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MUNICIPAL ASSEMBLY OF THE CITY OF NEW YORK.

THE COUNCIL.

STATED MEETING.

TUESDAY, November 22, 1898, }
2 o'clock P. M. }

The Council met in Room No. 16, City Hall.

PRESENT:

Hon. Randolph Guggenheimer, President.

COUNCILMEMBERS

John T. Oakley, Vice-Chairman,	Eugene A. Wise, Stewart M. Utice, William J. Hyland,	John J. McGarry, William A. Doyle, Martin F. Conly,
Thomas F. Foley, Frank J. Goodwin, Patrick J. Ryder,	Adolph C. Huttenroth, Bernard C. Murray, Charles H. Franchon,	David L. Van Nostand, Joseph Cassidy, Joseph F. O'Grady,
Harry C. Hart, George B. Christman, John J. Murphy,	Adam H. Leich, Charles H. Eubels,	Benjamin J. Bodine, George H. Mundorf,

The minutes of the last meeting were read, and Councilman Goodwin moved that the vote by which Resolution No. 891 was adopted be reconsidered, and that the minutes be so amended. Which was adopted.

On motion of Councilman Leich, the minutes were adopted as amended.

MESSAGES FROM HIS HONOR THE MAYOR.

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

No. 1218.

CITY OF NEW YORK—OFFICE OF THE MAYOR, }
NOVEMBER 22, 1898. }

To the Honorable the Council:

I return herewith, without my approval, a resolution adopted by you on November 15, 1898, giving permission to the Second Assembly District Democratic Club to place transparencies on various lamp-posts in the Borough of Brooklyn.

My objection to this resolution is that there is nothing to show that the advertisement to be placed on the transparencies relates to a religious or charitable object, and that the use of lamp-posts for advertising purposes should be restricted to advertisements of that character.

ROBT. A. VAN WYCK, Mayor.

Resolved, That permission be and the same is hereby given to Second Assembly District Democratic Club, Borough of Brooklyn, to place transparencies on lamp-posts located as follows:

Northwest corner of Fulton and Jay streets;
Southwest corner of Pearl and Sands streets;
Northwest corner of Myrtle avenue and Duffield street;

—in the Borough of Brooklyn, the work to be done at their own expense, under the direction of the Commissioner of Highways; such permission to continue only until December 3, 1898.

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

COMMUNICATIONS.

The President laid before the Council the following communication from the Clerk of the Board of Aldermen:

CITY OF NEW YORK, BOARD OF ALDERMEN, }
CITY HALL, November 24, 1898. }

Hon. P. J. SCULLY, City Clerk:

Sir—I transmit herewith the documents relative to matters adopted by the Board of Aldermen at the stated meeting held Tuesday, November 15, 1898, as scheduled below:

Int. Nos. 623, 4464, 1465, 1511, 1565 and 1566.

Respectfully,

MICHAEL F. BLAKE, Clerk of the Board of Aldermen.

Which was ordered on file.

MOTIONS AND RESOLUTIONS.

Councilman Goodwin moved that the courtesies of the floor be extended to Hon. John Kennedy, President of the Board of Aldermen of the City of Buffalo.

Which was adopted, and President Kennedy was escorted to the platform and welcomed by President Guggenheimer.

COMMUNICATIONS RESUMED.

The President laid before the Council the following communications from the Board of Aldermen:

No. 1228.

The Committee on Public Buildings, Lighting and Supplies, to whom was referred the annexed resolution in favor of authorizing the Commissioner of Public Buildings, Lighting and Supplies to erect railings, etc., for the better protection of records in the office of the Clerk of the County of Kings, respectfully

REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary.

They offer the following resolution for adoption:

Resolved, That said resolution be amended by adding the after the word "railings" the words "or other guard at the windows of said County Clerk's office."

They therefore recommend that the said resolution so amended be adopted.

Resolved, That, in order that better protection may be afforded to the public records in the office of the Clerk of the County of Kings, the Commissioner of Public Buildings, Lighting and Supplies be and he is hereby authorized and directed to erect in said office of the Clerk of the County of Kings iron railings, or other guard at the windows of said County Clerk's office, of a design and pattern to best serve the purposes of protection to said public records.

WILLIAM H. GLEDHILL, JAMES E. GAFFNEY, FRANCIS J. BYRNE, ELLAS GOODMAN, JOSEPH GEISER,	} Committee on Public Buildings, Lighting and Supplies.
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Which was referred to the Committee on Public Buildings, Lighting and Supplies.

No. 1229.

The Committee on Salaries and Offices, to whom was referred the annexed resolution in favor of appointing George W. Haviland, of No. 20 Main street, Flushing, Borough of Queens, a City Surveyor, respectfully

REPORT:

That, having examined the subject, they recommend that the said resolution be adopted.

Resolved, That George W. Haviland, of No. 20 Main street, Flushing, Borough of Queens, be and he is hereby appointed a City Surveyor.

JEREMIAH CRONIN, LAWRENCE W. McGRATH, EMIL NEUFELD, FRANK HENNESSY,	} Committee on Salaries and Offices.
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Which was adopted.

No. 1230.

The Committee on Salaries and Offices, to whom was referred the annexed resolution in favor of appointing Alexander Van H. Rosner, of No. 20 Main street, Flushing, Borough of Queens, a City Surveyor, respectfully

REPORT:

That, having examined the subject, they recommend that the said resolution be adopted.

Resolved, That Alexander Van H. Rosner, of No. 20 Main street, Flushing, Borough of Queens, be and he is hereby appointed a City Surveyor.

JEREMIAH CRONIN, LAWRENCE W. McGRATH, EMIL NEUFELD, FRANK HENNESSY,	} Committee on Salaries and Offices.
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Which was adopted.

No. 1231.

The Alderman of the Nineteenth District, Borough of Manhattan, to whom was referred the annexed resolution in favor of permitting Thomas Daly to keep a stand under the stairs of the Manhattan Railway, northeast corner of Sixty-sixth street and Columbus avenue, Borough of Manhattan, for the sale of newspapers and periodicals, respectfully

REPORTS:

That, having examined the subject, he believes the said resolution a proper one.

He therefore recommends that the said resolution be adopted.

Resolved, That permission be and the same is hereby given to Thomas Daly to place and keep a stand for the sale of newspapers and periodicals under the elevated stairs on the north-east corner of Sixty-sixth street and Columbus avenue, in the Borough of Manhattan, provided said stand shall be erected in conformity with the provisions of chapter 718 of the Laws of 1896, and subject to the conditions of an ordinance to regulate the placing of stands under the stairs of elevated railroads, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

HOWARD P. OKIE, Alderman, Nineteenth District, Manhattan, Borough.

Which was adopted.

No. 1232.

Resolved, That permission be and the same is hereby given to Otto Lubrak to place and keep a watering-trough on the sidewalk, near the curb, in front of the Buffalo avenue side of his premises No. 1872 Fulton street, corner of Buffalo avenue, in the Borough of Brooklyn, the work to be done and water supplied at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

No. 1233.

Resolved, That permission be and hereby is given to John Westervelt to construct and maintain a covered partition in front of and forming an entrance to his apartment-house now being constructed at the southeast corner of West End avenue and Eighth street, and a similar partition in front of and forming an entrance to his other apartment-house now being erected on the east side of West End avenue, sixty feet southerly from Eighth street. The said partitions shall each be constructed as shown upon the diagram hereto annexed, and they shall not extend beyond the stoop-line; the said work shall be done at the expense of the owner, under the direction of the Commissioner of Highways; this permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

PRESENTATION OF PETITIONS.

No. 1234.

By the President—

NORTH SIDE BOARD OF TRADE OF THE CITY OF NEW YORK, }
NO. 478 ALEXANDER AVENUE, }
November 14, 1898. }

This is to certify that at a meeting of the North Side Board of Trade of The City of New York, held this day, the following resolution was adopted:

Whereas, A committee has been appointed by the Municipal Assembly to investigate the causes of the alleged decline in the commerce and manufacturing industries of The City of New York and to suggest appropriate remedies; and

Whereas, The North Side Board of Trade is in full sympathy with the resolutions appointing said committee and the objects of the same; now, therefore, be it

Resolved, That the North Side Board of Trade requests a hearing before said committee for the purpose of presenting the views of its members on said subject; and be it further

Resolved, That the Committee on Commerce and Waterways of this Board be and they are hereby directed to formulate such suggestions as they may deem advisable to present to said committee; and be it further

Resolved, That all the members of the Board of Trade be notified to attend the hearing before said Municipal Assembly Committee in support of the views of the Board; and be it further

Resolved, That copies of these resolutions be forwarded to the Municipal Assembly of The City of New York.

JAMES L. WELLS, President.

O. G. ANGLE, Secretary.

Which was referred to the Special Committee on Commerce.

No. 1235.

By Councilman Murray—

To the Honorable the Municipal Assembly of The City of New York:

The petition of the Union Railway Company of New York City respectfully shows:

First—That your petitioner is a street surface railroad corporation organized and existing under and by virtue of the Laws of the State of New York, for the purpose of constructing, operating and maintaining a street surface railroad upon various routes, including the routes hereinafter described.

Second—That your petitioner desires to obtain from the Municipal Assembly of The City of New York its consent to and a grant of the right, privilege and franchise of constructing, operating and maintaining a double-track street surface railroad as a branch or extension of its existing railroad upon the following streets, avenues and highways, viz.: Commencing at the intersection of Bailey avenue with East Two Hundred and Thirtieth street; thence running northerly with double tracks through, upon and along said Bailey avenue to its intersection with the Albany road; thence running northwesterly with double tracks through, upon and along said Albany road to its intersection with East Two Hundred and Thirty-first or McComb street; thence running westerly with double tracks through, upon and along said East Two Hundred and Thirty-first or McComb street to its intersection with Broadway. Also commencing at the intersection of Cedar avenue and Sedgwick avenue; thence running northerly with double tracks through, upon and along said Cedar avenue to its intersection with the Fordham Landing road, together with necessary connections, switches, sidings, turnouts, turntables, crossovers and suitable stands required for the accommodation and operation of said railroads by electricity or any other motive power which may be lawfully employed upon the same, all in the Borough of The Bronx, The City of New York.

Third—That said railroad is to be constructed with double tracks through, upon and along each of the streets, avenues and highways above described, together with such connections, switches, sidings, turnouts, turntables, crossovers and suitable stands as may be necessary for the convenient working of the said road and for the accommodation of the cars that may be run over the same, the motive power upon said railroad to be electricity or any other motive power which may be lawfully employed upon the same.

Wherefore, your petitioner prays that notice of the time and place, when and where this application will be first considered, be given pursuant to the provisions of section 92 of the Railroad Law and all other laws applicable thereto, and that said consent or grant be given in the form of an

ordinances, subject to the laws and ordinances applicable thereto and upon terms of compensation to be fixed and determined in accordance with the provisions of the Greater New York Charter.

Dated THE CITY OF NEW YORK, the 12th day of November, 1898.
[SEAL.] UNION RAILWAY COMPANY OF NEW YORK CITY,
By EDWARD W. MAHER, President.

State of New York, County of New York, ss.:

Edward A. Maher, being duly sworn, deposes and says: That he is the President of the Union Railway Company of New York City, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge, except as to the matters therein stated to be alleged on information and belief, and as to those matters he believes it to be true.

[SEAL.] EDWARD W. MAHER.

Sworn to before me this 12th day of November, 1898.
GEORGE W. VULTEK, Notary Public (21), N. Y. County.
Which was referred to the Committee on Railroads.

No. 1236.

By Councilman Murray—

Whereas, The Union Railway Company of New York City has presented to the Municipal Assembly of The City of New York its application in writing for a grant of the franchise or right to use certain streets, avenues and highways in The City of New York for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of certain streets, avenues and highways, and that such local authorities of said city give public notice thereof and of the time and place when and where it will be first considered; it is

Resolved, if the Board of Aldermen concur, That Thursday, the 22d day of December, 1898, at 2 o'clock in the afternoon, and the Councilmanic Chamber 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 said application of the Union Railway Company of New York City to the Municipal Assembly of The City of New York for a grant of the right or franchise to use certain streets, avenues and highways in said city for street railway purposes and for the construction, maintenance and operation of a double-track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the streets, avenues and highways in said application mentioned, in the manner and form as are particularly set forth in said application and therein described, will be first considered and that the City Clerk shall cause public notice thereof to be published for at least fourteen (14) days in two of the daily newspapers published in The City of New York, to be designated in writing therefor by his Honor the Mayor according to the provisions of the laws in such case made and provided; such notice to be published at the expense of the applicant.

Resolved, further, That the notice to be published by said City Clerk shall be substantially in form and manner as follows:

THE CITY OF NEW YORK—OFFICE OF THE CITY CLERK,
CITY HALL, NEW YORK, ROOM
BOROUGH OF MANHATTAN, THE CITY OF NEW YORK,
day of , 1898.

The Union Railway Company of New York City, having filed its application in writing to the Municipal Assembly of The City of New York, dated the day of , 1898, for a grant of the right or franchise to use the streets, avenues and highways in The City of New York, hereinafter mentioned, for street railway purposes and for the construction, maintenance and operation of a double-track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the following streets, avenues and highways, to wit:

Commencing at the intersection of Bailey Avenue with East Two Hundred and Thirtieth Street; thence running northerly, with double tracks, through, upon and along said Bailey Avenue to its intersection with the Albany Road; thence running northerly, with double tracks, through, upon and along said Albany Road to its intersection with East Two Hundred and Thirty-first or Macomb Street; thence running westerly, with double tracks, through, upon and along said East Two Hundred and Thirty-first or Macomb Street to its intersection with Speedway.

Also, commencing at the intersection of Cedar Avenue and Sedgwick Avenue; thence running northerly, with double tracks, through, upon and along Cedar Avenue to its intersection with the Puritan Landing Road, together with necessary connections, switches, sidings, turnouts, turntables, cross-overs and suitable stands required for the accommodation and operation of said railroad by electricity or any other motive power which may be lawfully employed upon the same, all in the Borough of The Bronx, The City of New York.

Now, therefore, pursuant to the directions given by resolutions of both houses of the Municipal Assembly of The City of New York, which was adopted by the Council and concurred in by the Board of Aldermen on the day of , 1898, and approved by his Honor the Mayor of said city on the day of , 1898, public notice of such application is hereby given, and that at the Councilmanic Chamber, in the City Hall, in the Borough of Manhattan and The City of New York, on the day of , 1898, at o'clock in the noon, such application of said railway company will be first considered, and a public hearing had thereon.

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

City Clerk.

Which was adopted.

No. 1237.

By the same—

To the Honorable the Municipal Assembly of The City of New York:

The petition of the Third Avenue Railroad Company respectfully shows:
1st.—That your petitioner is a street surface railroad corporation, organized and existing under and by virtue of the laws of the State of New York, for the purpose of constructing, operating and maintaining a street surface railroad upon various routes, including the route hereinafter mentioned.

2d.—That your petitioner desires to obtain from the Municipal Assembly of The City of New York its consent to and a grant of the right, privilege and franchise of constructing, operating and maintaining a double-track street surface railroad as a branch or extension of its existing railroad upon the following streets, avenues and highways, viz.: Commencing at the intersection of the Southern Boulevard and Boston Road, there connecting by suitable curves, switches and appliances with the existing tracks of the Southern Boulevard Railroad Company; running thence northerly through, upon and along said Southern Boulevard with double tracks to its intersection with East Two Hundredth Street; running thence westerly, through, upon and along said East Two Hundredth Street with double tracks to the intersection of said East Two Hundredth Street with Jerome Avenue, there connecting by suitable curves, switches and appliances with the existing tracks of the Union Railway Company of New York City, all in the Borough of The Bronx, in The City of New York.

3d.—That said railroad is to be constructed with double tracks through, upon and along each of the streets, avenues and highways above described, together with such connections, switches, sidings, turnouts, turntables, cross-overs and suitable stands as may be necessary for the convenient working of the said road and for the accommodation of the cars that may be run over the same, the motive power upon said railroad to be electricity, or any other motive power which may be lawfully employed upon the same.

Wherefore, your petitioner prays that notice of the time and place when and where this application will be first considered be given, pursuant to the provisions of section 92 of the Railroad Law and all other laws applicable thereto, and that said consent or grant be given in the form of an ordinance, subject to the laws and ordinances applicable thereto and upon terms of compensation to be fixed and determined in accordance with the provisions of the Greater New York Charter.

Dated THE CITY OF NEW YORK, the 12th day of November, 1898.

[SEAL.] SOUTHERN BOULEVARD RAILROAD COMPANY,

By EDWARD A. MAHER, President.

State of New York, County of New York, ss.:

Edward A. Maher, being duly sworn, deposes and says: That he is the President of the Southern Boulevard Railroad Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge, except as to the matters therein stated to be alleged on information and belief, and as to those matters he believes it to be true.

EDWARD A. MAHER.

Sworn to before me this 12th day of November, 1898.
[SEAL.] GEORGE W. VULTEK, Notary Public (21), N. Y. County.

Which was referred to the Committee on Railroads.

No. 1238.

By the same—

Whereas, The Southern Boulevard Railroad Company of New York City has presented to the Municipal Assembly of The City of New York its application in writing for a grant of the franchise or right to use certain streets, avenues and highways in The City of New York for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of certain streets, avenues and highways, and that such local authorities of said city give public notice thereof, and of the time and place when and where it will be first considered; it is

Resolved, if the Board of Aldermen concur, That Thursday, the 22d day of December, 1898, at 2 o'clock in the afternoon, and the Councilmanic Chamber 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 said application of the Southern Boulevard Railroad Company to the Municipal Assembly of The City of New York for a grant of the right or franchise to use certain streets, avenues and highways in said city for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the following streets, avenues and highways, to wit:

Commencing at the intersection of the Southern Boulevard and Boston Road, there connecting by suitable curves, switches and appliances with the existing tracks of the Southern Boulevard Railroad Company; running thence northerly through, upon and along said Southern Boulevard with double tracks to its intersection with East Two Hundredth Street; running thence westerly, through, upon and along said East Two Hundredth Street with double tracks to the intersection of said East Two Hundredth Street with Jerome Avenue, there connecting by suitable curves, switches and appliances with the existing tracks of the Union Railway Company of New York City, all in the Borough of The Bronx, in The City of New York.

Resolved, further, That the notice to be published by said City Clerk shall be substantially in form and manner as follows:

THE CITY OF NEW YORK—OFFICE OF THE CITY CLERK,
CITY HALL, NEW YORK,
day of , 1898.

The Southern Boulevard Railroad Company having filed its application in writing to the Municipal Assembly of The City of New York, dated the day of , 1898, for a grant of the right or franchise to use the streets, avenues and highways in The City of New York, hereinafter mentioned, for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the following streets, avenues and highways, to wit:

Commencing at the intersection of the Southern Boulevard and Boston Road, there connecting by suitable curves, switches and appliances with the existing tracks of the Southern Boulevard Railroad Company; running thence northerly through, upon and along said Southern Boulevard with double tracks to its intersection with East Two Hundredth Street; running thence westerly through, upon and along said East Two Hundredth Street with double tracks to the intersection of said East Two Hundredth Street with Jerome Avenue, there connecting by suitable curves, switches and appliances with the existing tracks of the Union Railway Company of New York City, all in the Borough of The Bronx, The City of New York, together with the necessary connections, switches, sidings, turnouts, turntables, cross-overs and suitable stands required for the accommodation and operation of said railroad by electricity or any other motive power which may be lawfully employed upon the same.

Now, therefore, pursuant to the directions given by resolutions of both houses of the Municipal Assembly of The City of New York, which was adopted by the Council and concurred in by the Board of Aldermen on the day of , 1898, and approved by his Honor the Mayor of said city on the day of , 1898, public notice of such application is hereby given, and that at the Councilmanic Chamber in the City Hall, in the Borough of Manhattan and The City of New York, on the day of , 1898, such application of said Railroad Company will be first considered, and a public hearing had thereon.

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

City Clerk.

Which was adopted.

No. 1239.

By Councilman Wise—

To the Honorable the Municipal Assembly of The City of New York:

The petition of the Third Avenue Railroad Company respectfully shows:
1st.—That your petitioner is a street surface railroad corporation organized and existing under and by virtue of the laws of the State of New York for the purpose of constructing, operating and maintaining a street surface railroad upon various routes, including the route hereinafter mentioned.

2d.—That your petitioner desires to obtain from the Municipal Assembly of The City of New York its consent to and a grant of the right, privilege and franchise of constructing, operating and maintaining a double-track street surface railroad as a branch or extension of its existing railroad upon the following streets, avenues and highways, and to, upon and across the bridge hereinafter mentioned, viz.:

Commencing at the intersection of Amsterdam Avenue and West One Hundred and Fifty-fifth Street, in the Borough of Manhattan, The City of New York, and there connecting by suitable curves, switches and appliances with the company's existing railroad upon said Amsterdam Avenue, running thence easterly with double tracks through, upon and along said West One Hundred and Fifty-fifth Street to the Viaduct, connecting with the Central or Macomb's Dam Bridge, running thence with double tracks to, upon and across said Viaduct to said Central or Macomb's Dam Bridge, running thence northerly to, upon and across said Central or Macomb's Dam Bridge, and the approaches thereto, to Jerome Avenue, in the Borough of The Bronx, The City of New York, there to connect by suitable curves, switches and appliances with the existing railroad of the Union Railway Company of New York City, upon said Jerome Avenue.

3d.—That said railroad is to be constructed with double tracks through, upon and along each of the streets, avenues and highways above described and also to, upon and across said bridge above mentioned, together with such connections, switches, sidings, turnouts, turntables, cross-overs and suitable stands as may be necessary for the convenient working of the said road and for the accommodation of the cars that may be run over the same, the motive power upon said railroad to be electricity or any other motive power which may be lawfully employed upon the same.

Wherefore, Your petitioner prays that notice of the time and place when and where this application will be first considered be given pursuant to the provisions of Section 92 of the Railroad Law, and all other laws applicable thereto, and that said consent or grant be given in the form of an ordinance subject to the laws and ordinances applicable thereto and upon terms of compensation to be fixed and determined in accordance with the provisions of the Greater New York Charter.

Dated THE CITY OF NEW YORK, the 12th day of November, 1898.

THIRD AVENUE RAILROAD COMPANY,

By ALBERT J. ELIAS, President.

State of New York, County of New York, ss.:

Albert J. Elias, being duly sworn, deposes and says: That he is the President of the Third Avenue Railroad Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge, except as to the matters therein stated to be alleged on information and belief, and as to those matters he believes it to be true.

ALBERT J. ELIAS.

Sworn to before me this 12th day of November, 1898.

[SEAL.] JOHN BROELLES, Notary Public, No. 124, N. Y. County.

Which was referred to the Committee on Railroads.

No. 1240.

By the same—

Whereas, The Third Avenue Railroad Company has presented to the Municipal Assembly of The City of New York its application in writing for a grant of the franchise or right to use a certain bridge and certain streets, avenues and highways in The City of New York for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of certain streets, avenues and highways, and to, upon and across said bridge hereinafter mentioned, and that such local authorities of said city give public notice thereof and of the time and place when and where it will be first considered; it is

Resolved, if the Board of Aldermen concur, That Thursday, the 22d day of December, 1898, at two o'clock in the afternoon, and the Councilmanic Chamber 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 said application of the Third Avenue Railroad Company to the Municipal Assembly of The City of New York for a grant of the right or franchise to use certain streets, avenues and highways and a certain bridge in said city for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the streets, avenues and highways in said application mentioned, and to, upon and across said bridge, in the manner and form as are particularly set forth in said application and therein described, will be first considered, and that the City Clerk shall cause public notice thereof to be published for at least fourteen (14) days in two of the daily newspapers published in The City of New York, to be designated in writing therefor by his Honor the Mayor, according to the provisions of the laws in such case made and provided, such notice to be published at the expense of the applicant.

Resolved, further, that the notice to be published by said City Clerk shall be substantially in form and manner as follows:

THE CITY OF NEW YORK—OFFICE OF THE CITY CLERK,
CITY HALL, NEW YORK,
day of , 1898.

The Third Avenue Railroad Company having filed its application in writing to the Municipal Assembly of The City of New York, dated the day of , 1898, for a grant of the right or franchise to use the bridge, streets, avenues and highways in The City of New York, here-

inlet mentioned, for street railway purposes, and for the construction, maintenance and operation of a double track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the following streets, avenues and highways, and to, upon and across the bridge hereinafter mentioned, to wit:

Commencing at the intersection of Amsterdam avenue and West One Hundred and Fifty-fifth street, in the Borough of Manhattan, The City of New York, and there connecting by suitable curves, switches and appliances with the company's existing railroad upon said Amsterdam avenue, running thence easterly with double tracks through, upon and along said West One Hundred and Fifty-fifth street to the Viaduct, connecting with the Central or Macomb's Dam Bridge, running thence with double tracks to, upon and across said Viaduct to said Central or Macomb's Dam Bridge, running thence westerly to, upon and across said Central or Macomb's Dam bridge and the approaches thereto, to Jerome avenue, in the Borough of The Bronx, The City of New York, there to connect by suitable curves, switches and appliances with the existing railroad of the Union Railway Company of New York City, upon said Jerome avenue, together with the necessary connections, switches, sidings, turnouts, turntables, cross-overs and suitable stands required for the accommodation and operation of said railroad by electricity or any other motive power which may be lawfully employed upon the same.

Now, therefore, pursuant to the directions given by resolutions of both houses of the Municipal Assembly of The City of New York, which was adopted by the Council and concurred in by the Board of Aldermen on the day of 1898, and approved by his Honor The Mayor of said City, on the day of 1898, public notice of such application is hereby given, and that at the Councilmanic Chamber, in the City Hall, in the Borough of Manhattan and The City of New York, on the day of 1898, at o'clock in the noon, such application of said Railroad Company will be first considered, and a public hearing had thereon.

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

City Clerk.

Which was adopted.

No. 1241.

By the same—

To the Honorable the Municipal Assembly of The City of New York:

The petition of the Third Avenue Railroad Company respectfully shows:

First—That your petitioner is a street surface railroad corporation organized and existing under and by virtue of the Laws of the State of New York, for the purpose of constructing, operating and maintaining a street surface railroad upon various routes, including the route hereinafter mentioned.

Second—That your petitioner desires to obtain from the Municipal Assembly of The City of New York its consent to and a grant of the right, privilege and franchise of constructing, operating and maintaining a double track street surface railroad as a branch or extension of its existing railroad upon the following streets, avenues and highways, and to, upon and across the bridge hereinafter mentioned, viz.: Commencing at the intersection of Amsterdam avenue and West One Hundred and Eighty-first street, in the Borough of Manhattan, The City of New York, there connecting by suitable curves, switches and appliances with the Company's existing railroad upon said Amsterdam avenue, running thence easterly with double tracks through, upon and along said West One Hundred and Eighty-first street to the Washington Bridge across the Hudson river; thence to, upon and across said Washington Bridge and the approaches thereto with double tracks, to Boscobel avenue, in the Borough of The Bronx, The City of New York, there to connect with the railroad route of the Union Railway Company of New York City, located upon said Boscobel avenue.

Third—That said railroad is to be constructed with double tracks through, upon and along each of the streets, avenues and highways above described and also to, upon and across said bridge above mentioned, together with such connections, switches, sidings, turnouts, turntables, cross-overs and suitable stands as may be necessary for the convenient working of the said road and for the accommodation of the cars that may be run over the same, the motive power upon said railroad to be electricity or any other motive power which may be lawfully employed upon the same.

Wherefore, your petitioner prays that notice of the time and place when and where this application will be first considered be given pursuant to the provisions of section 92 of the Railroad Law, and all other laws applicable thereto, and that said consent or grant be given in the form of an ordinance subject to the laws and ordinances applicable thereto and upon terms of compensation to be fixed and determined in accordance with the provisions of the Greater New York Charter.

Dated THE CITY OF NEW YORK, the 12th day of November, 1898.

[SEAL.] THIRD AVENUE RAILROAD COMPANY, By ALBERT J. ELIAS, President.

State of New York, County of New York:

Albert J. Elias, being duly sworn, deposes and says, that he is the President of the Third Avenue Railroad Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge, except as to the matters therein stated to be alleged on information and belief, and as to those matters he believes it to be true.

ALBERT J. ELIAS,

Sworn to before me this 12th day of November, 1898. [SEAL.] JOHN BROOKS, Notary Public, No. 124, New York County.

Which was referred to the Committee on Railroads.

No. 1242.

By the same—

Whereas, The Third Avenue Railroad Company has presented to the Municipal Assembly of The City of New York its application, in writing, for a grant of the franchise or right to use a certain bridge and certain streets, avenues and highways in The City of New York for street railway purposes, and for the construction, maintenance and operation of a double track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of certain streets, avenues and highways, and to, upon and across said bridge hereinafter mentioned, and that such local authorities of said City give public notice thereof and of the time and place when and where it will be first considered; it is

Resolved, if the Board of Aldermen concur, That Thursday, the 22d day of December, 1898, at 2 o'clock in the afternoon, and the Councilmanic Chamber 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 said application of the Third Avenue Railroad Company to the Municipal Assembly of The City of New York for a grant of the right or franchise to use certain streets, avenues and highways and a certain bridge in said city for street railway purposes, and for the construction, maintenance and operation of a double track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the streets, avenues and highways in said application mentioned, and to, upon and across said bridge, in the manner and form as are particularly set forth in said application and therein described, will be first considered, and that the City Clerk shall cause public notice thereof to be published for at least fourteen (14) days in two of the daily newspapers published in The City of New York, to be designated in writing therefor by his Honor the Mayor, according to the provisions of the laws in such case made and provided, such notice to be published at the expense of the applicant.

Resolved further, That the notice to be published by said City Clerk shall be substantially in form and manner as follows:

THE CITY OF NEW YORK—OFFICE OF THE CITY CLERK, CITY HALL, NEW YORK, day of 1898.

The Third Avenue Railroad Company having filed its application in writing to the Municipal Assembly of The City of New York, dated the day of 1898, for a grant of the right or franchise to use the bridge, streets, avenues and highways in The City of New York, hereinafter mentioned, for street railway purposes, and for the construction, maintenance and operation of a double track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the following streets, avenues and highways, and to, upon and across the bridge hereinafter mentioned, to wit:

Commencing at the intersection of Amsterdam avenue and West One Hundred and Eighty-first street, in the Borough of Manhattan, The City of New York, there connecting by suitable curves, switches and appliances with the company's existing railroad upon said Amsterdam avenue, running thence easterly with double tracks through, upon and along said West One Hundred and Eighty-first street to the Washington Bridge across the Harlem river; thence to, upon and across said Washington Bridge and the approaches thereto with double tracks to Boscobel avenue, in the Borough of The Bronx, The City of New York, there to connect with the railroad route of the Union Railway Company of New York City, located upon said Boscobel avenue, together with the necessary connections, switches, sidings, turnouts, turntables, cross-overs and suitable stands required for the accommodation and operation of said railroad by electricity or any other motive power which may be lawfully employed upon the same.

Now, therefore, pursuant to the directions given by resolutions of both Houses of the Municipal Assembly of The City of New York, which was adopted by the Council and concurred in by the Board of Aldermen on the day of 1898, and approved by his Honor the Mayor of said City on the day of 1898, public notice of such application is hereby given, and that at the Councilmanic Chamber in the City Hall, in the Borough of Manhattan and The City of New York, on the day of 1898, at o'clock in the noon, such application of said railroad company will be first considered, and a public hearing had thereon.

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

City Clerk.

Which was adopted.

No. 1243.

By the same—

To the Honorable the Municipal Assembly of The City of New York:

The petition of the Union Railway Company of New York City respectfully shows:

First—That your petitioner is a street surface railroad corporation organized and existing under and by virtue of the laws of the State of New York for the purpose of constructing, operating and maintaining a street surface railroad upon various routes, including the route hereinafter mentioned.

Second—That your petitioner desires to obtain from the Municipal Assembly of The City of New York its consent to and a grant of the right, privilege and franchise of constructing, operating and maintaining a double track street surface railroad as a branch or extension of its existing railroad upon the following streets, avenues and highways, viz.: Commencing at the intersection of One Hundred and Thirty-fifth street and Madison avenue, and there connecting by suitable curves, switches and appliances with the existing tracks of the Union Railway Company of New York City, running thence easterly through, upon and along said One Hundred and Thirty-fifth street with double tracks to the intersection of said One Hundred and Thirty-fifth street with Park avenue, running thence southerly through, upon and along said Park avenue with double tracks to the intersection of said Park avenue with One Hundred and Thirtieth street, running thence easterly through, upon and along said One Hundred and Thirtieth street with double tracks to the intersection of said One Hundred and Thirtieth street with Lexington avenue, and there connecting by suitable curves, switches and appliances with the existing tracks of the Union Railway Company of New York City, all in the Borough of Manhattan, The City of New York.

Third—That said railroad is to be constructed with double tracks, upon and along each of the streets, avenues and highways above described, together with such connections, switches, sidings, turnouts, turntables, cross-overs and suitable stands as may be necessary for the convenient working of the said road and for the accommodation of the cars that may be run over the same, the motive power upon said railroad to be electricity or any other motive power which may be lawfully employed upon the same.

Wherefore, Your petitioner prays that notice of the time and place when and where this application will be first considered be given, pursuant to the provisions of section 92 of the Railroad Law and all other laws applicable thereto, and that said consent or grant be given in the form of an ordinance, subject to the laws and ordinances applicable thereto and upon terms of compensation to be fixed and determined in accordance with the provisions of the Greater New York Charter.

Dated, THE CITY OF NEW YORK, the 12th day of November, 1898.

UNION RAILWAY COMPANY OF NEW YORK CITY. By EDWARD A. MAHER, President.

State of New York, County of New York, ss.:

Edward A. Maher, being duly sworn, deposes and says: That he is the President of the Union Railway Company of New York City, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge, except as to the matters therein stated to be alleged on information and belief, and as to those matters he believes it to be true.

EDWARD A. MAHER.

Sworn to before me, this 12th day of November, 1898.

[SEAL.] GEORGE W. VULBERT, Notary Public (21), N. Y. County. Which was referred to the Committee on Railroads.

No. 1244.

By the same—

Whereas, The Union Railway Company of New York City has presented to the Municipal Assembly of The City of New York its application, in writing, for a grant of the franchise or right to use certain streets, avenues and highways in The City of New York for street railway purposes, and for the construction, maintenance and operation of a double track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of certain streets, avenues and highways, and that such local authorities of said city give public notice thereof and of the time and place when and where it will be first considered; it is

Resolved, if the Board of Aldermen concur, That Thursday, the 22d day of December, 1898, at 2 o'clock in the afternoon, and the Councilmanic Chamber 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 said application of the Union Railway Company of New York City to the Municipal Assembly of The City of New York for a grant of the right or franchise to use certain streets, avenues and highways in said city for street railway purposes and for the construction, maintenance and operation of a double track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the streets, avenues and highways in said application mentioned, in the manner and form as are particularly set forth in said application and therein described, will be first considered, and that the City Clerk shall cause public notice thereof to be published for at least fourteen (14) days in two of the daily newspapers published in The City of New York, to be designated in writing therefor by his Honor the Mayor, according to the provisions of the laws in such case made and provided, such notice to be published at the expense of the applicant.

Resolved further, That the notice to be published by said City Clerk shall be substantially in form and manner as follows:

THE CITY OF NEW YORK—OFFICE OF THE CITY CLERK, CITY HALL, NEW YORK, day of 1898.

The Union Railway Company of New York City having filed its application in writing to the Municipal Assembly of The City of New York, dated the day of 1898, for a grant of the right or franchise to use the streets, avenues and highways in The City of New York, hereinafter mentioned, for street railway purposes, and for the construction, maintenance and operation of a double track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the following streets, avenues and highways, to wit:

Commencing at the intersection of One Hundred and Thirty-fifth street and Madison avenue, and there connecting by suitable curves, switches and appliances with the existing tracks of the Union Railway Company of New York City, running thence easterly through, upon and along said One Hundred and Thirty-fifth street with double tracks to the intersection of said One Hundred and Thirty-fifth street with Park avenue, running thence southerly through, upon and along said Park avenue with double tracks to the intersection of said Park avenue with One Hundred and Thirtieth street, running thence easterly through, upon and along said One Hundred and Thirtieth street with double tracks to the intersection of said One Hundred and Thirtieth street with Lexington avenue, and there connecting by suitable curves, switches and appliances with the existing tracks of the Union Railway Company of New York City, all in the Borough of Manhattan, The City of New York, together with the necessary connections, switches, sidings, turnouts, turntables, cross-overs and suitable stands required for the accommodation and operation of said railroad by electricity or any other motive power which may be lawfully employed upon the same.

Now, therefore, pursuant to the directions given by resolutions of both Houses of the Municipal Assembly of The City of New York, which was adopted by the Council and concurred in by the Board of Aldermen on the day of 1898, and approved by his Honor the Mayor of said City on the day of 1898, public notice of such application is hereby given, and that at the Councilmanic Chamber in the City Hall, in the Borough of Manhattan and The City of New York, on the day of 1898, at o'clock in the noon, such application of said railway company will be first considered, and a public hearing had thereon.

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

City Clerk.

Which was adopted.

No. 1245.

By the same—

To the Honorable the Municipal Assembly of The City of New York:

The petition of the Kingsbridge Railway Company respectfully shows:

First—That your petitioner is a street surface railway corporation organized and existing under the laws of the State of New York for the purpose of constructing and operating a street surface railway upon the route hereinafter set forth.

Second—That your petitioner desires to obtain from the Municipal Assembly of The City of New York its consent to and a grant of the right, privilege and franchise of constructing and operating a street surface railroad upon the following streets, avenues and highways, in the Borough of Manhattan and City of New York, namely:

Commencing at the intersection of the southerly side of Manhattan street and the Boulevard or Eleventh avenue, and running thence with double tracks through, along and upon said Boulevard or Eleventh avenue to the Kingsbridge road at or near One Hundred and Sixty-ninth street, including that portion of the Boulevard or Eleventh avenue which is situated between One Hundred and Fifty-fifth street and One Hundred and Fifty-seventh street, also known as the Boulevard Lafayette, and connecting with the proposed tracks on the Kingsbridge road.

Also commencing at the junction of Kingsbridge road and the easterly side of Amsterdam avenue, at or near One Hundred and Sixty-second street, and extending thence with double tracks

through, along and upon the Kingsbridge road or Broadway, upon the bridge over the Harlem Ship Canal, and upon the proposed bridge, when constructed, over Spuyten Duyvil Creek to the northernmost point of intersection of West Two Hundred and Thirtieth street (formerly known as Riverdale avenue) with the Kingsbridge road or Broadway; thence westerly from the junction of Kingsbridge road or Broadway with Two Hundred and Thirtieth street (formerly known as Riverdale avenue) through, along and upon West Two Hundred and Thirtieth street (formerly known as Riverdale avenue) to Riverdale avenue; thence northerly through, along and upon Riverdale avenue to the northerly boundary line of The City of New York, together with the necessary connections, switches, sidings and turnouts required for the accommodation and operation of said railway.

Third—That the Railroad Commissioners of the State of New York have certified, among other things, that public convenience and a necessity require the construction of a railroad upon and over said routes.

Fourth—That such railway is to be constructed with double tracks upon and along each of the streets, avenues, parkways and highways above described, together with such connections, switches, sidings, turnouts, trestles, crossovers and auxiliary stands as may be necessary for the convenient working of the road and for the accommodation of the cars that may be run over the same; the motive power upon said railway to be electric or any other which may be lawfully employed upon the same.

Wherefore your petitioner prays that notice of the time and place, when and where this application will be first considered, be given pursuant to the provisions of section 92 of the Railroad Law, and that said consent or grant be given in the form of an ordinance made subject to the provisions of the Railroad Law, ordinances and provisions, and upon terms of compensation provided for in the Greater New York Charter applicable thereto.

Dated THE CITY OF NEW YORK, this 12th day of November, 1898.
[SEAL.] KINGSBRIDGE RAILWAY COMPANY,
By ALBERT J. ELIAS, President.

State of New York, County of New York, ss.:

Albert J. Elias, being duly sworn, deposes and says that he is the President of the Kingsbridge Railway Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true to the knowledge of the deponent except as to the matters therein stated to be alleged on information and belief, and as to those matters he believes it to be true.

Subscribed and sworn to before me this 12th day of November, 1898.
[SEAL.] JOHN PROLLIX, Notary Public (No. 124), New York Co.
Which was referred to the Committee on Railroads.

No. 1246.

By the same—

Whereas The Kingsbridge Railway Company has presented to the Municipal Assembly of The City of New York, its application, in writing, for a grant of the franchise or right to use certain streets, avenues and highways in The City of New York for street railway purposes and for the construction, maintenance and operation of a double-track street surface railroad in or upon the surface of the following-named streets, avenues and highways in the Borough of Manhattan and City of New York:

Commencing at the intersection of the westerly side of Manhattan street and the Boulevard or Eleventh avenue, and running thence with double tracks through, along and upon said Boulevard or Eleventh avenue to the Kingsbridge road at or near One Hundred and Sixty-ninth street, including that portion of the Boulevard or Eleventh avenue which is situated between One Hundred and Fifty-fifth street and One Hundred and Fifty-seventh street, also known as the Boulevard Lafayette, and connecting with the proposed tracks on the Kingsbridge road.

Also commencing at the junction of Kingsbridge road and the easterly side of Amsterdam avenue at or near One Hundred and Sixty-second street, and extending thence with double tracks through, along and upon the Kingsbridge road or Broadway, upon the bridge over the Harlem Ship Canal, and upon the proposed bridge, when constructed, over Spuyten Duyvil Creek to the northernmost point of intersection of West Two Hundred and Thirtieth street (formerly known as Riverdale avenue) with the Kingsbridge road or Broadway; thence westerly from the junction of Kingsbridge road or Broadway with Two Hundred and Thirtieth street (formerly known as Riverdale avenue) through, along and upon West Two Hundred and Thirtieth street (formerly known as Riverdale avenue) to Riverdale avenue; thence northerly through, along and upon Riverdale avenue to the northerly boundary line of The City of New York, together with the necessary connections, switches, sidings and turnouts required for the accommodation and operation of said railway.

