6th. Thence southerly curving to the right on the arc of a circle of 100 feet radius, tangent to the preceding course for 167.85 feet to the point of beginning.

Wendover avenue is designated as a street of the first class, and is shown on section 10 of the Final Maps and Profiles of the Twenty-third and Twenty-fourth Wards of the City of New York, filed in the office of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards of the City of New York on June 10, 1895, in the office of the Register of the City and County of New York on June 14, 1895, and in the office of the Secretary of State of the State of New York on June 15, 1895.
 Dated New York, March 13, 1897.
 FRANCIS M. SCOTT, Counsel to the Corporation,
 No. 2 Tryon Row, New York City.

In the matter of the application of the Board of Education, by the Counsel to the Corporation of the City of New York, relative to acquiring title by The Mayor, Aldermen and Commonality of the City of New York, to certain lands at the southerly side of THIRTIETH STREET, between Sixth and Seventh avenues, in the Twentieth Ward of said city, duly selected and approved by said Board as a site for school purposes, under and in pursuance of the provisions of chapter 191 of the Laws of 1888, as amended by chapter 35 of the Laws of 1890 and chapter 890 of the Laws of 1896.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, appointed pursuant to the provisions of chapter 191 of the Laws of 1888, as amended by chapter 35 of the Laws of 1890 and chapter 890 of the Laws of 1896, hereby give notice to the owner or owners, lessee or lessees, parties and persons respectively entitled to or interested in the lands, tenements, hereditaments and premises, title to which is sought to be acquired in this proceeding, and to all others whom it may concern, to wit:

First—That we have completed our estimate of the loss and damage to the respective owners, lessees, parties and persons interested in the lands or premises affected by this proceeding, or having any interest therein, and have filed a true report or transcript of such estimate in the office of the Board of Education for the inspection of whomsoever it may concern.

Second—That all parties or persons whose rights may be affected by the said estimate, and who may object to the same, or any part thereof, may, within ten days after the first publication of this notice, March 18, 1897, file their objections to such estimate, in writing, with us, at our office, Room No. 2, on the fourth floor of the Staats-Zeitung Building, No. 2 Tryon Row, in said city, as provided by section 4 of chapter 191 of the Laws of 1888, as amended by chapter 35 of the Laws of 1890, and chapter 890 of the Laws of 1896, and that we, the said Commissioners, will hear parties so objecting, at our said office, on the 31st day of March, 1897, at 3 o'clock in the afternoon, and upon such subsequent days as may be found necessary.

Third—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at Part III, in the County Court-house, in the City of New York, on the 19th day of April 1897, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, March 17, 1897.
 J. EDGAR LEAYCRAFT, THOMAS J. MILLER,
 ROBERT M. BULL, Commissioners,
 FRANCIS E. V. DUNN, Clerk.

In the matter of the application of The Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening TOWNSEND AVENUE (although not yet named by proper authority), from East One Hundred and Seventieth street to East One Hundred and Seventy-sixth street as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-fourth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 19th day of February, 1897, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled to or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The Mayor, Aldermen and Commonality of the City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the City and County of New York on the 24th day of February, 1897, and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled to or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, Nos. 90 and 92 West Broadway, ninth floor, in the City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 26th day of March, 1897, at 10 o'clock in the forenoon of that day, to hear the said parties and persons in relation thereto, and at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of The Mayor, Aldermen and Commonality of the City of New York.

Dated New York, March 3, 1897.
 FRANK E. HIPPLE, JOHN W. D. DOBLER,
 JAMES HIGGINS, Commissioners,
 JOHN P. DUNN, Clerk.

In the matter of the application of The Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening VALENTINE AVENUE (although not yet named by proper authority), from East One Hundred and Ninety-eighth street to Two Hundred and Fourth street, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-fourth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 19th day of February, 1897, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled to or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The Mayor, Aldermen and Commonality of the City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the City and County of New York on the 24th day of February, 1897, and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled to or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, Nos. 90 and 92 West Broadway, ninth floor, in the City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 26th day of March, 1897, at 10 o'clock in the forenoon of that day, to hear the said parties and persons in relation thereto and at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner or on behalf of The Mayor, Aldermen and Commonality of the City of New York.

Dated New York, March 3, 1897.
 CHARLES A. JACKSON, JOHN MURPHY,
 ALFRED F. SELIGSBURG, Commissioners,
 JOHN P. DUNN, Clerk.

In the matter of the application of The Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening EAST ONE HUNDRED AND EIGHTIETH STREET (formerly Samuel street), although not yet named by proper authority, from Third avenue to Webster avenue, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-fourth Ward of the City of New York.