—and praying that such local authorities of the City give public notice thereof, and of the time and place when it will be first considered; it is

Resolved, if the Board of Aldermen concurs, That Thursday, the 22d day of December, 1898, at 11 o'clock in the forenoon, and the Councilmanic Chamber 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 said application of the Kingsbridge Railway Company to the Municipal Assembly of The City of New York for a grant of the franchise or right to use certain streets, avenues and highways in said city for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad in or upon the surface of the streets, avenues and highways above-mentioned, in the manner and form as are particularly set forth in said application and therein described, will be first considered, and that the City Clerk shall cause public notice thereof to be published for at least fourteen (14) days in two of the daily newspapers published in The City of New York, to be designated in writing therefor by his Honor the Mayor according to the provisions of section 92 of the Railroad Law, such notice to be published at the expense of the applicant.

Resolved, further, That the notice to be published by the City Clerk shall be substantially in form and manner as follows:

THE CITY OF NEW YORK—OFFICE OF THE CITY CLERK,
CITY HALL, NEW YORK, 1898.

The Kingsbridge Railway Company having filed its application, in writing, to the Municipal Assembly of The City of New York, dated this 12th day of November, 1898, for a grant of the franchise or right to use the streets, avenues and highways in The City of New York, hereinafter mentioned for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad in or upon the surface of the following streets, avenues and highways in the Borough of Manhattan and City of New York, to-wit:

Commencing at the intersection of the southerly side of Manhattan street and the Boulevard or Eleventh avenue, and running thence with double tracks through, along and upon said Boulevard or Eleventh avenue to the Kingsbridge road, at or near One Hundred and Sixty-ninth street, including that portion of the Boulevard or Eleventh avenue, which is situated between One Hundred and Fifty-fifth street and One Hundred and Fifty-seventh street, known as the Boulevard Lafayette, and connecting with the proposed tracks on the Kingsbridge road.

Also commencing at the junction of the Kingsbridge road and the easterly side of Amsterdam avenue at or near One Hundred and Sixty-second street, and extending thence with double tracks through, along and upon the Kingsbridge road or Broadway, upon the bridge over the Harlem Ship Canal, and upon the proposed bridge, when constructed, over Spuyten Duyvil Creek to the northernmost point of intersection of West Two Hundred and Thirtieth street (formerly known as Riverdale avenue) with the Kingsbridge road or Broadway; thence westerly from the junction of Kingsbridge road or Broadway with Two Hundred and Thirtieth street (formerly known as Riverdale avenue) through, along and upon West Two Hundred and Thirtieth street (formerly known as Riverdale avenue) to Riverdale avenue; thence northerly through, along and upon Riverdale avenue to the northerly boundary line of The City of New York, together with the necessary connections, switches, sidings and turnouts required for the accommodation and operation of said railway, and to the operation of the said railway by electricity or any other motive power which may be lawfully employed upon the same.

Now, therefore, pursuant to the directions given by resolutions of both Houses of the Municipal Assembly of The City of New York, which was adopted on the _____ day of _____, 1898, and approved by his Honor the Mayor of said city on the _____ day of _____, 1898, public notice of such application is hereby given and that at _____ in the _____ day of _____, 1898, at _____ o'clock in the _____ noon, such application of said Railway Company 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 to said application.

Which was adopted.
No. 1247.

By Councilman Brice—

To the Honorable the Municipal Assembly of The City of New York:

The Metropolitan Street Railway Company and the Central Park, North and East River Railroad Company respectfully show:

1. That each of them is a street surface railroad corporation, organized under the laws of the State of New York, the Metropolitan Company having filed its Articles of Incorporation in the office of the Secretary of State on November 12, 1895, and the Central Park Company its Certificate of Incorporation in the same office on July 19, 1860.

The Metropolitan Company is the owner of a double-track railroad on Columbus avenue, between Sixty-fourth and One Hundred and Tenth streets in The City of New York, in the Borough of Manhattan, and it authorized to operate the same by an underground current of electricity. The said company is also the owner of and operates railroads on Manhattan avenue, One Hundred

and Ninth streets, One Hundred and Sixteenth street and on a portion of Lexington avenue, which it operates by such form of electricity, and which roads connect with other lines of railroad leased to the Metropolitan Company, and all of which form a system for the transportation of passengers in the northern part of Manhattan Island.

The Central Park Company is the owner of a double-track railroad in said city, a portion of which is constructed on Fifty-ninth street, between First avenue and Tenth avenue, which is leased to the Metropolitan Company and operated by it by an underground current of electricity. Such portion of said railroad is used in connection with many important lines of railroad south of Central Park in said city, which carry passengers to the business portions of the said city.

2. The said companies desire to obtain from the Municipal Assembly of The City of New York its consent to and a grant of the right, privilege and franchise for constructing and operating a double-track street railroad connection, so as to connect their railroads and routes on Columbus avenue and on Fifty-ninth street aforesaid, at a point not over one-half mile from said respective lines or routes, and establish, by the construction of such double-track connection, a new route for public travel, and propose to connect the said railroads and routes by the construction of a double-track railroad connection on the Boulevard and Columbus avenue, between Fifty-ninth street and Sixty-fifth street in said city.

Said connection is to be formed by the construction and union of an extension of the railroad of the Metropolitan Company, as follows: Commencing at the intersection of Sixty-fifth street with the Columbus (formerly Ninth) avenue, in the Borough of Manhattan, City of New York, and connecting there by suitable curves, switches and appliances with the company's existing railroad on Columbus (formerly Ninth) avenue, running thence southerly, with double tracks, in or upon the surface of Columbus (formerly Ninth) avenue to the intersection of the centre line of the Boulevard with the centre line of Columbus (formerly Ninth) avenue, at or about the centre of the block between Sixty-fifth and Sixty-fourth streets. With an extension to be constructed to the railroad of the Central Park Company, as follows: Commencing at the intersection of Fifty-ninth street and the Eighth avenue, in the Borough of Manhattan, City of New York, and connecting there by suitable curves, switches and appliances with the company's existing railroad on Fifty-ninth street, running thence northerly, with double tracks, in or upon the surface of the Boulevard to the intersection of the centre line of said Boulevard with the centre line of Columbus (formerly Ninth) avenue, at or about the centre of the block between Sixty-fourth and Sixty-fifth streets.

The length of the proposed extension of the Metropolitan Company is one hundred and fifty (150) feet, or thereabouts, and the length of the proposed extension of the Central Park Company is seventeen hundred (1,700) feet, or thereabouts, and the point of union is not over one-half mile from the respective lines or routes of the said companies.

3. That by the construction of such connection your petitioners will establish a new route for public travel, and that they do hereby consent to operate such connection as part of a continuous route for one fare.

They further show that such connection cannot be operated as an independent railroad without inconvenience to the public, but that 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.

4. The petitioners further show that they propose to operate the said connection by an underground current of electricity, or such other form of motive power as may be approved by the Board of Railroad Commissioners of the State of New York.

5. Your petitioners further show that the Forty-second Street, Manhattanville and St. Nicholas Avenue Railroad Company is the owner of the existing railroad on the route above mentioned, and that it has granted to the Metropolitan Company the right to use, in common and in perpetuity, its tracks upon the said portion of the Boulevard.

Wherefore, your petitioners pray that notice of the time and place when and where this application will be first considered, be given, pursuant to the provisions of section 92 of the Railroad Law, and that the consent or grant, be given in the form of an ordinance, made subject to the ordinances and provisions of the Railroad Law, and upon terms and compensation provided for in the Greater New York Charter applicable thereto.

Dated NEW YORK, October 31, 1898.
METROPOLITAN STREET RAILWAY COMPANY,
By J. H. VREELAND, President.
CENTRAL PARK, NORTH AND EAST RIVER RAILROAD COMPANY,
By D. B. HASBROUCK, Vice-President.

State of New York, City and County of New York, ss.:

H. H. Vreeland and D. B. Hasbrouck, being duly severally sworn, depose and say: Said H. H. Vreeland, that he is President of the Metropolitan Street Railway Company, and said D. B. Hasbrouck, that he is the Vice-President of the Central Park, North and East River Railroad Company, the petitioners named in the foregoing petition. That they have read the foregoing petition and know the contents thereof; that the same is true to the knowledge of the deponents, except as to the matters therein alleged on information and belief, and as to those matters they believe it to be true.

[SEAL.] H. H. VREELAND,
[SEAL.] D. B. HASBROUCK.

Sworn to before me this 31st day of October, 1898.
S. A. EMANUEL, Notary Public, New York County.
Which was referred to the Committee on Railroads.

No. 1248.

By the same—

Whereas, The Metropolitan Street Railway Company and the Central Park, North and East River Railroad Company have presented to the Municipal Assembly of The City of New York their application, in writing, for a grant of the franchise or right to use certain streets, avenues and highways in The City of New York for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad in or upon the surface of the Boulevard and Columbus avenue, between Fifty-ninth street and Sixty-fifth street, in the Borough of Manhattan, City of New York, said railroad connection to be formed by extensions of the railroads of said two companies in the manner set forth particularly in said application, and praying that such local authorities of the City give public notice thereof, and of the time and place when it will be first considered, it is

Resolved, if the Board of Aldermen concurs, That Thursday, the 22d day of December, 1898, at 11 o'clock in the forenoon, and the Councilmanic Chamber 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 Central Park, North and East River Railroad Company to the Municipal Assembly of The City of New York, for a grant of the franchise or right to use the said portions of said streets in said city for railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad in and upon the surface of the streets, avenues and highways mentioned in said application, in the manner and form as are particularly set forth in said application and therein described, will be first considered, and that the City Clerk shall cause public notice thereof to be published for at least fourteen (14) days in two of the daily newspapers published in The City of New York, to be designated in writing therefor by his Honor the Mayor, according to the provisions of Section 92 of the Railroad Law, such notice to be published at the expense of the applicants.

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

THE CITY OF NEW YORK—OFFICE OF THE CITY CLERK,
CITY HALL, NEW YORK, 1898.

The Metropolitan Street Railway Company and the Central Park, North and East River Railroad Company having filed their application, in writing, to the Municipal Assembly of The City of New York, dated October 31, 1898, for a grant of the franchise or right to use the streets, avenues and highways in The City of New York hereinafter mentioned for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad connection in or upon the surface of the Boulevard and Columbus avenue, between Fifty-ninth street and Sixty-fifth street, in The City of New York, said connection to be formed by the construction and union of an extension of the railroad of the Metropolitan Company, as follows:

Commencing at the intersection of Sixty-fifth street with the Columbus (formerly Ninth) avenue, in the Borough of Manhattan, City of New York, and connecting there by suitable curves, switches and appliances with the company's existing railroad on Columbus (formerly Ninth) avenue; running thence southerly, with double tracks, in or upon the surface of Columbus (formerly Ninth) avenue to the intersection of the centre line of the Boulevard within the centre line of Columbus (formerly Ninth) avenue, at or about the centre of the block between Sixty-fifth and Sixty-fourth streets, with an extension to be constructed to the railroad of the Central Park Company, as follows:

Commencing at the intersection of Fifty-ninth street and the Eighth avenue, in the Borough of Manhattan, City of New York, and connecting there by suitable curves, switches and appliances with the company's existing railroad on Fifty-ninth street; running thence northerly, with double tracks, in or upon the surface of the Boulevard with the centre line of Columbus (formerly Ninth) avenue, at or about the centre of the block between Sixty-fourth and Sixty-fifth streets, the length of the proposed extension of the Metropolitan Company being one hundred and fifty (150) feet or thereabouts and the length of the proposed extension of the Central Park Company, being seventeen hundred (1,700) feet, or thereabouts, and the point of union, not over one-half mile from the respective lines or routes of the said companies; and to the operation of the said railroad extensions by an underground current of electricity, or such other form of motive power as may be lawfully employed upon the same.

Now, therefore, pursuant to the directions given by resolutions of both houses of the Municipal Assembly of The City of New York, which were adopted on _____, 1898, and approved by his Honor the Mayor of said City, on _____, 1898, public notice of such application

is hereby given, and that in the Councilmanic Chamber in the City Hall of The City of New York...

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 to said application.

No. 1249.

By the same— To the Honorable the Municipal Assembly of The City of New York:

The petition of the Fort George and Eleventh Avenue Railroad Company respectfully shows:

First—That your petitioner is a consolidated street surface railroad corporation, organized and existing under the Laws of the State of New York, for the purpose of constructing and operating a street surface railroad upon the route hereinafter set forth.

Second—That your petitioner desires to obtain from the Municipal Assembly of The City of New York its consent to and a grant of the right, privilege and franchise for constructing and operating a double track street surface railroad upon the following streets, avenues and highways, viz.: Commencing at the intersection of One Hundred and Thirtieth street and the Boulevard, or Eleventh avenue, and connecting there with the railroad of the Metropolitan Street Railway Company at present constructed on the Boulevard; running thence northerly along said Boulevard, or Eleventh avenue, to the intersection of One Hundred and Eighty-second street and Eleventh avenue, including that portion of the Boulevard, or Eleventh avenue, which is situated between One Hundred and Fifty-fifth street and One Hundred and Fifty-seventh street, also known as the Boulevard Lafayette; and also from the junction of said Boulevard, or Eleventh avenue, with One Hundred and Forty-fifth street; running thence easterly through, upon and along One Hundred and Forty-fifth street to the Harlem river, all in the Borough of Manhattan, City of New York.

Third—That the Railroad Commissioners of the State of New York have certified, among other things, that public convenience and a necessity require the construction of a railroad upon and over said routes, upon said Eleventh avenue, between One Hundred and Thirtieth and One Hundred and Seventy-fifth streets, and upon said One Hundred and Forty-fifth street.

Fourth—That said railroad is to be constructed with double tracks upon and along each of the streets, avenues, parkways and highways above described, together with such connections, switches, sidings, turnouts, cross-overs and suitable stands as may be necessary for the convenient working of the road and for the accommodation of the cars that may be run over the same.

The motive power upon said railroad is to be underground electricity, or any other form of motive power the use of which may be approved by the Board of Railroad Commissioners of the State of New York.

Wherefore, your petitioner prays that notice of the time and place when and where this application will be first considered be given, pursuant to the provisions of section 92 of the Railroad Law, and that the consent or grant be given in the form of an ordinance, made subject to the ordinances and provisions of the Railroad Law, and upon terms and compensation provided for in the Greater New York Charter applicable thereto.

Dated NEW YORK, November 21, 1898.

[SEAL.] FORT GEORGE AND ELEVENTH AVENUE RAILROAD COMPANY, By JOHN T. LITTLE, JR., President.

State of New York, City and County of New York, ss.:

John T. Little, Jr., being duly sworn, deposes and says: That he is the President of the Fort George and Eleventh Avenue Railroad Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true to the knowledge of the deponent, except as to the matters therein alleged on information and belief, and as to those matters he believes it to be true.

JOHN T. LITTLE, JR.

Sworn to before me this 21st day of November, 1898,

[SEAL.] CHARLES R. LA RUE, Notary Public (No. 13), New York County.

Which was referred to the Committee on Railroads.

No. 1250.

By the same—

Whereas, The Fort George and Eleventh Avenue Railroad Company has presented to the Municipal Assembly of The City of New York its application, in writing, for a grant of the franchise or right to use certain streets, avenues and highways in The City of New York for street railway purposes, and for the construction, maintenance and operation of a double track along street surface railroad in or upon the surface of the following-named streets, avenues and highways in the said city:

Commencing at the intersection of One Hundred and Thirtieth street and the Boulevard, or Eleventh avenue, and connecting there with the railroad of the Metropolitan Street Railway Company at present constructed on the Boulevard; running thence northerly along said Boulevard, or Eleventh avenue, to the intersection of One Hundred and Eighty-second street and Eleventh avenue, including that portion of the Boulevard, or Eleventh avenue, which is situated between One Hundred and Fifty-fifth street and One Hundred and Fifty-seventh street, also known as the Boulevard Lafayette; and also from the junction of said Boulevard, or Eleventh avenue, with One Hundred and Forty-fifth street; running thence easterly through, upon and along One Hundred and Forty-fifth street to the Harlem river, all in the Borough of Manhattan, City of New York, and praying that such local authorities of the City give public notice thereof, and of the time and place when it will be first considered; it is

Resolved, if the Board of Aldermen concur, That Thursday, the 22d day of December, 1898, at 11 o'clock in the forenoon, and the Councilmanic Chamber in the City Hall in The City of New York, be and they are hereby designated as the time and place when and where the application of the Fort George and Eleventh Avenue Railroad Company to the Municipal Assembly of The City of New York for a grant of the franchise or right to use certain streets, avenues and highways in said city for railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad in or upon the surface of the streets, avenues and highways above mentioned, and in the manner and form as are particularly set forth in said application and therein described, will be first considered, and that the City Clerk shall cause public notice thereof to be published for at least fourteen (14) days in two of the daily newspapers published in The City of New York, to be designated in writing therefor by his Honor the Mayor, according to the provisions of section 92 of the Railroad Law, such notice to be published at the expense of the applicant.

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

THE CITY OF NEW YORK—OFFICE OF THE CITY CLERK, } CITY HALL, NEW YORK, } 1898.

The Fort George and Eleventh Avenue Railroad Company having filed its application, in writing, to the Municipal Assembly of The City of New York, dated November 18, 1898, for a grant of the franchise, or right to use the streets, avenues and highways in The City of New York hereinafter mentioned, for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad in or upon the surface of the following streets, avenues and highways in The City of New York, to wit:

Commencing at the intersection of One Hundred and Thirtieth street and the Boulevard, or Eleventh avenue, and connecting there with the railroad of the Metropolitan Street Railway Company at present constructed on the Boulevard; running thence northerly along said Boulevard, or Eleventh avenue, to the intersection of One Hundred and Eighty-second street and Eleventh avenue, including that portion of the Boulevard, or Eleventh avenue, which is situated between One Hundred and Fifty-fifth street and One Hundred and Fifty-seventh street, also known as the Boulevard Lafayette; and also from the junction of said Boulevard, or Eleventh avenue, with One Hundred and Forty-fifth street; running thence easterly through, upon and along One Hundred and Forty-fifth street to the Harlem river, all in the Borough of Manhattan, City of New York, and to the operation of the said railroad by an underground current of electricity, or such other form of motive power as may be lawfully employed upon the same.

Now, therefore, pursuant to directions given by resolutions of both Houses of the Municipal Assembly of The City of New York, which were adopted on 1898, and approved by his Honor the Mayor of said City on 1898, public notice of such application is hereby given, and that at the Councilmanic Chamber in the City Hall of the City of New York, on the day of 1898, at o'clock in the noon, such application of said railroad company 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 to said application.

City Clerk.

Which was adopted.

No. 1251.

By the same—

To the Honorable the Municipal Assembly of The City of New York:

The New York and Harlem Railroad Company, the Eighth Avenue Railroad Company and the Metropolitan Street Railway Company, respectfully show:

First—That each of them is a street surface railroad corporation, organized under the Laws of the State of New York, the New York and Harlem Railroad Company having been organized by chapter 263 of the Laws of 1871; the Eighth Avenue Railroad Company, by the filing of its Articles of Association in the office of the Secretary of State on January 10, 1855, and the Metropolitan Street Railway Company, by the filing of its Articles of Consolidation in the office of the Secretary of State on November 12, 1895.

The New York and Harlem Railroad Company is the owner of a double-track street-surface railroad, extending from the City Hall in The City of New York to the Harlem river by way of Centre street, Grand street, Bowery, Fourth avenue, Forty-second street and Madison avenue, and is authorized to operate the same by an underground current of electricity.

The Eighth Avenue Railroad Company is the owner of a double-track street-surface railroad, extending from the City Hall to the Harlem river by way of Vesey street, West Broadway, Canal street, Hudson street and Eighth avenue, and is authorized to operate the same by an underground current of electricity.

The Metropolitan Company is the lessee of the railroad franchises and property of the two applicants above named, and operates their respective railroads.

Second—The said companies desire to obtain from the Municipal Assembly of The City of New York, its consent to and a grant of the right, privilege and franchise for constructing and operating a double track street surface railroad connection, so as to connect their railroads and routes on Madison avenue and on Eighth avenue aforesaid, at a point not over one-half mile from the respective lines, or routes of the said two corporations, and establish, by the construction of said double track connection, a new route for public travel, and propose to connect their said railroads and routes by the construction of a double track railroad connection on One Hundred and Thirty-fifth street, between Madison avenue and Eighth avenue, in said City of New York.

Said connection is to be formed by the construction and union of an extension of the railroad of the New York and Harlem Railroad Company on Madison avenue, as follows: Connecting with the company's existing double track railroad on Madison avenue at One Hundred and Thirty-fifth street by suitable curves, switches and appliances, running thence westerly, with double tracks, in or upon One Hundred and Thirty-fifth street to Lenox (formerly Sixth) avenue. With an extension of the railroad of the Eighth Avenue Railroad Company on Eighth avenue, as follows: Connecting with the company's existing double track railroad at Eighth avenue and One Hundred and Thirty-fifth street by suitable curves, switches and appliances, running thence easterly, with double tracks, in or upon One Hundred and Thirty-fifth street to Lenox (formerly Sixth) avenue.

The length of the proposed extension of the New York and Harlem Railroad Company is 1,530 feet, or thereabouts, and the length of the proposed extension of the Eighth Avenue Railroad Company is 1,800 feet, or thereabouts, and the point of union of the same is not over one-half mile from the respective lines or routes of the said companies.

Third—That by the construction of such connection your petitioners will establish a new route for public travel, and that they do hereby consent to operate such connection as part of a continuous route for one fare.

They further show that such connection cannot be operated as an independent railroad without inconvenience to the public, but that 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.

Fourth—Your petitioners further show that they propose to operate the said connection by an underground current of electricity, or such other form of motive power as may be approved by the Board of Railroad Commissioners of the State of New York.

Fifth—Wherefore your petitioners pray that notice of the time and place when and where this application will be first considered be given, pursuant to the provisions of section 92 of the Railroad Law, and that the consent, or grant, be given in the form of an ordinance, made subject to the ordinances and provisions of the Railroad Law, and upon terms and compensation provided for in the Greater New York Charter applicable thereto.

Dated NEW YORK, November 18, 1898.

[SEAL.] NEW YORK AND HARLEM RAILROAD COMPANY, By U. VANDERBILT, President.

[SEAL.] EIGHTH AVENUE RAILROAD COMPANY, By JAMES HAYS, President.

[SEAL.] METROPOLITAN STREET RAILWAY COMPANY, By H. H. VREELAND, President.

State of New York, City and County of New York, ss.:

Herbert H. Vreeland, being duly sworn, deposes and says: That he is the President of the Metropolitan Street Railway Company, one of the petitioners named in the foregoing petition. That he has read the foregoing petition and knows the contents thereof; that the same is true to his knowledge, except as to the matters therein alleged on information and belief, and as to those matters he believes it to be true.

H. H. VREELAND,

Sworn to before me this 18th day of November, 1898.

S. A. EMANUEL, Notary Public, New York County.

Which was referred to the Committee on Railroads.

No. 1252.

By the same—

Whereas, The New York and Harlem Railroad Company, the Eighth Avenue Railroad Company and the Metropolitan Street Railway Company, lessee, have presented to the Municipal Assembly of The City of New York their application, in writing, for a grant of the franchise or right to use certain streets, avenues and highways, in The City of New York for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad union and connection in or upon the surface of One Hundred and Thirty-fifth street, between Madison avenue and Eighth avenue, in the Borough of Manhattan, City of New York, said railroad connection to be formed by extensions of the railroads of the first two companies above named, in the manner set forth particularly in said application, and praying that such local authorities of the city give public notice thereof, and of the time and place when it will be first considered; it is

Resolved, if the Board of Aldermen concur, That Thursday, the twenty-second day of December, 1898, at eleven o'clock in the forenoon, and the Councilmanic Chamber 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 New York and Harlem Railroad Company, the Eighth Avenue Railroad Company and the Metropolitan Street Railway Company to the Municipal Assembly of The City of New York, for a grant of the franchise or right to use the said portions of said streets in said city for railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad in or upon the surface of the streets, avenues and highways mentioned in said application, in the manner and form as are particularly set forth in said application and therein described, will be first considered, and that the City Clerk shall cause public notice thereof to be published for at least fourteen (14) days in two of the daily newspapers published in The City of New York, to be designated in writing therefor by his Honor the Mayor, according to the provisions of section 92 of the Railroad Law; such notice to be published at the expense of the applicants.

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

THE CITY OF NEW YORK—OFFICE OF THE CITY CLERK, } CITY HALL, NEW YORK, } 1898.

The New York and Harlem Railroad Company, the Eighth Avenue Railroad Company and the Metropolitan Street Railway Company having filed their application, in writing, to the Municipal Assembly of The City of New York, dated November 18, 1898, for a grant of the franchise or right to use the streets, avenues and highways in The City of New York hereinafter mentioned for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad connection in or upon the surface of One Hundred and Thirty-fifth street, between Madison avenue and Eighth avenue, in The City of New York, said connection to be formed by the construction and union of an extension of the railroad of the New York and Harlem Railroad Company, as follows: Connecting with the company's existing double-track railroad on Madison avenue at One Hundred and Thirty-fifth street by suitable curves, switches and appliances; running thence westerly, with double tracks, in or upon One Hundred and Thirty-fifth street to Lenox (formerly Sixth) avenue. With an extension to be constructed to the railroad of the Eighth Avenue Railroad Company, as follows: Connecting with the company's existing double-track railroad at Eighth avenue and One Hundred and Thirty-fifth street by suitable curves, switches and appliances; running thence easterly, with double tracks, in or upon One Hundred and Thirty-fifth street to Lenox (formerly Sixth) avenue. The length of the proposed extension of the New York and Harlem Railroad Company being fifteen hundred and thirty (1,530) feet or thereabouts, and the length of the proposed extension of the Eighth Avenue Railroad Company being eighteen hundred (1,800) feet or thereabouts, and the point of union not over one-half miles from the respective lines or routes of the said companies; and to the operation of the said railroad extension by an underground current of electricity, or such other form of motive power as may be lawfully employed upon the same.

Now, therefore, pursuant to directions given by resolutions of both Houses of the Municipal Assembly of The City of New York, which were adopted on 1898, and approved by his Honor the Mayor of said city on 1898, public notice of such application is hereby given, and that at the Councilmanic Chamber in the City Hall of The City of New York on the day of 1898, at o'clock in the noon, 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 to said application.

City Clerk.

Which was adopted.

No. 1253.

By the same—

To the Honorable the Municipal Assembly of The City of New York:

The petition of the Third Avenue Railroad Company respectfully shows:

First—That your petitioner is a street surface railroad corporation, organized and existing

under and by virtue of the Laws of the State of New York for the purpose of constructing, operating and maintaining a street surface railroad upon various routes, including the route hereinafter mentioned.

Second—That your petitioner desires to obtain from the Municipal Assembly of The City of New York its consent to and a grant of the right, privilege and franchise of constructing, operating and maintaining a double-track street surface railroad as a branch or extension of its existing railroad upon the following streets, avenues and highways, and to, upon and across the bridge hereinafter mentioned, viz.: Commencing at the intersection of First avenue and East One Hundred and Twenty-fifth street, in the Borough of Manhattan, The City of New York, there connecting by suitable curves, switches and appliances with the company's existing railroad upon said East One Hundred and Twenty-fifth street; running thence northeasterly with double tracks through, upon and along said First avenue and said East One Hundred and Twenty-fifth street to the bridge now being constructed across the Harlem river; thence to, upon and across said bridge and the approaches thereto, with double tracks to Willis avenue, in the Borough of The Bronx, The City of New York, there to connect by suitable curves, switches and appliances with the existing tracks of the Union Railway Company of New York City upon said Willis avenue.

Third—That said railroad is to be constructed with double tracks through, upon and along each of the streets, avenues and highways above described, and also to, upon and across said bridge above mentioned, together with such connections, switches, sidings, turnouts, turntables, cross-overs and suitable stands as may be necessary for the convenient working of the said road and for the accommodation of the cars that may be run over the same, the motive power upon said railroad to be electricity or any other motive power which may be lawfully employed upon the same.

Wherefore, your petitioner prays that notice of the time and place when and where this application will be first considered be given pursuant to the provisions of section 92 of the Railroad Law, and all other laws applicable thereto, and that said consent or grant be given in the form of an ordinance subject to the laws and ordinances applicable thereto, and upon terms of compensation to be fixed and determined in accordance with the provisions of the Greater New York Charter.

Dated THE CITY OF NEW YORK, the 12th day of November, 1898.
[SEAL] THIRD AVENUE RAILROAD COMPANY,
By ALBERT J. ELIAS, President.

State of New York, County of New York, ss:
Albert J. Elias, being duly sworn, deposes and says: That he is the President of the Third Avenue Railroad Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge, except as to the matters therein stated to be alleged on information and belief, and as to those matters he believes it to be true.

Sworn to before me this 12th day of November, 1898.
[SEAL] JOHN BRODIE, Notary Public, No. 124, N. Y. County.
Which was referred to the Committee on Railroads.

No. 1254.

By the same—
Whereas, The Third Avenue Railroad Company has presented to the Municipal Assembly of The City of New York its application, in writing, for a grant of the franchise or right to use a certain bridge and certain streets, avenues and highways in The City of New York for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of certain streets, avenues and highways, and to, upon and across said bridge hereinafter mentioned, and that such local authorities of said city give public notice thereof and of the time and place when and where it will be first considered; it is

Resolved, by the Board of Aldermen sitting, that Thursday, the 22d day of December, 1898, at 2 o'clock in the afternoon, and the Councilmanic Chamber of the City Hall, in the City of New York, be and they hereby are designated as the time and place when and where the said application of the Third Avenue Railroad Company to the Municipal Assembly of The City of New York for a grant of the right or franchise to use certain streets, avenues and highways and a certain bridge in said city for street railway purposes and for the construction, maintenance and operation of a double-track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the streets, avenues and highways in said application mentioned, and to, upon and across said bridge, in the manner and form as are particularly set forth in said application and therein described, will be first considered, and that the City Clerk shall cause public notice thereof to be published for at least fourteen (14) days in two of the daily newspapers published in The City of New York, to be designated, in writing, therefore by his Honor the Mayor, according to the provisions of the laws in such case made and provided; such notice to be published at the expense of the applicant.

Resolved, further, That the notice to be published by said City Clerk shall be substantially in form and manner, as follows:

CITY OF NEW YORK—OFFICE OF THE CITY CLERK,
CITY HALL, NEW YORK,
day of , 1898.

The Third Avenue Railroad Company, having filed its application, in writing, to the Municipal Assembly of The City of New York, dated the day of 1898, for a grant of the right or franchise to use the bridge, streets, avenues and highways in The City of New York hereinafter mentioned for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the following streets, avenues and highways, and to, upon and across the bridge hereinafter mentioned, to wit:

Commencing at the intersection of First avenue and East One Hundred and Twenty-fifth street, in the Borough of Manhattan, The City of New York, there connecting by suitable curves, switches and appliances with the company's existing railroad upon said East One Hundred and Twenty-fifth street; running thence northeasterly, with double tracks, through, upon and along said First avenue and said East One Hundred and Twenty-fifth street to the bridge now being constructed across the Harlem river; thence to, upon and across said bridge and the approaches thereto, with double tracks to Willis avenue, in the Borough of The Bronx, The City of New York, there to connect by suitable curves, switches and appliances with the existing tracks of the Union Railway Company of New York City upon said Willis avenue, together with the necessary connections, switches, sidings, turnouts, turntables, cross-overs and suitable stands required for the accommodation and operation of said railroad by electricity or any other motive power which may be lawfully employed upon the same.

Now, therefore, pursuant to the directions given by resolutions of both Houses of the Municipal Assembly of The City of New York, which was adopted by the Council and concurred in by the Board of Aldermen on the day of , 1898, and approved by his Honor the Mayor of said city on the day of , 1898, public notice of such application is hereby given, and that at the Councilmanic Chamber, in the City Hall, in the Borough of Manhattan and The City of New York, on the day of , 1898, at o'clock in the noon, such application of said Railroad Company will be first considered, and a public hearing had thereon.

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

Which was adopted. City Clerk.

MOTIONS AND RESOLUTIONS RESUMED.

No. 1255.

By the President—
Resolved, That his Honor the Mayor be and he is hereby respectfully requested to return to the Council, for further consideration, ordinance now in his hands, No. 909, to regrade Brouse street, between Clark and Hudson streets, in the Borough of Manhattan.
Which was adopted.

No. 1256.

By the same—
Resolved, That his Honor the Mayor be and he is hereby respectfully requested to return to the Council, for further consideration, ordinance now in his hands, No. 1020, to lay water-mains in Audubon avenue, Borough of Manhattan.
Which was adopted.

No. 1257.

By the same—
Resolved, That his Honor the Mayor be and he is hereby respectfully requested to return to the Council, for further consideration, ordinance now in his hands, No. 1153, to provide heating apparatus for the New Brighton Village Hall, Borough of Richmond.
Which was adopted.

No. 1258.

By the same—
Resolved, That his Honor the Mayor be and he is hereby respectfully requested to return to the Council, for further consideration, ordinance now in his hands, No. 1022, to lay water-mains in Edgcombe avenue, Borough of Manhattan.
Which was adopted.

No. 1259.

By the same—
Resolved, That the Board of Aldermen be and they are hereby respectfully requested to return to the Council, for further consideration, ordinance now in their hands, No. 650, prepared by the Board of Public Improvements, adopted in Council November 15, 1898, and transmitted in due course this 22d day of November, 1898, extending the time for completing the regulating, etc., of Two Hundred and Thirty-third street, from Jerome avenue to the Bronx river.

Which was adopted.
Councilman Goodwin moved that the vote by which Resolutions Nos. 909, 1020, 1153, 1022 and 650 were adopted be reconsidered.

Which was adopted.
Councilman Murray moved that Resolutions Nos. 909, 1020, 1153, 1022 and 650 be returned to the Board of Public Improvements for correction.
Which was adopted.

No. 1260.

By the same—
Whereas, The Corporation Counsel has ruled that all resolutions and ordinances authorizing specific public work, as passed by the Board of Public Improvements and by the Municipal Assembly, should be "in identically the same words"; and

Whereas, The Greater New York Charter makes it the duty of the Board of Public Improvements to prepare and recommend all such resolutions and ordinances; and

Whereas, Certain resolutions and ordinances prepared by the Board of Public Improvements and recommended to the Municipal Assembly for adoption and adopted by the Municipal Assembly exactly as recommended have been vetoed by the Mayor, under the ruling and advice of the Corporation Counsel, as aforesaid; and

Whereas, Under the Greater New York Charter the Municipal Assembly has no power of amendment in such matters; therefore be it

Resolved, That all ordinances or resolutions from the Board of Public Improvements heretofore recommended for adoption not "in identically the same words" as the resolutions of the Board of Public Improvements be and they are hereby rejected; further, be it

Resolved, That they be returned to the Board of Public Improvements for further consideration.
Which was referred to the Committee on Law Department.

No. 1261.

By Councilman Goodwin—
Resolved, That permission be and (he same is hereby given to J. B. & J. M. Cornell, of Nos. 179, 181 and 183 Wooster street, to keep a wrought iron slide box to extend from eave windows to the curb. Slide to be used for packing boxes. The slide will be arranged to lift up and out of the way when not in use. It will be operated by chains and weights to work inside of the building. To be about four feet in width; the work to be done at their own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.
Which was adopted.

No. 1262.

By the President—
Resolved, That the Board of Public Improvements be and it is hereby requested to prepare and transmit for action thereon to the Municipal Assembly of The City of New York such a resolution as will authorize and direct the Commissioner of the Street Cleaning Department to procure by public letting such a quantity and quality of coarse sand as will, in his opinion, be adapted to the purpose of sprinkling upon such streets and avenues as are paved with asphalt, when he thinks it necessary to do so in order to prevent horses and pedestrians from slipping.
Which was referred to the Committee on Streets and Highways.

No. 1263.

By Councilman Christian—
Resolved, That permission be and the same is hereby given to Messrs. Bloomingdale Bros. to parade through the streets of the Borough of Manhattan, between December 1 and 25, 1898, with a decorated wagon, the work to be done at their own expense, under the direction of the Police Department; such permission to continue only during the pleasure of the Municipal Assembly.
Which was adopted.

No. 1264.

By the same—
Resolved, That permission be and the same is hereby given to James Kilpatrick to construct four bay windows, as delineated on plan hereunto attached, on buildings on the north side of East Ninety-fifth street, one hundred feet west of Madison avenue, in the Borough of Manhattan, such bay windows to conform in all respects with the laws regulating the erection of buildings in The City of New York; the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.
Which was adopted.

No. 1265.

By Councilman Hart—
Resolved, That the Commissioner of Highways be and he hereby is authorized and directed to fence the vacant lots on the north side of East Eighty-ninth street, between First and Second avenues, in the Borough of Manhattan, with a close board fence, six (6) feet high, to abate a nuisance, at the expense of the owner or owners of the said lots.
The President put the question whether the Council would agree with said resolution.
Which was decided in the affirmative by the following vote:
Affirmative—The President, the Vice-Chairman, Councilmen Borine, Brice, Cassidy, Christian, Conly, Doyle, Ebbets, Foley, Francisco, Goodwin, Hart, Huttenroth, Hyland, Leich, Mandorf, Murphy, O'Grady, Ryder, Van Nostrand, and Wise—22.

No. 1266.

By Councilman Christian—
Whereas, There is no crossing of any description from east to west across the tracks and viaduct of the New York Central and Harlem Railroad, between the blocks from Ninety-eighth street to One Hundred and Second street in the Borough of Manhattan and City of New York, so that said city is absolutely cut in two between the said points; and

Whereas, The said New York Central and Harlem Railroad companies enjoy the use and benefit of that part of Park avenue which of right belongs to the people of the said City of New York; and

Whereas, On account of the absence of proper communication between east and west across the tracks and viaduct of the said New York Central and Harlem Railroad Companies, the property owners and residents of the neighborhood find that their property is depreciated in value;

Be it Resolved, That it be jointly and severally the duty of the New York Central Railroad Company and the Harlem Railroad Company forthwith to erect, place and keep a bridge across the tracks and viaduct which they now use for railroad purposes, so that pedestrians may be able to cross from the east to the west side of said tracks and viaduct on the centre line of One Hundredth street, and that the said bridge be similar to that which is erected at the centre of the block Ninety-eighth street and Park avenue.

Which was referred to the Committee on Bridges and Tunnels.

No. 1267.

By the same—
AN ORDINANCE to abate the danger and nuisance of bonfires in The City of New York.
Be it Ordained by the Municipal Assembly of The City of New York, as follows:
Section 1. That any person or persons who, after the approval of this ordinance by his honor the mayor, shall light or cause to be lighted on the surface of any street or avenue within the limits of The City of New York a bonfire of any kind or description, or who shall take part in such a celebration, shall be guilty of a misdemeanor, and shall be punished for a first offense by a fine of not more than (\$100) one hundred dollars and not less than twenty-five (25) dollars.
Sec. 2. Any person or persons found guilty a second time, or more than once, of violating the provisions of section 1 of this ordinance shall be punished by imprisonment of not more than two months and not less than fourteen days.
Sec. 3. This ordinance shall take effect immediately.
Which was referred to the Committee on Law Department.

No. 1268.

By Councilman Doyle—
AN ORDINANCE to amend the ordinances of the former city of Brooklyn relative to disfiguring signs, etc.
Be it Ordained by the Municipal Assembly of The City of New York, as follows:
Section 1. Section 26 and section 39 of article 7, chapter 3 of the ordinances of the former city of Brooklyn are hereby amended so as to read as follows:
Sec. 26. No person shall paste, press, paint, print or nail upon any of the curb, gutter or flag stones, horse-posts, barrels, boxes and hydrants in any of the public streets or avenues of this city, any hand bill, poster, notice, sign or advertisement, under a penalty of ten dollars for each and every offense. This excepts from the original ordinance lamp-posts, trees, awning-posts and telegraph posts, so that under the section, as amended, the posting on the posts, poles and trees mentioned would not be an offense.
Sec. 39. Bill boards or signs (not exceeding two in number) to advertise theatrical performances or public entertainments may be placed upon the sidewalk in front of theatres and places of public

entertainment adjacent to the curb, but each of said bill boards or signs shall not occupy a space across the street of more than nine inches, and shall not be more than three feet in width parallel to the street, and shall not be less than fifteen feet apart.

Nothing in this section contained shall be taken to affect the provision of subsection 4 of section 1 of article 8 of chapter 3 of the ordinances of said city of Brooklyn.

The President put the question whether the Council would agree with said motion. Which was decided in the affirmative by the following vote: Affirmative—Councilmen Bodine, Christman, Conly, Doyle, Ebbets, Foley, Murray, O'Grady, Ryder, Van Nostrand, and Wise—11.

Negative—The Vice-Chairman, Councilmen Brice, Cassidy, Francisco, Hart, Hottenroth, Hyland, Leich, Murphy, and Mundorf—10.

Councilman Leich moved that the resolution be referred to the Committee on Streets and Highways.

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

Affirmative—Councilmen Brice, Cassidy, Francisco, Hart, Hottenroth, Hyland, Leich, and Murphy—8.

Negative—The President, the Vice-Chairman, Councilmen Bodine, Conly, Doyle, Ebbets, Foley, Goodwin, Mundorf, Murray, O'Grady, Ryder, Van Nostrand, and Wise—14.

Councilman Doyle then moved the adoption of the ordinance.

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

Affirmative—The President, the Vice-Chairman, Councilmen Bodine, Brice, Christman, Conly, Doyle, Ebbets, Foley, Goodwin, Hart, Mundorf, Murphy, Murray, O'Grady, Ryder, Van Nostrand, and Wise—18.

Negative—Councilmen Francisco, Hyland, and Leich—3.

COMMUNICATIONS FROM DEPARTMENTS AND CORPORATION OFFICERS.

The President laid before the Council the following communication from the President of the Borough of Brooklyn:

No. 1269.

CITY OF NEW YORK—BOROUGH OF BROOKLYN, OFFICE OF THE PRESIDENT OF THE BOROUGH, November 21, 1898.

The Municipal Assembly:

GENTLEMEN—Having received the attached complaints concerning the use of street cars with doors at the sides thereof, I called a meeting of all the Local Boards in the Borough of Brooklyn, composed of all the Councilmen and Aldermen of said borough, and a hearing of the complaining citizens on the one part, and the railroad company on the other, was held on the 16th instant.

The representative of the railroad company concerned, in effect, conceded the justification for the major part of the complaints, but claimed that certain improvements proposed to be made by them in the cars, which improvements were described before the Local Boards in great detail, would obviate such complaints.

Careful consideration of all the arguments, and my personal experience upon these cars, would indicate that they have but two advantages, one being greater ease in filling and emptying the cars at the bridge terminals at Manhattan, because of the numerous doors; and the other an enlarged seating capacity over the ordinary car.

Respectfully, EDWARD M. GROUT, President of the Borough.

AN ORDINANCE to further regulate the use of street surface railway cars in The City of New York. Be it Ordained by the Municipal Assembly of the City of New York:

Section 1. No street surface railroad company shall, between October 1 and May 1 of each year, use upon the streets of the city any street surface cars which are open on the sides, or which have doors on the side thereof, under a penalty of fifty (50) dollars for each and every offense.

Sec. 2. All ordinances and parts thereof inconsistent herewith are hereby repealed.

Sec. 3. This ordinance will take effect thirty days after its passage.

DEAR SIR—The undersigned, resident taxpayers of the Borough of Brooklyn, City of New York, compelled to use the Nassau Electric Railway in the pursuit of our various avocations, respectfully call your attention, and through you such other proper authority, to the discomforts, dangers and evils of the cars now run upon the lines of the Nassau Railroad, having doors at the side and seats crosswise, being, we understand, of recent construction, and in general use upon said railroad.

We find from actual experience that the following dangers and discomforts are ever present: The doors of said cars are heavy and difficult to open, often becoming jammed so that they must be pried open, and being always very difficult for women and children.

The doors are not large enough for a firm grasp; the steps are high, and there is no opportunity for a hold when the car starts, hence passengers are often thrown violently against other passengers or the seats, sometimes, we doubt not, to painful injuries and wrenches. It is almost impossible to tell from the outside what compartments are filled, and as it is dangerous to life and limb to attempt to walk along the outside step when the car is in motion, passengers are often compelled to stand for weary miles while seats a few feet away are unoccupied.

Every time a door is opened the wind is admitted in great gusts, to the intense discomfort and positive danger to the passengers from the heavy drafts created and the rain that comes with the wind during a rainy day. Then the conductor is compelled to open these doors every time a fare is collected, every time a transfer is rung up, every time a passenger desires to speak to him.

Every time a passenger leaves the car a door is opened, and inasmuch as it is a difficult matter to close it from the outside, the other passengers are compelled to arise from their seats and close the door or suffer from the drafts thereby created. Often when but one passenger is in the front compartment and leaves, the passengers in the entire car must suffer from the open door or, at great discomfort to themselves, leave their seats and close the door by climbing over seats or going to the outside of the car.

The doors of these cars are slamming incessantly during a trip, very noisy and troublesome. The passenger next the door must perforce open and close the door for other passengers in common courtesy; he also is exposed to wind and often rain, and in days to come, no doubt, snow will be added to his otherwise overflowing portion of discomfort. Then there is great danger of these doors suddenly slamming shut upon the starting of the cars, and we are informed several accidents have happened therefrom, thus adding to the danger of pneumonia and pulmonary disease the likelihood of mutilation. And if in one of the many accidents common a car should be jammed so that the doors could not open, or should be turned upon its side, there would be no way of escape for the passengers.

Least it be said that when the doors are closed the cars are comfortable, there is no way of ventilation save by part windows and by front and rear ventilators, thereby causing a direct overhead draft, in itself dangerous, or having the air in the car foul from lack of ventilation. The heating capabilities of said cars have not yet appeared, but it seems to your petitioners that the facilities would have to be very much increased over the old-style patterns, and we are informed instead that they are much less.

Because of these and other reasons, we respectfully pray that the said Nassau Railway Company be compelled to abandon the use of said cars during the winter months, and that improvements be made upon them with a view to making them comfortable for other times of the year.

H. S. Butler, 6921 Seventeenth avenue. Robert Huter, New Utrecht avenue, corner Fifty-sixth street. C. E. Ripley, northeast corner Sixty-ninth street and Seventeenth avenue. Henry DeWitte, Twelfth avenue and Fifty-seventh street. Edward Ferguson, Fifteenth avenue, corner Eighty-second street. Louis De Cosse, 1624 Sixty-eighth street.

SIR—The undersigned, citizens and residents of this borough, respectfully call upon you to exercise the authority vested in you, or invoke the action of the legislative body of which you are the executive head, for the purpose of protecting the people from an outrage that is being perpetrated upon them by one of the great street car companies that have possession of the main thoroughfares.

The borough has been invaded by the health destroying, death-dealing contrivance to which this is designed to call your official attention, to wit, the so-called converted trolley-car of the Nassau Electric Railroad Company.

These vehicles are daily causing thousands of people acute discomfort and in many cases doing irreparable injury to the health of those compelled to use them.

The open summer car, with all their fatal faults as cold weather vehicles, were at least frank with their victims, who knew when they boarded them that a free circulation of air might be expected. In fact, your petitioners are informed that open cars are popular in the winter among the citizens of two American municipalities, Chicago and Washington. They are, however, operated in connection with closed and heated cars.

In case neither your official duties nor other business engagements have compelled you to ride in one of these vehicles your petitioners would respectfully specify wherein they justify the term health-destroying and death-dealing.

The old pattern of open summer cars, in which the passengers sit back to back, a type discarded in every other great city even for warm weather, have been fitted with a close-fitting side, glazed as to its upper portion, but with windows that cannot be opened. On the other side sliding doors have been put in, one to each alley between the rows of seats.

When an intending passenger hails one of these cars, and, the day being cool, finds the doors closed, he or she is under the necessity of opening one after another of the doors in order to discover in which compartment, if any, there is a seat. The doors are operated by means of a shallow projecting lug, scarcely giving hold enough for a strong man to move the door by, even when the latter is not stuck fast, and next to impossible for a woman or child at any time.

In warm weather these cars are warmer than an ordinary closed one, while in winter they threaten to be simply intolerable, owing to the difficulty of boarding them, and the exposure that occurs when the doors are opened, as they must be for the ingress and egress of passengers and the collection of fares and issue of transfers by the conductor, who has also to open them in order to stop or start the car, when he is not on the rear platform.

Even under the best possible conditions, passengers promptly closing the doors when boarding the car or alighting, these vehicles are utterly unfit for use in any but the weather of the late spring or early fall, while in the case of a person leaving the door open on a stormy day the rest of the passengers, especially those in the seats to the rear of the open doors, would be exposed to the full force of the rain or snow, as the case might be.

In snowy or muddy weather it is necessary for all passengers who do not occupy end seats to alight in the gutter, as the car cannot be stopped so as to enable them to get off at a crossing.

There is no provision for the circulation of air in the cars, except such as has been described, a little slit over the motorman's head sending a draught onto the passengers' heads, but having no means of exit for the vitiated air. In converting the open cars there was no attempt made to reproduce the ventilators used on the ordinary closed vehicles.

Haven: B. Bayles, M. D., 125 Seventh avenue, Egbert E. Bogartus, 95 Seventh avenue, Charles Nicknag, 326-330 Seventh avenue.

BROOKLYN, NEW YORK, November 17, 1898.

Hon. EDWARD M. GROUT, President of the Borough of Brooklyn, Borough Hall, Brooklyn, N. Y.

DEAR SIR—We are much gratified to notice that patrons of the Nassau Railroad in different parts of Brooklyn have entered their protest against the new compartment cars now in use upon their different lines, and we wish to add our earnest indorsement of the article published in the "Brooklyn Daily Eagle" of November 16, which we inclose.

Those, like ourselves, who are compelled to ride long distances in these cars, are keenly alive to all the evils set forth in this article.

Respectfully,

- Philip Krumer, 1333 St. Mark's avenue. Thomas Rhodes, 1382 St. Mark's avenue. W. H. Bartholemew, 1335 St. Mark's avenue. William Benz, 436 Ralph avenue. M. K. K. Clouse, 1337 St. Mark's avenue. William E. Wood, 1377 St. Mark's avenue. Frederick Bucher, 1344 St. Mark's avenue. Mrs. A. C. Bennett, 1325 St. Mark's avenue. Mrs. Kate McKibbin, 208 Buffalo avenue. F. W. Washke, 1318 St. Mark's avenue. William Beuter, 1352 St. Mark's avenue. John Keshl, 149 Buffalo avenue. F. A. Nelson, 1368 St. Mark's avenue. John Futor, 100 Buffalo avenue. William Siltz, 1354 St. Mark's avenue.

Resident Taxpayers.

New York, November 19, 1898.

Honorable Mr. GROUT, President, Borough of Brooklyn, City of New York.

DEAR SIR—I much regret my inability, owing to professional engagements, to attend the meeting at your office this afternoon on the subject of the so-called "combination cars" of the Nassau Railroad System.

While I have not conversed in my daily rounds with my fellow passengers on the subject, I have heard sufficient of their experiences in regard to the accommodations of these combination cars to satisfy me that they are extremely unpopular with all who use them.

First—The high steps which all of them have makes it extremely difficult for the aged, weak and infirm to get into them, and absolutely dangerous for them to get out of them.

Second—The arrangement of seats compels many people, much to their prejudice, comfort and health, to ride backwards.

Third—The doors are heavy and do not always move easily on their tracks and the handles by which they are opened and shut are of such a size and shape as to afford no good hold upon them. The constant slamming backwards and forwards of these doors is a very severe nervous shock to many who use these cars, and the inside "holds" or brackets are so placed as not to afford a good chance of getting hold of them. I am also credibly informed that several cases of severe injury to hands, from the slamming in of these doors, have occurred to passengers. Altogether, the matter of ingress and egress is decidedly unsafe and difficult. The cars are said to be heated by pipes under the seats (although as yet the company have not put on any heat), but if so, the opening and shutting of these doors constantly will allow of a greater escape of heat than in the old-fashioned lug cars; and the same constant opening and shutting of doors admits the passengers to constant sudden draughts of cold air, which is extremely prejudicial to health.

Fourth—We must also take into consideration the difficulty and danger experienced by conductors in managing these doors and assisting passengers to and fro in the cars. This difficulty will undoubtedly be greatly increased by the approach of wet, snowy or slippery weather.

These are a few of the objections which present themselves to my mind from daily observation, and as such I offer them to you as a contribution to the experience of the public generally, in the use of these cars, which are by no means as comfortable, safe or pleasant as some of the old forms now in use.

Yours truly,

HENRY R. STILES, M. D.,

No. 149 Berkeley Place, Brooklyn, N. Y.

Office: Nos. 111 and 113 William street.

NO. 342 EIGHTH STREET, BOROUGH OF BROOKLYN, NEW YORK, 1

November 18, 1898.

To Hon. EDWARD M. GROUT, President of Borough of Brooklyn:

SIR—As I cannot attend the meeting of protestants against the new style Nassau cars, I put my objections, from a passenger's standpoint, in writing:

First—Half the passengers, when car is full, have to ride backward. My wife is made sick by this style of progression, and she is only one among thousands who are affected in same way.

Second—The empty seat in front of him is too much temptation for the American Hog, he must put his heels on it, which leaves filth to be wiped off on the clothes of new comers.

Third—These cars have five doors which are perpetually being banged to and fro, and as a rule, two of them are open all the time. Not to mention the racket, the constant draft thus occasioned is conducive to pneumonia and profanity, and it brings on both.

Fourth—You are with a companion and wish to ride in his or her company, and it may be necessary that you should, in the case of an invalid or aged person. You had a car, the conductor bangs open a door—or you do it yourself if he is busy—you find there is only one seat in that compartment. Now, you must either stand up, to the disgust of your fellow martyrs, or move along on outside of car until you find a vacancy. It may happen that there are two seats in one division, but you cannot tell that from the curbstone, and it is a fair to one chance that you miss the right door.

WM. H. ELLERV.

NOVEMBER 18, 1898.

Hon. President GROUT:

DEAR SIR—As we personally will be unable to be present at the meeting on Saturday, will you please note that we offer our solemn protest against the use of those combination disease-breeding cars on the Bergen street route. It is bad enough now, but what will it be in the cold, stormy winter. Please help us all you can.

Yours truly,

(Signed), BENJAMIN F. ALLEN, R. L. JONES, W. A. WHITELAW.

No. 122 Underhill avenue.

BROOKLYN, N. Y., November 19, 1898.

Mr. H. S. BUTLER, No. 6921 Seventeenth avenue; DEAR SIR—Knowing that you are taking an interest in the removal of the combination cars in use by the Nassau Railroad Company, we ask you to kindly present this letter this afternoon at the hearing.

Several of us conductors have been conferring on sending a representative to the hearing, but date not do so as we have been informed by the company that any one speaking or giving any information against the cars will be promptly discharged; many of the employees have been suspended and warned of fate.

It is inhuman for the company to compel us to work on these cars. Already our hands become so cold that we can hardly hold on to the side of the car, as the side is much the colder part of the car. When raining we get drenched in one trip to the skin. Many of us are sick and only able to make half time, losing money that our families need. We actually believe that if the company heard the complaints that we do they would take the cars off at once, so nine-tenths of the people who ride on the cars are complaining of the cold and terrible draughts they get through the side doors continually being opened.

Trusting you will have this letter read at the hearing. Respectfully yours, Committee, Nassau R. R. Company Employees.

City of New York, County of Kings, State of New York, ss.: Hugh S. Butler, being duly sworn, deposes and says that he resides at No. 6921 Seventeenth avenue, in the Borough of Brooklyn; that the annexed letter is a true and full copy of an original handed to me by a conductor in the employ of the Nassau Electric Railway Company, and that the original is in my possession at my residence.

HUGH S. BUTLER. Sworn to before me this 19th day of November, 1898. JOSEPH V. SUDLEY, Commissioner of Deeds, City of New York. Certificate filed in Kings County. Which was referred to the Committee on Railroads. The President laid before the Council the following communication from the Comptroller:

No. 1270. CITY OF NEW YORK—DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, November 12, 1898. To the Municipal Assembly and City Clerk's Office: Weekly statement, showing the appropriations made under the authority contained in section 10, chapter 378, Laws 1897, for carrying on the Municipal Assembly and City Clerk's Office from January 1 to December 31, 1898, 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:

Table with 4 columns: TITLE OF APPROPRIATIONS, AMOUNT OF APPROPRIATIONS, PAYMENTS, AMOUNT OF UNEXPENDED BALANCES. Rows include City Contingencies, Contingencies—City Clerk, Salaries, and Total.

M. T. DALY, Deputy Comptroller. Which was ordered on file. The President laid before the Council the following communication from the Board of Public Improvements, together with ordinance:

No. 1271. BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK, 340 BROADWAY, BOROUGH OF MANHATTAN, NEW YORK, November 18, 1898.

To the Honorable the Municipal Assembly of The City of New York: SIR—At a regular meeting of this Board, held on the 16th instant, the following resolution was unanimously adopted, and the attached ordinance covering same is forwarded to your Honorable Board for approval:

Resolved, In pursuance of section 413, chapter 378, Laws of 1897, and with the concurrence of the Municipal Assembly, that authority be and is hereby given to the Commissioner of Public Buildings, Lighting and Supplies to enter into a contract by public letting for constructing and putting in place metallic cases in the office of the Department of Highways, Borough of Brooklyn. Approximate cost three thousand dollars, to be paid from the appropriation for Supplies and Repairs, Borough of Brooklyn for 1898.

Respectfully, JOHN H. MOONEY, Secretary.

AN ORDINANCE to authorize the provision of metallic cases for the office of the department of highways, Borough of Brooklyn.

Be it Ordained by the Municipal Assembly of The City of New York, as follows: That, in pursuance of section 413, chapter 378, Laws of 1897, that authority be and is hereby given to the Commissioner of Public Buildings, Lighting and Supplies to enter into a contract by public letting, for constructing and putting in place metallic cases in the office of the department of highways, Borough of Brooklyn.

Approximate cost \$1,000, to be paid from the appropriation for "Supplies and Repairs—Borough of Brooklyn," for 1898. Which was referred to the Committee on Public Buildings, Lighting and Supplies.

The President laid before the Council the following communication from the Board of Public Improvements, together with ordinance:

No. 1272. BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK, No. 340 BROADWAY, BOROUGH OF MANHATTAN, NEW YORK, November 18, 1898.

To the Honorable the Municipal Assembly of The City of New York: SIR—At a regular meeting of this Board, held on the 16th instant, the following resolution was unanimously adopted, and the attached ordinance is forwarded to your Honorable Body for approval:

Resolved, In pursuance of section 413, chapter 378, Laws of 1897, and with the concurrence of the Municipal Assembly, that authority be and is hereby given to the Commissioner of Water Supply to enter into a contract by public letting for furnishing all the labor and materials necessary for constructing and putting up two new steam boilers in the Ninety-seventh Street Boiler-house, in the Borough of Manhattan, and for taking out four boilers now in use; at an estimated cost of \$14,000, to be paid from the appropriation for "Aqueduct—Repairs and Maintenance," for 1898.

Respectfully, JOHN H. MOONEY, Secretary.

AN ORDINANCE to authorize the establishment of two new steam-boilers, etc., in the Ninety-seventh Street Boiler-house, Borough of Manhattan.

Be it Ordained by the Municipal Assembly of The City of New York, as follows: That, in pursuance of section 413, chapter 378, Laws of 1897, authority be and is hereby given to the Commissioner of water supply to enter into a contract, by public letting, for furnishing all the labor and materials necessary for constructing and putting up two new steam-boilers in the Ninety-seventh street boiler-house, in the Borough of Manhattan, and for taking out four boilers now in use, at an estimated cost of fourteen thousand dollars, to be paid from the appropriation for "Aqueduct—Repairs and Maintenance for 1898."

Which was referred to the Committee on Water Supply. The President laid before the Council the following communication from the Board of Public Improvements, together with ordinance:

No. 1273. BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK, No. 340 BROADWAY, BOROUGH OF MANHATTAN, NEW YORK, November 18, 1898.

To the Honorable the Municipal Assembly of The City of New York: SIR—At a regular meeting of this Board, held on the 16th instant, the following resolution was unanimously adopted, and the attached ordinance is transmitted to your Honorable Body for approval:

Resolved, In pursuance of section 413, chapter 378, Laws of 1897, and with the concurrence of the Municipal Assembly, that authority be and is hereby given to the Commissioner of Water Supply to enter into a contract, by public letting, for the laying of water-mains in Jackson avenue, between Westchester avenue and Cedar place, Borough of The Bronx, at the estimated cost of \$1,450, to be paid from the appropriation "For Laying Croton Pipes—Boroughs of Manhattan and The Bronx, for 1898."

Respectfully, JOHN H. MOONEY, Secretary.

AN ORDINANCE to authorize the laying of water-mains in Jackson avenue, Borough of The Bronx. Be it Ordained by the Municipal Assembly of The City of New York, as follows: That, in pursuance of section 413, chapter 378, Laws of 1897, authority be and is hereby given to the Commissioner of water supply to enter into a contract by public letting, for the laying of water-mains in Jackson avenue, between Westchester avenue and Cedar place, Borough of The Bronx, at the estimated cost of \$1,450, to be paid from the appropriation for Laying Croton pipes—Boroughs of Manhattan and The Bronx, for 1898.

Which was referred to the Committee on Water Supply. The President laid before the Council the following communication from the Comptroller:

No. 1274. CITY OF NEW YORK—DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, November 19, 1898.

To the Municipal Assembly and City Clerk's Office: Weekly statement, showing the appropriations made under the authority contained in section 10, chapter 378, Laws 1897, for carrying on the Municipal Assembly and City Clerk's Office from January 1 to December 31, 1898, 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:

Table with 4 columns: TITLE OF APPROPRIATIONS, AMOUNT OF APPROPRIATIONS, PAYMENTS, AMOUNT OF UNEXPENDED BALANCES. Rows include City Contingencies, Contingencies—City Clerk, Salaries, and Total.

M. T. DALY, Deputy Comptroller. Which was ordered on file.

REPORTS OF STANDING COMMITTEES. Report of Committee on Salaries and Offices in favor of adopting Aldermanic resolution appointing Isaac J. Stander a City Surveyor (page 430, Minutes, August 23, 1898).

Which was placed on the order of second reading. Report of Committee on Streets and Highways, in favor of adopting Aldermanic resolution permitting Charles F. Bartlett to keep an awning at No. 92 Main street, Flushing, Borough of Queens (page 352, Minutes, October 25, 1898).

Which was placed on the order of second reading. ORDER OF SECOND READING. No. 1171.—(S. R. 434.)

The Committee on Streets and Highways, to whom was referred the annexed resolution of the Board of Aldermen to permit Charles F. Bartlett to keep an awning at No. 92 Main street, Flushing, Borough of Queens (see Minutes, October 25, 1898, page 352), respectfully

REPORT: That, having examined the subject, they believe the proposed permission may be granted. They therefore recommend that the said resolution and ordinance be adopted.

Resolved, That permission be and the same is hereby given to Charles F. Bartlett to erect, place and keep an awning in front of his premises No. 92 Main street, Flushing, Borough of Queens, provided said awning shall be erected in conformity with the ordinance in such case made and provided, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

JOHN J. MURPHY, DAVID L. VAN NOSTRAND, CHARLES H. FRANCISCO, BERNARD C. MURRAY, Committee on Streets and Highways.

Which was adopted. No. 956.—(S. R. 435.)

The Committee on Salaries and Offices, to whom was referred the annexed resolution of the Board of Aldermen to appoint Isaac J. Stander a City Surveyor (see Minutes, August 23, 1898, page 430), respectfully

REPORT: That, having examined the subject, they believe the proposed appointment to be a proper one. They therefore recommend that the said resolution be adopted.

ADAM H. LEICHL, JOHN T. OAKLEY, ADOLPH C. HOTTENROTH, CHARLES H. EBBETTS, Committee on Salaries and Offices.

Pages referred to in preceding Report. The Committee on Salaries and Offices, to whom was referred the annexed resolution in favor of appointing Isaac J. Stander, of No. 291 East Fourth street, Borough of Manhattan, a City Surveyor, respectfully

REPORT: That, having examined the subject, they believe the proposed appointment to be proper. They therefore recommend that the said resolution be adopted.

Resolved, That Isaac J. Stander, of No. 291 East Fourth street, Borough of Manhattan, be and he is hereby appointed a City Surveyor.

JEREMIAH CRONIN, FRANK HENNESSY, WILLIAM WENTZ, Committee on Salaries and Offices.

Which was adopted. MOTIONS AND RESOLUTIONS AGAIN RESUMED.

Councilman Brice moved that the Council do now adjourn. The President put the question whether the Council would agree with said motion.

Which was decided in the affirmative. And the President declared that the Council stood adjourned until Tuesday, November 29, 1898, at 2 o'clock P. M.

P. J. SCULLY, City Clerk.

BOARD OF ALDERMEN. STATED MEETING.

TUESDAY, November 22, 1898, 1 o'clock P. M.

The Board met in the Aldermanic Chamber, City Hall. PRESENT:

- Hon. Thomas F. Woods, President. ALDERMEN: William H. Gledhill, Vice-President; Jacob D. Ackerman; James J. Bridges; John L. Berleigh; George A. Barrell; Francis J. Byrne; Jeremiah Cronin; John Diemer; Matthew E. Dooley; Frank Dunn; James P. Ellicott; Frederick F. Fleck; Joseph A. Flinn; Homer Fuika; James E. Gaffney; Frank Gass; Henry Gelger; Joseph Geiser; Bernard Glick; Elias Goodman; Dennis J. Harrington; Elias Helgans; William T. James; William Keegan; Jeremiah Kennefick; Francis P. Kenney; John P. Koch; John T. Lang; Michael Ledwith; John T. McCall; Thomas F. McCaul; Edward F. McEneaney; Lawrence W. McGrath; James H. McInnes; Stephen W. McKeever; Hector McNeil; Charles Metzger; Louis Minsky; Robert Muh; Emil Neufeld; Joseph Oatman; Howard P. Okie; John S. Roddy; Bernard Schmitt; William F. Schneider, Jr.; P. Tecumseh Sherman; James J. Smith; David S. Stewart; John J. Vaughan, Jr.; Jacob J. Veltou; Moses J. Wafer; William Wentz; Collin H. Woodward.

The Clerk proceeded to read the minutes. Alderman Koch moved that a further reading of the minutes be dispensed with and that they be approved as printed. The President put the question whether the Board would agree with said motion. Which was decided in the affirmative.

COMMUNICATIONS FROM THE COUNCIL.

The President laid before the Board the following communication from the City Clerk :

The City of New York—OFFICE OF THE CITY CLERK, }
CITY HALL, NEW YORK, November 22, 1898. }

MICHAEL F. BEARR, Esq., Clerk to the Board of Aldermen :

SIR—I have the honor to transmit herewith documents relative to matters which were adopted by the Council at their stated meeting on Tuesday, November 15, 1898, as scheduled below :

Introductory Nos. 391, 351, 559, 644, 605, 666, 667, 668, 673, 846, 837, 914, 919, 913, 1024, 1137, 1152, 1184, 1185, 1208, 1211, 1212, 1213.

Very respectfully, P. J. SCHILLER, City Clerk.

Which was ordered on file.

The papers above referred to are as follows :

No. 1569.

The Committee on Streets and Highways, to whom was referred the annexed communication from the Board of Public Improvements, in favor of extending One Hundred and Forty-fourth street and opening Hamilton terrace, Borough of Manhattan (see Minutes, March 29, 1898, page 950), respectfully

REPORT :

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

Resolved, That the Board of Public Improvements be and it is hereby authorized and empowered to alter the map or plan of The City of New York by laying out and extending One Hundred and Forty-fourth street, not yet named by proper authority, for a distance of two hundred feet easterly from Convent avenue, and a new street to be known as Hamilton terrace, not yet named by proper authority, from One Hundred and Forty-first street for a distance of seven hundred and seventy-nine feet six inches northerly, in the Twelfth Ward of the Borough of Manhattan, City of New York, beginning at a point in the easterly line of Convent avenue distant seven hundred and nineteen feet six inches northerly from the northerly line of One Hundred and Forty-first street; thence easterly and parallel with said street, distance two hundred feet; thence northerly and parallel with Convent avenue, distance sixty feet; thence westerly and parallel with One Hundred and Forty-first street, distance two hundred feet, to the easterly line of Convent avenue; thence southerly along said line, distance sixty feet, to the point or place of beginning. Also, beginning at a point in the northerly line of One Hundred and Forty-first street distant two hundred feet easterly from the easterly line of Convent avenue; thence northerly and parallel with said avenue, distance seven hundred and seventy-nine feet six inches; thence easterly and parallel with One Hundred and Forty-first street, distance sixty feet; thence southerly, distance seven hundred and seventy-nine feet six inches, to the northerly line of One Hundred and Forty-first street; thence westerly along said line, distance sixty feet, to the point or place of beginning. Said street to be sixty feet wide, the work to be done under the direction and supervision of the Commissioner of Highways.

JOHN J. MURPHY, DAVID L. VAN NOSTRAND, CHARLES H. FRANCISCO, BERNARD C. MURRAY, } Committee on Streets and Highways.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK, } NO. 346 BROADWAY, BOROUGH OF MANHATTAN, } NEW YORK, March 24, 1898. }

To the Honorable the Municipal Assembly of The City of New York :

SIR—In pursuance of the provisions of section 436 of chapter 378, Laws of 1897, I transmit herewith to you, for your action thereon, a resolution adopted by the Board on the 25th March, 1898, approving of and favoring a change in the map or plan of The City of New York, by laying out and extending One Hundred and Forty-fourth street, not yet named by proper authority, for a distance of 200 feet easterly from Convent avenue, and a new street to be known as Hamilton terrace, not yet named by proper authority, from One Hundred and Forty-first street, for a distance of 779 feet 6 inches northerly, in the Twelfth Ward of the Borough of Manhattan, City of New York. The said resolution was adopted by this Board on the petition of property-owners who have improved the said proposed streets by regulating and grading the same, and erecting thereon many costly buildings, and as the said proposed streets have been used for public thoroughfares for the past twelve years, they now ask that they be legally laid out, in accordance with their present location. Also on the recommendation of the Engineer for Street Opening of this Board, to whom the matter was referred for examination.

Very respectfully, JOHN H. MOONEY, Secretary.

The following resolutions were offered by the Commissioner of Highways :

Whereas, It appears from the report of the Secretary to this Board that he has caused the resolutions adopted by this Board on the 9th day of March, 1898, proposing to alter the map or plan of The City of New York by laying out and excavating One Hundred and Forty-fourth street and a new street to be known as Hamilton terrace, in the Twelfth Ward of the Borough of Manhattan, City of New York, and for a meeting of this Board to be held in the office of this Board, at No. 346 Broadway, on the 23d day of March, 1898, at 2 o'clock P. M., at which such proposed laying-out and extending would be considered by this Board, and for a notice to all persons affected thereby, of the aforesaid time and place at which such proposed laying-out and extending would be considered, to be published in the CITY RECORD for at least ten days continuously, exclusive of Sundays and legal holidays, prior to the 23d day of March, 1898; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolutions and notice, a copy of which is therein annexed, have been published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of March, 1898; and

Whereas, At the aforesaid time and place a public hearing was given to all persons affected by such proposed laying-out and extending who have appeared, and such proposed laying-out and extending was duly considered by this Board; now, therefore, be it

Resolved, That the Board of Public Improvements of The City of New York, in pursuance of the provisions of section 436 of chapter 378, Laws of 1897, desiring it for the public interest to alter the map or plan of The City of New York by laying out and extending One Hundred and Forty-fourth street, not yet named by proper authority, for a distance of two hundred feet easterly from Convent avenue, and a new street to be known as Hamilton terrace, not yet named by proper authority, from One Hundred and Forty-first street for a distance of seven hundred and seventy-nine feet six inches northerly, in the Twelfth Ward of the Borough of Manhattan, City of New York, does hereby favor and approve of the same, so as to lay out and extend the aforesaid streets as follows: Beginning at a point in the easterly line of Convent avenue, distance seven hundred and nineteen feet six inches northerly from the northerly line of One Hundred and Forty-first street; thence easterly and parallel with said street, distance two hundred feet; thence northerly and parallel with Convent avenue, distance sixty feet; thence westerly and parallel with One Hundred and Forty-first street, distant two hundred feet, to the easterly line of Convent avenue; thence southerly along said line, distance sixty feet, to the point or place of beginning. Also, beginning at a point in the northerly line of One Hundred and Forty-first street distant two hundred feet easterly from the easterly line of Convent avenue; thence northerly and parallel with said avenue, distance seven hundred and seventy-nine feet six inches; thence easterly and parallel with One Hundred and Forty-first street, distance sixty feet; thence southerly, distance seven hundred and seventy-nine feet six inches, to the northerly line of One Hundred and Forty-first street; thence westerly along said line, distance sixty feet, to the point or place of beginning. Said street to be sixty feet wide.

Resolved, That the foregoing resolution, approving of the above-named proposed change in the map or plan of The City of New York by laying out and extending the above-named streets, adopted by this Board, together with a statement of its reasons therefor, be transmitted to the Municipal Assembly for its action thereon.

Which was referred to the Committee on Streets and Highways.

No. 1570.

The Committee on Streets and Highways, to whom was referred the annexed resolution of the Board of Public Improvements to change the grade of Webster avenue and road connecting with Woodlawn Station in the Borough of The Bronx (see Minutes, May 3, 1898, page 335), 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 Board of Public Improvements be and it is hereby authorized and empowered to alter the map or plan of The City of New York by changing the grade of Webster avenue, between East Two Hundred and Thirty-third street and the first angle northerly thereof, and of the road connecting Woodlawn Station of the New York and Harlem Railroad, with Webster avenue, in the Borough of The Bronx, City of New York.

Beginning at the first angle point in the western curb-line of Webster avenue northerly of East Two Hundred and Thirty-third street, elevation of the established grade 79 feet above high-water datum; thence southerly along the western curb-line of Webster avenue to a point 100 feet therefrom, elevation 78.5 feet above high-water datum; thence southerly to a point on western curb-line of Webster avenue, being opposite a point in the eastern curb-line of Webster avenue which is 50 feet northerly of the centre of the house-line curve of 17.5 feet radius, elevation to be 82.75

feet above high-water datum; thence easterly to a point in the eastern curb-line of Webster avenue, 50 feet northerly of the centre of the house-line curve of 17.5 feet radius, elevation to be 82 feet above high-water datum; thence to a point in the western curb-line of the road running along the New York and Harlem Railroad property, being the tangent point of the house-line curve of 17.5 feet radius, to be 77 feet above high-water datum; thence southerly to the intersection of the westerly and southerly curb-lines of the road running along the New York and Harlem Railroad property, elevation to be 74.25 feet above high-water datum; thence easterly along the southern curb-line of the above-mentioned road to the western property-line of the New York and Harlem Railroad, elevation to be 73.75 feet above high-water datum; thence northerly along the western property-line of the New York and Harlem Railroad to the intersection of the western line of the New York and Harlem Railroad property with the northerly curb-line of the road connecting lower road along the New York and Harlem Railroad property with Webster avenue, elevation to be 76 feet above high-water datum; thence along the northerly and easterly curb-line of said road to the tangent point opposite the curve, whose radius is 70.7 feet, elevation to be 76 feet above high-water datum.

The work to be done under the direction and supervision of the Commissioner of Highways.

JOHN J. MURPHY, DAVID L. VAN NOSTRAND, CHARLES H. FRANCISCO, BERNARD C. MURRAY, } Committee on Streets and Highways.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK, } NO. 346 BROADWAY, BOROUGH OF MANHATTAN, } NEW YORK, April 28, 1898. }

To the Honorable the Municipal Assembly of The City of New York :

SIR—In pursuance of the provisions of section 436 of chapter 378, Laws of 1897, and by direction of the Board of Public Improvements, I transmit to you, in accordance with a resolution adopted by said Board, at a meeting of said Board held on the 27th instant, approving of and favoring a change in the map or plan of The City of New York, by changing the grade of Webster avenue, between East Two Hundred and Thirty-third street and the first angle northerly thereof, and of the road connecting Woodlawn station of the New York and Harlem Railroad with Webster avenue, in the Borough of The Bronx, City of New York.

The said resolution was adopted by the said Board in Public Improvements on the petition of property-owners as being "an improvement in the benefit of the general public," and also on the recommendation of the Local Board of the Borough of The Bronx and of the Chief Topographical Engineer of the Board of Public Improvements.

Very respectfully, JOHN H. MOONEY, Secretary.

Whereas, It appears from the report of the Secretary to this Board that he has caused the resolutions adopted by this Board on the 13th day of April, 1898, proposing to alter the map or plan of The City of New York, by changing the grade of Webster avenue, between East Two Hundred and Thirty-third street and the first angle northerly thereof, and of the road connecting Woodlawn station of the New York and Harlem Railroad with Webster avenue, in the Borough of The Bronx, City of New York, and for a meeting of this Board to be held in the office of this Board, at No. 346 Broadway, on the 27th day of April, 1898, at 2 o'clock P. M., at which such proposed change of grade would be considered by this Board, and for a notice to all persons affected thereby, of the aforesaid time and place at which such proposed change of grade would be considered, to be published in the CITY RECORD for at least ten days continuously, exclusive of Sundays and legal holidays, prior to the 27th day of April, 1898;

And whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolutions and notice, a copy of which is therein annexed, have been published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 27th day of April, 1898;

And whereas, At the aforesaid time and place a public hearing was given to all persons affected by such proposed change of grade who have appeared, and such proposed change of grade was duly considered by this Board; now, therefore, be it

Resolved, That the Board of Public Improvements of The City of New York, in pursuance of the provisions of section 436 of chapter 378, Laws of 1897, desiring it for the public interest to alter the map or plan of The City of New York, by changing the grade of Webster avenue, between East Two Hundred and Thirty-third street and the first angle northerly thereof, and of the road connecting Woodlawn Station of the New York and Harlem Railroad with Webster avenue, in the Borough of The Bronx, City of New York, does hereby favor and approve of the same, so as to change the grade of the aforesaid avenue, as follows:

Beginning at the first angle point in the western curb-line of Webster avenue northerly of East Two Hundred and Thirty-third street, elevation of the established grade 79 feet above high-water datum; thence southerly along the western curb-line of Webster avenue to a point 100 feet northerly of the centre of the house-line curve of 17.5 feet radius, elevation to be 82.75 feet above high-water datum; thence easterly to a point in the eastern curb-line of Webster avenue, 50 feet northerly of the centre of the house-line curve of 17.5 feet radius, elevation to be 82 feet above high-water datum; thence to a point in the western curb-line of the road running along the New York and Harlem Railroad property, being the tangent point of the house-line curve of 17.5 feet radius, to be 77 feet above high-water datum; thence southerly to the intersection of the westerly and southerly curb-lines of the road running along the New York and Harlem Railroad property, elevation to be 74.25 feet above high-water datum; thence easterly along the southern curb-line of the above-mentioned road to the western property-line of the New York and Harlem Railroad, elevation to be 73.75 feet above high-water datum; thence northerly along the western property-line of the New York and Harlem Railroad to the intersection of the western line of the New York and Harlem Railroad property with the northerly curb-line of the road connecting lower road along the New York and Harlem Railroad property with Webster avenue, elevation to be 76 feet above high-water datum; thence along the northerly and easterly curb-line of said road to the tangent point opposite the curve, whose radius is 70.7 feet, elevation to be 76 feet above high-water datum.

Resolved, That the foregoing resolution, approving of the above-named proposed change in the map or plan of The City of New York, by changing the grade of the above-named avenue, adopted by this Board, together with a statement of its reasons therefor, be transmitted to the Municipal Assembly for its action thereon.

Which was referred to the Committee on Streets and Highways.

No. 1571.

The Committee on Streets and Highways, to whom was referred the annexed ordinance in favor of extending the time for completing the contract for regulating, etc., Two Hundred and Thirty-third street, from Jerome avenue to the Bronx river, Borough of The Bronx (see Minutes, May 31, 1898, page 542), respectfully

REPORT :

That, having examined the subject, they believe the proposed indulgence may be granted. They therefore recommend that the said ordinance be adopted :

AN ORDINANCE to extend the time for completing the contract for regulating, etc., Two Hundred and Thirty-third street, from Jerome avenue to the Bronx river, Borough of The Bronx.

Whereas, The Board of Public Improvements at their meeting on May 25, 1898, recommended unanimously that the time for the completion of the contract for regulating, grading, etc., Two Hundred and Thirty-third street, from Jerome avenue to the Bronx river, be extended to January 1, 1899, as they considered it would be to the best interest of the city so to do; now be it

Resolved, That the time for the completion of the contract for regulating, grading, etc., Two Hundred and Thirty-third street, from Jerome avenue to the Bronx river, be and it is hereby extended to January 1, 1899.

Section 424, chapter 378, Laws 1897.

JOHN J. MURPHY, DAVID L. VAN NOSTRAND, CHARLES H. FRANCISCO, BERNARD C. MURRAY, } Committee on Streets and Highways.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK, } NO. 346 BROADWAY, BOROUGH OF MANHATTAN, } NEW YORK, May 27, 1898. }

To the Honorable the Municipal Assembly of The City of New York :

SIR—At a regular meeting of this Board, held on the 25th instant, the following resolution was unanimously adopted; and the attached resolution is forwarded to your Honorable Body for its approval, in accordance with section 417, chapter 378, Laws of 1897 :

Resolved, That the time for completing the contract for regulating, grading, etc., Two Hundred and Thirty-third street, from Jerome avenue to the Bronx river, in the Borough of The Bronx, be extended to January 1, 1899, and that a resolution for same be forwarded to the Municipal Assembly for adoption.

Respectfully, JOHN H. MOONEY, Secretary.

Which was referred to the Committee on Streets and Highways.

No. 1572.

The Committee on Streets and Highways, to whom was referred the annexed communication from the Health Department relative to the dangerous condition of vacant lot No. 617 Kosciuszko street, Borough of Brooklyn (see Minutes, June 7, 1898, page 580), respectfully

REPORT:

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

JOHN J. MURPHY, DAVID L. VAN NOSTRAND, CHARLES H. FRANCISCO, BERNARD C. MURRAY, Committee on Streets and Highways.

DEPARTMENT OF HEALTH—BOROUGH OF BROOKLYN, NEW YORK, May 26, 1898.

To the Sanitary Superintendent:

SIR—On May 14 an inspection was made of the vacant lot No. 617 Kosciuska street, and the same was found in a dangerous condition, through being unfenced. A careful search has been made to find the owner of said lot, to serve the necessary order, but without success. I therefore respectfully recommend that the Municipal Assembly be requested to authorize the Department of Highways to have said lot fenced.

Respectfully submitted, (Signed) R. A. BLACK, M. D., Assistant Sanitary Superintendent.

A true copy, C. GOLDBERMAN, Secretary pro tem.

HEALTH DEPARTMENT, CENTRE, ELM, WHITE AND FRANKLIN STREETS, NEW YORK, June 6, 1898.