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections, in writing, to us at our office, Nos. 90 and 92 West Broadway, ninth floor, in said city, on or before the 24th day of April, 1897, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said 24th day of April, 1897, and for that purpose will be in attendance at our said office on each of said ten days at 2 o'clock p. m.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited in the Bureau of Street Openings in the Law Department of the City of New York, Nos. 90 and 92 West Broadway, ninth floor, in the said city, there to remain until the 26th day of April, 1897.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land situated, lying and being in the City of New York, which taken together are bounded and described as follows, viz.:

On the north by the southerly side of East One Hundred and Eighty-first street, from the westerly side of Lafontaine avenue to the easterly side of Webster avenue; thence by the southerly side of East One Hundred and Eighty-first street produced from the easterly side of Webster avenue to the easterly side of Valentine avenue; on the south by the northerly side of East One Hundred and Seventy-ninth street, from the westerly side of Lafontaine avenue to the easterly side of Valentine avenue; on the east by the westerly side of Lafontaine avenue, from the northerly side of East One Hundred and Seventy-ninth street to the southerly side of East One Hundred and Eighty-first street, and on the west by the easterly side of Valentine avenue, from the northerly side of East One Hundred and Seventy-ninth street to the southerly side of East One Hundred and Eighty-first street produced, as such streets are shown upon the Final Maps of the Twenty-third and Twenty-fourth Wards of the City of New York, excepting from said area all streets, avenues and roads or portions thereof heretofore legally opened, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to a Special Term of the Supreme Court, Part III, of the State of New York, to be held in and for the City and County of New York at the County Court-house in the City of New York, on the 21st day of May, 1897, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard

thereon, a motion will be made that the said report be confirmed.

Dated New York, March 18, 1897.
PIERRE VAN BUREN HOES, Chairman; JAMES R. ANGEL, ARTHUR INGRAHAM, Commissioners.
JOHN P. DUNN, Clerk.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening MINFORD PLACE (although not yet named by proper authority), from Jennings street to Boston road, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-third and Twenty-fourth Wards of the City of New York.

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections, in writing, to us, at our office, Nos. 90 and 92 West Broadway, ninth floor, in said city, on or before the 7th day of April, 1897, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said 7th day of April, 1897, and for that purpose will be in attendance at our said office on each of said ten days at 11 o'clock A. M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited in the Bureau of Street Openings in the Law Department of the City of New York, Nos. 90 and 92 West Broadway, ninth floor, in said city, there to remain until the 12th day of April, 1897.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: All those certain lots, pieces or parcels of land, situate, lying and being within and between the middle line of the blocks between Freeman street and Jennings street, and East One Hundred and Seventieth street and Jennings street, and said middle line produced to Boston road, from Union avenue and Boston road to the middle line of the blocks between Wilkins place and Charlotte street and said middle line produced southeasterly; also all those certain lots, pieces or parcels of land, situate, lying and being within and between the Southern Boulevard and East One Hundred and Seventieth street, from the middle line of the blocks between Wilkins place and Charlotte street and said middle line produced southeasterly to the Boston road, and also all those certain lots, pieces or parcels of land, situate, lying and being within and between the middle line of the block between Suburban place and East One Hundred and Seventy-third street and the middle line of the block between Crotona Park, East, and East One Hundred and Seventy-third street, from Boston road to Crotona Park, as such streets are shown on the Final Maps of the Twenty-third and Twenty-fourth Wards of the City of New York; excepting from said area all streets, avenues and roads, or portions thereof, heretofore legally opened, as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That our report herein will be presented to a Special Term of the Supreme Court, Part III., of the State of New York, to be held in and for the City and County of New York, at the County Court-house, in the City of New York, on the 26th day of April, 1897, 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, February 27, 1897.
MAX SELIGMAN, Chairman; OWEN MCGINIS, G. THORNTON WARREN, Commissioners.
HENRY DE FOREST BALDWIN, Clerk.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening EAST ONE HUNDRED AND FIFTY-EIGHTH STREET (although not yet named by proper authority), from Morris avenue to Railroad avenue, West, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-third Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 19th day of February, 1897, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The Mayor, Aldermen and Commonalty of the City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the City and County of New York on the 24th day of February, 1897, and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, Nos. 90 and 92 West Broadway, ninth floor, in the City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 3d day of April, 1897, at 10.30 o'clock in the forenoon of that day, to hear the said parties and persons in relation thereto, and at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of The Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, March 11, 1897.
ROBERT STURGIS, J. FAIRFAX M. LAUGHLIN, JR., ABRAHAM LINCOLN KOCH, Commissioners.
HENRY DE FOREST BALDWIN, Clerk.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening NAPIER AVENUE (although not yet named by proper authority), from Eastchester avenue to Mount Vernon avenue, as the same has been heretofore laid out and

designated as a first-class street or road, in the Twenty-fourth Ward of the City of New York.

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections, in writing, to us, at our office, Nos. 90 and 92 West Broadway, ninth floor, in said city, on or before the 24th day of April, 1897, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said 24th day of April, 1897, and for that purpose will be in attendance at our said office on each of said ten days at 12 o'clock M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited in the Bureau of Street Openings in the Law Department of the City of New York, Nos. 90 and 92 West Broadway, ninth floor, in said city, there to remain until the 26th day of April, 1897.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: On the north by Mount Vernon avenue; on the south by Eastchester street or East Two Hundred and Thirty-third street; on the east by the middle line of the blocks between Napier avenue and Oneida avenue, from Mount Vernon avenue to Eastchester street or East Two Hundred and Thirty-third street; and on the west by the middle line of the blocks between Napier avenue and Mount Vernon avenue, from Eastchester street or East Two Hundred and Thirty-third street, to the middle line of the block between Willard street or East Two Hundred and Thirty-fifth street, and Opdyke street or East Two Hundred and Thirty-sixth street, and thence by Mount Vernon avenue; excepting from said area all streets, avenues and roads, or portions thereof, heretofore legally opened, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to a Special Term of the Supreme Court, Part III., of the State of New York, to be held in and for the City and County of New York, at the County Court-house, in the City of New York, on the 17th day of May, 1897, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, March 19, 1897.
MORRIS HERMANN, HENRY M. ALEXANDER, JR., Commissioners.
JOHN P. DUNN, Clerk.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening OLIVER STREET (although not yet named by proper authority), from Webster avenue to Marion avenue, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-fourth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 19th day of February, 1897, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The Mayor, Aldermen and Commonalty of the City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the City and County of New York on the 24th day of February, 1897, and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, Nos. 90 and 92 West Broadway, ninth floor, in the City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 2d day of April, 1897, at 11 o'clock in the forenoon of that day, to hear the said parties and persons in relation thereto, and at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of The Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, March 10, 1897.
WILBUR LARREMORE, CHARLES W. COLEMAN, BERTHOLD SALZBERGER, Commissioners.
HENRY DE FOREST BALDWIN, Clerk.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening EAST ONE HUNDRED AND SEVENTY-FOURTH STREET (although not yet named by proper authority), from the Southern Boulevard and Boston road to the Bronx river, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-fourth Ward of the City of New York.

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections, in writing, to us, at our office, Nos. 90 and 92 West Broadway, ninth floor, in said city, on or before the 17th day of April, 1897, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said 17th day of April, 1897, and for that purpose will be in attendance at our said office on each of said ten days at 11.30 o'clock A. M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited in the Bureau of Street Openings in the Law Department of the City of New York, Nos. 90 and 92 West Broadway, ninth floor, in said city, there to remain until the 19th day of April, 1897.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: On the north by the southerly side of East One Hundred and Seventy-sixth street or Woodruff street; on the south by the northerly side of East One Hundred and Seventy-third street, and said northerly side produced from Boston road to the Bronx river; on the east by the Bronx river, and on the west by a line drawn parallel to the Southern Boulevard and distant 200 feet westerly from the westerly side thereof; excepting from said area all streets, avenues and roads, or portions thereof, heretofore legally opened, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to a Special Term of the Supreme Court, Part III., of the State of New York, to be held in and for the City and County of New York, at the County Court-house, in the City of New York, on the 17th day of May, 1897, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, March 16, 1897.
WILLIAM J. MORAN, Chairman; JOHN MCCRIMLISK, Commissioners.
JOHN P. DUNN, Clerk.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening EAST ONE HUNDRED AND FIFTY-FIRST STREET (although not yet named by proper authority), from Mott avenue to Exterior street, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-third Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 26th day of February, 1897, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The Mayor, Aldermen and Commonalty of the City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the City and County of New York on the 31 day of March, 1897, and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, Nos. 90 and 92 West Broadway, ninth floor, in the City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 9th day of April, 1897, at 3 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto, and at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner or on behalf of The Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, March 17, 1897.
FRANKLIN BIEN, HENRY GRASSE, WM. H. MCCARTHY, Commissioners.
HENRY DE FOREST BALDWIN, Clerk.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to EAST ONE HUNDRED AND SEVENTY-SIXTH STREET (although not yet named by proper authority), from Monroe avenue to Tremont avenue, in the Twenty-fourth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Part III. thereof, in the County Court-house, in the City of New York, on Thursday, the 25th day of March, 1897, at the opening of the Court on 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 is the acquisition of title by The Mayor, Aldermen and Commonalty of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as East One Hundred and Seventy-sixth street, from Monroe avenue to Tremont avenue, in the Twenty-fourth Ward of the City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point in the southern extremity of a curve of 115 feet radius in the southern line of Tremont avenue.