P. J. SCULLY, Esq., City Clerk, New York City:

SIR—At a meeting of the Board of Health of the Department of Health, held June 3, 1898, the following resolution was adopted:

Resolved, That a copy of the report of Assistant Sanitary Superintendent Black in respect to the dangerous condition of vacant lot No. 617 Kosciuska street, Borough of Brooklyn, be forwarded to the Honorable the Municipal Assembly, with the request that, for sanitary reasons, the Department of Highways be authorized and directed to have said lot fenced.

A true copy, C. GOLDBERMAN, Secretary pro tem.

Which was referred to the Committee on Streets and Highways.

No. 1573.

The Committee on Streets and Highways, to whom was referred the annexed communication of the Department of Health relative to the dangerous condition of vacant lot No. 1182 Putnam avenue, Borough of Brooklyn (see Minutes, June 7, 1898, page 581), respectfully

REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the accompanying resolution be adopted. Resolved, That the Commissioner of Highways be and he hereby is authorized and directed to fence the vacant lot No. 1182 Putnam avenue, in the Borough of Brooklyn, with a close board fence, six (6) feet high, to abate a nuisance, at the expense of the owner or owners of said lot.

JOHN J. MURPHY, DAVID L. VAN NOSTRAND, CHARLES H. FRANCISCO, BERNARD C. MURRAY, Committee on Streets and Highways.

DEPARTMENT OF HEALTH—BOROUGH OF BROOKLYN, NEW YORK, May 26, 1898.

To the Sanitary Superintendent:

SIR—On April 7 an inspection was made of the vacant lot No. 1182 Putnam avenue, and the same was found in a dangerous condition, through being unfenced. A careful search has been made to find the owner of said lot, to serve the necessary order, but without success. I therefore respectfully recommend that the Municipal Assembly be requested to authorize the Department of Highways to have said lot fenced.

Respectfully submitted, (Signed) R. A. BLACK, Assistant Sanitary Superintendent.

A true copy, C. GOLDBERMAN, Secretary pro tem.

HEALTH DEPARTMENT, CENTRE, ELM, WHITE AND FRANKLIN STREETS, NEW YORK, June 6, 1898.

P. J. SCULLY, Esq., City Clerk, New York City:

SIR—At a meeting of the Board of Health of the Department of Health, held June 3, 1898, the following resolution was adopted:

Resolved, That a copy of the report of Assistant Sanitary Superintendent Black in respect to the dangerous condition of vacant lot No. 1182 Putnam avenue, Borough of Brooklyn, be forwarded to the Honorable the Municipal Assembly, with the request that, for sanitary reasons, the Department of Highways be authorized and directed to have said lot fenced.

A true copy, C. GOLDBERMAN, Secretary pro tem.

Which was referred to the Committee on Streets and Highways.

No. 1574.

The Committee on Streets and Highways, to whom was referred the annexed communication from the Health Department relative to the dangerous condition of vacant lot No. 615 Kosciuska street, in the Borough of Brooklyn (see Minutes, June 7, 1898, page 582), respectfully

REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the accompanying resolution be adopted. Resolved, That the Commissioner of Highways be and he hereby is authorized and directed to fence the vacant lot No. 615 Kosciuska street, in the Borough of Brooklyn, with a close board fence six (6) feet high, to abate a nuisance, at the expense of the owner or owners of said lot.

JOHN J. MURPHY, DAVID L. VAN NOSTRAND, CHARLES H. FRANCISCO, BERNARD C. MURRAY, Committee on Streets and Highways.

DEPARTMENT OF HEALTH—BOROUGH OF BROOKLYN, NEW YORK, May 26, 1898.

To the Sanitary Superintendent:

SIR—On May 14 an inspection was made of the vacant lot No. 615 Kosciuska street, and the same was found in a dangerous condition, through being unfenced. A careful search has been made to find the owner of said lot, to serve the necessary order, but without success. I therefore respectfully recommend that the Municipal Assembly be requested to authorize the Department of Highways to have said lot fenced.

Respectfully submitted, (Signed) R. A. BLACK, M. D., Assistant Sanitary Superintendent.

A true copy, C. GOLDBERMAN, Secretary pro tem.

HEALTH DEPARTMENT, CENTRE, ELM, WHITE AND FRANKLIN STREETS, NEW YORK, June 6, 1898.

P. J. SCULLY, Esq., City Clerk, New York City:

SIR—At a meeting of the Board of Health of the Department of Health, held June 3, 1898, the following resolution was adopted:

Resolved, That a copy of the report of Assistant Sanitary Superintendent Black in respect to the dangerous condition of vacant lot No. 615 Kosciuska street, Borough of Brooklyn, be forwarded to the Honorable the Municipal Assembly, with the request that, for sanitary reasons, the Department of Highways be authorized and directed to have said lot fenced.

A true copy, C. GOLDBERMAN, Secretary pro tem.

Which was referred to the Committee on Streets and Highways.

No. 1575.

The Committee on Streets and Highways, to whom was referred the annexed resolution in favor of fencing vacant lots Nos. 473 and 475 Nineteenth street, Borough of Brooklyn (see Minutes, June 7, 1898, page 584), respectfully

REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said resolution be adopted. Resolved, That the Commissioner of Highways be and he hereby is authorized and directed to fence lots Nos. 473 and 475 Nineteenth street, Borough of Brooklyn, with a close board fence, six (6) feet high, to abate a nuisance, at the expense of the owner or owners of said lots.

JOHN J. MURPHY, DAVID L. VAN NOSTRAND, CHARLES H. FRANCISCO, BERNARD C. MURRAY, Committee on Streets and Highways.

DEPARTMENT OF HEALTH—BOROUGH OF BROOKLYN, NEW YORK, May 26, 1898.

To the Sanitary Superintendent:

SIR—On May 16 an inspection was made of the vacant lots Nos. 473 and 475 Nineteenth street, and the same were found in a dangerous condition, through being unfenced. A careful search has been made to find the owner of said lots, to serve the necessary order, but without success. I therefore respectfully recommend that the Municipal Assembly be requested to authorize the Department of Highways to have said lots fenced.

Respectfully submitted, (Signed) R. A. BLACK, M. D., Assistant Sanitary Superintendent.

A true copy, C. GOLDBERMAN, Secretary pro tem.

HEALTH DEPARTMENT, CENTRE, ELM, WHITE AND FRANKLIN STREETS, NEW YORK, June 6, 1898.

P. J. SCULLY, Esq., City Clerk, New York City:

SIR—At a meeting of the Board of Health of the Department of Health, held June 3, 1898, the following resolution was adopted:

Resolved, That a copy of the report of Assistant Sanitary Superintendent Black in respect to the dangerous condition of vacant lots Nos. 473 and 475 Nineteenth street, Borough of Brooklyn, be forwarded to the Honorable the Municipal Assembly, with the request that, for sanitary reasons, the Department of Highways be authorized and directed to have said lots fenced.

A true copy, C. GOLDBERMAN, Secretary pro tem.

Which was referred to the Committee on Streets and Highways.

No. 1576.

The Committee on Streets and Highways, to whom was referred the annexed resolution in favor of fencing lot No. 572 Harmon street, in the Borough of Brooklyn (see Minutes, June 7, 1898, page 585), respectfully

REPORT:

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

Resolved, That the Commissioner of Highways be and he hereby is authorized and directed to fence the vacant lot No. 572 Harmon street, in the Borough of Brooklyn, with a close board fence, six (6) feet high, to abate a nuisance, at the expense of the owner or owners of said lot.

JOHN J. MURPHY, DAVID L. VAN NOSTRAND, CHARLES H. FRANCISCO, BERNARD C. MURRAY, Committee on Streets and Highways.

DEPARTMENT OF HEALTH—BOROUGH OF BROOKLYN, NEW YORK, May 26, 1898.

To the Sanitary Superintendent:

SIR—On May 5 an inspection was made of the vacant lot No. 572 Harmon street, and the same was found in a dangerous condition, through being unfenced. A careful search has been made to find the owner of said lot, to serve the necessary order, but without success. I therefore respectfully recommend that the Municipal Assembly be requested to authorize the Department of Highways to have said lot fenced.

Respectfully submitted, (Signed) R. A. BLACK, M. D., Assistant Sanitary Superintendent.

A true copy, C. GOLDBERMAN, Secretary pro tem.

HEALTH DEPARTMENT, CENTRE, ELM, WHITE AND FRANKLIN STREETS, NEW YORK, June 6, 1898.

P. J. SCULLY, Esq., City Clerk, New York City:

SIR—At a meeting of the Board of Health of the Department of Health, held June 3, 1898, the following resolution was adopted:

Resolved, That a copy of the report of Assistant Sanitary Superintendent Black in respect to the dangerous condition of vacant lot No. 572 Harmon street, Borough of Brooklyn, be forwarded to the Honorable the Municipal Assembly, with the request that, for sanitary reasons, the Department of Highways be authorized and directed to have said lot fenced.

A true copy, C. GOLDBERMAN, Secretary pro tem.

Which was referred to the Committee on Streets and Highways.

No. 1577.

The Committee on Streets and Highways, to whom was referred the annexed resolution in favor of removing a lamp-post from the front of Nos. 134 to 138 Mott street, Borough of Manhattan (see Minutes, June 14, 1898, page 687), respectfully

REPORT:

That, having examined the subject, they believe the proposed removal may be desirable. They therefore recommend that the said resolution be adopted.

Resolved, That the Commissioner of Highways be and he hereby is authorized and directed, in accordance with the prayer of the petition herewith annexed, to remove the lamp-post in front of Nos. 134, 136 and 138 Mott street, provided that in his judgment such removal will not interfere with the safety and convenience of pedestrians on that thoroughfare, nor be detrimental to the interest of property holders in that vicinity.

JOHN J. MURPHY, DAVID L. VAN NOSTRAND, CHARLES H. FRANCISCO, BERNARD C. MURRAY, Committee on Streets and Highways.

OFFICE OF STEINHARDT BROTHERS & CO., BROTHERS, Nos. 134, 136 AND 138 MOTT STREET, NEAR GRAND STREET, NEW YORK, June 9, 1898.

Hon. P. J. SCULLY, City Clerk, New York City:

FRIEND SCULLY—There is a lamp-post directly in front of our shipping platform at Nos. 134, 136 and 138 Mott street, which makes it very difficult for our drivers to back in their trucks, and it is impossible to back in two trucks at a time. You will, therefore, oblige by having the lamp-post removed at an early date.

Trusting you will give this your personal attention, and thanking you for the many past favors you have granted, I beg to remain

Yours very sincerely, DAVID J. STEINHARDT.

Which was referred to the Committee on Streets and Highways.

No. 1578.

The Committee on Streets and Highways, to whom was referred the annexed resolution of the Board of Public Improvements to change the line of Marcher avenue in the Borough of The Bronx (see Minutes, July 12, 1898, page 58), 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 Board of Public Improvements be and it is hereby authorized and empowered to alter the map or plan of The City of New York by changing the line of Marcher avenue, between East One Hundred and Sixty-eighth street and East One Hundred and Sixty-ninth street, in the Borough of The Bronx, City of New York.

Beginning at a point in the western line of Marcher avenue distant 199.99 feet southerly from the intersection of the western line of Marcher avenue with the southern line of East One Hundred and Sixty-ninth street.

1st. Thence southerly along the western line of Marcher avenue for 216.65 feet to the northern line of East One Hundred and Sixty-eighth street (Birch street).

2d. Thence westerly along said northern line of East One Hundred and Sixty-eighth street for 118.11 feet.

3d. Thence easterly, curving to the left on the arc of a circle of fifty feet radius and tangent to the preceding course for 44.35 feet.

4th. Thence northeasterly on a line tangent to the preceding course for 239.78 feet to the point of beginning; the work to be done under the direction and supervision of the Commissioner of Highways.

JOHN J. MURPHY, DAVID L. VAN NOSTRAND, CHARLES H. FRANCISCO, BERNARD C. MURRAY, Committee on Streets and Highways.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK, No. 346 BROADWAY, BOROUGH OF MANHATTAN, NEW YORK, July 8, 1898.

To the Honorable the Municipal Assembly of The City of New York:

SIR—In pursuance of the provisions of section 456 of chapter 578, Laws of 1897, and by direction of the Board of Public Improvements, I herewith transmit to you, for your action thereon, a resolution adopted by said Board at a meeting held on the 6th instant, approving of and favoring

a change in the map or plan of The City of New York by changing the line of Marcher avenue, in the Borough of The Bronx, City of New York.

The said resolution was adopted by the said Board of Public Improvements on the petition of property-owners, and at the request of the Local Board of the Borough of The Bronx, and on the recommendation of the Chief Topographical Engineer of this Board.

Respectfully,
JOHN H. MOONEY, Secretary.

Resolution to change line of Marcher avenue, adopted by the Board of Public Improvements July 6, 1898:

Whereas, It appears from the report of the Secretary to this Board that he has caused the resolutions adopted by this Board on the 22d day of June, 1898, proposing to alter the map or plan of The City of New York, by changing the line of Marcher avenue, between East One Hundred and Sixty-eighth street and East One Hundred and Sixty-ninth street, in the Borough of The Bronx, City of New York, and for a meeting of this Board to be held in the office of this Board at No. 346 Broadway, on the 6th day of July, 1898, at 2 o'clock P. M., at which such proposed change would be considered by this Board, and for a notice to all persons affected thereby, of the aforesaid time and place at which such proposed change would be considered, to be published in the CITY RECORD for at least ten days continuously, exclusive of Sundays and legal holidays, prior to the 6th day of July, 1898; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolutions and notice, a copy of which is thereto annexed, have been published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 6th day of July, 1898; and

Whereas, At the aforesaid time and place, a public hearing was given to all persons affected by such proposed change who have appeared, and such proposed change was duly considered by this Board; now, therefore, be it

Resolved, That the Board of Public Improvements of The City of New York, in pursuance of the provisions of section 436 of chapter 378, Laws of 1897, deeming it for the public interest to alter the map or plan of The City of New York by changing the line of Marcher avenue, between East One Hundred and Sixty-eighth street and East One Hundred and Sixty-ninth street, in the Borough of The Bronx, City of New York, does hereby favor and approve of the same, so as to change the line of the aforesaid street as follows:

Beginning at a point in the western line of Marcher avenue distant 199.09 feet southerly from the intersection of the western line of Marcher avenue with the southern line of East One Hundred and Sixty-ninth street.

1st. Thence southerly along the western line of Marcher avenue for 216.03 feet to the northern line of East One Hundred and Sixty-eighth street (Arch street).

2d. Thence westerly along said northern line of East One Hundred and Sixty-eighth street for 118.11 feet.

3d. Thence easterly, curving to the left on the arc of a circle of fifty feet radius and tangent to the preceding course for 44.35 feet.

4th. Thence northeasterly on a line tangent to the preceding course for 439.78 feet to the point of beginning.

Resolved, That the foregoing resolution approving of the above-named proposed change in the map or plan of The City of New York by changing the line of the above-named street, adopted by this Board, together with a statement of its reasons therefor, be transmitted to the Municipal Assembly for its action thereon.

Which was referred to the Committee on Streets and Highways.

No. 1570.

The Committee on Streets and Highways, to whom was referred the annexed resolution of the Board of Public Improvements to change the grade of Edgcombe road, in the Borough of Manhattan (see Minutes, July 12, 1898, page 61), 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 Board of Public Improvements be and it is hereby authorized and empowered to alter the map or plan of The City of New York, by changing the grade of Edgcombe road, between One Hundred and Fifty-fifth street and One Hundred and Fifty-ninth street, in the Borough of Manhattan, City of New York.

Beginning at a point in the northerly line of One Hundred and Fifty-fifth street and the centre line of Edgcombe road, elevation 109.97 feet; thence northerly and along the centre line of Edgcombe road, distance 386.34 feet, elevation 127 feet; thence still along said centre line, distance 675.56 feet, to the centre line of One Hundred and Fifty-ninth street, elevation 137.50 feet.

All elevations above city datum line.

The work to be done under the direction and supervision of the Commissioner of Highways.

JOHN J. MURPHY,
DAVID L. VAN NOSTRAND, } Committee on
CHARLES H. FRANCISCO, } Streets and
BERNARD C. MURRAY. } Highways.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK,
NO. 346 BROADWAY, BOROUGH OF MANHATTAN,
NEW YORK, July 5, 1898.

To the Honorable the Municipal Assembly of The City of New York:

SIRs—In pursuance of the provisions of section 436 of chapter 378, Laws of 1897, and by direction of the Board of Public Improvements, I herewith transmit to you, for your action thereon, a resolution adopted by said Board at a meeting held on the 29th instant, approving of and favoring a change in the map or plan of The City of New York, by changing the grade of Edgcombe road, in the Borough of Manhattan, City of New York.

The said resolution was adopted by the said Board of Public Improvements at the request of the Commissioner of Highways and the Chief Engineer of the Department of Water Supply, and on the recommendation of the Engineer for Street Openings of this Board.

Very respectfully,
JOHN H. MOONEY, Secretary.

Resolution adopted by the Board of Public Improvements, June 29, 1898:

Whereas, It appears from the report of the Secretary to this Board that he has caused the resolutions adopted by this Board on the 15th day of June, 1898, proposing to alter the map or plan of The City of New York by changing the grade of Edgcombe road, between One Hundred and Fifty-fifth street and One Hundred and Fifty-ninth street, in the Borough of Manhattan, City of New York, and for a meeting of this Board to be held in the office of this Board at No. 346 Broadway, on the 29th day of June, 1898, at 2 o'clock P. M., at which such proposed change of grade would be considered by this Board, and for a notice to all persons affected thereby, of the aforesaid time and place at which such proposed change of grade would be considered, to be published in the CITY RECORD for at least ten days continuously, exclusive of Sundays and legal holidays, prior to the 29th day of June, 1898; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolutions and notice, a copy of which is thereto annexed, have been published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 29th day of June, 1898; and

Whereas, At the aforesaid time and place, a public hearing was given to all persons affected by such proposed change of grade who have appeared, and such proposed change of grade was duly considered by this Board; now therefore be it

Resolved, That the Board of Public Improvements of The City of New York, in pursuance of the provisions of section 436 of chapter 378, Laws of 1897, deeming it for the public interest to alter the map or plan of The City of New York by changing the grade of Edgcombe road, between One Hundred and Fifty-fifth street and One Hundred and Fifty-ninth street, in the Borough of Manhattan, City of New York, does hereby favor and approve of the same, so as to change the grade of the aforesaid street, as follows:

Beginning at a point in the northerly line of One Hundred and Fifty-fifth street and the centre line of Edgcombe road, elevation 109.97 feet; thence northerly and along the centre line of Edgcombe road, distance 386.34 feet, elevation 127 feet; thence still along said centre line, distance 675.56 feet to the centre line of One Hundred and Fifty-ninth street, elevation 137.50 feet.

All elevations above city datum line.

Resolved, That the foregoing resolution, approving of the above-named change in the map or plan of The City of New York by changing the grade of the above-named street, adopted by this Board, together with a statement of its reasons therefor, be transmitted to the Municipal Assembly for its action thereon.

Which was referred to the Committee on Streets and Highways.

No. 1580.

The Committee on Streets and Highways, to whom was referred the annexed resolution of the Board of Public Improvements to change the grade of Van Corlear place, in the Borough of Manhattan (see Minutes, August 2, 1898, page 296), 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 Board of Public Improvements be and it is hereby authorized and empowered to alter the map or plan of The City of New York by changing the grade of Van Corlear place, from Kingsbridge avenue to a point one hundred and sixty-four and ninety-three

one-hundredths feet northerly and westerly from Jacobus place, in the Twelfth Ward of the Borough of Manhattan, City of New York.

Beginning at a point in the westerly line of Kingsbridge avenue and the centre line of Van Corlear place, elevation 56 feet; thence southerly along the centre line of Van Corlear place, distance 175.30 feet, elevation 80 feet; thence still southerly along said line, distance 75 feet, elevation 81.23 feet; thence still along said line, distance 353.30 feet, to the square line of Jacobus place, elevation 86 feet; thence northerly and westerly and along the centre line of Van Corlear place, distance 164.95 feet, elevation 89.24 feet.

The work to be done under the direction and supervision of the Commissioner of Highways.

JOHN J. MURPHY,
DAVID L. VAN NOSTRAND, } Committee on
CHARLES H. FRANCISCO, } Streets and
BERNARD C. MURRAY. } Highways.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK,
NO. 346 BROADWAY, BOROUGH OF MANHATTAN,
NEW YORK, July 29, 1898.

To the Honorable the Municipal Assembly of The City of New York:

SIRs—In pursuance of the provisions of section 436 of chapter 378, Laws of 1897, and by the direction of the Board of Public Improvements, I transmit to you, enclosed herewith, for your action thereon, resolutions adopted by the said Board at a meeting held on the 29th July, 1898, approving of and favoring a change in the map or plan of The City of New York, by changing the grade of Van Corlear place, in the Borough of Manhattan, City of New York.

The said resolutions were adopted on the petition of property-owners, and on the recommendation of the Local Board of the Borough of Manhattan, and of the Engineer for Street Opening of this Board.

Very respectfully,
JOHN H. MOONEY, Secretary.

Resolution adopted by Board of Public Improvements July 27, 1898.

Whereas, It appears from the report of the Secretary to this Board that he has caused the resolutions adopted by this Board on the 30th day of June, 1898, proposing to alter the map or plan of The City of New York by changing the grade of Van Corlear place, from Kingsbridge avenue to a point one hundred and sixty-four and ninety-three one-hundredths feet northerly and westerly from Jacobus place, in the Twelfth Ward of the Borough of Manhattan, City of New York, and for a meeting of this Board to be held in the office of this Board at No. 346 Broadway, on the 22d day of July, 1898, at 2 o'clock P. M., at which such proposed change of grade would be considered by this Board, and for a notice to all persons affected thereby, of the aforesaid time and place at which such proposed change of grade would be considered, to be published in the CITY RECORD for at least ten days continuously, exclusive of Sundays and legal holidays, prior to the 22d day of July, 1898; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolutions and notice, a copy of which is thereto annexed, have been published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 22d day of July, 1898; and

Whereas, At the aforesaid time and place, a public hearing was given to all persons affected by such proposed change of grade who have appeared, and such proposed change of grade was duly considered by this Board, as well as at a further public hearing, given on the 24th July, 1898; now therefore

Resolved, That the Board of Public Improvements of The City of New York, in pursuance of the provisions of section 436 of chapter 378, Laws of 1897, deeming it for the public interest to alter the map or plan of The City of New York by changing the grade of Van Corlear place, from Kingsbridge avenue to a point one hundred and sixty-four and ninety-three one-hundredths feet northerly and westerly from Jacobus place, in the Twelfth Ward of the Borough of Manhattan, City of New York, does hereby favor and approve of the same, so as to change the grade of the aforesaid street, as follows:

Van Corlear Place.

Beginning at a point in the westerly line of Kingsbridge avenue and the centre line of Van Corlear place, elevation 56 feet; thence southerly along the centre line of Van Corlear place, distance 175.30 feet, elevation 80 feet; thence still southerly along said line, distance 75 feet, elevation 81.23 feet; thence still along said line, distance 353.30 feet, to the square line of Jacobus place, elevation 86 feet; thence northerly and westerly and along the centre line of Van Corlear place, distance 164.95 feet, elevation 89.24 feet.

Resolved, That the foregoing resolution approving of the above-named proposed change in the map or plan of The City of New York by changing the grade of the above-named street adopted by this Board, together with a statement of its reasons therefor, be transmitted to the Municipal Assembly for its action thereon.

The President put the question whether the Board would agree to accept said Comptrolmanic report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—The President, the Vice-President, Aldermen Ackerman, Bridges, Burleigh, Byrne, Diemer, Dain, Elliot, Fleck, Finn, Folke, Gaffney, Gass, Gesler, Gosser, Gluck, Goodman, Harrington, Helgans, James, Keegan, Kenefick, Kenney, Leberth, McCall, McCord, McEneaney, McGrath, McNeil, Metzger, Minsky, Muh, Newfield, Oatman, Roddy, Okun, Schneider, Sherman, Smith, Stewart, Vaughan, Water, Wentz, and Woodward—45.

No. 1581.

The Committee on Streets and Highways, to whom was referred the annexed resolution of the Board of Public Improvements to change the grade of Kingsbridge avenue, in the Borough of Manhattan (see Minutes, August 2, 1898, page 299), respectfully

REPORT:

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

Resolved, That the Board of Public Improvements be and it is hereby authorized and empowered to alter the map or plan of The City of New York by changing the grade of Kingsbridge avenue, from Terrace View avenue to near Wicker place, in the Twelfth Ward of the Borough of Manhattan, City of New York.

Beginning at a point in the centre line of Terrace View avenue and the centre line of Kingsbridge avenue, elevation 41.14 feet above city datum; thence northerly along the centre line of Kingsbridge avenue, distance 644.48 feet, elevation 44.54 feet; thence northerly along said centre line, distance 137.30 feet, elevation 56 feet; thence still along said centre line, distance 120 feet, elevation 60 feet. The work to be done under the direction and supervision of the Commissioner of Highways.

JOHN J. MURPHY,
DAVID L. VAN NOSTRAND, } Committee on
CHARLES H. FRANCISCO, } Streets and
BERNARD C. MURRAY. } Highways.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK,
NO. 346 BROADWAY, BOROUGH OF MANHATTAN,
NEW YORK, July 29, 1898.

To the Honorable the Municipal Assembly of The City of New York:

SIRs—In pursuance of the provisions of section 436 of chapter 378, Laws of 1897, and by direction of the Board of Public Improvements, I transmit to you enclosed herewith, for your action thereon, resolutions adopted by the said Board at a meeting held on the 27th July, 1898, approving of and favoring a change in the map or plan of The City of New York, by changing the grade of Kingsbridge avenue, in the Borough of Manhattan, City of New York.

The said resolutions were adopted on the petition of property-owners, and on the recommendation of the Local Board of the Borough of Manhattan, and of the Engineer for Street Opening of this Board.

Very respectfully,
JOHN H. MOONEY, Secretary.

Resolution adopted by Board of Public Improvements, July 27, 1898:

Whereas, It appears from the report of the Secretary to this Board that he has caused the resolutions adopted by this Board on the eighth day of June, 1898, proposing to alter the map or plan of The City of New York, by changing the grade of Kingsbridge avenue, from Terrace View avenue to near Wicker place, in the Twelfth Ward of the Borough of Manhattan, City of New York, and for a meeting of this Board to be held in the office of this Board at No. 346 Broadway, on the 22d day of June, 1898, at two o'clock P. M., at which such proposed change of grade would be considered by this Board, and for a notice to all persons affected thereby, of the aforesaid time and place at which such proposed change of grade would be considered, to be published in the CITY RECORD for at least ten days continuously, exclusive of Sundays and legal holidays, prior to the 22d day of June, 1898; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolutions and notice, a copy of which is thereto annexed, have been published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 22d day of June, 1898; and

Whereas, At the aforesaid time and place, a public hearing was given to all persons affected by such proposed change of grade who have appeared, and such proposed change of grade was duly considered by this Board, as well as at a further public hearing, given on the 29th June 1898; now, therefore,

Resolved, That the Board of Public Improvements of The City of New York, in pursuance of the provisions of section 436 of chapter 378, Laws of 1897, deeming it for the public interest to alter the map or plan of The City of New York by changing the grade of Kingsbridge avenue, from Terrace View avenue to near Wicher place, in the Twelfth Ward of the Borough of Manhattan, City of New York, does hereby favor and approve of the same, so as to change the grade of the aforesaid street as follows:

Kingsbridge Avenue.

Beginning at a point in the centre line of Terrace View avenue and the centre line of Kingsbridge avenue, elevation 44.14 feet above city datum; thence northward along the centre line of Kingsbridge avenue, distance 644.61 feet, elevation 44.03 feet; thence northwesterly along said centre line, distance 137.30 feet, elevation 51 feet; thence still along said centre line, distance 120 feet, elevation 50 feet.

Resolved, That the following resolution approving of the above-named proposed change in the map or plan of The City of New York by changing the grade of the above-named street adopted by this Board, together with a statement of its reasons therefor, be transmitted to the Municipal Assembly for its action thereon.

Which was referred to the Committee on Streets and Highways.

No. 1582.

The Committee on Streets and Highways, to whom was referred the annexed resolution of the Board of Public Improvements to change the grade of Jacobus place, Borough of Manhattan (see Minutes, August 21, 1898, page 301), respectively:

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 Board of Public Improvements be and it is hereby authorized and empowered to alter the map or plan of The City of New York by changing the grade of Jacobus place, from Terrace View avenue to Van Cortlandt place, in the Twelfth Ward of the Borough of Manhattan, City of New York, beginning at a point on the centre line of Van Cortlandt place, elevation eighty-six feet above city datum, thence westerly along the centre line of Jacobus place, distance three hundred and twenty-seven and one-half feet to the centre line of Terrace View avenue, elevation eighty-two feet. The work to be done under the direction and supervision of the Commissioner of Highways.

JOHN J. MURPHY, } Committee on
DAVID L. VAN NOSTRAND, } Streets and
CHARLES H. FRANCISCO, } Highways.
BERNARD C. MURRAY, }

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK, }
No. 346 BROADWAY, BOROUGH OF MANHATTAN, }
NEW YORK, July 29, 1898. }

To the Honorable the Municipal Assembly of The City of New York:

SIR:—In pursuance of the provisions of section 436 of chapter 378, Laws of 1897, and by direction of the Board of Public Improvements, I transmit to you, enclosed herewith, for your action thereon, a resolution adopted by said Board at a meeting held on the 21st day of August, 1898, approving of and favoring a change in the map or plan of The City of New York by changing the grade of Jacobus place, in the Borough of Manhattan, City of New York.

The said resolution was adopted on the petition of property-owners and on the recommendation of the Local Board of the Borough of Manhattan and of the Engineers for Street Improvements of the Board.

Yours respectfully,
JOHN H. MOONEY, Secretary.

Resolution adopted by Board of Public Improvements, July 27, 1898.

Whereas, It appears from the report of the Secretary to the Board that he has caused the resolution adopted by this Board on the 21st day of August, 1898, proposing to alter the map or plan of The City of New York by changing the grade of Jacobus place, from Terrace View avenue to Van Cortlandt place, in the Twelfth Ward of the Borough of Manhattan, City of New York, and for a meeting of the Board to be held in the office of the Board, at No. 346 Broadway, on the 23d day of June, 1898, at 2 o'clock P. M., at which said proposed change of grade would be considered by this Board, and to give notice to all persons affected thereby, of the aforesaid time and place at which said proposed change of grade would be considered, to be published in the City Record for at least ten days continuously, exclusive of Sundays and legal holidays, prior to the 23d day of June, 1898; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolution, and copies of said resolution annexed, have been published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1898; and

Whereas, At the aforesaid time and place, a public hearing was given to all persons affected by such proposed change of grade who have appeared, and such proposed change of grade was duly considered by this Board, as well as at a further public hearing, given on the 29th June, 1898; and

Resolved, That the Board of Public Improvements of The City of New York, in pursuance of the provisions of section 436 of chapter 378, Laws of 1897, deeming it for the public interest to alter the map or plan of The City of New York by changing the grade of Jacobus place, from Terrace View avenue to Van Cortlandt place, in the Twelfth Ward of the Borough of Manhattan, City of New York, does hereby favor and approve of the same, so as to change the grade of the aforesaid street, as follows:

Description of the Grade of Jacobus Place.

Beginning at a point in the centre line of Van Cortlandt place, elevation 86 feet above city datum, thence westerly along the centre line of Jacobus place, distance 326.47 feet to the centre line of Terrace View avenue. Elevation, 92 feet.

Resolved, That the foregoing resolution approving of the above-named proposed change in the map or plan of The City of New York by changing the grade of the above-named street, adopted by this Board, together with a statement of its reasons therefor, be transmitted to the Municipal Assembly for its action thereon.

Which was referred to the Committee on Streets and Highways.

No. 1583.

The Committee on Streets and Highways, to whom was referred the annexed resolution of the Board of Public Improvements to change the grade of Degraw street, between Nostrand and New York avenues, Borough of Brooklyn (see Minutes, September 13, 1898, page 484), respectively:

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 Board of Public Improvements be and it is hereby authorized and empowered to alter the map or plan of The City of New York by changing the grade of Degraw street, between Nostrand avenue and New York avenue, in the Borough of Brooklyn, City of New York.

1st. Beginning at the intersection of Nostrand avenue, the elevation to be 103 feet above mean high-water datum.

2d. Thence westerly to a point distant 200 feet from the southeast house-line intersection, the elevation to be 104 feet above mean high-water datum.

3d. Thence westerly to the intersection of New York avenue, the elevation to be 97.68 feet above mean high-water datum.

The work to be done under the direction and supervision of the Commissioner of Highways.

JOHN J. MURPHY, } Committee on
DAVID L. VAN NOSTRAND, } Streets and
CHARLES H. FRANCISCO, } Highways.
BERNARD C. MURRAY, }

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK, }
No. 346 BROADWAY, BOROUGH OF MANHATTAN, }
NEW YORK, September 6, 1898. }

To the Honorable the Municipal Assembly of The City of New York:

SIR:—In pursuance of the provisions of section 436 of chapter 378, Laws of 1897, and by direction of the Board of Public Improvements, I transmit to you enclosed herewith, for your action thereon, a resolution adopted by said Board at a meeting held on the 21st of August, 1898, approving of and favoring a change in the map or plan of The City of New York by changing the grade of Degraw street, between Nostrand avenue and New York avenue, in the Borough of Brooklyn, City of New York.

The said resolution was adopted by the said Board of Public Improvements, on the petition of the property-owners, and on the recommendation of the Local Board of the Borough of Brooklyn, and of the Chief Topographical Engineer of this Board, to afford a better drainage and sewerage condition.

Respectfully,
JOHN H. MOONEY, Secretary.

Resolution adopted by the Board of Public Improvements, August 21, 1898:
Whereas, It appears from the report of the Secretary to the Board that he has caused the resolution adopted by this Board on the 21st day of August, 1898, proposing to alter the map or plan of The City of New York by changing the grade of Degraw street, between Nostrand avenue and New York avenue, in the Borough of Brooklyn, City of New York, and for a meeting of this

Board, to be held in the office of this Board, at No. 346 Broadway, on the 31st day of August, 1898, at 2 o'clock P. M., at which said proposed change of grade would be considered by this Board, and for a notice to all persons affected thereby, of the aforesaid time and place at which such proposed change of grade would be considered, to be published in the City Record and corporation newspapers for at least ten days continuously, exclusive of Sundays and legal holidays, prior to the 31st day of August, 1898; and

Whereas, It appears from the affidavit of the Supervisor of the City Record and publishers of the corporation newspapers, that the aforesaid resolutions and notice, a copy of which is therein annexed, have been published in the City Record and corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 31st day of August, 1898; and

Whereas, At the aforesaid time and place, a public hearing was given to all persons affected by such proposed change of grade who have appeared, and such proposed change of grade was duly considered by this Board; now, therefore, be it

Resolved, That the Board of Public Improvements of The City of New York, in pursuance of the provisions of section 436 of chapter 378, Laws of 1897, deeming it for the public interest to alter the map or plan of The City of New York by changing the grade of Degraw street, between Nostrand avenue and New York avenue, in the Borough of Brooklyn, City of New York, does hereby favor and approve of the same, so as to change the grade of the aforesaid street as follows:

1st. Beginning at the intersection of Nostrand avenue, the elevation to be 103 feet above mean high-water datum.

2d. Thence westerly to a point distant 200 feet from the southeast house-line intersection, the elevation to be 104 feet above mean high-water datum.

3d. Thence westerly to the intersection of New York avenue, the elevation to be 97.68 feet above mean high-water datum.

Resolved, That the foregoing resolution, approving of the above-named proposed change in the map or plan of The City of New York by changing the grade of Degraw street, adopted by this Board, together with a statement of its reasons therefor, be transmitted to the Municipal Assembly for its action thereon.

Which was referred to the Committee on Streets and Highways.

No. 1584.

The Committee on Law Department, to whom was referred the annexed ordinance of the Board of Aldermen to regulate the erection of awnings in the Borough of Brooklyn (see Minutes, October 19, 1898, page 324), respectively:

REPORT:

That, having examined the subject, they believe that uniformity should prevail in the ordinances to apply to the same city, and that the proposed ordinance being inconsistent with this view.

They therefore recommend that the said ordinance be not considered with, and that the accompanying general ordinance be adopted therefor.

An ORDINANCE to regulate the erection of awnings in The City of New York, as follows:

That awnings of iron or other light material, or canvas, may be erected upon the sidewalks of any of the streets of The City of New York, except Broadway, Fifth avenue, Madison avenue, Lexington avenue and the Bowery, in the Borough of Manhattan, provided any and every such awning shall not be higher than the floor of the second story of the building, the first floor being the ground floor, but in no case to be covered with wood; and every awning or water-shed of any kind covering sidewalk or more than one-half of the full width of the sidewalk, shall have attached therewith a gutter and leader of material and size sufficient for conducting the water from the same to the water line of the gutter, under a penalty of five dollars for each day such awning or water-shed shall remain without such appendages.

ADOLPH C. HOTTENROTH, } Committee on
DAVID L. VAN NOSTRAND, } Law Department.
JOHN J. MURPHY, }
CHARLES H. FRANCISCO, }
BENJAMIN J. BODINE, }

Which was referred to the Committee on Law.

No. 1585.

The Committee on Streets and Highways, to whom was referred the annexed ordinance in favor of repaving portions of Prince and Wooster streets, in the Borough of Manhattan (see Minutes, October 16, 1898, page 323), respectively:

REPORT:

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

AN ORDINANCE to direct the repaving of portions of Prince and Wooster streets, Borough of Manhattan.

Be it ordained by the Municipal Assembly of The City of New York, as follows:

That the carriage-way of Prince street, from Wooster street to West Broadway, and the carriage-way of Wooster street, commencing at Prince street and extending south two hundred feet, in the Borough of Manhattan, be repaved with asphalt pavement, and that the contractor be required to give a guarantee of maintenance for a period of fifteen years, under the direction of the Commissioner of Highways.

JOHN J. MURPHY, } Committee on
HERMAN SULZER, } Streets and
HENRY FRENCH, } Highways.
MARTIN ENGEL, }
DAVID L. VAN NOSTRAND, }

CITY OF NEW YORK—DEPARTMENT OF HIGHWAYS,
COMMISSIONER'S OFFICE, No. 130 NASSAU STREET,
BOROUGH OF MANHATTAN, October 12, 1898.

To the Honorable the Municipal Assembly of The City of New York:

GENTLEMEN:—Pursuant to the provisions of the first subdivision of section 230 of the Charter of The City of New York, I hereby certify that the safety, health or convenience of the public requires that the carriage-way of Prince street, from Wooster street to West Broadway, and the carriage-way of Wooster street, commencing at Prince street and extending south 200 feet, be repaved with asphalt pavement, and that the contractor be required to give a guarantee of maintenance for fifteen (15) years.

The estimated cost of the work is \$4,275, chargeable to the appropriation for "Repaving Streets and Avenues."

JAMES P. KEATING, Commissioner of Highways.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK, }
No. 346 BROADWAY, BOROUGH OF MANHATTAN, }
NEW YORK, October 14, 1898. }

To the Honorable the Municipal Assembly of The City of New York:

SIR:—At a regular meeting of this Board, held on the 14th instant, the following resolution was adopted, and the attached ordinance is forwarded to your Honorable Body for approval, in accordance with section 417, chapter 378, Laws of 1897:

Resolved, That the carriage-way of Prince street, from Wooster street to West Broadway, and the carriage-way of Wooster street, commencing at Prince street and extending south two hundred feet, be repaved with asphalt pavement, and that the contractor be required to give a guarantee of maintenance for fifteen (15) years, under the direction of the Commissioner of Highways.

Respectfully,
JOHN H. MOONEY, Secretary.

I also inclose herewith a communication from the Commissioner of Highways, in accordance with section 230 of the Charter, certifying that the safety, health or convenience of the public requires that this work be done.

Which was referred to the Committee on Streets and Highways.

No. 1586.

The Committee on Public Buildings, Lighting and Supplies, to whom was referred the annexed resolution in favor of authorizing a contract for improvements in the Supreme Court Library (see Minutes, October 25, 1898, page 359), respectively:

REPORT:

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

Resolved, That the Commissioner of Public Buildings, Lighting and Supplies be and is hereby authorized to enter into a contract for furnishing additional book-cases for the Supreme Court Library, in the Court-house in the City Hall Park, Borough of Manhattan; also for making iron-work alterations of a stair and platform for the book-cases.

Section 415, chapter 378, Laws 1897.

GEORGE B. CHRISTMAN, } Committee on
WILLIAM A. DOYLE, } Public Buildings,
BENJAMIN J. BODINE, } Lighting and
STEWART M. BRUCE, } Supplies.
FRANCIS F. WILLIAMS, }

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK,
No. 346 BROADWAY, BOROUGH OF MANHATTAN,
NEW YORK, October 24, 1898.

To the Honorable Municipal Assembly of The City of New York:

SIR:—In pursuance of section 413, chapter 378, Laws of 1897, I herewith transmit for your consideration form of resolution for furnishing additional bookcases for the Supreme Court Library, in City Hall Park, Borough of Manhattan; also for making ironwork alteration of a stair and platform for the above bookcase.

A resolution for the above work was approved by this Board on July 20, 1898.

Respectfully,

JOHN H. MOONEY, Secretary.

Which was referred to the Committee on Public Buildings, Lighting and Supplies.

No. 1587.

The Committee on Streets and Highways, to whom was referred the annexed ordinance in favor of cleaning and painting of the One Hundred and Fifty-fifth Street Viaduct (see Minutes, October 25, 1898, page 362), respectfully

REPORT:

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

AN ORDINANCE to direct the cleaning and painting of the One Hundred and Fifty-fifth Street Viaduct, in the Borough of Manhattan.

Be it Ordained by the Municipal Assembly of The City of New York, as follows:

That the One Hundred and Fifty-fifth Street Viaduct be cleaned and painted, including the ironwork, woodwork and tin roofs of the stairways, excepting only girders and buckle plates on the section spanning the tracks of the Manhattan Elevated Railroad, under the direction of the commissioner of highways.

JOHN J. MURPHY,
DAVID L. VAN NOSTRAND,
CHARLES H. FRANCISCO,
BERNARD C. MURRAY, } Committee on
Streets and
Highways.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK,
No. 346 BROADWAY, BOROUGH OF MANHATTAN,
NEW YORK, October 25, 1898.

To the Honorable the Municipal Assembly of The City of New York:

DEAR SIR:—At a regular meeting of this Board, held on the 21st instant, a resolution was adopted authorizing the Commissioner of Highways to enter into a contract for cleaning and painting the One Hundred and Fifty-fifth Street Viaduct, and the attached ordinance is forwarded to your Honorable Body for approval, in accordance with section 413, chapter 378, Laws of 1897.

Respectfully,

MAURICE F. HOLAHAN, President.

Which was referred to the Committee on Streets and Highways.

No. 1588.

Resolved, That the Commissioner of Public Buildings, Lighting and Supplies be and he hereby is authorized and directed to set aside the top floor of the Brownstone Building, in the City Hall Park, for the use of the Department of Street Cleaning, as an office for conducting the business of removal of snow and ice.

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

Which was decided in the affirmative.

No. 1589.

Resolved, That the drinking-fountain, situated at the northeast corner of One Hundred and Fifteenth street and Seventh avenue, be removed, under the direction of the Commissioner of Water Supply.

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 Ackerman, Bodge, Burleigh, Byrne, Diemer, Dunn, Elliott, Fleck, Flinn, Folks, Gaffney, Gass, Geiger, Geiser, Gluck, Goodman, Helgans, James, Keegan, Kennefick, Kennedy, Koch, Ledwith, McCall, McCaul, McEasney, McGrath, Melness, McNeil, Metzger, Minsky, Mull, Neufeld, Ostman, Okie, Roddy, Schneider, Sherman, Smith, Stewart, Vaughan, Wafer, Weitz, and Woodward—46.

No. 1590.

Resolved, That Resolution No. 1070, adopted in Council, October 4, 1898, to assign Room No. 4, in the basement of the Borough Hall, Brooklyn, for the use of the Sealers and Inspectors of Weights and Measures in the said Borough, be and the same is hereby rescinded.

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

Which was decided in the affirmative.

No. 1591.

Resolved, That permission be and the same is hereby granted to the Sealers and Inspectors of Weights and Measures in the Borough of Brooklyn to use and occupy Room No. 3, in the basement of the Borough Hall, with desks and closets thereunto appertaining, and that the Deputy Commissioner of Public Buildings, Lighting and Supplies in the said Borough be and he hereby is authorized and directed to give immediate effect to the permission herein granted.

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

Which was decided in the affirmative.

PETITIONS AND COMMUNICATIONS.

No. 1592.

By Alderman Geiger—

To the Honorable the Municipal Assembly of The City of New York:

The petition of the Southern Boulevard Railroad Company respectfully shows:

First—That your petitioner is a street surface railroad corporation, organized and existing under and by virtue of the Laws of the State of New York for the purpose of constructing, operating and maintaining a street surface railroad upon various routes including the route hereinafter mentioned.

Second—That your petitioner desires to obtain from the Municipal Assembly of The City of New York its consent to and a grant of the right, privilege and franchise of constructing, operating and maintaining a double-track street surface railroad as a branch or extension of its existing railroad upon the following streets, avenues and highways, viz.: Commencing at the intersection of the Southern Boulevard and Boston road, there connecting by suitable curves, switches and appliances with the existing tracks of the Southern Boulevard Railroad Company; running thence northerly through, upon and along said Southern Boulevard with double tracks to its intersection with East Two Hundredth street; running thence westerly through, upon and along said East Two Hundredth street with double tracks to the intersection of said East Two Hundredth street with Jerome avenue, there connecting by suitable curves, switches and appliances with the existing tracks of the Union Railway Company of New York City, all in the Borough of The Bronx, in The City of New York.

Third—That said railroad is to be constructed with double tracks through, upon and along each of the streets, avenues and highways above described, together with such connections, switches, sidings, turnouts, turntables, crossovers and suitable stands as may be necessary for the convenient working of the said road and for the accommodation of the cars that may be run over the same, the motive power upon said railroad to be electricity or any other motive power which may be lawfully employed upon the same.

Wherefore, your petitioner prays that notice of the time and place, when and where this application will be first considered, be given pursuant to the provisions of section 92 of the Railroad Law, and all other laws applicable thereto, and that said consent or grant be given in the form of an ordinance, subject to the laws and ordinances applicable thereto and upon terms of compensation to be fixed and determined in accordance with the provisions of the Greater New York Charter.

Dated THE CITY OF NEW YORK, the 12th day of November, 1898.

[SEAL.] SOUTHERN BOULEVARD RAILROAD COMPANY,

By EDWARD A. MAHER, President.

State of New York, County of New York, ss.:

Edward A. Maher, being duly sworn, deposes and says: That he is the President of the Southern Boulevard Railroad Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge, except as to the matters therein stated to be alleged on information and belief, and as to those matters he believes it to be true.

[SEAL.]

EDWARD A. MAHER.

Sworn to before me this 12th day of November, 1898.

[SEAL.] GEORGE W. VULTEK, Notary Public (21), N. Y. County.

Which was referred to the Committee on Railroads.

No. 1593.

By the same—

To the Honorable the Municipal Assembly of The City of New York:

The petition of the Union Railway Company of New York City respectfully shows:

First—That your petitioner is a street surface railroad corporation, organized and existing under and by virtue of the Laws of the State of New York, for the purpose of constructing, operating and maintaining a street surface railroad upon various routes, including the route hereinafter described.

Second—That your petitioner desires to obtain from the Municipal Assembly of The City of New York its consent to and a grant of the right, privilege and franchise of constructing, operating and maintaining a double-track street surface railroad as a branch or extension of its existing railroad upon the following streets, avenues and highways, viz.: Commencing at the intersection of Bailey avenue with East Two Hundred and Thirtieth street; thence running northerly with double tracks through, upon and along said Bailey avenue to its intersection with the Albany road; thence running northwesterly with double tracks through, upon and along said Albany road to its intersection with East Two Hundred and Thirty-first or Macomb street; thence running westerly with double tracks through, upon and along said East Two Hundred and Thirty-first or Macomb street to its intersection with Broadway. Also commencing at the intersection of Cedar avenue and Sedgwick avenue; thence running northerly with double tracks through, upon and along said Cedar avenue to its intersection with the Furdham Landing road, together with necessary connections, switches, sidings, turnouts, turntables, crossovers and suitable stands required for the accommodation and operation of said railroads by electricity or any other motive power which may be lawfully employed upon the same, all in the Borough of The Bronx, The City of New York.

Third—That said railroad is to be constructed with double tracks through, upon and along each of the streets, avenues and highways above described, together with such connections, switches, sidings, turnouts, turntables, crossovers and suitable stands as may be necessary for the convenient working of the said road and for the accommodation of the cars that may be run over the same, the motive power upon said railroad to be electricity or any other motive power which may be lawfully employed upon the same.

Wherefore, your petitioner prays that notice of the time and place when and where this application will be first considered be given, pursuant to the provisions of section 92 of the Railroad Law and all other laws applicable thereto, and that said consent or grant be given in the form of an ordinance, subject to the laws and ordinances applicable thereto and upon terms of compensation to be fixed and determined in accordance with the provisions of the Greater New York Charter.

Dated THE CITY OF NEW YORK, the 12th day of November, 1898.

UNION RAILWAY COMPANY OF NEW YORK CITY,

By EDWARD A. MAHER, President.

[SEAL.]

State of New York, County of New York, ss.:

Edward A. Maher, being duly sworn, deposes and says: That he is the President of the Union Railway Company of New York City, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge, except as to the matters therein stated to be alleged on information and belief, and as to those matters he believes it to be true.

EDWARD A. MAHER.

Sworn to before me this 12th day of November, 1898.

[SEAL.] GEORGE W. VULTEK, Notary Public (21), New York County.

Alderman Kenney moved that the petition be referred to the Committee on Privileges and Elections.

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

Which was decided in the negative.

The petition was then referred to the Committee on Railroads.

No. 1594.

By Alderman McGrath—

To the Honorable the Municipal Assembly of The City of New York:

The petition of the Union Railway Company of New York City respectfully shows:

First—That your petitioner is a street surface railroad corporation organized and existing under and by virtue of the Laws of the State of New York for the purpose of constructing, operating and maintaining a street surface railroad upon various routes, including the route hereinafter mentioned.

Second—That your petitioner desires to obtain from the Municipal Assembly of The City of New York its consent to and a grant of the right, privilege and franchise of constructing, operating and maintaining a double-track street surface railroad as a branch or extension of its existing railroad upon the following streets, avenues and highways, viz.: Commencing at the intersection of One Hundred and Thirty-fifth street and Madison avenue, and there connecting by suitable curves, switches and appliances with the existing tracks of the Union Railway Company of New York City; running thence easterly through, upon and along said One Hundred and Thirty-fifth street with double tracks to the intersection of said One Hundred and Thirty-fifth street with Park avenue; running thence southerly through, upon and along said Park avenue with double tracks to the intersection of said Park avenue with One Hundred and Thirtieth street; running thence easterly through, upon and along said One Hundred and Thirtieth street with double tracks to the intersection of said One Hundred and Thirtieth street with Lexington avenue, and there connecting by suitable curves, switches and appliances with the existing tracks of the Union Railway Company of New York City, all in the Borough of Manhattan, The City of New York.

Third—That said railroad is to be constructed with double tracks through, upon and along each of the streets, avenues and highways above described, together with such connections, switches, sidings, turnouts, turntables, crossovers and suitable stands as may be necessary for the convenient working of the said road and for the accommodation of the cars that may be run over the same, the motive power upon said railroad to be electricity, or any other motive power which may be lawfully employed upon the same.

Wherefore, your petitioner prays that notice of the time and place when and where this application will be first considered be given, pursuant to the provisions of section 92 of the Railroad Law and all other laws applicable thereto, and that said consent or grant be given in the form of an ordinance, subject to the laws and ordinances applicable thereto, and upon terms of compensation to be fixed and determined in accordance with the provisions of the Greater New York Charter.

Dated THE CITY OF NEW YORK, the 12th day of November, 1898.

[SEAL.] UNION RAILWAY COMPANY OF NEW YORK CITY,

By EDWARD A. MAHER, President.

State of New York, County of New York, ss.:

Edward A. Maher, being duly sworn, deposes and says: That he is the President of the Union Railway Company of New York City, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge, except as to the matters therein stated to be alleged on information and belief, and as to those matters he believes it to be true.

EDWARD A. MAHER.

Sworn before me this 12th day of November, 1898.

[SEAL.] GEORGE W. VULTEK, Notary Public (21), New York County.

Which was referred to the Committee on Railroads.

No. 1595.

By the same—

To the Honorable the Municipal Assembly of The City of New York:

The petition of the Third Avenue Railroad Company respectfully shows:

First—That your petitioner is a street surface railroad corporation organized and existing under and by virtue of the Laws of the State of New York for the purpose of constructing, operating and maintaining a street surface railroad upon various routes, including the route hereinafter mentioned.

Second—That your petitioner desires to obtain from the Municipal Assembly of The City of New York its consent to and a grant of the right, privilege and franchise of constructing, operating and maintaining a double-track street surface railroad as a branch or extension of its existing railroad upon the following streets, avenues and highways, and to, upon and across the bridge hereinafter mentioned, viz.: Commencing at the intersection of First avenue and East One Hundred and Twenty-fifth street, in the Borough of Manhattan, The City of New York, there connecting by suitable curves, switches and appliances with the company's existing railroad upon said East One Hundred and Twenty-fifth street; running thence northeasterly with double tracks through, upon and along said First avenue and said East One Hundred and Twenty-fifth street to the bridge now being constructed across the Harlem river; thence to, upon and across said bridge and the now being constructed across the Harlem river; thence to, upon and across said bridge and the now being constructed across the Harlem river, to Willis avenue, in the Borough of The Bronx, The City of New York, there to connect by suitable curves, switches and appliances with the existing tracks of the Union Railway Company of New York City upon said Willis avenue.

Third—That said railroad is to be constructed with double tracks through, upon and along each of the streets, avenues and highways above-described, and also to, upon and across said bridge above mentioned, together with such connections, switches, sidings, turnouts, turntables, crossovers and suitable stands as may be necessary for the convenient working of the said road and for the accommodation of the cars that may be run over the same, the motive power upon said railroad to be electricity, or any other motive power which may be lawfully employed upon the same.

Wherefore, your petitioner prays that notice of the time and place when and where this application will be first considered be given, pursuant to the provisions of section 92 of the Railroad Law, and all other laws applicable thereto, and that said consent or grant be given in the form of an ordinance, subject to the laws and ordinances applicable thereto, and upon terms of compensation to be fixed and determined in accordance with the provisions of the Greater New York Charter.

Dated THE CITY OF NEW YORK, the 12th day of November, 1898.

[SEAL.] THIRD AVENUE RAILROAD COMPANY,

By ALBERT J. ELIAS, President.

State of New York, County of New York, ss.:

Albert J. Elias, being duly sworn, deposes and says: That he is the President of the Third Avenue Railroad Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge, except as to the matters therein stated to be alleged on information and belief, and as to those matters he believes it to be true.

ALBERT J. ELIAS,

Sworn to before me this 12th day of November, 1898.

[SEAL.] JOHN BROLLES, Notary Public (No. 124), N. Y. County.

Alderman Knapp moved that the petition be referred to the Committee on Privileges and Elections.

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

The petition was then referred to the Committee on Railroads.

No. 1596.

By Alderman Cole—

To the Honorable the Municipal Assembly of The City of New York:

The Metropolitan Street Railway Company and the Central Park, North and East River Railroad Company respectfully show:

First—That each of them is a street surface railroad corporation, organized under the laws of the State of New York, the Metropolitan Company having filed its Articles of Consolidation in the office of the Secretary of State on November 12, 1895, and the Central Park Company its Certificate of Incorporation in the same office on July 19, 1890.

The Metropolitan Company is the owner of a double-track railroad on Columbus avenue, between sixty-fourth and One Hundred and Tenth streets, in The City of New York, in the Borough of Manhattan, and is authorized to operate the same by an underground current of electricity. The said company is also the owner of and operates railroads on Manhattan avenue, One Hundred and Ninth street, One Hundred and Sixteenth street and on a portion of Lexington avenue, which it operates by such form of electricity, and which roads connect with other lines of railroad owned by the Metropolitan Company, and all of which form a system for the transportation of passengers in the northern part of Manhattan Island.

The Central Park Company is the owner of a double-track railroad in said city, a portion of which is situated on Fifty-ninth street, between First avenue and Tenth avenue, which is leased to the Metropolitan Company and operated by it by an underground current of electricity. Such portion of said railroad is used in connection with many important lines of railroad south of Central Park in said city, which carry passengers to the business portions of the said city.

Second—That said companies desire to obtain from the Municipal Assembly of The City of New York its consent to and a grant of the right, privilege and franchise for constructing and operating a double-track street surface railroad connection so as to connect their railroads and routes on Columbus avenue and on Fifty-ninth street, at a point not over one-half mile from and respectively from the routes, and establish, by the construction of such double-track connection, a new route for public travel, and propose to connect the said railroads and routes by the construction of a double-track railroad connection on the Boulevard and Columbus avenue, between Fifty-ninth street and Sixty-fifth street, in said city.

Said connection is to be formed by the construction and union of an extension of the railroad of the Metropolitan Company, as follows: Commencing at the intersection of sixty-fifth street with the Columbus (formerly Ninth) avenue, in the Borough of Manhattan, City of New York, and proceeding thence by suitable curves, switches and appliances with the company's existing railroad on Columbus (formerly Ninth) avenue, running thence southerly, with double tracks, in or upon the ground of Columbus (formerly Ninth) avenue to the intersection of the Boulevard with the party line of Columbus (formerly Ninth) avenue, at or about the centre of the block between Sixty-fifth and Sixty-sixth streets. With an extension to be constructed to the railroad of the Central Park Company, as follows: Commencing at the intersection of Fifty-ninth street and the Eighth avenue, in the Borough of Manhattan, City of New York, and connecting there by suitable curves, switches and appliances with the company's existing railroad on Fifty-ninth street; running thence southerly, with double tracks, in or upon the surface of the Boulevard at the intersection of the party line of said Boulevard with the centre line of Columbus (formerly Ninth) avenue, at or about the centre of the block between Sixty-fifth and Sixty-sixth streets.

The length of the proposed extension of the Metropolitan Company is one hundred and fifty (150) feet or thereabouts, and the length of the proposed extension of the Central Park Company is seventy (70) feet or thereabouts, and the point of union is not over one-half mile from the respective lines of either of the said companies.

Third—That by the construction of said connection your petitioners will establish a new route for public travel, and that they do hereby consent to operate such connection as part of a continuous route for said city.

They further show that such connection cannot be operated as an independent railroad without incurring a loss to the public, but that 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.

Fourth—The petitioners further show that they propose to operate the said connection by an underground current of electricity, or such other form of motive power as may be approved by the Board of Railroad Commissioners of the State of New York.

Fifth—Your petitioners further show that the Forty-second Street, Manhattanville and St. Nicholas Avenue Railroad Company is the owner of the existing railroad on the route above mentioned, and that it has granted to the Metropolitan Company the right to use, in common and to perpetuity, its tracks upon the said portion of the Boulevard.

Wherefore, your petitioners pray that notice of the time and place when and where this application will be first considered be given, pursuant to the provisions of section 92 of the Railroad Law, and that the consent or grant be given in the form of an ordinance, made subject to the ordinances and provisions of the Railroad Law, and upon terms and compensation provided for in the Greater New York Charter applicable thereto.

Dated New York, November 21, 1898.

[SEAL.] METROPOLITAN STREET RAILWAY COMPANY, By H. H. VREELAND, President.

[SEAL.] CENTRAL PARK, NORTH AND EAST RIVER RAILROAD COMPANY, By D. B. HASBROUCK, Vice-President.

State of New York, City and County of New York, ss.:

H. H. Vreeland and D. B. Hasbrouck, being duly sworn, depose and say: Said H. H. Vreeland that he is the President of the Metropolitan Street Railway Company, and said D. B. Hasbrouck that he is the Vice-President of the Central Park, North and East River Railroad Company, the petitioners named in the foregoing petition. That they have read the foregoing petition and know the contents thereof; that the same is true to the knowledge of the deponents, except as to the matters therein alleged on information and belief, and as to those matters they believe it to be true.

H. H. VREELAND, D. B. HASBROUCK.

Sworn to before me this 31st day of October, 1898.

S. A. EMANUEL, Notary Public, New York County.

Which was referred to the Committee on Railroads.

No. 1597.

By Alderman Woodward—

To the Honorable the Municipal Assembly of The City of New York:

The petition of the Kingsbridge Railway Company respectfully shows:

First—That your petitioner is a street surface railway corporation organized and existing under the laws of the State of New York for the purpose of constructing and operating a street surface railway upon the route hereinafter set forth.

Second—That your petitioner desires to obtain from the Municipal Assembly of The City of New York its consent to and a grant of the right, privilege and franchise of constructing and operating a street surface railroad upon the following streets, avenues and highways, in the Borough of Manhattan and City of New York, namely: Commencing at the intersection of the southerly side of Manhattan street and the Boulevard or Eleventh avenue, and running thence with double tracks (through, along and upon said Boulevard or Eleventh avenue to the Kingsbridge road at or near One Hundred and Sixty-ninth street, including that portion of the Boulevard or Eleventh avenue which is situated between One Hundred and Fifty-fifth street and One Hundred and Fifty-seventh street, also known as the Boulevard Lafayette, and connecting with the proposed tracks on the Kingsbridge road. Also, commencing at the junction of Kingsbridge road and the easterly side of Amsterdam avenue, at or near One Hundred and Sixty-second street, and extending thence with double tracks through, along and upon the Kingsbridge road or Broadway, upon the bridge over the Harlem Ship Canal and upon the proposed bridge, when constructed, over Spuyten Duyvil creek in the northernmost point of intersection of West Two Hundred and Thirtieth street (formerly known as Riverdale avenue) with the Kingsbridge road or Broadway; thence westerly from the junction of Kingsbridge road or Broadway with Two Hundred and Thirtieth street (formerly known as Riverdale avenue) through, along and upon West Two Hundred and Thirtieth street (formerly known as Riverdale avenue) to Riverdale avenue; thence northerly through, along and upon Riverdale avenue to the northerly boundary line of The City of New York, together with the necessary connections, switches, sidings and turnouts required for the accommodation and operation of said railway.

Third—That the Railroad Commissioners of the State of New York have certified, among

other things, that public convenience and a necessity require the construction of a railroad upon and over said routes.

Fourth—That such railway is to be constructed with double tracks upon and along each of the streets, avenues, parkways and highways above described, together with such connections, switches, sidings, turnouts, turntables, cross-overs and suitable stands as may be necessary for the convenient working of the road and for the accommodation of the cars that may be run over the same; the motive power upon said railway to be electric, or any other which may be lawfully employed upon the same.

Wherefore, your petitioner prays that notice of the time and place when and where this application will be first considered be given, pursuant to the provisions of section 92 of the Railroad Law, and that said consent or grant be given in the form of an ordinance made subject to the provisions of the Railroad Law, ordinances and provisions, and upon terms of compensation provided for in the Greater New York Charter applicable thereto.

Dated THE CITY OF NEW YORK, this 12th day of November, 1898.

[SEAL.] KINGSBRIDGE RAILWAY COMPANY, By ALBERT J. ELIAS, President.

State of New York, County of New York, ss.:

Albert J. Elias, being duly sworn, deposes and says that he is the President of the Kingsbridge Railway Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true to the knowledge of the deponent except as to the matters therein stated to be alleged on information and belief, and as to those matters he believes it to be true.

ALBERT J. ELIAS.

Sworn to before me this 12th day of November, 1898.

[SEAL.] JOHN BROLLES, Notary Public, No. 124, New York Co.

Which was referred to the Committee on Railroads.

No. 1598.

By the same—

To the Honorable the Municipal Assembly of The City of New York:

The petition of the Third Avenue Railroad Company respectfully shows:

First—That your petitioner is a street surface railroad corporation organized and existing under and by virtue of the Laws of the State of New York for the purpose of constructing, operating and maintaining a street surface railroad upon various routes, including the route hereinafter mentioned.

Second—That your petitioner desires to obtain from the Municipal Assembly of The City of New York its consent to and a grant of the right, privilege and franchise of constructing, operating and maintaining a double-track street surface railroad as a branch or extension of its existing railroad upon the following streets, avenues and highways, and to, upon and across the bridge hereinafter mentioned, viz.: Commencing at the intersection of Amsterdam avenue and West One Hundred and Eighty-first street, in the Borough of Manhattan, The City of New York, there connecting by suitable curves, switches and appliances with the company's existing railroad upon said Amsterdam avenue; running thence easterly with double tracks through, upon and along said West One Hundred and Eighty-first street to the Washington Bridge, across the Harlem river; thence to, upon and across said Washington Bridge and the approaches thereto with double tracks to Roscoe avenue, in the Borough of The Bronx, The City of New York, there to connect with the railroad route of the Union Railway Company of New York City, located upon said Roscoe avenue.

Third—That said railroad is to be constructed with double tracks through, upon and along each of the streets, avenues and highways above described, and also to, upon and across said bridge above mentioned, together with such connections, switches, sidings, turnouts, turntables, cross-overs and suitable stands as may be necessary for the convenient working of the said road and for the accommodation of the cars that may be run over the same, the motive power upon said railroad to be electricity, or any other motive power which may be lawfully employed upon the same.

Wherefore, Your petitioner prays that notice of the time and place when and where this application will be first considered be given, pursuant to the provisions of section 92 of the Railroad Law, and all other laws applicable thereto, and that said consent or grant be given in the form of an ordinance, subject to the laws and ordinances applicable thereto, and upon terms of compensation to be fixed and determined in accordance with the provisions of the Greater New York Charter.

Dated THE CITY OF NEW YORK, the 12th day of November, 1898.

THIRD AVENUE RAILROAD COMPANY, By ALBERT J. ELIAS, President.

State of New York, County of New York:

Albert J. Elias, being duly sworn, deposes and says: That he is the President of the Third Avenue Railroad Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge, except as to the matters therein stated to be alleged on information and belief, and as to those matters he believes it to be true.

ALBERT J. ELIAS.

Sworn to before me this 12th day of November, 1898.

[SEAL.] JOHN BROLLES, Notary Public, No. 124, N. Y. County.

Which was referred to the Committee on Railroads.

No. 1599.

By the same—

To the Honorable the Municipal Assembly of The City of New York:

The petition of the Third Avenue Railroad Company respectfully shows:

First—That your petitioner is a street surface railroad corporation organized and existing under and by virtue of the Laws of the State of New York for the purpose of constructing, operating and maintaining a street surface railroad upon various routes, including the route hereinafter mentioned.

Second—That your petitioner desires to obtain from the Municipal Assembly of The City of New York its consent to and a grant of the right, privilege and franchise of constructing, operating and maintaining a double-track street surface railroad as a branch or extension of its existing railroad upon the following streets, avenues and highways, and to, upon and across the bridge hereinafter mentioned, viz.: Commencing at the intersection of Amsterdam avenue and West One Hundred and Fifty-fifth street, in the Borough of Manhattan, The City of New York, and there connecting by suitable curves, switches and appliances with the company's existing railroad upon said Amsterdam avenue; running thence easterly with double tracks through, upon and along said West One Hundred and Fifty-fifth street to the Viaduct, connecting with the Central or Macomb's Dam Bridge; running thence with double tracks to, upon and across said Viaduct to said Central or Macomb's Dam Bridge; running thence northerly to, upon and across said Central or Macomb's Dam Bridge, and the approaches thereto, to Jerome avenue, in the Borough of The Bronx, The City of New York, there to connect by suitable curves, switches and appliances with the existing railroad of the Union Railway Company of New York City, upon said Jerome avenue.

Third—That said railroad is to be constructed with double tracks through, upon and along each of the streets, avenues and highways above described, and also to, upon and across said bridge above-mentioned, together with such connections, switches, sidings, turnouts, turntables, cross-overs and suitable stands as may be necessary for the convenient working of the said road and for the accommodation of the cars that may be run over the same, the motive power upon said railroad to be electricity, or any other motive power which may be lawfully employed upon the same.

Wherefore, your petitioner prays that notice of the time and place when and where this application will be first considered be given, pursuant to the provisions of section 92 of the Railroad Law, and all other laws applicable thereto, and that said consent or grant be given in the form of an ordinance subject to the laws and ordinances applicable thereto, and upon terms of compensation to be fixed and determined in accordance with the provisions of the Greater New York Charter.

Dated THE CITY OF NEW YORK, the 12th day of November, 1898.

[SEAL.] THIRD AVENUE RAILROAD COMPANY, By ALBERT J. ELIAS, President.

State of New York, County of New York, ss.:

Albert J. Elias, being duly sworn, deposes and says: That he is the President of the Third Avenue Railroad Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge, except as to the matters therein stated to be alleged on information and belief, and as to those matters he believes it to be true.

ALBERT J. ELIAS.

Sworn to before me this 12th day of November, 1898.

[SEAL.] JOHN BROLLES, Notary Public, No. 124, New York County.

Which was referred to the Committee on Railroads.

No. 1600.

By the same—

To the Honorable the Municipal Assembly of The City of New York:

The petition of the Fort George and Eleventh Avenue Railroad Company respectfully shows:

First—That your petitioner is a consolidated street surface railroad corporation, organized and existing under the Laws of the State of New York for the purpose of constructing and operating a street surface railroad upon the route hereinafter set forth.

Second—That your petitioner desires to obtain from the Municipal Assembly of The City of

New York its consent to and a grant of the right, privilege and franchise for constructing and operating a double track street surface railroad upon the following streets, avenues and highways, viz.: Commencing at the intersection of One Hundred and Thirtieth street and the Boulevard or Eleventh avenue and connecting there with the railroad of the Metropolitan Street Railway Company, at present constructed on the Boulevard, running thence northerly along said Boulevard or Eleventh avenue to the intersection of One Hundred and Eighty-second street and Eleventh avenue, including that portion of the Boulevard or Eleventh avenue which is situated between One Hundred and Fifty-fifth street and One Hundred and Fifty-seventh street, also known as the Boulevard Lafayette; and also from the junction of said Boulevard or Eleventh avenue with One Hundred and Forty-fifth street, running thence easterly through, upon and along One Hundred and Forty-fifth street to the Harlem river, all in the Borough of Manhattan, City of New York.

Third—That the Railroad Commissioners of the State of New York have certified, among other things, that public convenience and a necessity require the construction of a railroad upon and over said routes, upon said Eleventh avenue, between One Hundred and Thirtieth and One Hundred and Seventy-fifth streets, and upon said One Hundred and Forty-fifth street.

Fourth. That said railroad is to be constructed with double tracks upon and along each of the streets, avenues, parkways and highways above described, together with such connections, switches, sidings, turnouts, cross-overs and suitable stands as may be necessary for the convenient working of the road, and for the accommodation of the cars that may be run over the same.

The motive power upon said railroad is to be underground electricity, or any other form of motive power the use of which may be approved by the Board of Railroad Commissioners of the State of New York.

Wherefore, your petitioner prays that notice of the time and place when and where this application will be first considered be given, pursuant to the provisions of section 92 of the Railroad Law, and that the consent, or grant, be given in the form of an ordinance, made subject to the ordinances and provisions of the Railroad Law, and upon terms and compensation provided for in the Greater New York Charter applicable thereto.

Dated NEW YORK, November 21, 1898.

FORT GEORGE AND ELEVENTH AVENUE RAILROAD COMPANY,

By JOHN T. LITTLE, JR., President.

State of New York, City and County of New York, ss.:

John T. Little, Jr., being duly sworn, deposes and says, that he is the President of the Fort George and Eleventh Avenue Railroad Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true to the knowledge of the deponent except as to the matters therein alleged on information and belief, and as to those matters he believes it to be true.

JOHN T. LITTLE, JR.

Sworn to before me this 21st day of November, 1898.

[SEAL.] CHARLES R. LA RUE, Notary Public, No. 13, New York County.

Which was referred to the Committee on Railroads.

No. 1604.

By the same—

To the Honorable the Municipal Assembly of The City of New York:

The New York and Harlem Railroad Company, the Eighth Avenue Railroad Company and the Metropolitan Street Railway Company respectfully show:

First—That each of them is a street surface railroad corporation, organized under the laws of the State of New York, the New York and Harlem Railroad Company having been organized by chapter 267 of the Laws of 1831; the Eighth Avenue Railroad Company, by the filing of its Articles of Association in the office of the Secretary of State on January 10, 1855, and the Metropolitan Street Railway Company, by the filing of its Articles of Consolidation in the office of the Secretary of State on November 12, 1895.

The New York and Harlem Railroad Company is the owner of a double-track street-surface railroad extending from the City Hall in the City of New York to the Harlem river, by way of Centre street, Grand street, Bowery, Fourth avenue, Forty-second street and Madison avenue, and is authorized to operate the same by an underground current of electricity.

The Eighth Avenue Railroad Company is the owner of a double-track street-surface railroad extending from the City Hall to the Harlem river, by way of Vesey street, West Broadway, Canal street, Hudson street and Eighth avenue, and is authorized to operate the same by an underground current of electricity.

The Metropolitan Company is the lessee of the railroad franchises and property of the two applicants above named, and operates their respective railroads.

Second—The said companies desire to obtain from the Municipal Assembly of The City of New York its consent to and a grant of the right, privilege and franchise for constructing and operating a double track street surface railroad connection, so as to connect their railroads and routes on Madison avenue and on Eighth avenue aforesaid, at a point not over one-half mile from the respective lines or routes of the said two corporations, and establish, by the construction of said double track connection, a new route for public travel, and propose to connect their said railroads and routes by the construction of a double track railroad connection on One Hundred and Thirty-fifth street, between Madison avenue and Eighth avenue, in said City of New York.

Said connection is to be formed by the construction and union of an extension of the railroad of the New York and Harlem Railroad Company on Madison avenue, as follows: Connecting with the Company's existing double track railroad on Madison avenue at One Hundred and Thirty-fifth street by suitable curves, switches and appliances, running thence westerly with double tracks, in or upon One Hundred and Thirty-fifth street to Lenox (formerly Sixth) avenue. With an extension of the railroad of the Eighth Avenue Railroad Company on Eighth avenue, as follows: Connecting with the Company's existing double track railroad at Eighth avenue and One Hundred and Thirty-fifth street by suitable curves, switches and appliances, running thence easterly with double tracks in or upon One Hundred and Thirty-fifth street to Lenox (formerly Sixth) avenue.

The length of the proposed extension of the New York and Harlem Railroad Company is 1,530 feet or thereabouts, and the length of the proposed extension of the Eighth Avenue Railroad Company is 1,800 feet or thereabouts, and the point of union of the same is not over one-half mile from the respective lines or routes of the said companies.

Third—That by the construction of such connection your petitioners will establish a new route for public travel, and that they do hereby consent to operate such connection as part of a continuous route for one fare.

They further show that such connection cannot be operated as an independent railroad without inconvenience to the public, but that it is in the public advantage that the same should be operated as a continuous line or route with the existing railroads of the petitioners.

Fourth—Your petitioners further show that they propose to operate the said connection by an underground current of electricity, or such other form of motive power as may be approved by the Board of Railroad Commissioners of the State of New York.

Fifth—Wherefore, your petitioners pray that notice of the time and place when and where this application will be first considered be given, pursuant to the provisions of section 92 of the Railroad Law, and that the consent or grant be given in the form of an ordinance, made subject to the ordinances and provisions of the Railroad Law, and upon terms and compensation provided for in the Greater New York Charter applicable thereto.

Dated NEW YORK, November 18, 1898.

[SEAL.] NEW YORK AND HARLEM RAILROAD COMPANY,

By C. VANDERBILT, President.

[SEAL.] EIGHTH AVENUE RAILROAD COMPANY,

By JACOB HAYS, President.

[SEAL.] METROPOLITAN STREET RAILWAY COMPANY,

By H. H. VREELAND, President.

State of New York, City and County of New York, ss.:

Herbert H. Vreeland, being duly sworn, deposes and says: That he is the President of the Metropolitan Street Railway Company, one of the petitioners named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true to his knowledge, except as to the matters therein alleged on information and belief, and as to those matters he believes it to be true.

H. H. VREELAND.

Sworn to before me this 18th day of November, 1898.

L. A. EMANUEL, Notary Public, New York County.

Which was referred to the Committee on Railroads.

The President laid before the Board the following communication from the New York Retail Butchers' Mutual Protective Association:

No. 1602.

THE NEW YORK RETAIL BUTCHERS' MUTUAL PROTECTIVE ASSOCIATION, } OFFICE, NO. 373 PARK AVENUE, NEW YORK, OCTOBER 14, 1898. }

To the Honorable President of the Board of Aldermen of The City of New York, Borough of Manhattan:

DEAR SIR—At a regular meeting of the above association I was instructed, by resolution, to call your attention to the fact that it was reported at our above-lated regular meeting, held on Monday evening, October 10, 1898, that a bill has been introduced in the Board of Aldermen which will compel retail butchers who sell fish to pay a yearly license of twenty-five dollars.

Our association then passed a resolution protesting against said bill becoming a law, and would respectfully ask for a hearing before final action be taken thereon. I am, dear sir,

Very respectfully yours,

CHAS. YOUNG, Secretary.

Which was referred to the Committee on Law.

COMMUNICATIONS FROM CITY, COUNTY AND BOROUGH OFFICERS.

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

No. 1603.

DEPARTMENT OF BRIDGES—CITY OF NEW YORK, } COMMISSIONER'S OFFICE, STEWART BUILDING, } MANHATTAN, NEW YORK CITY, N. Y., November 14, 1898. }

To the Honorable the Board of Aldermen of The City of New York:

GENTLEMEN—I beg leave to call your attention to my communication to your Honorable Board dated June 21, 1898, a copy of which I enclose, requesting the adoption of an ordinance permitting me to enter into contract for reconstructing the Blawie Bridge crossing Newtown creek at Greenpoint avenue, in the Boroughs of Brooklyn and Queens.

On the 14th of June, 1898, the Board of Estimate and Apportionment appropriated sixty-five thousand dollars, which, together with the sum of five thousand dollars previously appropriated, makes up the amount necessary for the reconstruction of the bridge mentioned, as indicated by the Chief Engineer of this Department.

I am informed by the Department of Finance that unless a contract is made by me before the close of this year, the appropriation cannot be used.

The present structure is not safe. I have made such repairs as the condition of the bridge will permit, but they are temporary; any attempt to make extensive repairs would, in my judgment, be a waste of money.

I therefore respectfully request your Honorable Board to take early action on the ordinance submitted to you, duly approved by the Board of Public Improvements, June 15, 1898, and adopted by the Council July 7, 1898, as shown upon page 2839 of the CITY RECORD.

Respectfully,

JOHN L. SHEA, Commissioner of Bridges.

JUNE 21, 1898.

Honorable Board of Aldermen, New York City:

GENTLEMEN—An ordinance approved by the Board of Public Improvements, for reconstructing the Blawie Bridge crossing Newtown creek, at Greenpoint avenue, in the Boroughs of Brooklyn and Queens, will be presented to you at your meeting this day. It is important that early consideration of the matter should be had by your Honorable Body to the end that I may proceed with the work called for therein. I have been in constant receipt of complaints concerning the old bridge, and the danger to life and property because of its present condition. I am now in receipt of complaint against the present structure from the War Department, as an interference with navigation. Plans which have been submitted to the War Department by a new structure have been approved, and I now only await the authority of your Honorable Body to proceed. I earnestly request that the ordinance may be adopted by your Honorable Body without delay.

Respectfully,

(Signed) JOHN L. SHEA, Commissioner of Bridges.

Which was ordered on file.

In connection with the foregoing, Alderman Byrne asked unanimous consent to call up G. O. 98, being an ordinance to reconstruct the Blawie Bridge.

Which consent was refused.

The President laid before the Board the following communications from the Board of Public Improvements:

No. 1604.

BOARD OF PUBLIC IMPROVEMENTS, CITY OF NEW YORK, } NO. 346 BROADWAY, BOROUGH OF MANHATTAN, } NEW YORK, November 14, 1898. }

MICHAEL F. BLAKE, Esq., Clerk, Board of Aldermen:

DEAR SIR—Replying to your communication of the 12th instant, relative to the matter of repaving Fifteenth street, from Avenue C to Second avenue, I have to advise you that the Commissioner of Highways reported on this matter at the meeting of this Board held May 4 last, and the matter was then laid over, as there were not sufficient funds available to carry on the work.

Respectfully,

JOHN H. MOONEY, Secretary.

No. 1605.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK, } NO. 346 BROADWAY, BOROUGH OF MANHATTAN, } NEW YORK, November 17, 1898. }

MICHAEL F. BLAKE, Esq., Clerk, Board of Aldermen:

DEAR SIR—Referring to the ordinance of your Board providing for the repaving of Bayard street, from Lorimer street to Union avenue, Borough of Brooklyn (No. 1460), I have to advise you that at the meeting of this Board, held on the 16th instant, the Commissioner of Highways submitted his report on this matter, in which he states that there are no funds available for carrying out the proposed improvement. The matter was, accordingly, laid over.

I enclose herewith, for the information of the Board of Aldermen, copy of the Commissioner's report.

Respectfully,

JOHN H. MOONEY, Secretary.

DEPARTMENT OF HIGHWAYS—COMMISSIONER'S OFFICE, } NO. 150 NASSAU STREET, } BOROUGH OF MANHATTAN, November 15, 1898. }

Hon. MAURICE F. HOLAHAN, President, Board of Public Improvements:

DEAR SIR—As requested by a letter, dated the 4th instant, from the Secretary of the Board of Public Improvements, I have the honor to submit the following report on the accompanying resolution of the Board of Aldermen, providing that Bayard street, from Lorimer street to Union avenue, Borough of Brooklyn, be paved with granite-block pavement:

The proposed improvement is necessary. The area of granite-block pavement to be laid on concrete foundation, with pitch and gravel joints, is 1,870 square yards. In addition to this, 270 square feet of granite bridging is required and 1,140 lined feet of old and new curb, the total estimated cost being \$6,500.

In view of the fact that Bayard street is subject to very heavy traffic, and that the present cobble-stone pavement ought to be replaced with a good granite-block pavement, I would recommend that when the work is undertaken the improvement should extend to Manhattan or Graham avenue, instead of stopping at Lorimer street. However, this resolution, like other resolutions of local boards for repaving streets in the Borough of Brooklyn, does not specify how the work is to be paid for, and I must reiterate that in the appropriation for "Labor, Maintenance and Supplies," there is no balance to pay for this or any other similar improvements this year.

Very respectfully,

(Signed) JAMES P. KEATING, Commissioner of Highways.

No. 1606.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK, } NO. 346 BROADWAY, BOROUGH OF MANHATTAN, } NEW YORK, November 17, 1898. }

MICHAEL F. BLAKE, Esq., Clerk, Board of Aldermen:

DEAR SIR—Referring to ordinance providing for the repaving of One Hundred and Seventeenth, One Hundred and Eighteenth and One Hundred and Nineteenth streets, Fourth avenue to East river (No. 1378), and repaving Gouverneur street, from Divisadero street to East river (No. 1415), in the Borough of Manhattan, I have to report that both these matters were laid over at the meeting of this Board, held on the 16th instant, as there were no funds available to carry out the proposed work.

I enclose herewith, for the information of the Board of Aldermen, copies of the reports of the Commissioner of Highways.

Respectfully,

JOHN H. MOONEY, Secretary.