1st. Thence northeasterly curving to the left along the said curve of 115 feet radius for 23.04 feet along the southern line of Tremont avenue.

2d. Thence southwesterly on a line forming an angle of 77 degrees 53 minutes 40 seconds to the west with a radius of the preceding curve drawn northerly from its eastern extremity for 37.13 feet.

3d. Thence southwesterly deflecting 2 degrees 53 minutes 43 seconds to the left for 75.82 feet.

4th. Thence westerly deflecting 31 degrees 0 minutes 58 seconds to the right for 65.44 feet.

5th. Thence southerly deflecting 83 degrees 19 minutes 24 seconds to the left for 60.41 feet.

6th. Thence easterly deflecting 96 degrees 40 minutes 36 seconds to the left for 60.66 feet.

7th. Thence northeasterly deflecting 27 degrees 59 minutes 54 seconds to the left for 65.60 feet.

8th. Thence northeasterly deflecting 0 degrees 7 minutes 11 seconds to the left for 38.46 feet.

9th. Thence northerly for 57.47 feet to the point of beginning.

East One Hundred and Seventy-sixth street is designated as a street of the first class, and is shown on section 14 of the Final Maps and Profiles of the Twenty-third and Twenty-fourth Wards of the City of New York, filed in the office of the Commissioner of Street Improve-

ments of the Twenty-third and Twenty-fourth Wards of the City of New York on December 16, 1895; in the office of the Register of the City and County of New York on December 17, 1895, and in the office of the Secretary of State of the State of New York on December 17, 1895.

Dated New York, March 13, 1897.
FRANCIS M. SCOTT, Counsel to the Corporation,
No. 2 Tryon Row, New York City.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to EAST ONE HUNDRED AND SEVENTY-NINTH STREET (although not yet named by proper authority), from Jerome avenue to Anthony avenue, in the Twenty-fourth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Part III. thereof, in the County Court-house, in the City of New York, on Thursday, the 25th day of March, 1897, at the opening of the Court on 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 is the acquisition of title by The Mayor, Aldermen and Commonalty of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening and extending of a certain street or avenue known as East One Hundred and Seventy-ninth street, from Jerome avenue to Anthony avenue, in the Twenty-fourth Ward of the City of New York, being the following-described lots, pieces or parcels of land, viz.:

PARCEL "A."
Beginning at a point in the eastern line of Jerome avenue distant 456.22 feet southwesterly from the intersection of the eastern line of Jerome avenue with the southern line of Burnside avenue.

1st. Thence southwesterly along the eastern line of Jerome avenue for 60 feet.

2d. Thence southeasterly deflecting 90 degrees to the left for 720 feet.

3d. Thence southeasterly deflecting 0 degrees 27 minutes 30 seconds to the left for 60 feet.

4th. Thence easterly deflecting 19 degrees 11 minutes 3 seconds to the left for 273.72 feet to the western line of the Grand Boulevard and Concourse.

5th. Thence northerly along the western line of the Grand Boulevard and Concourse for 62.58 feet.

6th. Thence westerly deflecting 106 degrees 31 minutes 30 seconds to the left for 270.10 feet.

7th. Thence westerly deflecting 15 degrees 39 minutes 3 seconds to the right for 60.15 feet.

8th. Thence northwesterly for 720 feet to the point of beginning.

PARCEL "B."
Beginning at a point in the eastern line of the Grand Boulevard and Concourse distant 426.67 feet southerly from the intersection of the eastern line of the Grand Boulevard and Concourse with the southern line of the eastern approach to the same at Burnside avenue.

1st. Thence southerly along the western line of the Grand Boulevard and Concourse for 62.58 feet.

2d. Thence easterly deflecting 106 degrees 31 minutes 30 seconds to the left for 421.82 feet.

3d. Thence northerly deflecting 108 degrees 7 minutes 30 seconds to the left for 63.13 feet.

4th. Thence westerly for 384.38 feet to the point of beginning.

East One Hundred and Seventy-ninth street is designated as a street of the first class, and is shown on section 14 of the Final Maps and Profiles of the Twenty-third and Twenty-fourth Wards of the City of New York, filed in the office of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards of the City of New York on December 16, 1895, in the office of the Register of the City and County of New York on December 17, 1895, and in the office of the Secretary of State of the State of New York on December 17, 1895.