CITY OF NEW YORK, } DEPARTMENT OF HIGHWAYS—COMMISSIONER'S OFFICE, } NO. 150 NASSAU STREET, } BOROUGH OF MANHATTAN, November 11, 1898. }

Hon. MAURICE F. HOLAHAN, President, Board of Public Improvements:

DEAR SIR—On the enclosed ordinance of the Board of Aldermen to repave with asphalt East One Hundred and Seventeenth, One Hundred and Eighteenth and One Hundred and Nineteenth streets, from Fourth avenue to the East river, Borough of Manhattan, I beg to report that there is no objection to the repaving of these streets with asphalt, although in their vicinity there are ample facilities for cross-town traffic on asphalted streets north and south of those named.

The estimated cost of paving with asphalt these three streets is \$61,200, and at present there is no money to meet this expenditure. I have therefore listed the streets for consideration next year.

Very respectfully,

JAMES P. KEATING, Commissioner of Highways.

CITY OF NEW YORK, DEPARTMENT OF HIGHWAYS—COMMISSIONER'S OFFICE, No. 150 NASSAU STREET, BOROUGH OF MANHATTAN, November 11, 1898.

Hon. MAURICE E. HOUGHAN, President, Board of Public Improvements:

DEAR SIR—With a letter dated the 27th ultimo, from the Secretary of the Board of Public Improvements, I received for investigation and report an ordinance providing that the carriage-way of Gouverneur street, from Division street to the East river, in the Borough of Manhattan, be repaved with asphalt on the present pavement.

I have had an examination made and find that the present pavement on Gouverneur street is defective, the oil stone blocks being much worn. It is, therefore, necessary to lay a new pavement as provided in the ordinance, but there is no money available to meet the estimated expenditure of \$23,000. I have, therefore, placed the street on the list of proposed improvements to be further considered next year.

Very respectfully, JAMES P. KEATING, Commissioner of Highways.

Which were severally ordered on file.

Alderman Byrne moved that the President be requested to enforce the rule that no members leave the room without the consent of the President.

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

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

No. 1607. DEPARTMENT OF PARKS—CITY OF NEW YORK, THE ARSENAL, CENTRAL PARK, November 18, 1898.

Hon. THOMAS F. WOODS, President, Board of Aldermen, City Hall, New York City:

DEAR SIR—I am directed by President Clansen of the Park Board, Commissioner of the Boroughs of Manhattan and Richmond, to again ask your favorable action in the direction of furthering the passage of the resolution to authorize this Department to let without advertising a contract for some artistic stone carving on the new wing of the Metropolitan Museum of Art.

Your work is of a kind that cannot properly be submitted to competition under the provision of the law, which requires that the lowest bidder shall get the contract. The artistic beauty of the design, its suitability to the purpose and the skill with which it is executed are all of equal, if not greater, importance than any difference there is likely to be among the bidders in the matter of price. It might easily happen that the effort to save a few hundred dollars in connection with the work would result in getting something that would be a permanent blemish to a building on which \$770,000 of city money is to be spent.

I can further assure you that no question of interest to organized labor is involved in this matter. The requirements of the law in reference to working the stone on the ground and employing union labor are not affected by this resolution. It is also proposed, of course, to secure competitive bids. All that is desired is to avoid the necessity of being compelled to take unsuitable work or that which is not first-class, simply because it is offered at a lower price than good and satisfactory work.

Yours very respectfully, WILLIS HOLLY, Secretary, Park Board.

Which was ordered on file.

In conformity with the foregoing, Alderman Goodman called attention to the fact that the subject had been made a special order for this meeting, and the hour of two o'clock having arrived, he called up Secretary's Order 18, being a report of the Committee on Finance, as follows:

No. 1224. The Committee on Finance, to whom was referred the annexed resolution in favor of authorizing the Park Commissioners to contract for models, etc., for the Museum of Art, without public letting, respectfully

REPORT:

That, having examined the subject, they believe the proposed authorization to be necessary and proper.

They therefore recommend that the said resolution and ordinance be adopted.

Resolved, That the Commissioners of the Department of Parks be and they are hereby authorized to contract for the furnishing of four models of carriages and six models of medallions and the carving of the same in Indiana limestone for the new east wing and extension of the Metropolitan Museum of Art in Central Park, without public letting, at an expense not to exceed twelve thousand (\$12,000) dollars, the amount to be charged to the appropriation authorized by chapter 347 of the Laws of 1895, as amended by chapter 538 of the Laws of 1897.

ROBERT MUH, JOSEPH GEISER, JAMES P. HART, ELIAS GOODMAN, HENRY SIEFRE. Committee on Finance.

The President put the question whether the Board would agree to accept said report and adopt said resolution.

Which was decided in the negative by the following vote: three-fourths of all the members elected having failed to vote in favor thereof:

Affirmative—The President, Aldermen Ackerman, Burleigh, Diemer, Folks, Gaffney, Geiser, Geiser, Glick, Goodman, Harrington, Helgans, James, Keegan, Kennefick, Kenney, Koch, McCaul, McGrath, McInnes, McKeever, McNeil, Minsky, Muh, Neufeld, Oatman, Okie, Roddy, Schneider, Sherman, Stewart, Vaughan, Wafer, Wentz, and Woodward—35.

Negative—The Vice-President, Aldermen Bridges, Byrne, Cronin, Dooley, Dunn, Elliott, Fleck, Finn, Gaffney, Ledwith, McCall, McEneaney, Metzger, and Velton—15.

Alderman Glick moved that the foregoing vote be reconsidered.

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

Which was decided in the affirmative.

Alderman Folks then moved that the paper be recommitted to the Committee on Finance.

Alderman McEneaney moved that the paper be referred to the Committee on Public Buildings, Lighting and Supplies.

The President put the question whether the Board would agree with said motion of Alderman McEneaney.

Which was decided in the negative.

Alderman Harrington moved that the paper be referred to the Committee on Parks.

The President put the question whether the Board would agree with said motion of Alderman Harrington.

Which was decided in the negative.

Alderman McInnes moved that the paper be recommitted to the Committee on Finance with instructions to report at the next meeting.

The President put the question whether the Board would agree with said motion of Alderman McInnes.

Which was decided in the affirmative.

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

No. 1608. DEPARTMENT OF BRIDGES—CITY OF NEW YORK, COMMISSIONER'S OFFICE, STEWART BUILDING, MANHATTAN, NEW YORK CITY, N. Y., November 21, 1898.

To the Honorable the Board of Aldermen, City of New York:

GENTLEMEN—I beg leave to acknowledge the receipt of communication from your honorable Board, under date of November 19, 1898, transmitting communication received by your Board from P. Reimer, and numbered 1551, which was by you referred to me.

Respectfully, JOHN L. SHEA, Commissioner of Bridges.

Which was ordered on file.

REPORTS.

No. 1501.

The Committee on Public Buildings, Lighting and Supplies, to whom was referred the annexed ordinance and report of the Council, No. 1501, respectfully

REPORT:

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

WILLIAM H. GLEDHILL, FRANCIS J. BYRNE, EDWARD F. McENEANEY, JOSEPH GEISER, ELIAS GOODMAN, JAMES E. GAFFNEY, ELIAS HELGANS. Committee on Public Buildings, Lighting and Supplies.

(Papers referred to in preceding Report.)

The Committee on Public Buildings, Lighting and Supplies, to whom was referred the annexed ordinance in favor of providing a steam-heating apparatus in the Zbrowski Mansion, Claremont Park, Borough of The Bronx (see Minutes, October 15, 1898, page 334), respectfully

REPORT:

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

AN ORDINANCE to direct the placing of a steam-heating apparatus in the Zbrowski Mansion, Claremont Park, Borough of The Bronx.

Be it Ordained by the Municipal Assembly of The City of New York, as follows: That a steam-heating apparatus be placed in the Zbrowski Mansion, Claremont Park, Borough of The Bronx, under the direction of the commissioner of public buildings, lighting and supplies.

GEORGE B. CHRISTMAN, WILLIAM A. DOYLE, BENJAMIN J. BODINE, STEWART M. BRICE, FRANCIS F. WILLIAMS. Committee on Public Buildings, Lighting and Supplies.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK, No. 346 BROADWAY, BOROUGH OF MANHATTAN, NEW YORK, October 14, 1898.

To the Honorable the Municipal Assembly of The City of New York:

SIRS—At a regular meeting of this Board, held on the 12th instant, the following resolution was adopted, and the attached ordinance is forwarded to your Honorable Body for approval, in accordance with section 417, chapter 378, Laws of 1897:

Resolved, In pursuance of section 413, chapter 378, Laws of 1897, and with the concurrence of the Municipal Assembly, that authority be and is hereby given to the Commissioner of Public Buildings, Lighting and Supplies to enter into a contract by public letting to furnish and put in place a steam-heating apparatus in the Zbrowski Mansion, Claremont Park, Borough of The Bronx.

Respectfully, JOHN H. MOONEY, Secretary.

Alderman McGrath moved that the report receive immediate consideration. The President put the question whether the Board would agree with said motion.

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

Which was decided in the affirmative by the following vote:

Affirmative—The President, the Vice-President, Aldermen Ackerman, Bridges, Burleigh, Byrne, Cronin, Diemer, Dooley, Dunn, Elliott, Fleck, Folks, Gaffney, Geiser, Geiser, Glick, Goodman, Helgans, James, Keegan, Kennefick, Kenney, Koch, Ledwith, McCall, McCaul, McEneaney, McGrath, McInnes, McKeever, McNeil, Metzger, Minsky, Muh, Neufeld, Oatman, Okie, Roddy, Schneider, Sherman, Smith, Stewart, Vaughan, Wafer, Wentz, and Woodward—48.

No. 1478.

The Committee on Streets and Highways, to whom was referred the annexed ordinance and report of the Council, No. 1478, respectfully

REPORT:

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

JAMES F. ELLIOTT, FRANK DUNN, JOHN L. BURLEDGH, HENRY GEIGER, JAMES J. BRIDGES, JOHN S. RODDY. Committee on Streets and Highways.

(Papers referred to in preceding Report.)

The Committee on Streets and Highways, to whom was referred the annexed ordinance in favor of repaving One Hundred and Twenty-ninth street, from Lenox avenue to Seventh avenue, Borough of Manhattan (see Minutes, July 12, 1898, page 371), respectfully

REPORT:

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

AN ORDINANCE to provide for the repaving with asphalt of One Hundred and Twenty-ninth street, between Lenox and Seventh avenues, in the Borough of Manhattan.

Be it Ordained by the Municipal Assembly of The City of New York, as follows: That the carriage-way of One Hundred and Twenty-ninth street, between Lenox and Seventh avenues, in the Borough of Manhattan, be repaved with asphalt pavement, and that the contractor be required to give a guarantee of maintenance for a period of fifteen (15) years, under the direction of the commissioner of highways.

Section 413, chapter 378, Laws 1897.

JOHN J. MURPHY, HERMAN SULZER, CHARLES H. FRANCISCO, DAVID L. VAN NOSTRAND. Committee on Streets and Highways.

DEPARTMENT OF HIGHWAYS—COMMISSIONER'S OFFICE, No. 150 NASSAU STREET, NEW YORK, July 6, 1898.

To the Municipal Assembly of The City of New York:

Pursuant to the provisions of the first subdivision of section 230 of the Charter of The City of New York, I hereby certify that the safety, health or convenience of the public requires that the carriage-way of One Hundred and Twenty-ninth street, between Lenox and Seventh avenues, be repaved with asphalt pavement, and that the contractor be required to give a guarantee of maintenance for a period of fifteen (15) years.

The estimated cost of the work is \$8,000. JAMES P. KEATING, Commissioner of Highways.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK, No. 346 BROADWAY, BOROUGH OF MANHATTAN, NEW YORK, July 9, 1898.

To the Honorable the Municipal Assembly of The City of New York:

SIRS—At a regular meeting of this Board, held on the 6th instant, the following resolution was unanimously adopted, and the attached ordinance is forwarded to your Honorable Body for approval, in accordance with section 417, chapter 378, Laws of 1897:

Resolved, That the Commissioner of Highways be and he hereby is authorized to enter into a contract, by public letting, for repaving the carriage-way of One Hundred and Twenty-ninth street, between Lenox and Seventh avenues, Borough of Manhattan, with asphalt pavement, and that the contractor be required to give a guarantee of maintenance for a period of fifteen years.

I also inclose the certificate of the Commissioner of Highways that the health, safety or convenience of the public require that this work be done.

Respectfully, JOHN H. MOONEY, Secretary.

Alderman Elliott moved that the report receive immediate consideration. The President put the question whether the Board would agree with said motion.

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

Which was decided in the affirmative by the following vote:

Affirmative—The President, the Vice-President, Aldermen Ackerman, Bridges, Burleigh, Byrne, Cronin, Diemer, Dooley, Dunn, Elliott, Fleck, Folks, Gaffney, Geiser, Geiser, Glick, Goodman, Helgans, James, Keegan, Kennefick, Kenney, Koch, Lang, Ledwith, McCall, McCaul, McEneaney, McGrath, McInnes, McKeever, McNeil, Minsky, Muh, Neufeld, Oatman, Okie, Roddy, Schneider, Sherman, Smith, Vaughan, Velton, Wafer, Wentz, and Woodward—47.

Negative—Alderman Stewart—1.

No. 1539.

The Committee on Water Supply, to whom was referred the annexed resolution and report of the Council, No. 1539, respectfully

REPORT:

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

JEREMIAH KENNEFICK, JAMES F. ELLIOTT, WILLIAM T. JAMES, JOHN J. VAUGHAN, JR. Committee on Water Supply.

(Papers referred to in preceding Report.)

The Committee on Water Supply, to whom was referred the annexed ordinance in favor of laying water-mains in Avenue U and parts of Twenty-fifth and Fourth avenues in the Borough of Brooklyn (see Minutes, October 11, 1898, page 257), respectfully

REPORT:

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

AN ORDINANCE to direct the laying of water-mains to Avenue U, Twenty-fifth and Fourth avenues, Borough of Brooklyn.

Be it Ordained by the Municipal Assembly of The City of New York, as follows:

That water-mains be laid in Avenue U, from the New Utrecht Pumping Station to Twenty-fifth avenue, and in Twenty-fifth avenue and Fourth avenue where necessary to connect with the present large mains, and with the necessary fire-hydrants, stopcocks and connections, under the direction of the commissioner of water supply.

THOMAS F. FOLEY, HARRY C. HART, EUGENE A. WISE, FRANCIS F. WILLIAMS, JOSEPH F. O'GRADY, ADOLPH C. HOTTENROTH, } Committee on Water Supply.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK, } No. 346 BROADWAY, BOROUGH OF MANHATTAN, } New York, October 10, 1898. }

To the Honorable the Municipal Assembly of The City of New York:

SIRS—At a regular meeting of this Board, held on the 5th instant, a resolution was adopted authorizing the Commissioner of Water Supply to lay 16-inch water-mains in Avenue U, Twenty-fifth avenue and Fourth avenue, Borough of Brooklyn, and the attached ordinance is forwarded to your Honorable Body for approval, in accordance with section 417, chapter 378, Laws of 1897.

Respectfully, JOHN H. MOONEY, Secretary.

Alderman Keegan moved that the report receive immediate consideration.

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

Which was unanimously decided in the affirmative.

The President put the question whether the Board would agree to accept said report and adopt said ordinance.

Which was decided in the affirmative by the following vote:

Affirmative—The President, the Vice-President, Aldermen Ackerman, Bridges, Burleigh, Byrne, Cronin, Diemer, Dooley, Dunn, Elliott, Fleck, Flinn, Folks, Geiger, Gelsler, Glick, Goodman, Helgans, James, Keegan, Kennefick, Kenney, Koch, Lang, Ledwith, McCall, McCant, McGrath, McLane, McKeever, McNeil, Metzger, Minsky, Muh, Oarman, Okie, Roddy, Schneider, Sherman, Smith, Stewart, Vaughan, Veltan, Wafer, Wentz, and Woodward—47.

COMMUNICATIONS FROM THE COUNCIL RESUMED.

The President laid before the Board the following communications from the Council:

No. 1609.

Whereas, The Union Railway Company of New York City has presented to the Municipal Assembly of The City of New York its application, in writing, for a grant of the franchise or right to use certain streets, avenues and highways in The City of New York for street railway purposes, and for the construction, maintenance and operation of a double track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of certain streets, avenues and highways, and that such local authorities of said city give public notice thereof and of the time and place when and where it will be first considered; it is

Resolved, If the Board of Aldermen concur, that Thursday, the 22d day of December, 1898, at 2 o'clock in the afternoon and the Councilmanic Chamber 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 said application of the Union Railway Company of New York City to the Municipal Assembly of The City of New York for a grant of the right or franchise to use certain streets, avenues and highways in said city for street railway purposes and for the construction, maintenance and operation of a double track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the streets, avenues and highways in said application mentioned in the manner and form as are particularly set forth in said application and therein described, will be first considered, and that the City Clerk shall cause public notice thereof to be published for at least fourteen (14) days in two of the daily newspapers published in The City of New York, to be designated in writing therefor by his Honor the Mayor, according to the provisions of the laws in such case made and provided, such notice to be published at the expense of the applicant.

Resolved, further, That the notice to be published by said City Clerk shall be substantially in form and manner as follows:

THE CITY OF NEW YORK—OFFICE OF THE CITY CLERK, } CITY HALL, NEW YORK, ROOM } BOROUGH OF MANHATTAN, THE CITY OF NEW YORK, } day of } 1898. }

The Union Railway Company of New York City having filed its application, in writing, to the Municipal Assembly of The City of New York, dated the day of 1898, for a grant of the right or franchise to use the streets, avenues and highways in The City of New York, hereinafter mentioned, for street railway purposes, and for the construction, maintenance and operation of a double track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the following streets, avenues and highways, to wit:

Commencing at the intersection of Bailey avenue with East Two Hundred and Thirtieth street; thence running northerly, with double tracks, through, upon and along said Bailey avenue to its intersection with the Albany road; thence running northwesterly, with double tracks, through, upon and along said Albany road to its intersection with East Two Hundred and Thirty-first or McComb street; thence running westerly, with double tracks, through, upon and along said East Two Hundred and Thirty-first or McComb street to its intersection with Broadway.

Also commencing at the intersection of Cedar avenue and Sedgwick avenue; thence running northerly, with double tracks, through, upon and along said Cedar avenue to its intersection with the Fordham Landing road, together with necessary connections, switches, sidings, turnouts, turntables, crossovers and suitable stands required for the accommodation and operation of said railroads by electricity or any other motive power which may be lawfully employed upon the same, all in the Borough of The Bronx, The City of New York.

Now, therefore, pursuant to the directions given by resolutions of both Houses of the Municipal Assembly of The City of New York, which was adopted by the Council and concurred in by the Board of Aldermen on the day of 1898, and approved by his Honor the Mayor of said city on the day of 1898, public notice of such application is hereby given, and that at the Councilmanic Chamber in the City Hall, in the Borough of Manhattan and The City of New York, on the day of 1898, at o'clock in the noon, such application of said railway company will be first considered, and a public hearing had thereon.

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

City Clerk.

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

Which was decided in the affirmative.

No. 1610.

Whereas, The Southern Boulevard Railroad Company of New York City has presented to the Municipal Assembly of The City of New York its application, in writing, for a grant of the franchise or right to use certain streets, avenues and highways in The City of New York for street railway purposes, and for the construction, maintenance and operation of a double track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of certain streets, avenues and highways, and that such local authorities of said city give public notice thereof, and of the time and place when and where it will be first considered; it is

Resolved, If the Board of Aldermen concur, that Thursday, the 22d day of December, 1898, at 2 o'clock in the afternoon, and the Councilmanic Chamber 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 said application of the Southern Boulevard Railroad Company to the Municipal Assembly of The City of New York for a grant of the right or franchise to use certain streets, avenues and highways in said city for street railway purposes, and for the construction, maintenance and operation of a double track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the streets, avenues and highways in said application mentioned in the manner and form as are particularly set forth in said application and therein described, will be first considered, and that the City Clerk shall cause public notice thereof to be published for at least fourteen (14) days in two of the daily newspapers published in The City of New York, to be designated in writing therefor by his Honor the Mayor, according to the provisions of the laws in such case made and provided, such notice to be published at the expense of the applicant.

Resolved, further, That the notice to be published by said City Clerk shall be substantially in form and manner as follows:

THE CITY OF NEW YORK—OFFICE OF THE CITY CLERK, } CITY HALL, NEW YORK, } day of } 1898. }

The Southern Boulevard Railroad Company having filed its application in writing to the Municipal Assembly of The City of New York, dated the day of 1898, for a grant of the right or franchise to use the streets, avenues and highways in The City of N. w

York, hereinafter mentioned, for street railway purposes, and for the construction, maintenance and operation of a double track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the following streets, avenues and highways, to wit:

Commencing at the intersection of the Southern Boulevard and Boston road, there connecting by suitable curves, switches and appliances with the existing tracks of the Southern Boulevard Railroad Company; running thence northerly through, upon and along said Southern Boulevard with double tracks to its intersection with East Two Hundredth street; running thence westerly through, upon and along said East Two Hundredth street with double tracks to the intersection of said East Two Hundredth street with Jerome avenue, there connecting by suitable curves, switches and appliances with the existing tracks of the Union Railway Company of New York City, all in the Borough of The Bronx, The City of New York, together with the necessary connections, switches, sidings, turnouts, turntables, crossovers and suitable stands required for the accommodation and operation of said railroad by electricity or any other motive power which may be lawfully employed upon the same.

Now, therefore, pursuant to the directions given by resolutions of both Houses of the Municipal Assembly of The City of New York, which was adopted by the Council and concurred in by the Board of Aldermen on the day of 1898, and approved by his Honor the Mayor of said city on the day of 1898, public notice of such application is hereby given, and that at the Councilmanic Chamber in the City Hall, in the Borough of Manhattan and The City of New York, on the day of 1898, such application of said Railroad Company will be first considered, and a public hearing had thereon.

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

City Clerk.

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

Which was decided in the affirmative.

No. 1611.

Whereas, The Union Railway Company of New York City has presented to the Municipal Assembly of The City of New York its application, in writing, for a grant of the franchise or right to use certain streets, avenues and highways in The City of New York for street railway purposes, and for the construction, maintenance and operation of a double track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of certain streets, avenues and highways, and that such local authorities of said city give public notice thereof and of the time and place when and where it will be first considered; it is

Resolved, If the Board of Aldermen concur, that Thursday, the 22d day of December, 1898, at 2 o'clock in the afternoon, and the Councilmanic Chamber, 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 said application of the Union Railway Company of New York City to the Municipal Assembly of The City of New York for a grant of the right or franchise to use certain streets, avenues and highways in said city for street railway purposes and for the construction, maintenance and operation of a double track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the streets, avenues and highways in said application mentioned in the manner and form as are particularly set forth in said application and therein described, will be first considered, and that the City Clerk shall cause public notice thereof to be published for at least fourteen (14) days in two of the daily newspapers published in The City of New York, to be designated in writing therefor by his Honor the Mayor, according to the provisions of the laws in such case made and provided, such notice to be published at the expense of the applicant.

Resolved, further, That the notice to be published by said City Clerk shall be substantially in form and manner as follows:

THE CITY OF NEW YORK—OFFICE OF THE CITY CLERK, } CITY HALL, NEW YORK, } day of } 1898. }

The Union Railway Company of New York City having filed its application in writing to the Municipal Assembly of The City of New York, dated the day of 1898, for a grant of the right or franchise to use the streets, avenues and highways in The City of New York, hereinafter mentioned, for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the following streets, avenues and highways, to wit:

Commencing at the intersection of One Hundred and Thirty-fifth street and Madison avenue, and there connecting by suitable curves, switches and appliances with the existing tracks of the Union Railway Company of New York City; running thence easterly through, upon and along said One Hundred and Thirty-fifth street with double tracks to the intersection of said One Hundred and Thirty-fifth street with Park avenue; running thence southerly through, upon and along said Park avenue with double tracks to the intersection of said Park avenue with One Hundred and Thirtieth street; running thence easterly through, upon and along said One Hundred and Thirtieth street with double tracks to the intersection of said One Hundred and Thirtieth street with Lexington avenue, and there connecting by suitable curves, switches and appliances with the existing tracks of the Union Railway Company of New York City, all in the Borough of Manhattan, The City of New York, together with the necessary connections, switches, sidings, turnouts, turntables, crossovers and suitable stands required for the accommodation and operation of said railroad by electricity or any other motive power which may be lawfully employed upon the same.

Now, therefore, pursuant to the directions given by resolutions of both Houses of the Municipal Assembly of The City of New York, which was adopted by the Council and concurred in by the Board of Aldermen on the day of 1898, and approved by his Honor the Mayor of said city on the day of 1898, public notice of such application is hereby given, and that at the Councilmanic Chamber, in the City Hall, in the Borough of Manhattan and The City of New York, on the day of 1898, at o'clock in the noon, such application of said railway company will be first considered, and a public hearing had thereon.

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

City Clerk.

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

Which was decided in the affirmative.

No. 1612.

Whereas, The Third Avenue Railroad Company has presented to the Municipal Assembly of The City of New York its application in writing for a grant of the franchise or right to use a certain bridge and certain streets, avenues and highways in The City of New York for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad as a branch or extension of its existing railroad through, upon and across said bridge hereinafter mentioned, and that such local authorities of said city give public notice thereof and of the time and place when and where it will be first considered; it is

Resolved, If the Board of Aldermen concur, that Thursday, the 22d day of December, 1898, at 2 o'clock in the afternoon, and the Councilmanic Chamber 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 said application of the Third Avenue Railroad Company to the Municipal Assembly of The City of New York for a grant of the right or franchise to use certain streets, avenues and highways and a certain bridge in said city for street railway purposes and for the construction, maintenance and operation of a double-track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the streets, avenues and highways in said application mentioned, and to, upon and across said bridge, in the manner and form as are particularly set forth in said application and therein described will be first considered, and that the City Clerk shall cause public notice thereof to be published for at least fourteen (14) days in two of the daily newspapers published in The City of New York, to be designated in writing therefor by his Honor the Mayor, according to the provisions of the laws in such case made and provided; such notice to be published at the expense of the applicant.

Resolved, further, That the notice to be published by said City Clerk shall be substantially in form and manner as follows:

THE CITY OF NEW YORK—OFFICE OF THE CITY CLERK, } CITY HALL, NEW YORK, } day of } 1898. }

The Third Avenue Railroad Company having filed its application in writing to the Municipal Assembly of The City of New York, dated the day of 1898, for a grant of the right or franchise to use the bridge, streets, avenues and highways in The City of New York hereinafter mentioned for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the following streets, avenues and highways, and to, upon and across the bridge hereinafter mentioned, to wit:

Commencing at the intersection of Amsterdam avenue and West One Hundred and Eighty-first street, in the Borough of Manhattan, The City of New York, there connecting by suitable curves, switches and appliances with the company's existing railroad upon said Amsterdam avenue; running thence easterly with double tracks through, upon and along said West One Hundred and Eighty-first street to the Washington Bridge, across the Harlem river; thence to, upon and across said Washington Bridge and the approaches thereto, with double tracks, to Boscobel avenue, in the Borough of The Bronx, The City of New York, there to connect with the railroad route of the Union Railway Company of New York City, located upon said Boscobel

avenue, together with the necessary connections, switches, sidings, turnouts, turntables, crossovers and suitable stands required for the accommodation and operation of said railroad by electricity or any other motive power which may be lawfully employed upon the same.

Now, therefore, pursuant to the directions given by resolutions of both houses of the Municipal Assembly of The City of New York, which was adopted by the Council and concurred in by the Board of Aldermen on the day of 1898, and approved by His Honor the Mayor of said city on the day of 1898, public notice of such application is hereby given, and that at the Councilmanic Chamber, in the City Hall, in the Borough of Manhattan and The City of New York, on the day of 1898, at o'clock in the noon, such application of said railroad company will be first considered, and a public hearing had thereon.

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

City Clerk.

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

No. 1613.

Whereas, The Kingsbridge Railway Company has presented to the Municipal Assembly of The City of New York its application, in writing, for a grant of the franchise or right to use certain streets, avenues and highways in The City of New York for street railway purposes and for the construction, maintenance and operation of a double-track street surface railroad in or upon the surface of the following-named streets, avenues and highways in the Borough of Manhattan and City of New York: Commencing at the intersection of the southerly side of Manhattan street and the Boulevard or Eleventh avenue, and running thence with double tracks through, along and upon said Boulevard or Eleventh avenue to the Kingsbridge road at or near One Hundred and Sixty-ninth street, including that portion of the Boulevard or Eleventh avenue which is situated between One Hundred and Fifty-fifth street and One Hundred and Fifty-seventh street, also known as the Boulevard Lafayette, and connecting with the proposed tracks on the Kingsbridge road. Also commencing at the junction of Kingsbridge road and the easterly side of Amsterdam avenue at or near One Hundred and Sixty-second street, and extending thence with double tracks through, along and upon the Kingsbridge road or Broadway, upon the bridge over the Harlem ship canal and upon the proposed bridge, when constructed, over Spuyten Duyvil creek to the northernmost point of intersection of West Two Hundred and Thirtieth street (formerly known as Riverdale avenue) with the Kingsbridge road or Broadway; thence westerly from the junction of Kingsbridge road or Broadway with Two Hundred and Thirtieth street (formerly known as Riverdale avenue), through, along and upon West Two Hundred and Thirtieth street (formerly known as Riverdale avenue) to Riverdale avenue; thence northerly through, along and upon Riverdale avenue to the northerly boundary line of The City of New York, together with the necessary connections, switches, sidings and turnouts required for the accommodation and operation of said railway, and praying that such local authorities of the City give public notice thereof, and of the time and place when it will be first considered; it is

Resolved, if the Board of Aldermen concur, That Thursday, the 22d day of December, 1898, at eleven o'clock in the forenoon, and the Councilmanic Chamber 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 said application of the Kingsbridge Railroad Company to the Municipal Assembly of The City of New York for a grant of the franchise or right to use certain streets, avenues and highways in said city for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad in or upon the surface of the streets, avenues and highways above mentioned, in the manner and form as are particularly set forth in said application and therein described, will be first considered, and that the City Clerk shall cause public notice thereof to be published for at least fourteen (14) days in two of the daily newspapers published in The City of New York, to be designated in writing therefor by His Honor the Mayor, according to the provisions of section 92 of the Railroad Law, such notice to be published at the expense of the applicants.

Resolved, further, That the notice to be published by the City Clerk shall be substantially in form and manner as follows:

THE CITY OF NEW YORK—OFFICE OF THE CITY CLERK, } CITY HALL, NEW YORK, } 1898.

The Kingsbridge Railway Company having filed its application, in writing, to the Municipal Assembly of The City of New York, dated the day of 1898, for a grant of the franchise or right to use the streets, avenues and highways in The City of New York hereinafter mentioned, for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad in or upon the surface of the following streets, avenues and highways in the Borough of Manhattan and City of New York, to wit:

Commencing at the intersection of the southerly side of Manhattan street and the Boulevard or Eleventh avenue, and running thence with double tracks through, along and upon said Boulevard or Eleventh avenue, to the Kingsbridge road, at or near One Hundred and Sixty-ninth street, including that portion of the Boulevard or Eleventh avenue, which is situated between One Hundred and Fifty-fifth street and One Hundred and Fifty-seventh street, known as the Boulevard Lafayette, and connecting with the proposed tracks on the Kingsbridge road.

Also commencing at the junction of the Kingsbridge road and the easterly side of Amsterdam avenue, at or near One Hundred and Sixty-second street, and extending thence with double tracks through, along and upon the Kingsbridge road or Broadway, upon the bridge over the Harlem Ship Canal and upon the proposed bridge, over Spuyten Duyvil creek to the northernmost point of intersection of West Two Hundred and Thirtieth street (formerly known as Riverdale avenue) with the Kingsbridge road or Broadway; thence westerly from the junction of Kingsbridge road or Broadway, with Two Hundred and Thirtieth street (formerly known as Riverdale avenue), through, along and upon West Two Hundred and Thirtieth street (formerly known as Riverdale avenue) to Riverdale avenue; thence northerly through, along and upon Riverdale avenue to the northerly boundary line of The City of New York, together with the necessary connections, switches, sidings and turnouts required for the accommodation and operation of the said railway; and to the operation of the said railway by electricity, or any other motive power which may be lawfully employed upon the same.

Now, therefore, pursuant to the directions given by resolutions of both Houses of the Municipal Assembly of The City of New York, which was adopted on the day of 1898, and approved by His Honor the Mayor of said city on the day of 1898, public notice of such application is hereby given and that at the City Hall in The City of New York, on the day of 1898, at o'clock in the noon, such application of said railway company 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 to said application.

City Clerk.

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

No. 1614.

Whereas, The Third Avenue Railroad Company has presented to the Municipal Assembly of The City of New York its application, in writing, for a grant of the franchise or right to use certain bridge and certain streets, avenues and highways in The City of New York for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of certain streets, avenues and highways, and to, upon and across said bridge hereinafter mentioned, and that such local authorities of said City give public notice thereof and of the time and place when and where it will be first considered; it is

Resolved, if the Board of Aldermen concur, that Thursday, the 22d day of December, 1898, at two o'clock in the afternoon, and the Councilmanic Chamber 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 said application of the Third Avenue Railroad Company to the Municipal Assembly of The City of New York for a grant of the right or franchise to use certain streets, avenues and highways and a certain bridge in said city for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the streets, avenues and highways in said application mentioned, and to, upon and across said bridge, in the manner and form as are particularly set forth in said application and therein described, will be first considered, and that the City Clerk shall cause public notice thereof to be published for at least fourteen (14) days in two of the daily newspapers published in The City of New York, to be designated in writing therefor by His Honor the Mayor, according to the provisions of the laws in such case made and provided, such notice to be published at the expense of the applicant.

Resolved, further, That the notice to be published by said City Clerk shall be substantially in form and manner, as follows:

THE CITY OF NEW YORK—OFFICE OF THE CITY CLERK, } CITY HALL, NEW YORK, } 1898.

The Third Avenue Railroad Company having filed its application in writing to the Municipal Assembly of The City of New York, dated the day of 1898, for a grant of the right or franchise to use the bridge, streets, avenues and highways in The City of New York, hereinafter mentioned, for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the following streets, avenues and highways, and to, upon and across the bridge hereinafter mentioned, to wit:

Commencing at the intersection of Amsterdam avenue and West One Hundred and Fifty-fifth street, in the Borough of Manhattan, The City of New York, and there connecting by suitable curves, switches and appliances with the Company's existing railroad upon said Amsterdam avenue, running thence easterly with double tracks through, upon and along said West One Hundred and Fifty-fifth street to the Viaduct, connecting with the Central or Macomb's Dam Bridge, running thence with double tracks to, upon and across said Viaduct to said Central or Macomb's Dam Bridge, running thence northerly to, upon and across said Central or Macomb's Dam Bridge and the approaches thereto, to Jerome avenue in the Borough of The Bronx, The City of New York, there to connect by suitable curves, switches and appliances with the existing railroad of the Union Railway Company of New York City, upon said Jerome avenue, together with the necessary connections, switches, sidings, turnouts, turntables, crossovers and suitable stands required for the accommodation and operation of said railroad by electricity, or any other motive power which may be lawfully employed upon the same.

Now, therefore, pursuant to the directions given by resolutions of both Houses of the Municipal Assembly of The City of New York, which was adopted by the Council and concurred in by the Board of Aldermen on the day of 1898, and approved by his Honor, the Mayor of said City, on the day of 1898, public notice of such application is hereby given, and that at the Councilmanic Chamber, in the City Hall, in the Borough of Manhattan and The City of New York, on the day of 1898, at o'clock in the noon, such application of said railroad company will be first considered and a public hearing had thereon.

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

City Clerk.

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

No. 1615.

Whereas, the Metropolitan Street Railway Company and the Central Park, North and East River Railroad Company have presented to the Municipal Assembly of The City of New York their application, in writing, for a grant of the franchise or right to use certain streets, avenues and highways in The City of New York for street railway purposes, and for the construction, maintenance and operation of a double track street surface railroad in and upon the surface of the Boulevard and Columbus avenue, between Fifty-ninth street and Sixty-fifth street, in the Borough of Manhattan, City of New York, said railroad connection to be formed by extensions of the railroads of said two companies in the manner set forth particularly in said application, and praying that such local authorities of the city give public notice thereof, and of the time and place when it will be first considered, it is

Resolved, if the Board of Aldermen concur, that Thursday, the 22d day of December, 1898, at 11 o'clock in the forenoon, and the Councilmanic Chamber 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 Central Park, North and East River Railroad Company to the Municipal Assembly of The City of New York, for a grant of the franchise or right to use the said portions of said streets in said city for railway purposes, and for the construction, maintenance and operation of a double track street surface railroad in and upon the surface of the streets, avenues and highways mentioned in said application, in the manner and form as are particularly set forth in said application and therein described, will be first considered, and that the City Clerk shall cause public notice thereof to be published for at least fourteen (14) days in two of the daily newspapers published in The City of New York, to be designated in writing therefor by his Honor the Mayor according to the provisions of section 92 of the Railroad Law, such notice to be published at the expense of the applicants.

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

THE CITY OF NEW YORK—OFFICE OF THE CITY CLERK, } CITY HALL, NEW YORK, } 1898.

The Metropolitan Street Railway Company and the Central Park, North and East River Railroad Company, having filed their application, in writing, to the Municipal Assembly of The City of New York, dated October 31, 1898, for a grant of the franchise or right to use the streets, avenues and highways in The City of New York hereinafter mentioned for street railway purposes, and for the construction, maintenance and operation of a double track street surface railroad connection in or upon the surface of the Boulevard and Columbus avenue, between Fifty-ninth street and Sixty-fifth street, in The City of New York, said connection to be formed by the construction and union of an extension of the railroad of the Metropolitan Company, as follows:

Commencing at the intersection of Sixty-fifth street with the Columbus (formerly Ninth) avenue, in the Borough of Manhattan, City of New York, and connecting thereby suitable curves, switches and appliances with the company's existing railroad on Columbus (formerly Ninth) avenue; running thence southerly, with double tracks, in or upon the surface of Columbus (formerly Ninth) avenue to the intersection of the center line of the Boulevard with the center line of Columbus (formerly Ninth) avenue, at or about the center of the block between Sixty-fifth and Sixty-fourth streets, with an extension to be constructed to the railroad of the Central Park Company, as follows:

Commencing at the intersection of Fifty-ninth street and the Eighth avenue, in the Borough of Manhattan, City of New York, and connecting thereby suitable curves, switches and appliances with the company's existing railroad on Fifty-ninth street; running thence northerly, with double tracks, in or upon the surface of the Boulevard to the intersection of the center line of said Boulevard with the center line of Columbus (formerly Ninth) avenue, at or about the center of the block between Sixty-fourth and Sixty-fifth streets. The length of the proposed extension of the Metropolitan Company being one hundred and fifty (150) feet or thereabouts, and the length of the proposed extension of the Central Park Company being seven hundred (700) feet or thereabouts, and the point of union not over one-half mile from the respective lines or routes of the said companies, and to the operation of the said railroad extensions by an underground current of electricity, or such other form of motive power as may be lawfully employed upon the same.

Now, therefore, pursuant to directions given by resolutions of both Houses of the Municipal Assembly of The City of New York, which were adopted on the day of 1898, and approved by his Honor, the Mayor of said city, on the day of 1898, public notice of such application is hereby given, and that at the Councilmanic Chamber in the City Hall of The City of New York, on the day of 1898, at o'clock in the noon, 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 to said application.

City Clerk.

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

No. 1616.

Whereas, The Fort George and Eleventh Avenue Railroad Company has presented to the Municipal Assembly of The City of New York, its application, in writing, for a grant of the franchise or right to use certain streets, avenues and highways in The City of New York for street railway purposes, and for the construction, maintenance and operation of a double track street surface railroad in or upon the surface of the following named streets, avenues and highways in the said city:

Commencing at the intersection of One Hundred and Thirtieth street and the Boulevard, or Eleventh avenue, and connecting there with the railroad of the Metropolitan Street Railway Company at present constructed on the Boulevard, running thence northerly along said Boulevard, or Eleventh avenue, to the intersection of One Hundred and Eighty-second street and Eleventh avenue, including that portion of the Boulevard, or Eleventh avenue, which is situated between One Hundred and Fifty-fifth street and One Hundred and Fifty-seventh street, also known as the Boulevard Lafayette; and also from the junction of said Boulevard, or Eleventh avenue with One Hundred and Forty-fifth street, running thence easterly through, upon and along One Hundred and Forty-fifth street to the Harlem river, all in the Borough of Manhattan, City of New York, and praying that such local authorities of the city give public notice thereof, and of the time and place when it will be first considered, it is

Resolved, if the Board of Aldermen concur, That Thursday the twenty-second day of December, 1898, at eleven o'clock in the forenoon, and the Councilmanic Chamber in the City Hall in The City of New York be, and they are hereby designated as the time and place when and where the application of the Fort George and Eleventh Avenue Railroad Company to the Municipal Assembly of The City of New York, for a grant of the franchise or right to use certain streets, avenues and highways in said city for railway purposes, and for the construction, maintenance and operation of a double-track street-surface railroad in and upon the surface of the streets, avenues and highways above mentioned, in the manner and form as are particularly set forth in said application and therein described, will be first considered, and that the City Clerk shall cause public notice thereof to be published for at least fourteen (14) days in two of the daily newspapers published in The City of New York, to be designated in writing therefor by his Honor the Mayor, according to the provisions of section 92 of the Railroad Law, such notice to be published at the expense of the applicant.

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

THE CITY OF NEW YORK—OFFICE OF THE CITY CLERK, } CITY HALL, NEW YORK, } 1898.

The Fort George and Eleventh Avenue Railroad Company having filed its application, in writing, to the Municipal Assembly of The City of New York, dated November 18, 1898, for a grant

of the franchise or right to use the streets, avenues and highways in The City of New York hereinafter mentioned for street-railway purposes, and for the construction, maintenance and operation of a double-track street-surface railroad in or upon the surface of the following streets, avenues and highways in The City of New York, to wit:

Commencing at the intersection of One Hundred and Thirtieth street and the Boulevard, or Eleventh avenue, and connecting there with the railroad of the Metropolitan Street Railway Company at present constructed on the Boulevard; running thence northerly along said Boulevard or Eleventh avenue, to the intersection of One Hundred and Eighty-second street and Eleventh avenue, including that portion of the Boulevard, or Eleventh avenue, which is situated between One Hundred and Fifty-fifth street and One Hundred and Fifty-seventh street, also known as the Boulevard Lafayette; and also from the junction of said Boulevard, or Eleventh avenue, with One Hundred and Forty-fifth street; running thence easterly through, upon and along One Hundred and Forty-fifth street to the Harlem river, all in the Borough of Manhattan, City of New York, and to the operation of the said railroad by an underground current of electricity, or such other form of motive power as may be lawfully employed upon the same.

Now, therefore, pursuant to directions given by resolutions of both Houses of the Municipal Assembly of The City of New York, which were adopted on 1898, and approved by his Honor the Mayor of said city on 1898, public notice of such application is hereby given, and that at the Councilmanic Chamber in the City Hall of The City of New York, on the day of 1898, at o'clock in the noon, such application of said Railroad Company 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 to said application.

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

Whereas, The New York and Harlem Railroad Company, the Eighth Avenue Railroad Company and the Metropolitan Street Railway Company, lessee, have presented to the Municipal Assembly of The City of New York their application, in writing, for a grant of the franchise or right to use certain streets, avenues and highways in The City of New York for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad union and connection in or upon the surface of One Hundred and Thirty-fifth street, between Madison avenue and Eighth avenue in the Borough of Manhattan, City of New York, said railroad connection to be formed by extensions of the railroads of the first two companies above named, in the manner set forth particularly in said application, and praying that such local authorities of the city give public notice thereof, and of the time and place when it will be first considered; it is

Resolved, if the Board of Aldermen concur, That Thursday, the 22d day of December, 1898, at 11 o'clock in the forenoon, and the Councilmanic Chamber 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 New York and Harlem Railroad Company, the Eighth Avenue Railroad Company and the Metropolitan Street Railway Company to the Municipal Assembly of The City of New York, for a grant of the franchise or right to use the said portions of said streets in said city for railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad in and upon the surface of the streets, avenues and highways mentioned in said application in the manner and form as are particularly set forth in said application and therein described, will be first considered, and that the City Clerk shall cause public notice thereof to be published for at least fourteen (14) days in two of the daily newspapers published in The City of New York, to be designated in writing therefor by his Honor the Mayor, according to the provisions of section 92 of the Railroad Law; such notice to be published at the expense of the applicants.

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

THE CITY OF NEW YORK—OFFICE OF THE CITY CLERK, } CITY HALL, NEW YORK, } 1898.

The New York and Harlem Railroad Company, the Eighth Avenue Railroad Company and the Metropolitan Street Railway Company having filed their application, in writing, to the Municipal Assembly of The City of New York, dated November 18, 1898, for a grant of the franchise or right to use the streets, avenues and highways in The City of New York hereinafter mentioned for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad connection in or upon the surface of One Hundred and Thirty-fifth street, between Madison avenue and Eighth avenue, in The City of New York, said connection to be formed by the construction and union of an extension of the railroad of the New York and Harlem Railroad Company, as follows:

Connecting with the company's existing double-track railroad on Madison avenue at One Hundred and Thirty-fifth street by suitable curves, switches and appliances, running thence westerly, with double-tracks, in or upon One Hundred and Thirty-fifth street to Lenox (formerly Sixth) avenue, with an extension to be constructed to the railroad of the Eighth Avenue Railroad Company, as follows:

Connecting with the company's existing double-track railroad at Eighth avenue and One Hundred and Thirty-fifth street by suitable curves, switches and appliances; running thence easterly, with double tracks, in or upon One Hundred and Thirty-fifth street to Lenox (formerly Sixth) avenue, the length of the proposed extension of the New York and Harlem Railroad Company being fifteen hundred and thirty (1530) feet or thereabouts, and the length of the proposed extension of the Eighth Avenue Railroad Company being eighteen hundred (1800) feet or thereabouts, and the point of union not over one-half mile from the respective lines or routes of the said companies, and to the operation of the said railroad extension by an underground current of electricity, or such other form of motive power as may be lawfully employed upon the same.

Now, therefore, pursuant to directions given by resolutions of both houses of the Municipal Assembly of The City of New York, which were adopted on 1898, and approved by his Honor the Mayor of said city on 1898, public notice of such application is hereby given, and that at the Councilmanic Chamber, in the City Hall of The City of New York, on the day of 1898, at o'clock in the noon, 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 to said application.

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

Whereas, The Third Avenue Railroad Company has presented to the Municipal Assembly of The City of New York its application, in writing, for a grant of the franchise or right to use a certain bridge and certain streets, avenues and highways in The City of New York for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of certain streets, avenues and highways, and to, upon and across said bridge hereinafter mentioned, and that such local authorities of said city give public notice thereof and of the time and place when and where it will be first considered; it is

Resolved, if the Board of Aldermen concur, That Thursday, the 22d day of December, 1898, at 2 o'clock in the afternoon, and the Councilmanic Chamber 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 said application of the Third Avenue Railroad Company to the Municipal Assembly of The City of New York for a grant of the right or franchise to use certain streets, avenues and highways and a certain bridge in said city for street railway purposes and for the construction, maintenance and operation of a double-track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the streets, avenues and highways in said application mentioned, and to, upon and across said bridge, in the manner and form as are particularly set forth in said application and therein described, will be first considered, and that the City Clerk shall cause public notice thereof to be published for at least fourteen (14) days in two of the daily newspapers published in The City of New York, to be designated in writing therefor by his Honor the Mayor, according to the provisions of the laws in such case made and provided; such notice to be published at the expense of the applicant.

Resolved, further, That the notice to be published by said City Clerk shall be substantially in form and manner, as follows:

THE CITY OF NEW YORK—OFFICE OF THE CITY CLERK, } CITY HALL, NEW YORK, } day of 1898.

The Third Avenue Railroad Company having filed its application, in writing, to the Municipal Assembly of The City of New York, dated the day of 1898, for a grant of the right or franchise to use the bridge, streets, avenues and highways in The City of New York hereinafter mentioned for street railway purposes, and for the construction, maintenance and operation of a double-track street surface railroad as a branch or extension of its existing railroad through, upon and along the surface of the following streets, avenues and highways, and to, upon and across the bridge hereinafter mentioned, to wit:

Commencing at the intersection of First avenue and East One Hundred and Twenty-fifth street, in the Borough of Manhattan, The City of New York, there connecting by suitable curves, switches and appliances with the company's existing railroad upon said East One Hundred and Twenty-fifth street; running thence northeasterly with double tracks through,

upon and along said First avenue and said East One Hundred and Twenty-fifth street to the bridge now being constructed across the Harlem river; thence to, upon and across said bridge and the approaches thereto with double tracks to Willis avenue, in the Borough of The Bronx, The City of New York, there to connect by suitable curves, switches and appliances with the existing tracks of the Union Railway Company of New York City upon said Willis avenue, together with the necessary connections, switches, sidings, turnouts, turntables, cross-overs and suitable stands required for the accommodation and operation of said railroad by electricity, or any other motive power which may be lawfully employed upon the same.

Now, therefore, pursuant to the directions given by resolutions of both houses of the Municipal Assembly of The City of New York, which was adopted by the Council and occurred in by the Board of Aldermen on the day of 1898, and approved by his Honor the Mayor of said city on the day of 1898, public notice of such application is hereby given, and that at the Councilmanic Chamber in the City Hall, in the Borough of Manhattan and The City of New York, on the day of 1898, at o'clock in the noon, such application of said railroad company will be first considered, and a public hearing had thereon.

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

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

Resolved, That permission be and the same is hereby given to J. B. & J. M. Cornell, of Nos. 179, 181, and 183 Wooster street, to keep a wrought-iron slide box to extend from centre windows to the curb. Slide to be used for packing boxes; the slide will be arranged to lift up and out of the way when not in use; it will be operated by chains and weights to work inside of the building, to be about four feet in width, the work to be done at their own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

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

At this point the Vice-President took the chair.

REPORTS RESUMED.

The Committee on Water Supply, to whom was referred the annexed resolution and report of the Council, No. 1540, respectfully

REPORT: That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said resolution and report be concurred in.

JEREMIAH KENNEDICK, } JAMES F. ELLIOTT, } Committee on } WILLIAM T. JAMES, } Water Supply. } JOHN J. VAUGHAN, JR., }

(Papers referred to in preceding Report.)

The Committee on Water Supply, to whom was referred the annexed ordinance in favor of laying water-mains in various thoroughfares in the Borough of Brooklyn (see Minutes, October 18, 1898, page 326), respectfully

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

AN ORDINANCE to direct the laying of water-mains in various thoroughfares in the Borough of Brooklyn.

Be it Ordained by the Municipal Assembly of The City of New York, as follows:

- That water-mains be laid in the following streets and avenues in the Borough of Brooklyn: Fifty-second street, between Eighth and Ninth avenues; Eighty-eighth street, between Fifth and Fort Hamilton avenues; Twenty-first avenue, between Eighty-fourth and Eighty-sixth streets; Third avenue, between Sixtieth and Sixty-first streets, and Sixty-first street, between Third and Fourth avenues; Eighty-first street, between Second and Third avenues; Bay Twenty-second street, between Cropsey avenue and Eighty-sixth street; Park place, between Albany and Troy avenues; Eighteenth avenue, between Sixty-third and Sixty-seventh streets; Ninety-third street, between Third and Fourth avenues; Twenty-third avenue, between Bath avenue and Eighty-sixth street; Eighty-eighth street, between Fort Hamilton road and Seventh avenue; Fortieth street, between Sixth and Seventh avenues; Eighteenth avenue, between Fiftieth and Fifty-seventh streets;—under the direction of the commissioner of water supply.

THOMAS F. FOLEY, } HARRY C. HART, } Committee on } EUGENE A. WISE, } Water Supply. } FRANCIS F. WILLIAMS, } JOSEPH F. O'GRADY, } ADOLPH C. HUTTENROTH, }

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK, } No. 346 BROADWAY, BOROUGH OF MANHATTAN, } NEW YORK, October 11, 1898. }

To the Honorable the Municipal Assembly of The City of New York:

Sirs—At a regular meeting of this Board, held on the 5th instant, a resolution was adopted authorizing the Commissioner of Water Supply to lay water-mains in the following streets and avenues in the Borough of Brooklyn:

- Fifty-second street, between Eighth and Ninth avenues; Eighty-eighth street, between Fifth and Fort Hamilton avenues; Twenty-first avenue, between Eighty-fourth and Eighty-sixth streets; Third avenue, between Sixtieth and Sixty-first streets, etc.; Eighty-first street, between Second and Third avenues; Bay Twenty-second street, between Cropsey avenue and Eighty-sixth street; Park place, between Albany and Troy avenues; Eighteenth avenue, between Sixty-third and Sixty-seventh streets; Ninety-third street, between Third and Fourth avenues; Twenty-third avenue, between Bath avenue and Eighty-sixth street; Eighty-eighth street, between Fort Hamilton road and Seventh avenue; Fortieth street, between Sixth and Seventh avenues; Eighteenth avenue, between Fiftieth and Fifty-seventh streets.

The attached ordinance was drawn up in accordance with said resolution, and the same is herewith transmitted to your Honorable Body for approval, in conformity with section 417, chapter 378, Laws of 1897.

Respectfully, JOHN H. MOONEY, Secretary.

Alderman Kenney moved that the report receive immediate consideration. The Vice-President put the question whether the Board would agree with said motion. Which was unanimously decided in the affirmative.

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

Affirmative—The President, the Vice-President, Aldermen Bridges, Burleigh, Byrne, Cronin, Diemer, Dooley, Dunn, Fleck, Flinn, Falks, Gaffney, Gass, Geiger, Glick, Goodman, Helgans, James, Keegan, Kennedick, Kenney, Koch, Lang, Ledwith, McCall, McCaul, McEnaney, McGrath, McInnes, McKeyer, McNeil, Metzger, Minsky, Neufeld, Oatman, Okie, Roody, Schneider, Sherman, Smith, Stewart, Vaughan, Wafer, Wentz, and Woodward—46.

At this point the President resumed the chair.

The Committee on Water Supply, to whom was referred the annexed resolution and report of the Council, No. 1542, respectfully

REPORT: That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said resolution and report be concurred in.

JEREMIAH KENNEDICK, } JAMES F. ELLIOTT, } Committee on } WILLIAM T. JAMES, } Water Supply. } JOHN J. VAUGHAN, JR., }

(Papers referred to in preceding Report.)

The Committee on Water Supply, to whom was referred the annexed ordinance in favor of laying water-mains in various thoroughfares in the Borough of Brooklyn (see Minutes, October 18, 1898, page 329), respectfully

REPORT :

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

AN ORDINANCE to direct the laying of water-mains in various thoroughfares in the Borough of Brooklyn.

Be it Ordained by the Municipal Assembly of The City of New York, as follows :

That water-mains be laid in the following streets and avenues in the Borough of Brooklyn—

- In Eighth avenue, between Sixty-fourth and Sixty-seventh streets, with connection in Sixty-seventh street ;
In Seventy-first street, between Seventeenth and Eighteenth avenues ;
In Hampton place, between Park place and Sterling place ;
In Sixty-seventh street, between Seventeenth and Eighteenth avenues ;
In Sixty-sixth street, between New Utrecht avenue and Fourteenth street ;

THOMAS F. FOLEY, EUGENE A. WISE, FRANCIS F. WILLIAMS, JOSEPH F. O'GRADY, ADOLPH C. HOTTENROTH, } Committee on Water Supply.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK, No. 346 BROADWAY, BOROUGH OF MANHATTAN, NEW YORK, October 11, 1898.

To the Honorable the Municipal Assembly of The City of New York :

SIR—At a regular meeting of this Board, held on the 5th instant, a resolution was adopted authorizing the Commissioner of Water Supply to lay water-mains in the following streets and avenues in the Borough of Brooklyn :

- Eighteenth avenue, between Sixty-fourth and Sixty-seventh streets, etc. ;
Seventy-first street, between Seventeenth and Eighteenth avenues ;
Hampton place, between Park place and Sterling place ;
Sixty-seventh street, between Seventeenth and Eighteenth avenues ;
Sixty-sixth street, between New Utrecht avenue and Fourteenth street.

In conformity with said resolution the attached ordinance was drawn up, and same is herewith transmitted to your Honorable Body for approval, in accordance with section 417, chapter 378, Laws of 1897.

Respectfully, JOHN H. MOONEY, Secretary.

Alderman Kenny moved that the report receive immediate consideration. The President put the question whether the Board would agree with said motion. Which was unanimously decided in the affirmative.

The President then put the question whether the Board would agree to accept said report and adopt said ordinance.

Which was decided in the affirmative by the following vote :

Affirmative—The President, the Vice-President, Aldermen Bridges, Burleigh, Byrne, Cronin, Diemer, Dooley, Elliott, Fleck, Flann, Folks, Gaffney, Gass, Geiger, Geiser, Glick, Goodman, Helgans, James Keegan, Kenney, Lang, McCann, McCall, McEneaney, McGrath, McInnes, McKeever, McNeil, Metzger, Mink, Moh, Neufeld, Oatman, Roddy, Schneider, Sherman, Smith, Stewart, Vaughan, Veltou, Water, Wentz, and Woodward—46.

No. 1521.

The Committee on Law, to whom was referred the annexed ordinance entitled "An Ordinance to prevent performances known as six-day bicycle races in The City of New York," respectfully

REPORT :

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

AN ORDINANCE to prevent performances known as six-day bicycle races in The City of New York. Be it Ordained by the Municipal Assembly of The City of New York, as follows :

Section 1. No person or persons shall organize, superintend, promote or manage a race or series of bicycle races participated in by men, women or children, within these corporate limits, which shall entail continuous riding or remaining on the wheel for more than twelve hours out of each twenty-four hours, and no man, woman or child in any bicycle race, or series of races, shall have less than twelve hours' continuous rest off the wheel in each twenty-four hours.

Sec. 2. Any violation of this ordinance shall be under a penalty of one hundred dollars.

Sec. 3. All ordinances or parts of ordinances inconsistent or conflicting with the provisions of this ordinance are hereby repealed.

Sec. 4. This ordinance shall take effect immediately.

MATTHEW E. DOOLEY, JACOB J. VELTON, JAMES E. GAFFNEY, JAMES H. MCINNES, } Committee on Law.

Alderman Bridges moved that the report be recommitted to the Committee on Law with instructions to hold another public hearing thereon.

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

No. 1544—(B. O. 155.)

The Committee on Water Supply, to whom was referred the annexed resolution and report of the Council, No. 1544, respectfully

REPORT :

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

JEREMIAH KENNEFICK, JAMES F. ELLIOTT, WILLIAM T. JAMES, JOHN J. VAUGHAN, JR., } Committee on Water Supply.

(Papers referred to in preceding Report.)

The Committee on Water Supply, to whom was referred the annexed ordinance in favor of laying water-mains in various streets in the Borough of Queens (see Minutes, October 18, 1898, page 334), respectfully

REPORT :

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

AN ORDINANCE to direct the laying of water-mains in various thoroughfares in the Borough of Queens.

Be it Ordained by the Municipal Assembly of The City of New York, as follows :

That water-mains be laid in the following streets and avenues in the Borough of Queens :

- In Third avenue and Eighteenth street, between the College Point stand-pipe and Fifth avenue ;
In Fourth avenue, between Whitestone stand-pipe and Eighteenth street ;
In Whitestone avenue, between Bayside avenue and Higgins lane, with the necessary hydrants, stop-cocks and connections ;

—under the direction of the commissioner of water supply.

THOMAS F. FOLEY, HARRY C. HART, EUGENE A. WISE, FRANCIS F. WILLIAMS, JOSEPH F. O'GRADY, ADOLPH C. HOTTENROTH, } Committee on Water Supply.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK, No. 346 BROADWAY, BOROUGH OF MANHATTAN, NEW YORK, October 17, 1898.

To the Honorable the Municipal Assembly of The City of New York :

SIR—At a regular meeting of this Board, held on the 5th instant, a resolution was adopted authorizing the Commissioner of Water Supply to lay water-mains in the following streets in the Borough of Queens :

- Third avenue and Eighteenth street, between the College Point stand-pipe and Fifth avenue ;
Fourth avenue, between Whitestone stand-pipe and Eighteenth street ;
Whitestone avenue, between Bayside avenue and Higgins lane.

The attached ordinance was drawn up in accordance with said resolution, and I transmit same herewith for the approval of your Honorable Body, in pursuance of section 417, chapter 378, Laws of 1897.

Respectfully, JOHN H. MOONEY, Secretary.

Which was laid over.

No. 1541.

The Committee on Water Supply, to whom was referred the annexed resolution and report of the Council, No. 1541, respectfully

REPORT :

That, having examined the subject, they believe the proposed improvement to be necessary.

They therefore recommend that the said resolution and report be concurred in.

JEREMIAH KENNEFICK, JAMES F. ELLIOTT, WILLIAM T. JAMES, JOHN J. VAUGHAN, JR., } Committee on Water Supply.

(Papers referred to in preceding Report.)

The Committee on Water Supply, to whom was referred the annexed ordinance in favor of laying water-mains in various localities in the Borough of Brooklyn (see Minutes, October 18, 1898, page 327), respectfully

REPORT :

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

AN ORDINANCE to direct the laying of water-mains in various localities in the Borough of Brooklyn.

Be it Ordained by the Municipal Assembly of The City of New York, as follows :

- That water-mains be laid in the following streets and avenues in the Borough of Brooklyn :
Fifty-first street, between Seventh and Eighth avenues ;
Fifty-third street, between Fifth and Sixth avenues ;
Third avenue, between Seventy-third and Seventy-fourth streets ;
Forty-fourth street, between Second and Third avenues ;
Seventh avenue, between Eighty-sixth and Ninety-second streets ;
Third avenue, between Sixtieth and Sixty-fifth streets, and Sixty-fifth street, between First and Third avenues ;

- Thirty-seventh street, between Fourth and Fifth avenues ;
Bay Twenty-eighth and Twenty-ninth streets, between Bath avenue and Eighty-sixth street ;
Twenty-third avenue, between Eighty-second street and Stillwell avenue ;
Seventy-ninth street, between Twenty-second and Twenty-third avenues ;
Eightieth street, between Twenty-second and Twenty-third avenues, to Stillwell avenue ;
Eighty-first street, between Twenty-second and Twenty-fourth avenues ;
Eighty-fifth street, between Eleventh and Twelfth avenues ;
Twelfth avenue, between Eighty-third and Eighty-sixth streets, necessary to give circulation to dead ends ;

- Prospect avenue, between Ninth and Tenth avenues ;
Avenue L and East Eighth street ;
Douglas and Degraw streets, between Nostrand and New York avenues ;
Seventy-third street, between Second and Third avenues ;
Avenue U, between Ocean and Coney Island avenues ;
Newton street, between Manhattan and Graham avenues ;
Fifty-first street, between Third and Fourth avenues ;
Newton street, between Graham avenue and Engert street ;
Degraw street, between Buffalo and Ralph avenues ;
Sixty-fifth street, between Seventh and Eighth avenues ;
President street, between Brooklyn and Kingston avenues ;
Sixtieth street, between Eighth and Tenth avenues ;
Sixtieth street, between Third and Fourth avenues.

—under the direction of the commissioner of water supply.

THOMAS F. FOLEY, EUGENE A. WISE, HARRY C. HART, FRANCIS F. WILLIAMS, JOSEPH F. O'GRADY, ADOLPH C. HOTTENROTH, } Committee on Water Supply.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK, No. 346 BROADWAY, BOROUGH OF MANHATTAN, NEW YORK, October 11, 1898.

To the Honorable the Municipal Assembly of The City of New York :

SIR—At a regular meeting of this Board, held on the 5th instant, a resolution was adopted authorizing the Commissioner of Water Supply to extend the water system in the Borough of Brooklyn by laying water-mains in the following streets :

- Fifty-first street, between Seventh and Eighth avenues ;
Fifty-third street, between Fifth and Sixth avenues ;
Third avenue, between Seventy-third and Seventy-fourth streets ;
Forty-fourth street, between Second and Third avenues ;
Seventh avenue, between Eighty-sixth and Ninety-second streets ;
Third avenue, between Sixtieth and Sixty-fifth streets, and Sixty-fifth street, First to Third avenue ;

- Thirty-seventh street, between Fourth and Fifth avenues ;
Bay Twenty-eighth and Twenty-ninth streets, between Bath avenue and Eighty-sixth street ;
Twenty-third avenue, between Eighty-second street and Stillwell avenue ;
Seventy-ninth street, between Twenty-second and Twenty-third avenues ;
Eightieth street, between Twenty-second and Twenty-third avenues to Stillwell avenue ;
Eighty-first street, between Twenty-second and Twenty-fourth avenues ;
Eighty-fifth street, between Eleventh and Twelfth avenues ;
Twelfth avenue, between Eighty-third and Eighty-sixth streets ;
Prospect avenue, between Ninth and Tenth avenues ;
Avenue L and East Eighth street ;

- Douglas and Degraw streets, between Nostrand and New York avenues ;
Seventy-third street, between Second and Third avenues ;
Avenue U, between Ocean and Coney Island avenues ;
Newton street, between Graham avenue and Engert street ;
Degraw street, between Buffalo and Ralph avenues ;
Sixty-fifth street, between Seventh and Eighth avenues ;
President street, between Brooklyn and Kingston avenues ;
Sixtieth street, between Eighth and Tenth avenues ;
Sixtieth street, between Third and Fourth avenues.

The attached ordinance, which is drawn up in conformity with the said resolution, is transmitted to your Honorable Body for approval, in accordance with section 417, chapter 378, Laws of 1897.

Respectfully, JOHN H. MOONEY, Secretary.

Alderman Keegan moved that the report receive immediate consideration.

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

The President then put the question whether the Board would agree to accept said report and adopt said ordinance.

Which was decided in the affirmative by the following vote :

Affirmative—The President, the Vice-President, Aldermen Bridges, Burleigh, Burrell, Byrne, Cronin, Diemer, Dooley, Dunn, Elliott, Folks, Gaffney, Gass, Geiger, Glick, Goodman, Harrington, Helgans, James Keegan, Kennefick, Kenney, Lang, Ledwith, McCall, McCann, McEneaney, McGrath, McInnes, McKeever, McNeil, Metzger, Muh, Neufeld, Oatman, Okie, Schneider, Sherman, Stewart, Vaughan, Veltou, Wafer, Wentz, and Woodward—45.

No. 1545.

The Committee on Water Supply, to whom was referred the annexed resolution and report of the Council, No. 1545, respectfully

REPORT :

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

JEREMIAH KENNEFICK, JAMES F. ELLIOTT, WILLIAM T. JAMES, JOHN J. VAUGHAN, JR., } Committee on Water Supply.

(Papers referred to in preceding Report.)

The Committee on Water Supply, to whom was referred the annexed ordinance in favor of laying water-mains in One Hundred and Thirty-ninth and One Hundred and Fortieth streets, in the Borough of The Bronx (see Minutes, October 18, 1898, page 331), respectfully

REPORT :

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

AN ORDINANCE to direct the laying of water-mains in One Hundred and Thirty-ninth and One Hundred and Fortieth streets, in the Borough of The Bronx.

Be it Ordained by the Municipal Assembly of The City of New York, as follows :

That water-mains be laid in One Hundred and Thirty-ninth and One Hundred and Fortieth streets, between St. Ann's and Trinity avenues, in the Borough of The Bronx, under the direction of the commissioner of water supply.

THOMAS F. FOLEY, HARRY C. HART, EUGENE A. WISE, FRANCIS F. WILLIAMS, JOSEPH F. O'GRADY, ADOLPH C. HOTTENROTH, } Committee on Water Supply.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK, No. 346 BROADWAY, BOROUGH OF MANHATTAN, NEW YORK, October 14, 1898.

To the Honorable the Municipal Assembly of The City of New York:

SIRS—At a regular meeting of this Board, held on the 12th instant, a resolution was adopted authorizing the Commissioner of Water Supply to lay water-mains in One Hundred and Thirty-ninth and One Hundred and Fortieth streets, between St. Ann's and Trinity avenues, Borough of The Bronx; and the attached ordinance, conforming to the terms of said resolution, is herewith transmitted to your Honorable Body for approval, in accordance with section 417, chapter 378, Laws of 1897.

Respectfully, JOHN H. MOONEY, Secretary.

Alderman McGrath moved that the report receive immediate consideration. The President put the question whether the Board would agree with said motion. Which was unanimously decided in the affirmative. The President then put the question whether the Board would agree to accept said report and adopt said ordinance.

Which was decided in the affirmative by the following vote: Affirmative—The President, the Vice-President, Aldermen Bridges, Burleigh, Burrell, Byrne, Cronin, Diemer, Dooley, Dunn, Elliott, Folks, Gaffney, Gass, Geiger, Goodman, Harrington, Helgans, James, Keegan, Kennefick, Kenney, Koch, Lang, Ledwith, McCall, McCaul, McKeaney, McGrath, McInnes, McKeever, McNeil, Metzger, Muh, Neufeld, Oatman, Okie, Roddy, Schneider, Sherman, Stewart, Vaughan, Velton, Water, Wentz, and Woodward—45.

No. 1543.—(G. O. 156.)

The Committee on Water Supply, to whom was referred the annexed resolution and report of the Council, No. 1543, respectfully

REPORT:

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

JEREMIAH KENNEFICK, JAMES F. ELLIOTT, WILLIAM T. JAMES, JOHN J. VAUGHAN, JR., Committee on Water Supply.

(Papers referred to in preceding Report.)

The Committee on Water Supply, to whom was referred the annexed ordinance in favor of laying water-mains in various thoroughfares in the Borough of Brooklyn (see Minutes, October 18, 1898, page 339), respectfully

REPORT:

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

AN ORDINANCE to direct the laying of water-mains in various thoroughfares in the Borough of Brooklyn.

Be it Ordained by the Municipal Assembly of The City of New York, as follows: That water-mains be laid in the following streets and avenues in the Borough of Brooklyn: In Fifteenth avenue, between Bath and Crosby avenues; In Throop avenue, between Halsey and McDonough streets; In Third avenue, between Eighty-second and Eighty-third streets; and In Eighty-third street, between Second and Third avenues;—under the direction of the commissioner of water supply.

THOMAS F. FOLEY, HARRY C. HART, EUGENE A. WISE, FRANCIS F. WILLIAMS, JOSEPH F. O'GRADY, ADOLPH C. HOTTENROTH, Committee on Water Supply.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK, No. 346 BROADWAY, BOROUGH OF MANHATTAN, NEW YORK, October 14, 1898.

To the Honorable the Municipal Assembly of The City of New York:

SIRS—In accordance with section 417, chapter 378, Laws of 1897, I enclose herewith, for the approval of your Honorable Body, an ordinance conforming to the terms of a resolution adopted by this Board at the meeting held on the 5th instant, authorizing the Commissioner of Water Supply to lay water-mains in the following streets in the Borough of Brooklyn:

Fifteenth avenue, between Bath and Crosby avenues; Throop avenue, between Halsey and McDonough streets; Third avenue, between Eighty-second and Eighty-third streets; and In Eighty-third street, between Second and Third avenues.

Respectfully, JOHN H. MOONEY, Secretary.

Which was laid over.

No. 1536.

The Committee on Water Supply, to whom was referred the annexed resolution and report of the Council, No. 1536, respectfully

REPORT:

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

JEREMIAH KENNEFICK, JAMES F. ELLIOTT, WILLIAM T. JAMES, JOHN J. VAUGHAN, JR., Committee on Water Supply.

(Papers referred to in preceding Report.)

The Committee on Water Supply, to whom was referred the annexed ordinance in favor of laying water-mains in Lafontaine avenue, in the Borough of The Bronx (see Minutes, October 4, 1898, page 17), respectfully

REPORT:

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

AN ORDINANCE to provide water-mains in Lafontaine avenue, Borough of The Bronx.

Be it Ordained by the Municipal Assembly of The City of New York, as follows: That water-mains be laid in Lafontaine avenue, from One Hundred and Seventy-ninth street to Quarry road, in the Borough of The Bronx, under the direction of the commissioner of water supply. Section 413, chapter 378, Laws 1897.

THOMAS F. FOLEY, HARRY C. HART, EUGENE A. WISE, FRANCIS F. WILLIAMS, JOSEPH F. O'GRADY, ADOLPH C. HOTTENROTH, Committee on Water Supply.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK, No. 346 BROADWAY, BOROUGH OF MANHATTAN, NEW YORK, September 28, 1898.

To the Honorable the Municipal Assembly of The City of New York:

SIRS—At a regular meeting of this Board, held on the 26th instant, a resolution was adopted authorizing the Commissioner of Water Supply to enter into a contract for laying water-mains in Lafontaine avenue, from One Hundred and Seventy-ninth street to Quarry road, Borough of The Bronx, at an estimated cost of \$1,500, to be paid from the appropriation for "Laying Croton Pipe—Boroughs of Manhattan and The Bronx," for 1898.

In accordance with section 417, chapter 378, Laws of 1897, the attached ordinance is forwarded to your Honorable Body for approval.

Respectfully, JOHN H. MOONEY, Secretary.

Alderman Geiger moved that the report receive immediate consideration. The President put the question whether the Board would agree with said motion. Which was unanimously decided in the affirmative.

The President then put the question whether the Board would agree to accept said report and adopt said ordinance.

Which was decided in the affirmative by the following vote: Affirmative—The President, the Vice-President, Aldermen Bridges, Burleigh, Burrell, Byrne, Cronin, Diemer, Dooley, Dunn, Elliott, Flinn, Folks, Gass, Geiger, Goodman, Harrington, Helgans, James, Keegan, Kennefick, Kenney, Koch, Lang, Ledwith, McCall, McCaul, McKeaney, McGrath, McInnes, McKeever, McNeil, Metzger, Muh, Neufeld, Oatman, Okie, Roddy, Schneider, Sherman, Stewart, Vaughan, Velton, Water, Wentz, and Woodward—46.

Negative—Alderman Gaffney—1.

SESSIONS, ORDINANCES AND RESOLUTIONS.

No. 1660.

By Alderman Okie—

Resolved, That the Commissioner of Public Buildings, Lighting and Supplies be and he hereby is respectfully requested to inform this Board at its next meeting:

First—The terms of the contract entered into between said Commissioners and the New York and New Jersey Globe Gaslight Company, upon the 15th day of October, as per copy of letter herewith annexed and made part hereof.

Second—Was the subject of said contract duly authorized and approved by a resolution of the Board of Public Improvements and an ordinance or resolution of the Municipal Assembly, as provided for in section 413 of the Greater New York Charter?

Third—Were bids for the performance of the work and furnishing of materials contemplated in said contract advertised for and received?

(Letter referred to in the foregoing Resolutions.)

CITY OF NEW YORK, DEPARTMENT OF PUBLIC BUILDINGS, LIGHTING AND SUPPLIES, OFFICE NO. 340 BROADWAY, NEW YORK, October 25, 1898.

N. Y. & N. J. Globe Gas Light Co.

GENTLEMEN—You will please cause naphtha lamps to be erected and lighted in the following Public Parks, viz:—

Table with 2 columns: Park Name and Number of Lamps. Includes St. Mary's Park (24), Crotona Park (45), Cedar Park (17), Claremont Park (15), Washington Bridge Park (21), Van Cortlandt Park (162), Mosholu Parkway (75), Bronx Park (105), Pelham Bay Park (318). Total: 777.

The lamps to be placed at locations to be designated by the Commissioner or Engineer of the Department of Parks, Borough of the Bronx.

Yours respectfully, IRVING S. KEARNEY, Commissioner.

Alderman Byrne moved the resolution be referred to the Committee on Public Buildings, Lighting and Supplies.

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

Affirmative—The President, the Vice-President, Aldermen Bridges, Burleigh, Burrell, Byrne, Cronin, Diemer, Dooley, Dunn, Elliott, Flinn, Gass, Geiger, Gieser, Goodman, Harrington, Helgans, Keegan, Kennefick, Kenney, Koch, Lang, Ledwith, McCall, McCaul, McKeaney, McGrath, McInnes, McKeever, McNeil, Metzger, Muh, Dooley, Schneider, and Vaughan—36.

Negative—Alderman Folks, James, Oatman, Okie, Sherman, Stewart, Velton, Water, Wentz, and Woodward—10.

The Vice-President moved that the Board do now adjourn.

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

Affirmative—The President, the Vice-President, Aldermen Burrell, Dunn, Flinn, Gass, Glöck, Harrington, Helgans, Koch, Ledwith, Metzger, Vaughan, and Water—15.

Negative—Aldermen Bridges, Burleigh, Byrne, Cronin, Diemer, Dooley, Elliott, Folks, Geiger, Goodman, James, Keegan, Kennefick, Kenney, Lang, McCall, McCaul, McKeaney, McGrath, McInnes, McKeever, McNeil, Muh, Oatman, Okie, Roddy, Schneider, Sherman, Velton, Wentz, and Woodward—31.

No. 1621.

By Alderman Oatman—

Resolved, That permission be and the same is hereby given to Charles Falls to erect, place and keep a stand for the sale of newspapers and periodicals within the stoop-line on the west side of Sixth avenue, between Fifth and Fifty-first streets, in the Borough of Manhattan, the consent of the property-owners having been first duly obtained therefor; such permission to continue only during the pleasure of the Municipal Assembly.

Which was, on motion, referred back to Alderman Oatman.

No. 1622.

By Alderman John T. McCall—

Resolved, That the President of the Council and the President of the Board of Aldermen be and they hereby are empowered and directed to nominate for appointment and employment by the Municipal Assembly, under the provisions of chapter 378, Laws of 1897, known as the Charter of The City of New York, a commission comprising seven (7) experts in the science and practice of building, who shall have been engaged not less than five (5) years in business on their own account in The City of New York, and who shall be residents and voters in the aforesaid city, a representative of the Corporation Council, ex-officio, and the Board of Buildings, consisting of the Commissioner of the Boroughs of Manhattan and The Bronx, the Commissioner for the Borough of Brooklyn, and the Commissioner for the Boroughs of Queens and Richmond, who shall proceed to prepare and report to the Municipal Assembly on or before the first stated meeting in the month of February, 1899, a code of ordinances to be established by the Municipal Assembly, to be known as "The Building Code of The City of New York," providing, for all matters concerning, affecting or relating to the construction, alteration or removal of buildings or structures erected or to be erected in The City of New York, as constituted by chapter 378, Laws of 1897, in conformity with the provisions of the Charter, and more particularly with section 647 thereof.

Alderman Folks moved that the resolution be referred to the Committee on Law, Public Buildings, Lighting and Supplies, and Public Health.

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

Alderman Byrne then moved the adoption of the resolution.

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

Affirmative—The President, the Vice-President, Aldermen Bridges, Burrell, Byrne, Cronin, Dooley, Dunn, Elliott, Flinn, Gass, Geiger, Harrington, Helgans, Keegan, Kennefick, Kenney, Koch, Lang, Ledwith, McCall, McCaul, McKeaney, Metzger, Muh, Dooley, Schneider, and Vaughan—32.

Negative—Aldermen Burleigh, Diemer, and McInnes—3.

Excused—Aldermen Folks and Goodman—2.

The Vice-President moved that the Board do now adjourn.

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

Affirmative—The Vice-President, Aldermen Flinn, Gass, Geiser, Goodman, Helgans, Koch, Ledwith, Metzger, Muh, Roddy, Stewart, Vaughan, Water, Wentz, and Woodward—16.

Negative—The President, Aldermen Bridges, Burleigh, Byrne, Cronin, Diemer, Dooley, Dunn, James, Keegan, Kennefick, Kenney, Lang, McCall, McCaul, McKeaney, McGrath, McInnes, McKeever, McNeil, Oatman, Sherman, and Velton—23.

Excused—Alderman Folks—1.

No. 1623.

By Alderman John T. McCall—

A GENERAL ORDINANCE in relation to business requiring a license and the regulation thereof in The City of New York.

Be it Ordained by the Municipal Assembly of The City of New York, as follows:

TITLE I.—BUSINESS REQUIRING A LICENSE.

Section 1. The following businesses must be duly licensed as herein provided, namely, public carmen, truckmen, hackmen, cabmen, expressmen, drivers, junk dealers, dealers in second-hand articles, hawkers, peddlers, vendors, ticker speculators, coal scalpers, common shows, shooting galleries, bowling alleys, billiard tables, dirt cars, exterior hoists and stands within stoop-lines and under the stairs of the elevated railroad stations.

Sec. 2. No person shall engage in or carry on any such business without a license therefor under a penalty of not less than \$2, or more than \$25 for each offense, and for the purposes of this ordinance the term person shall include any human being or lawful association of such.

TITLE II.—LICENSES AND LICENSE FEES.

Sec. 3. All licenses shall be granted by authority of the mayor and issued by the bureau of licenses, and no person shall be licensed except a citizen of the United States or one who has regularly declared intention to become a citizen. A license may be suspended or revoked as hereinafter provided.

Sec. 4. The annual fees therefor shall be as follows:

Table with 2 columns: License Type and Fee. Includes For each public cart or truck (\$3 00), For each public hack coach (3 00), For each public hack cab (2 00), For each special hack coach (5 00), For each special hack cab (3 00).

For each express wagon.....	\$5 00
For each junk shop or dealer.....	20 00
For each junk cart or boat.....	5 00
For each peddler using horse and wagon.....	25 00
For each peddler using push cart.....	15 00
For each peddler carrying merchandise.....	5 00
For each ticket regulator.....	50 00
For each coal scraper.....	250 00
For each common show.....	25 00
For each public shooting gallery.....	5 00
For each public bowling alley.....	5 00
For each public billiard table.....	3 00
For each dirt cart.....	1 00
For each general hoisting.....	24 00
For each special hoisting.....	1 00
For each truck stand.....	10 00
For each soda-water stand.....	10 00
For each movable newspaper stand.....	2 00
For each newspaper and periodical stand.....	5 00
For each chair of a bootblack stand.....	5 00
For each stand under elevated railroad stations.....	10 00
For each driver of any licensed vehicle.....	50

TITLE III.—SPECIAL REGULATIONS AND RATES.

Public Carts and Carriages.

Sec. 6. Every vehicle of whatever construction, drawn by animal power or propelled by other motive power, which shall be kept for hire or used to carry merchandise, household furniture or other bulky articles within the City of New York for pay, shall be deemed a public cart, and the owner thereof shall be deemed a public cartman.

Sec. 7. Every public cart shall show on each side thereof the words "Public Cart" or the letters "P. C.," together with the figures of its official number.

Sec. 8. The amount to be charged for loading, transporting or transmitting, and unloading, may be agreed upon in advance, and such agreement shall regulate and control the employment.

Sec. 9. The legal rates for moving household furniture, unless otherwise mutually agreed, shall be as follows:

For a single truck-load, within two miles.....	\$2 00
For every additional mile or part thereof.....	50
For loading, unloading and hoisting to ground floor.....	50
For each flight of stairs, up or down.....	25
For a double truck-load, within two miles.....	3 00
For every additional mile or part thereof.....	1 00
For loading, unloading and hoisting to ground floor.....	50
For every flight of stairs, up or down.....	50

Sec. 10. Every public cartman shall be entitled to be paid the legal rate of compensation herein provided immediately after the transportation and before actual delivery, and in default of such payment to retain a load or part thereof sufficient to secure charges, and convey the same promptly to the property stack of the police department, or to a convenient storage warehouse, where the same may be left on storage, subject to all charges incurred, including cartage to place of deposit. A notice, in writing, with a brief statement of particulars, shall be sent at once by the cartman to the bureau of licenses.