Dated New York, March 13, 1897.
FRANCIS M. SCOTT, Counsel to the Corporation,
No. 2 Tryon Row, New York City.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to RYER AVENUE (although not yet named by proper authority), from Burnside avenue to East One Hundred and Eighty-seventh street, in the Twenty-fourth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Part III. thereof, in the County Court-house, in the City of New York, on Thursday, the 25th day of March, 1897, at the opening of the Court on 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 is the acquisition of title by The Mayor, Aldermen and Commonalty of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as Ryer avenue, from Burnside avenue to East One Hundred and Eighty-seventh street, in the Twenty-fourth Ward of the City of New York, being the following-described lots, pieces or parcels of land, viz.:

PARCEL "A."
Beginning at a point in the southern line of East One Hundred and Eighty-fourth street distant 51.01 feet easterly from the intersection of the southern line of East One Hundred and Eighty-fourth street with the eastern line of the Grand Boulevard and Concourse.

1st. Thence easterly along the southern line of East One Hundred and Eighty-fourth street for 60.50 feet.

2d. Thence southerly deflecting 80 degrees 25 minutes 0 seconds to the right for 1,774.07 feet.

3d. Thence southerly deflecting 1 degree 53 minutes 36 seconds to the right for 60.04 feet.

4th. Thence southerly deflecting 0 degrees 23 minutes 20 seconds to the right for 493.59 feet.

5th. Thence southerly deflecting 7 degrees 26 minutes 43 seconds to the left for 51.72 feet.

6th. Thence southerly deflecting 1 degree 8 minutes 23 seconds to the left for 690.36 feet to the northern line of Burnside avenue.

7th. Thence northwesterly along the northern line of Burnside avenue for 71.77 feet.

8th. Thence northerly deflecting 56 degrees 43 minutes 15 seconds to the right for 666.73 feet.

9th. Thence northerly deflecting 2 degrees 40 minutes 21 seconds to the right for 61.35 feet.

10th. Thence northerly deflecting 5 degrees 54 minutes 45 seconds to the right for 490.88 feet.

11th. Thence northerly deflecting 0 degrees 23 minutes 49 seconds to the left for 60.41 feet.

12th. Thence northerly for 1,780.84 feet to the point of beginning.

PARCEL "B."
Beginning at a point in the northern line of East One Hundred and Eighty-fourth street distant 78.40 feet easterly from the intersection of the northern line of East One Hundred and Eighty-fourth street with the eastern line of the Grand Boulevard and Concourse.

1st. Thence easterly along the northern line of East One Hundred and Eighty-fourth street for 50.44 feet.

2d. Thence northerly deflecting 99 degrees 28 minutes 14 seconds to the left for 369.72 feet.

3d. Thence westerly deflecting 90 degrees 6 minutes 40 seconds to the left for 50 feet.

4th. Thence southerly for 353.05 feet to the point of beginning.

Ryer avenue is designated as a street of the first class, and is shown on sections 14 and 17 of the Final Maps and Profiles of the Twenty-third and Twenty-fourth Wards of the City of New York, filed as follows: In the office of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards of the City of New York, section 14 on December 16, 1895, and section 17 on December 27, 1895; in the office of the Register of the City and County of New York, section 14 on December 17, 1895, and section 17 on December 29, 1895; and in the office of the Secretary of State of the State of New York, section 14 on December 17, 1895, and section 17 on December 28, 1895.

Dated New York, March 13, 1897.
FRANCIS M. SCOTT, Counsel to the Corporation,
No. 2 Tryon Row, New York City.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to GRAND AVENUE, although not yet named by proper authority, from Fordham road to Kingsbridge road, in the Twenty-fourth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Part III. thereof, in the County Court-house, in the City of New York, on Thursday, the 25th day of March, 1897, at the opening of the Court on 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 is the acquisition of title by The Mayor, Aldermen and Commonalty of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as Grand avenue, from Fordham road to Kingsbridge road, in the Twenty-fourth Ward of the City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point in the northern line of Fordham road distant 307.70 feet easterly from the intersection of the northern line of Fordham road with the eastern line of Aqueduct avenue.

1st. Thence easterly along the northern line of Fordham road for 54.80 feet.

2d. Thence northeasterly on a line forming an angle of 23 degrees 23 minutes 58 seconds to the east with the northern prolongation of the radius of the preceding course drawn through its eastern extremity for 2,075.63 feet to the southern line of Kingsbridge road.

3d. Thence northeasterly along the southern line of Kingsbridge road for 51.17 feet.

4th. Thence southeasterly for 2,087.18 feet to the point of beginning.

Grand avenue is designated as a street of the first class, and is shown on section 16 of the Final Maps and Profiles of the Twenty-third and Twenty-fourth Wards of the City of New York, filed in the office of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards of the City of New York on November 18, 1895, in the office of the Register of the City and County of New York on November 18, 1895, and in the office of the Secretary of State of the State of New York on November 20, 1895.

Dated New York, March 13, 1897.
FRANCIS M. SCOTT, Counsel to the Corporation,
No. 2 Tryon Row, New York City.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening CLIFFORD STREET, although not yet named by proper authority, from Eastchester avenue to Bronx river, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-fourth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT THE BILL of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court, at a Special Term thereof, Part I. to be held in and for the City and County of New York, at the County Court-house, in the City of New York, on the 26th day of March, 1897, at 10:30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon, and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the City and County of New York, there to remain for and during the space of ten days, as required by law.

Dated New York, March 9, 1897.
JNO. H. JUDGE, ELLIS E. WARING, RIGNAL D. WOODWARD, Commissioners,
JOHN P. DUNN, Clerk.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening OPDYKE AVENUE, although not yet named by proper authority, from Mount Vernon avenue to the Bronx river, as the same has been heretofore laid out and designated as a first-class street or road in the Twenty-fourth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT THE BILL of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court, at a Special Term thereof, Part I. to be held in and for the City and County of New York, at the County Court-house, in the City of New York, on the 26th day of April, 1897, at 10:30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon, and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the City and County of New York, there to remain for and during the space of ten days, as required by law.

Dated New York, March 18, 1897.
GROSVENOR S. HUBBARD, EDWARD S. KAUFMAN, JOHN A. REILLY, Commissioners,
JOHN P. DUNN, Clerk.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to EAST ONE HUNDRED AND SEVENTY-FIFTH STREET (although not yet named by proper authority), from the Grand Boulevard and Concourse to Anthony avenue, in the Twenty-fourth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Part III. thereof, in the County Court-house, in the City of New York, on Tuesday, the 6th day of April, 1897, at the opening of the Court on 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 is the acquisition of title by The Mayor, Aldermen and Commonalty of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening and extending of a certain street or avenue known as East One Hundred and Seventy-fifth street, from the Grand Boulevard and Concourse to Anthony avenue, in the Twenty-fourth Ward of the City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point in the eastern line of the Grand Boulevard and Concourse distant 248.6 feet northeasterly from the intersection of the eastern line of the Grand Boulevard and Concourse with the eastern line of Morris avenue.

1st. Thence northeasterly along the eastern line of the Grand Boulevard and Concourse for 82.10 feet.

2d. Thence easterly on a line forming an angle of 42 degrees 28 minutes 4 seconds to the north with the eastern prolongation of the radius of the preceding course drawn through its northern extremity for 1,198.36 feet.

3d. Thence southerly deflecting 90 degrees to the right for 60 feet.

4th. Thence westerly for 1,254.39 feet to the point of beginning.

East One Hundred and Seventy-fifth street is designated as a street of the first class, and is shown on section 14 of the Final Maps and Profiles of the Twenty-third and Twenty-fourth Wards of the City of New York, filed in the office of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards of the City of New York on December 16, 1895; in the office of the Register of the City and County of New York on December 17, 1895, and in the office of the Secretary of State of the State of New York on December 17, 1895.

Dated New York, March 24, 1897.
FRANCIS M. SCOTT, Counsel to the Corporation,
No. 2 Tryon Row, New York City.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to KIRK PLACE, although not yet named by proper authority, from Morris avenue to Ryer avenue, in the Twenty-fourth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Part III. thereof, in the County Court-house, in the City of New York, on Tuesday, the 6th day of April, 1897, at the opening of the Court on 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 is the acquisition of title by The Mayor, Aldermen and Commonalty of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening and extending of a certain street or avenue known as Kirk place, from Morris avenue to Ryer avenue, in the Twenty-fourth Ward of the City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point in the western line of the Grand Boulevard and Concourse distant 196.0 feet southerly from the intersection of the western line of the Grand Boulevard and Concourse with the southern line of East One Hundred and Eighty-fourth street.

1st. Thence southerly along the western line of the Grand Boulevard and Concourse for 50 feet.

2d. Thence southerly deflecting 90 degrees to the right for 474 feet.

3d. Thence northeasterly deflecting 90 degrees to the right for 50 feet.

4th. Thence southeasterly for 474 feet to the point of beginning.

PARCEL "B."
Beginning at a point in the eastern line of the Grand Boulevard and Concourse distant 196 feet southerly from the intersection of the eastern line of the Grand Boulevard and Concourse with the southern line of East One Hundred and Eighty-fourth street.

1st. Thence southerly along the western line of the Grand Boulevard and Concourse for 50 feet.

2d. Thence southeasterly deflecting 90 degrees to the left for 90.03 feet.

3d. Thence northerly deflecting 96 degrees 43 minutes 40 seconds to the left for 50.35 feet.

4th. Thence northeasterly for 84.13 feet to the point of beginning.

Kirk place is designated as a street of the first class, and is shown on section 14 of the Final Maps and Profiles of the Twenty-third and Twenty-fourth Wards of the City of New York, filed in the office of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards of the City of New York on December 16, 1895, in the office of the Register of the City and County of New York on December 17, 1895, and in the office of the Secretary of State of the State of New York on December 17, 1895.

Dated New York, March 24, 1897.
FRANCIS M. SCOTT, Counsel to the Corporation,
No. 2 Tryon Row, New York City.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening VIRIO AVENUE, although not yet named by proper authority, from Eastchester avenue to the northern boundary of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-fourth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT THE BILL of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court, at a Special Term thereof, Part I. to be held in and for the City and County of New York, at the County Court-house, in the City of New York, on the 6th day of April, 1897, at 10:30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon, and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the City and County of New York, there to remain for and during the space of ten days, as required by law.

Dated New York, March 22, 1897.
THOMAS F. DONNELLY, ELLIS E. WARING, WILLIS FOWLER, Commissioners,
JOHN P. DUNN, Clerk.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening COLLEGE AVENUE, although not yet named by proper authority, from East One Hundred and Sixty-third street to East One Hundred and Sixty-fourth street, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-third Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 19th day of February, 1897, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The Mayor, Aldermen and Commonalty of the City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the City and County of New York on the 24th day of February, 1897, and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled to or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening,

laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, Nos. 90 and 92 West Broadway, ninth floor, in the City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 24th day of April, 1897, at 4 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto, and at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner or on behalf of The Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, March 10, 1897.
SAMUEL D. LEVY, JULIUS STICH, SIMON C. NOOT, Commissioners,
JOHN P. DUNN, Clerk.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening VALENTINE AVENUE, although not yet named by proper authority, from Burnside avenue to Kingsbridge road, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-fourth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 19th day of February, 1897, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The Mayor, Aldermen and Commonalty of the City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the City and County of New York on the 24th day of February, 1897, and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled to or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, Nos. 90 and 92 West Broadway, ninth floor, in the City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 1st day of April, 1897, at 2 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto, and at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, on behalf of The Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, March 6, 1897.
JNO. H. JUDGE, FIELDING L. MARSHALL, PETER A. WALSH, Commissioners,
HENRY DE FOREST BALDWIN, Clerk.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to EAST ONE HUNDRED AND SEVENTIETH STREET, although not yet named by proper authority, from Boston road to Prospect avenue and from Bristow street to Charlotte street, in the Twenty-third Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Part III. thereof, in the County Court-house, in the City of New York, on Thursday, the 25th day of March, 1897, at the opening of the Court on 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 is the acquisition of title by The Mayor, Aldermen and Commonalty of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as East One Hundred and Seventieth street, from Boston road to Prospect avenue and from Bristow street to Charlotte street, in the Twenty-third Ward of the City of New York, being the following-described lots, pieces or parcels of land, viz.:

PARCEL "A."
Beginning at a point in the southern line of Boston road at the western extremity of the northern line of Prospect avenue.

1st. Thence southerly along the southern line of Boston road for 23.04 feet.

2d. Thence southeasterly deflecting 90 degrees to the left for 58.63 feet to the western line of Prospect avenue.

3d. Thence northerly along the western line of Prospect avenue for 59.32 feet to the northern line of Prospect avenue.

4th. Thence westerly along the northern line of Prospect avenue for 21.20 feet to the point of beginning.

PARCEL "B."
Beginning at a point in the western line of Stebbins avenue distant 328 feet northerly from the intersection of the western line of Stebbins avenue with the northern line of Jennings street.

1st. Thence northerly along the western line of Stebbins avenue for 60 feet.

2d. Thence westerly deflecting 90 degrees to the left for 200 feet to the eastern line of Bristow street.

3d. Thence southerly along the eastern line of Bristow street for 60 feet.

4th. Thence easterly for 200 feet to the point of beginning.

PARCEL "C."
Beginning at a point in the eastern line of Stebbins avenue distant 328 feet northerly from the intersection

of the eastern line of Stebbins avenue with the northern line of Jennings street.

1st. Thence northerly along the eastern line of Stebbins avenue for 60 feet.

2d. Thence easterly deflecting 90 degrees to the right for 213.20 feet to the western line of Wilkins place.

3d. Thence southerly along the western line of Wilkins place for 60.93 feet.

4th. Thence westerly for 223.98 feet to the point of beginning.

PARCEL "D."
Beginning at a point in the eastern line of Wilkins place, distant 335 feet northerly from the intersection of the eastern line of Wilkins place with the northern line of Jennings street.

1st. Thence northerly along the eastern line of Wilkins place for 60 feet.

2d. Thence easterly deflecting 90 degrees to the right for 200 feet to the western line of Charlotte street.

3d. Thence southerly along the eastern line of Charlotte street for 60 feet.

4th. Thence westerly for 200 feet to the point of beginning.

East One Hundred and Seventieth street is designated as a street of the first class, and is shown on section 15 of the Final Maps and Profiles of the Twenty-third and Twenty-fourth Wards of the City of New York, filed in the office of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards of the City of New York on June 10, 1895, in the office of the Register of the City and County of New York, June 14, 1895, and in the office of the Secretary of State of the State of New York on June 15, 1895.

Dated New York, March 13, 1897.
FRANCIS M. SCOTT, Counsel to the Corporation,
No. 2 Tryon Row, New York City.

In the matter of the application of Michael T. Daly, Commissioner of Public Works of the City of New York, for and in behalf of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, in fee, to certain lots, pieces or parcels of land in the Twelfth and Twenty-third Wards of the City of New York, for the purpose of the construction of a draw-bridge and approaches thereto, with the necessary abutments and arches, over the Harlem river, connecting the northerly end of Third avenue, in the Twelfth Ward of said city, with the southerly end of Third avenue, in the Twenty-third Ward of said city.

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

First—That we have completed our second separate estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, premises, property, rights and interests affected thereby and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Room No. 113, on the third floor of the Stewart Building, No. 283 Broadway, in said city, on or before the 31st day of March, 1897, and that we the said Commissioners, will hear parties so objecting within the ten week-days next after the said 31st day of March, 1897, and for that purpose will be in attendance at our said office on each of said ten days at 10:30 o'clock in the forenoon.

Second—That the abstract of our said second estimate and assessment, together with our damage map, and also all the affidavits, estimates and other documents, used by us in making our said report, have been deposited in the office of the Commissioner of Public Works, in the American Tract Society Building, corner of Nassau and Spruce streets, in said city, there to remain until the 1st day of April, 1897.

Third—That our said second separate abstract of estimate and assessment embraces all the lands, premises, property, rights and interests shown upon our damage map as damage number one, in block 1756, and damage numbers two to nine, both inclusive, in block 1755, in the Twenty-third Ward of said city.

Fourth—That our said second separate report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at Part III., in the County Court-house, in the City of New York, on the 20th day of April, 1897, 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, February 23, 1897.
DAVID LEVENTRIT, PETER BOWE, ARTHUR INGRAHAM, Commissioners,
JAMES A. C. JOHNSON, Clerk.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to EAST ONE HUNDRED AND SEVENTY-FIRST STREET, although not yet named by proper authority, from Sedgwick avenue to the United States bulkhead-line of the Harlem river, in the Twenty-fourth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Part III. thereof, in the County Court-house, in the City of New York, on Thursday, the 25th day of March, 1897, at the opening of the Court on 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 is the acquisition of title by The Mayor, Aldermen and Commonalty of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening and extending of a certain street or avenue known as East One Hundred and Seventy-first street, from Sedgwick avenue to the United States bulkhead-line of the Harlem river, in the Twenty-fourth Ward of the City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point in the western line of Sedgwick avenue distant 270.95 feet southerly from the intersection of the western line of Sedgwick avenue with the southern line of the land acquired for Washington Bridge.

1st. Thence southerly along the western line of Sedgwick avenue for 60 feet.

2d. Thence westerly deflecting 90 degrees to the right for 531.59 feet to the eastern bulkhead-line of the Harlem river.

3d. Thence northerly deflecting 94 degrees 10 minutes 22 seconds to the right for 60.16 feet along said bulkhead line.

4th. Thence easterly for 577.22 feet to the point of beginning.

East One Hundred and Seventy-first street is designated as a street of the first class, and is shown on section 15 of the Final Maps and Profiles of the Twenty-third and Twenty-fourth Wards of the City of New York, filed in the office of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards of the City of New York on December 16, 1895, in the office of the Register of the City and County of New York on December 17, 1895, and in the office of the Secretary of State of the State of New York on December 17, 1895.

Dated New York, March 13, 1897.
FRANCIS M. SCOTT, Counsel to the Corporation,
No. 2 Tryon Row, New York City.

THE CITY RECORD.

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