Public Hacks and Hackmen.

Sec. 11. Any carriage kept for hire shall be deemed a public hack, and a carriage intended to seat two persons only shall be deemed a cab, and a carriage intended to seat more than two persons shall be deemed a coach, and the term hackman shall be deemed to include owner or driver or both.

Sec. 12. None but licensed hacks shall use the designated public hack stands in the city. The owner of any hack not intending to use the public stands and having the written consent of the owner or lessee of the premises, or the direction of the mayor or the chief of the bureau of licenses, may be specially licensed and permitted to use temporarily a portion of the street in front of said premises as a stand, and shall be confined to carrying passengers from said premises.

Sec. 13. The owner of hacks specially licensed shall, in addition to the lawful fees hereinbefore provided, pay annually an additional fee of \$25 for each hack allowed any stand other than a public hack stand, and no other licensed hackman shall come upon or use said stand.

Sec. 14. The legal rates of fare, of which an official copy shall be furnished by the bureau of licenses and carried by every licensed hackman shall be as follows:

Cabs.

By distance—	
For one mile or any part thereof.....	\$0 50
For each additional half mile or part thereof.....	25
For any stop over five minutes in a trip, for every fifteen minutes or fraction thereof.....	25
By time—	
For one hour or any part thereof.....	\$1 00
For each additional half hour or part thereof.....	50

Coaches.

By distance—	
For one mile or any part thereof.....	\$1 00
For each additional half mile or part thereof.....	50
For any stop over five minutes in a trip, for every fifteen minutes or fraction thereof.....	40
By time—	
For one hour or any part thereof.....	\$1 50
For each additional half hour or part thereof.....	75

No hackman shall demand more than the legal rates of fare or charge for one stop not over five minutes in a single trip.

No hack shall be driven by the time rate at a pace less than five miles an hour.

Line fares, for one or two passengers, \$2 for the first mile or part thereof and \$1 for each additional mile or part thereof. Each additional passenger, 50 cents.

One piece of baggage, not to exceed 50 pounds in weight, shall be carried on a hack without extra charge. Additional baggage carried, 25 cents per piece.

In all cases where the hiring of a hack is not specified in advance to be by time, it shall be deemed to be by distance, and for any detention exceeding fifteen minutes the hackman may demand additional compensation at the rate of \$1 per hour.

Sec. 15. Every licensed hack, except such as are specially licensed, shall be provided with a suitable lamp on each side and shall have securely fastened across the middle of the outside of each lamp a metal band not less than two inches in width, out of which the official number of the license shall be cut after the manner of a metal plate, the component figures of such numbers to be not less than one and one-half inches in height, and the style of the whole to be approved by the chief of the bureau of licenses. Every licensed hack shall have the official number of the license legibly engraved or embossed upon a metal plate and affixed inside, as designated and approved by the chief of the bureau of licenses, and no licensed hack shall carry or have affixed to it, inside or outside, any number except the official number as aforesaid.

Sec. 16. Every licensed hackman, immediately after the termination of any hiring or employment, must carefully search such hack for any property lost or left therein, and any such property, unless sooner claimed or delivered to the owner, must be taken to the nearest police station and deposited with the officer in charge within 24 hours after the finding thereof, and in addition a written notice, with brief particulars and description of the property, must be forwarded at once to the bureau of licenses.

Sec. 17. Every licensed hackman shall have the right to demand payment of the legal fare in advance, and may refuse employment unless so prepaid, but no licensed hackman shall otherwise refuse or neglect to convey any orderly person or persons upon request anywhere in the city unless previously engaged or unable so to do. No licensed hackman shall carry any other person than the passenger first employing a hack without the consent of said passenger.

Expresses and Expressmen.

Sec. 18. Every vehicle of whatever construction kept or used for the rapid conveyance of baggage, packages, parcels and other articles within or through The City of New York for pay, shall be deemed a public express, and the owner thereof shall be deemed a public expressman, and the term expressman shall be deemed to include any common carrier of baggage, packages, parcels or other articles within or through The City of New York.

Sec. 19. Every public express shall show on each outside thereof, the word "Express," or the letters "Exp.," together with the figures of its official number.

Sec. 20. Every owner of a public express shall give a bond to The City of New York for each and every vehicle licensed in a penal sum of \$500, with sufficient security, approved by the chief of the bureau of licenses, conditioned for the safe and prompt delivery of all baggage, packages, parcels and other articles or things entrusted to the owner or driver of any such licensed express.

Sec. 21. The legal rates for regular deliveries, unless otherwise mutually agreed, shall be as follows in the city:

Between points within a borough not more than ten miles apart:	
20 pounds or less.....	\$1 20
21 to 50 pounds.....	25
51 pounds to 100 pounds.....	30
Over 100 pounds or more than 10 miles, at proportionate rates.	
Between points in different boroughs, the above rates continued.	
Special deliveries as agreed.	

Junk Dealers.

Sec. 22. Anyone dealing in the purchase or sale of junk, old rope, old iron, brass, copper, tin or lead, rags, slush or empty bottles shall be deemed to be a junk dealer and the place of business a junk shop, and every such junk dealer shall give a bond to The City of New York with sufficient security, approved by the chief of the bureau of licenses, in the penal sum of \$500, conditioned for the due observance of all municipal ordinances.

Sec. 23. Every junk dealer shall keep a book in which shall be legibly written at the time of every purchase, a description of every article so purchased, the name and residence of the person from whom such purchase was made and the day and hour of such purchase, and such book shall at all reasonable times be open to the inspection of the mayor, chief of the bureau of licenses, any police officer or magistrate of The City of New York, or any person duly authorized, in writing, for such purpose by any of said authorities and who shall exhibit such written authority to such dealer.

Sec. 24. No junk dealer shall carry on business at any other place than the one designated in the license therefor, or shall continue to carry on business after such license is suspended or revoked or expired.

Sec. 25. No junk dealer shall purchase any goods, article or thing whatsoever from any man, apprentice or servant, knowing or having reason to believe the seller to be such, or from any person or persons whatsoever, between the setting of the sun and the hour of seven o'clock in the morning.

Sec. 26. If any goods, article or thing whatsoever shall be advertised in any newspaper printed in The City of New York, as having been lost or stolen, and if the same or any answering to the description advertised, or any part or portion thereof, shall be or come in the possession of any junk dealer, such dealer shall give information thereof in writing to the chief of police and state from whom the same was received, and every junk dealer who shall have or receive any goods, article or thing lost or stolen, or alleged or supposed to have been lost or stolen, shall exhibit the same on demand to the mayor, chief of the bureau of licenses, any police officer or magistrate of The City of New York, or any person duly authorized in writing by any of said authorities and who shall exhibit such written authority to such dealer.

Sec. 27. No junk dealer while licensed as such shall be licensed as pawnbroker or dealer in second-hand articles in The City of New York.

Sec. 28. Any vehicle in the streets or any vessel in the waters of The City of New York, used for the purpose of collecting junk, rags, old rope, paper, bagging, old iron, brass, copper, tin, empty bottles, slush or lead, shall be deemed respectively a junk cart or junk boat, and every junk cart or junk boat shall show on each outside thereof the words "junk cart" or "junk boat," together with the figures of its official number.

Peddlers.

Sec. 29. Any hawker, peddler, vendor or seller of merchandise in the streets of The City of New York shall be deemed to be included in the term peddler herein used, and shall be classified as follows: A peddler using a horse and wagon; a peddler using a push cart; and a peddler carrying merchandise in business, but the selling of newspapers or periodicals in the street is not included.

Sec. 30. Any vehicle used in peddling shall show on each outside thereof the words "Licensed Peddler," together with the figures of its official number, and any peddler duly licensed to use a horse and wagon may employ two persons and no more to assist in selling and delivering the wares, but such persons shall so act only while accompanying a licensed peddler.

Ticket Speculators.

Sec. 31. Every person selling or offering to sell in any street of The City of New York any ticket of admission to any public place of amusement for any price shall be deemed a ticket speculator, and no ticket speculator shall sell or offer for sale nor shall any tickets or admission be sold on the sidewalk in front of the entrance to any place of amusement.

Sec. 32. No ticket speculator shall deceive any purchaser by misstating or misrepresenting what is secured to the purchaser by the ticket sold.

Coal Scrapers.

Sec. 33. Any person who shall sell, peddle or vend any order or permit in relation to the freighting of coal by canal boat within The City of New York, or offer so to do, shall be deemed to be a coal scraper, and shall give a bond to The City of New York, with two or more sufficient sureties, to be approved by the chief of the bureau of licenses, in the penal sum of \$2,500, conditioned for faithful compliance with municipal ordinances.

Common Shows.

Sec. 34. A common show shall be deemed to include a carousel, Ferris wheel, gravity stepladder, chutes, scenic cave, bicycle carousel, scenic railway, striking machines, switchback, merry-go-round, puppet show, ball game, and all other shows of like character, but not to include games of base-ball, or to authorize gambling or any games of chance.

Shooting Galleries.

Sec. 35. Any shooting gallery open to the public shall be deemed to be included within the terms of this ordinance, and every keeper of a public shooting gallery shall maintain good order and allow no person under sixteen years of age to shoot therein.

Bowling Alleys.

Sec. 36. Any bowling alley open to the public and not otherwise licensed shall be deemed to be included within the terms of this ordinance, and every keeper of a public bowling alley shall maintain good order and allow no person under sixteen years of age to bowl therein.

Billiard Tables.

Sec. 37. Any billiard table in a place open to the public and not otherwise licensed shall be deemed to be included within the terms of this ordinance, and every keeper of a public place where there are billiard tables shall maintain good order and allow no person under sixteen years of age to play therein.

Dirt Carts and Cartmen.

Sec. 38. Every vehicle of whatever construction used in carting or transporting dirt, sand, gravel, clay, paving stones, ashes, garbage or building rubbish within The City of New York shall be deemed a dirt cart, and every dirt cart shall be furnished with a good and tight box, whereof the sides, fore part and tail board shall be at least two feet high, and of sufficient capacity to contain not less than twelve cubic feet, and shall be securely covered when loaded, so as to prevent the contents from being scattered upon the streets.

Sec. 39. Every dirt cart shall show on each outside thereof the words "Dirt Cart" or the letters "D. C.," together with the figures of its official number.

Exterior Hoists.

Sec. 40. No person shall hoist anything whatsoever on the outside of a building from the street into any lot or lower anything on the outside thereof by any means without a license or permit therefor.

Sec. 41. Anyone generally engaged in such a business shall take out a general license or permit, and anyone so hoisting in front of certain premises only shall take out a special license or permit therefor.

Sec. 42. It shall be the duty of any person, while engaged in such hoisting or lowering over any sidewalk, roadway or public place, to give warning thereof by two conspicuous signs displaying the word "Danger" in letters at least six inches long.

Stands within Stoop-lines.

Sec. 43. Stands within stoop-lines may be permitted for the sale of fruit, soda water, newspapers and periodicals, and the blocking of boots; and such stands shall be classified as follows: Fruit stands, soda-water stands, movable stands for the sale of newspapers only; stationary booths or stands for the sale of newspapers and periodicals; bootblack stands, consisting of not more than three chairs. No application for such permit shall be granted unless accompanied by the affidavit of the occupant in front of whose premises it is proposed to erect such stand or booth, that the consent of the occupant is given without payment therefor, and that no rent or other compensation is to be exacted by or paid to the owner, lessee or occupant of such premises, and also the affidavit of the applicant that he has not paid or agreed to pay any rent or compensation for such privilege.

Sec. 44. Any such stand must be strictly within the stoop-line and shall not be an obstruction to the free use of the street by the public, nor exceed six feet long by four feet wide, except that in the case of bootblack stands a space not more than three feet wide and four feet long may be occupied by each chair of such stand. The construction and erection of all stands permitted by this ordinance shall be at the expense of the applicant and under the direction of the department of highways. No rent or other compensation shall be directly or indirectly paid by the licensee to the owner or occupant of the premises where such stand is located, and such stand shall not be kept open after twelve o'clock at night. No person shall be permitted to sleep in any portion of said structure, or hold more than one permit.

Sec. 44. Upon the written revocation by the owner, lessee or occupant of the premises in front of which any such booth or stand is located, of the consent previously given therefor, filed in the bureau of licenses, the chief of the bureau of licenses shall have power, after a hearing of the parties, to suspend or revoke the permit therefor.

Stands Under Elevated Railroad Stations.

Sec. 45. Any person desiring to erect a stand under the stairs of the elevated railroad stations for the sale of newspapers or periodicals, shall file in the bureau of licenses an application stating the name and residence of the applicant and the proposed location of such stand, and no such booth or stand or any projection therefrom shall be erected which is wider than the width of the stairs under which it is placed, or which extends along the sidewalk a greater distance than in a point where the under surface is not over seven feet from the level of the sidewalk; said stand shall be constructed, erected and maintained at the expense of the applicant, under the direction of the department of highways, upon plans to be approved by the chief engineer of the elevated railroad company affected, so as to permit of a ready removal of so much thereof as may be necessary to enable the said company, its agents or employees, to get convenient access to the under part of said stairways for the inspection, painting or repairing thereof, and shall be painted the same color as the stairs of the elevated railroad, and no advertisements shall be painted or displayed thereon.

Sec. 46. Every permit granted pursuant to this ordinance shall contain the following reservation: "It is expressly agreed and understood that this permit is given subject to the right of the elevated railroad company affected, its agents, employees, successors or assigns, or the owner of said stairway, at any time properly to inspect, paint, repair, reconstruct or remove said stairway or any portion thereof, and without claim on the part of said licensee as against said company, its agents, employees, successors or assigns, or the owner of said stairway, for damages to or interference with said booth or stand, or the business therein conducted, occasioned by such inspection, painting, repair, renewal, reconstruction or removal."

Drivers of Licensed Vehicles.

Sec. 47. Every person driving a licensed vehicle other than the person named in the license therefor shall be licensed as such driver, and every application for such a license shall be indorsed in writing by two reputable residents of The City of New York certifying to the competence of the applicant.

TITLE IV.—GENERAL REGULATIONS AND COMPLAINTS.

Sec. 48. All license fees received by the bureau of licenses shall be regularly paid over to the city treasury, except the license fees received from hackmen, dealers in junk and second hand articles, and for stands within stoop-lines and under the elevated railroad stations, which shall be paid into the sinking funds for the redemption of the city debt.

Sec. 49. The mayor shall have power to appoint inspectors subordinate to the chief of the bureau of licenses for the purpose of seeing that the provisions of this ordinance are fully and properly complied with; and all licensed vehicles and places of business shall be regularly inspected, and the result of such inspection shall be indorsed on the official license therefor, together with the date of inspection and the signature of the inspector, and all inspections shall be regularly reported to the chief of the bureau of licenses.

Sec. 50. Every licensee shall have the official license and exhibit the same upon the demand of any person; and shall report within three days to the bureau of licenses any change of residence or place of business; and shall at all times perform the public duties of the business licensed when called upon so to do, if not actually unable.

Sec. 51. All words, letters and numbers hereinafter prescribed for licensed vehicles shall be shown permanently and conspicuously on each outside thereof in colors contrasting strongly with background, as approved by the chief of the bureau of licenses, and not less than two inches high; and shall be kept legible and plainly visible at all times during the term of the license; and shall be obliterated or erased upon change of ownership or expiration of the license; and no person shall have or use any vehicle with words, letters or numbers therein like those herein prescribed for licensed vehicles without being duly licensed therefor.

Sec. 52. Every licensed hackman, whenever with a hack or waiting for employment anywhere in The City of New York, shall wear conspicuously on the left breast of the outer coat a metal badge, of a shape, size and style approved by the chief of the bureau of licenses, and having engraved or embossed thereon the words "Licensed Hack, New York City," together with the official number of such licensed hack. Every licensed peddler shall likewise wear a proper badge, designated and approved by the chief of the bureau of licenses.

Sec. 53. The chief of the bureau of licenses, or his deputy, shall have power to hear and determine complaints against licensees hereunder and impose a fine of not more than five dollars or less than one dollar for any violation of the regulations herein provided, subject to the approval of the mayor, who shall have power to revoke any license.

TITLE V.—VIOLATIONS.

Sec. 54. No person shall violate any of the provisions of this ordinance under a penalty of not less than two dollars or more than ten dollars for each offense.

TITLE VI.—REPEALING CLAUSE.

Sec. 55. All ordinances of the former municipal and public corporations consolidated into The City of New York, regulating the subject matter heretofore and inconsistent or conflicting herewith, are hereby repealed.

Sec. 56. This ordinance shall take effect immediately. Which was referred to the Committee on Law.

No. 1624.

By Alderman McInnes—

Resolved, That the Committee on Water Supply be and it is hereby directed to inaugurate and prosecute an investigation into the several methods employed to supply water to the people of this city, and to take such action as will ultimately result in taking from private corporations the authority to supply water and vest that power in the City itself.

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

No. 1625.

By Alderman McGrath—

Resolved, That two lamp-posts be erected, street-lamps placed thereon and lighted, in front of St. Luke's R. C. Church, No. 892 East One Hundred and Thirty-seventh street, Borough of The Bronx, under the direction of the Commissioner of Public Buildings, Lighting and Supplies. Which was referred to the Committee on Water Supply.

No. 1626.

By the same—

Resolved, That permission be and the same is hereby given to Andrew Davey to erect, place and keep an iron awning in front of his premises, No. 233 Willis avenue, Borough of Bronx, as shown upon the accompanying diagram. Provided said awning shall be built in accordance with the provisions of the ordinance in such case made and provided, the work to be done at his own expense under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

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

No. 1627.

By Alderman Thomas F. McCaul—

Resolved, That permission be and the same is hereby given to Church of the Arch Angel to place transparencies on the following lamp-posts: Eighth avenue and One Hundred and Sixteenth street; Seventh avenue and One Hundred and Sixteenth street; Eighth avenue and One Hundred and Twenty-fifth street; Fifth avenue and One Hundred and Twenty-fifth street;—the work to be done at its own expense, under the direction of the Commissioner of Highways; such permission to continue only for two weeks from the 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.

No. 1628.

By the same—

Resolved, That permission be and the same is hereby given to the Charles Ahner Association to place transparencies on the following lamp-posts: Third avenue and One Hundred and Sixteenth street; Third avenue and One Hundred and Twenty-fifth street; Third avenue and One Hundred and Eighth street; Eighty-ninth street and Third avenue; One Hundred and Fourth street and Second avenue; Eightieth street and Second avenue; One Hundred and Thirty-eighth street and Third avenue; One Hundred and Forty-eighth street and Willis avenue, and One Hundred and Forty-second street and Third avenue.

—the work to be done at their own expense, under the direction of the Commissioner of Highways; such permission to continue only for two weeks from the 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.

No. 1629.

By Alderman Lang—

AN ORDINANCE to repave Hart street, from Broadway to Knickerbocker avenue, Borough of Brooklyn, with asphalt.

Be it Ordained by the Municipal Assembly of The City of New York, as follows:

That the carriageway of Hart street, from Broadway to Knickerbocker avenue, Borough of Brooklyn, be repaved with asphalt upon the present pavement, under the direction of the commissioner of highways.

Which was referred to the Board of Public Improvements.

No. 1630.

By the same—

AN ORDINANCE to repave Suydam street, from Myrtle avenue to Knickerbocker avenue, Borough of Brooklyn, with asphalt.

Be it Ordained by the Municipal Assembly of The City of New York, as follows:

That the carriageway of Suydam street, from Myrtle avenue to Knickerbocker avenue, Borough of Brooklyn, be repaved with asphalt upon the present pavement, under the direction of the commissioner of highways.

Which was referred to the Board of Public Improvements.

No. 1631.

By Alderman Kennefick—

Resolved, That permission be and the same is hereby given to Henry Allen to erect, place and keep a storm-door in front of his premises, No. 227 West Broadway, in the Borough of Manhattan, provided that said storm-door shall be created so as to conform in all respects with the provisions of the ordinance in such case made and provided, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

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

No. 1632.

By Alderman Goodman—

Whereas, The Budget for 1898 contemplated improvements, conformable to public needs and necessities, for which adequate appropriation was made; and Whereas, The taxpayers of our city have been required to meet these necessities in the tax levy of this year and should enjoy the benefits and advantages thereof; and Whereas, All surplus or unexpended balances at the end of the year will be diverted from the special uses for which intended and turned into the General Fund; therefore

Resolved, That the public improvements contemplated for 1898 ought to be prosecuted with energy and vigor, contracts for which should be entered into before the close of the year, thus carrying into effect, as far as possible, the will of the people, as expressed through their official representatives, which, if not done, will cause the stoppage of needed public works, to a great and detrimental extent.

Resolved, That our several committees having under consideration, ordinances or resolutions calling for such public improvements are hereby urged and directed to give early attention thereto and to report thereon without delay.

Resolved, That, until otherwise ordered, special meetings of this Board shall be held on Thursday of each week, in addition to our regular stated meetings, for the purpose of receiving and acting on reports of committees, to consider and to act on all unfinished business relating to such public improvements as are above referred to.

Alderman John J. McCall moved that the resolution be amended by striking out the word "Thursday," and inserting in lieu thereof the words and figures "Monday evenings, at 7:30 o'clock."

Which amendment was accepted. The President put the question whether the Board would agree with said resolution, as amended.

Which was decided in the negative by the following vote, a majority of all the members-elect not having failed to vote in favor thereof:

Affirmative—The President, the Vice President, Aldermen Bridges, Burleigh, Byrne, Cronin, Diemer, Dooley, Dunn, Geiger, Goodman, Keegan, Kennefick, Kenney, Koch, McCall, McCaul, McEnaney, McInnes, Metzger, Mohr, Oatman, Roddy, Veltou, and Woodward—26.

Negative—Aldermen Folks, James, Kenney, Lang, McGrath, Sherman, Stewart, and Wafer—8.

The Vice-President moved that the Board do now adjourn. The President put the question whether the Board would agree with said motion. Which was decided in the negative.

No. 1633.

By Alderman McGrath—

Resolved, That Bernheim & Co., of No. 2292 Third avenue, be and they are hereby permitted to drive a wagon, with advertisement thereon, through the streets of Hudson and vicinity; provided said advertising is unobjectionable and free from offensive matter; that the same be done under their own expense and subject to the control and direction of the Chief of Police; and, also, that this permit continue only for sixty days after the same is approved by his Honor the Mayor, or becomes law without his disapproval thereof.

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

No. 1634.

By Alderman Goodman—

Resolved, That the Commissioner of Public Buildings, Lighting and Supplies be and he is hereby requested to remove from the Aldermanic Chamber the tables intended for and now being used by the representatives of the press, and to place in their stead tables that will in appearance and character conform to the fittings and general surroundings of the room.

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

The Vice-President moved that the Board do now adjourn.

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

Affirmative—The Vice-President, Aldermen Burleigh, Flinn, McGrath, Metzger, Oatman, Roddy, Stewart, and Wafer—9.

Negative—The President, Aldermen Bridges, Byrne, Cronin, Diemer, Dooley, Dunn, Geiger, Goodman, James, Keegan, Kennefick, Kenney, Koch, Lang, McCall, McCaul, McEnaney, McInnes, McNeil, Sherman, Veltou, and Woodward—23.

Excused—Alderman Folks—1.

No. 1634.

By Alderman Bridges—

Resolved, That permission be and the same is hereby given to the Dewey Musketeers to parade, with music, through the streets and thoroughfares of the First, Second, Third, Fourth, Fifth, Eleventh and Twentieth Wards of the Borough of Brooklyn, on Thanksgiving Day, Thursday, November 24, 1898, under the direction of the Chief of Police.

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

No. 1635.

By the same—

Resolved, That permission be and the same is hereby given to Benjamin Cohen to erect, place and keep a storm-door in front of his premises, No. 14 Liberty street, in the Borough of Brooklyn, provided that the dimensions of said storm-door shall not exceed ten feet in height, two feet wider than the doorway, and shall not extend more than six feet from the house-line, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

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

No. 1636.

By the same—

Resolved, That permission be and the same is hereby given to Thomas Haulhan to place and keep a stand for the sale of newspapers and periodicals under the elevated railroad stairs, on the northeast corner of Sands and Fulton streets, Borough of Brooklyn, provided said stand shall be erected to conform in all respects with the provisions of the ordinance in such case made and provided, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was, on motion, referred back to Alderman Bridges.

No. 1637.

By the President—

Resolved, That the following-named persons be and they hereby are appointed Commissioners of Deeds in and for The City of New York:

By the President—

Ray Rosenheimer, No. 334 West Fifty-sixth street, Manhattan.

William F. Hansch, Rosetonk, Richmond.

Raymond Sutcliffe, No. 55 Broadway, Manhattan.

Jennie G. Angus, No. 1437 Washington avenue, Bronx.

Edwin M. Lockwood, No. 150 Decatur avenue, Brooklyn.

- By Alderman Borghese—
John E. Timm, No. 212 McDonough street, Brooklyn.
- By Alderman Deane—
Charles L. Winks, No. 170 South Third street, Brooklyn.
- By Alderman Deane—
Francis X. McCauley, No. 423 East Fifty-second street, Manhattan.
- By Alderman Cadogan—
Richard A. Irving, No. 143 East Eighteenth street, Manhattan.
- By Alderman Gass—
Philip E. Gunning, Williamsbridge, Bronx.
- By Alderman Gilger—
George Morgan, Lillian place, Bronx.
John D. Barry, No. 292 East One Hundred and Fifty-ninth street, Bronx.
George L. Fisher, No. 274 Broadway, Manhattan.
- By Alderman Long—
Albert Levi, Broadway and Willoughby avenue, Brooklyn.
- By Alderman McKever—
William G. Stone, No. 58 Washington avenue, Brooklyn.
- By Alderman Metzger—
Joseph Willaverdy, No. 258 Broadway, Manhattan.
- By Alderman Mohr—
J. E. Edwards, No. 245 West One Hundred and Forty-third street.
- By Alderman O'Brien—
William Mason, No. 215 West Forty-fifth street.
- By Alderman Roidy—
Edgar Williams, No. 169 St. Nicholas avenue.
- By Alderman Scheraga—
M. J. Mulligan, No. 204 East Ninety-sixth street.
- By Alderman Wolff—
George H. Young, No. 340 Hull street, Brooklyn.
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, Alderman Bridges, Barclay, Byrnes, Cronin, Dewar, Dudley, Ellis, Follen, Gagner, Lammiman, James, Keegan, Koenigsch, Keonry, Koch, Lang, McCull, McCand, Meluskey, Mulvaney, Maloney, Maloney, Maloney, Roidy, Serrano, Stewart, Yellon, Wynn, and Woodward—51.
No. 1638.

By the same—
Resolved, That permission be and the same is hereby given to the American Lumber Company to remove the iron railing now in position in front of their premises on First avenue, between Twenty-seventh and Twenty-eighth streets, to a similar position on the First avenue side of the premises on the southeast corner of First avenue and Twenty-seventh street, in the Borough of Manhattan, the work to be done at their own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.
The President put the question whether the Board would agree with said resolution.
Which was decided in the affirmative.
No. 1639.

By the same—
Resolved, That permission be and the same is hereby given to the American Lumber Company to erect, place and keep a structure on the Twenty-eighth street side of their premises on the corner of First avenue and Twenty-eighth street, in the Borough of Manhattan, provided that said structure shall be erected so as to conform in all respects with the provisions of the ordinance in such case made and provided, the work to be done at their own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.
The President put the question whether the Board would agree with said resolution.
Which was decided in the affirmative.
No. 1640.

By the Vice-President—
Resolved, That permission be and the same is hereby given to the Thirty-fourth Street Reformed Church to suspend a beam from their premises No. 248 West Thirty-fourth street, Borough of Manhattan, in the building on the corner of No. 257, the work to be done at its own expense, under the direction of the Commissioner of Highways; such permission to continue only for two days from the 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.
No. 1641.

By Alderman Borghese—
Whereas, Under the provisions of the Charter of The City of New York, ordinances or resolutions relating to public works or improvements necessarily involving the expenditure of public moneys require a vote of at least fifty-one members; and
Whereas, It has been demonstrated that it is difficult, if not impossible, to count and vote the requisite fifty-one members in connection with such public works, as needed; and
Whereas, The Charter contemplates such conditions as now exist, and has provided a law which authorizes and empowers the Board to elect an audience which will compel the attendance of members; and
Whereas, The Committee on Rules has been authorized by resolution to prepare an ordinance as aforesaid, which committee has failed to comply with such instructions; therefore be it
Resolved, That said committee on Rules be and they are hereby discharged from the further consideration of the subject; and so it further
Resolved, That the Corporation Counsel be and he is hereby requested to prepare an ordinance which will carry into effect the intention of the Charter in the matter of attendance of members, and for the purpose of the resolution heretofore described, instructing the Committee on Rules to do.
Resolved, That the Corporation Counsel is urgently requested to give this matter prompt attention.
Which was referred to the Committee on Rules.
No. 1642.

By Alderman Burns—
Resolved, That the Commissioners of the Department of Parks be and they are hereby authorized to contract for the construction of exhibition cases for the Brooklyn Institute of Arts and Sciences, without public bidding, at an expense not to exceed the sum of six thousand dollars, the amount to be charged to the appropriation authorized by section 624, chapter 378, Laws of 1897.
Which was referred to Committee on Finance.
No. 1643.

By Alderman Fleck—
Resolved, That His Honor the Mayor be and he is hereby respectfully requested to return to this Board, for further consideration, resolution now in his hands permitting E. & J. Bass to suspend a clock in front of their premises Nos. 610, 612 and 614 Broadway, Borough of Manhattan.
The President put the question whether the Board would agree with said resolution.
Which was decided in the affirmative.
Subsequently the paper was received from His Honor the Mayor, and is as follows:
No. 562.
The Committee on Streets and Highways, to whom was referred the annexed resolution of the Board of Aldermen to permit E. & J. Bass to suspend a clock in front of Nos. 610, 612 and 614 Broadway, Borough of Manhattan (see Minutes, April 19, page 187), respectfully
REPORT:
That, having examined the subject, they believe the proposed permission should be granted. They therefore recommend that the said resolution be adopted.
Resolved, That permission be and the same is hereby given to E. & J. Bass to suspend a clock from the third story of their premises, Nos. 610, 612 and 614 Broadway, Borough of Manhattan, the work to be done at their own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.
JOHN J. MURPHY,
DAVID L. VAN NOSTRAND, } Committee on
CHARLES H. FRANCISCO, } Streets and
BERNARD C. MURRAY, } Highways.

Alderman Woodward moved a reconsideration of the vote by which the above resolution was adopted.
The President put the question whether the Board would agree with said motion.
Which was decided in the affirmative.
On motion of Alderman Woodward, the paper was then ordered on file.
No. 1644.

By Alderman Fleck—
Resolved, That His Honor the Mayor be and he is hereby respectfully requested to return to this Board, for further consideration, resolution now in his hands permitting H. J. Klappert to keep a sign at No. 85 Spring street, Borough of Manhattan.
The President put the question whether the Board would agree with said resolution.
Which was decided in the affirmative.

Subsequently the paper was received from His Honor the Mayor, and is as follows:
No. 684.
The Committee on Streets and Highways, to whom was referred the annexed resolution of the Board of Aldermen to permit H. J. Klappert to keep a sign at No. 85 Spring street, Borough of Manhattan (see Minutes, October 4, 1898, page 21), respectfully
REPORT:

That, having examined the subject, they believe the proposed permission may be granted. They therefore recommend that the said resolution be adopted.
JOHN J. MURPHY,
D. L. VAN NOSTRAND, } Committee on
CHARLES H. FRANCISCO, } Streets and
B. C. MURRAY, } Highways.

(Paper referred to in preceding Report.)
The Committee on Law, to whom was referred the annexed resolution in favor of permitting H. J. Klappert to erect, place and keep a swinging sign in front of No. 85 Spring street, Borough of Manhattan, respectfully
REPORT:

That, having examined the subject, they believe that the permission sought may be granted. They therefore recommend that the said resolution be adopted.
Resolved, That permission be and the same is hereby given to H. J. Klappert and Company to erect, place and keep a swinging sign in front of No. 85 Spring street, Borough of Manhattan, the work to be done at their own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.
GEORGE A. HUBRELL,
JAMES E. GAFFNEY, } Committee on
JACOB J. VELTON, } Law.
JAMES H. McINNES,
JOSEPH A. FLINN,

Alderman Woodward moved a reconsideration of the vote by which the above resolution was adopted.
The President put the question whether the Board would agree with said motion.
Which was decided in the affirmative.
On motion of Alderman Woodward, the paper was then ordered on file.
No. 1645.

By Alderman Flinn—
Resolved, That permission be and the same is hereby given to Thomas F. Shoy in place and keep a stand for the sale of newspapers and periodicals under the elevated railroad stairs on the southeast corner of Fourteenth street and Sixth avenue, in the Borough of Manhattan, provided said stand shall be erected in conformity with the provisions of chapter 718 of the Laws of 1896, and subject to the conditions of an ordinance to regulate the placing of stands under the stairs of the elevated railroads, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.
The President put the question whether the Board would agree with said resolution.
Which was decided in the affirmative.
No. 1646.

By the same—
Resolved, That permission be and the same is hereby given to Thomas Reid to place and keep a watering trough on the sidewalk, near the curb, in front of his premises on the southeast corner of Bank and Hudson streets, Borough of Manhattan, the work to be done and water supplied at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.
The President put the question whether the Board would agree with said resolution.
Which was decided in the affirmative.
No. 1647.

By Alderman Geiger—
Resolved, That David O'Shea, of No. 1826 Washington avenue, Borough of The Bronx, be and he is hereby appointed a City Surveyor.
Which was referred to the Committee on Salaries and Offices.
No. 1648.

By the same—
Resolved, That the Board be and they are hereby requested to provide shelter for their passengers while awaiting transfer from one point to another.
Be it Enacted by the Municipal Assembly of The City of New York, as follows:
Section 1. On and after November 30, 1898, each and every street surface or elevated railroad company operating in The City of New York shall be compelled to erect a suitable and adequate structure to protect its passengers from rain or the fall of snow or from any inclement weather, under a penalty of twenty-five dollars for each and every offense.
Sec. 2. All ordinances or parts of ordinances inconsistent or conflicting with the provisions of this ordinance are hereby repealed.
Which was referred to the Committee on Railroads.
No. 1649.

By the same—
Resolved, That permission be and the same is hereby given to the Trinity Congregational Church to place transparencies on the following lamp-posts in the Borough of The Bronx:
Corner of Manhattan avenue and Tenth avenue;
Third avenue and Tenth avenue, and
Washington avenue and One Hundred and Seventy-fourth street.
The work to be done at its own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly until December 31, 1898.
The President put the question whether the Board would agree with said resolution.
Which was decided in the affirmative.
No. 1650.

By Alderman Goodman—
Whereas, Each person who under the law is entitled to a license for the sale of merchandise on our public streets, whether on the carriage-way or within the street-line, should be permitted to exercise that right without delay on the special favor of a Councilman or an Alderman; and
Whereas, Discrimination should not be possible, as is the case under existing conditions, if any one desires to so discriminate; and
Whereas, In the recent past and at the present time certain scandals have been and are possible, as evidenced by the sale of blank forms some time ago by persons unauthorized to even have them in possession, and now by the circumstances recited in annexed affidavit; and
Whereas, The issue of licenses to individuals, with which to earn a livelihood, should be absolutely free from all suspicion of favoritism and of partisan or political influence, etc.; therefore
Resolved, That the Committee on Law of the Council and the Committee on Law of this Board shall jointly consider the existing ordinances, and those proposed and pending, which in any way relate to licenses for the purpose set forth; and shall present a new or revised ordinance that will make it unnecessary hereafter for applicants to obtain the consent of the Municipal Assembly or any member thereof.
Resolved, That, if necessary to apply to the Legislature to make the foregoing possible, said Joint Committee on Law shall prepare an act accordingly.
Resolved, That, in view of the long lapse of time and the financial loss to the City which has resulted in the fact that the Council and the Board of Aldermen have not been able to agree on a vendor ordinance, that the said joint committee herein recommended be and they are hereby directed to take prompt action and to report their conclusions without delay.
Resolved, That the annexed affidavit be and it is referred to the Committee on Police with instructions to investigate the matter and to take such action as will lead to the detection and punishment of the person complained of.
New York, November 21, 1898.

State of New York, County of New York, ss.:
Thomas Willis, being duly sworn, deposes and says: He is an ordained Baptist Minister of the Colored Church; that he resides at No. 241 East One Hundred and Twenty-seventh street; that the demands of the ordinary necessities of life compel him to seek a livelihood in some other manner than that of following his profession; that in order to do so he had decided to obtain a license from the City and peddle edibles on the public streets; that being informed Honorable Elias Goodman represented his district as Alderman and that it was necessary to obtain the Alderman's assent, sought him at the City Hall; that at the City Hall he inquired for Mr. Goodman, and a man unknown to him, of medium height, of about 30 to 35 years of age, with a small blonde mustache, represented himself as Alderman Goodman's successor; that this man demanded five dollars (\$5) and said he would obtain the license desired and forthwith mail it to the address given; that no notice of any kind has been received; and he is satisfied from information obtained that he has been imposed upon and swindled.
REV. THOS. WILLIS.
Sworn to before me, this 22d day of November, 1898.
W. E. KUNTZ, Commissioner of Deeds, N. Y. Co.
Which was referred to the Committee on Law.

No. 1651. By the same— Resolved, That permission be and the same is hereby given to I. H. Mowbray, to erect, place and keep a storm-door in front of his premises, No. 2338 Eighth avenue, Borough of Manhattan, provided said storm-door shall not exceed the dimensions prescribed by law, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly. The President put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 1652. By Alderman Kenney— Resolved, That the Corporation Counsel be and he is hereby respectfully requested to give an opinion as to what form of law is vested in the following resolution adopted by the Council August 16, 1898; by the Board of Aldermen August 16, 1898, and which became a law without the approval or objection of his Honor the Mayor September 13, 1898. Resolved, That the heads of the different departments be and they are hereby authorized and directed to make no deduction from the pay of employees in their respective departments by reason of the observance of legal holidays. The President put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 1653. By Alderman John T. McCall— Resolved, That permission be and the same is hereby given to storekeepers, bucksters and peddlers to stand on the sidewalk near the curbs on all streets and avenues in The City of New York with holiday goods, Christmas trees, toys, etc., with the consent of the property-owners, provided a free passageway be kept on the sidewalks for all pedestrians; such permission to continue only from December 10, 1898, to January 3, 1899. The President put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 1654. By Alderman McEneaney— AN ORDINANCE to open Sixty-fifth street, between Avenue A and the East river, Borough of Manhattan. Be it Ordained by the Municipal Assembly of The City of New York, as follows: Section 1. That the street known as Sixty-fifth street be hereby declared opened from house point to house point, from Avenue A to the East river, Borough of Manhattan, under the direction of the commissioner of highways. 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.

No. 1655. AN ORDINANCE to open Sixty-sixth street, between Avenue A and the East river, Borough of Manhattan. Be it Ordained by the Municipal Assembly of The City of New York, as follows: Section 1. That the street known as Sixty-sixth street be hereby declared opened from house point to house point, from Avenue A to the East river, Borough of Manhattan, under the direction of the commissioner of highways. 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.

No. 1656. AN ORDINANCE to open Sixty-seventh street, between Avenue A and the East river, Borough of Manhattan. Be it Ordained by the Municipal Assembly of The City of New York, as follows: Section 1. That the street known as Sixty-sixth street be hereby declared opened from house point to house point, from Avenue A to the East river, Borough of Manhattan, under the direction of the commissioner of highways. 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 were severally referred to the President of the Borough of Manhattan to be submitted to the Local Board of Improvements of the district affected.

No. 1657. By Alderman Woodward— Resolved, That the name of the following person recently appointed Commissioner of Deeds be corrected so as to read as follows: William Waddy to read William S. Waddy. The President put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 1658. By Alderman Metzger— Resolved, That permission be and the same is hereby given to the John J. Whalen Association to parade with a drum and fire corps and a truck through the following streets and avenues in the Borough of Manhattan; from Fourteenth street and Seventh avenue, up Seventh avenue to Fifty-ninth street, to Eighth avenue, to Fourteenth street, to Ninth avenue, to Fourteenth street, to Tenth avenue, to the place of beginning; the work to be done at their own expense, under the direction of the Chief of Police; such permission to continue only for two weeks commencing December 10, 1898. The President put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 1659. By Alderman Scott— Resolved, That permission be and the same is hereby given to the Barr & Houston Company to lay a platform scale in front of their premises on the corner of Franklin and Quay streets, Borough of Brooklyn, providing said scale be flush with the sidewalk and in no way to be an impediment to pedestrians or vehicles, as shown upon the accompanying diagram, the work to be done at their own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly. The President put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

COMMUNICATIONS FROM THE COUNCIL AGAIN RESUMED.

No. 1660. Resolved, That permission be and the same is hereby given to Messrs. Bloomingdale Bros. to parade through the streets of the Borough of Manhattan, between December 1st and 25th, 1898, with a decorated wagon, the work to be done at their own expense, under the direction of the Police Department; such permission to continue only during the pleasure of the Municipal Assembly. The President put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 1661. Resolved, That permission be and the same is hereby given to James Kilpatrick to construct four bay windows, as delineated on plan hereunto attached, on buildings on the north side of East Ninety-fifth street, one hundred feet west of Madison avenue, in the Borough of Manhattan, such bay-windows to conform in all respects with the laws regulating the erection of buildings in The City of New York, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly. Which was referred to the Committee on Law.

MOTIONS AND RESOLUTIONS RESUMED.

Alderman John T. McCall moved that when this Board adjourns it do adjourn to meet on Tuesday November 29, 1898, at 11 o'clock A. M. The President put the question whether the Board would agree with said motion. Which was decided in the affirmative. Alderman John T. McCall moved that the Board do now adjourn. The President put the question whether the Board would agree with said motion. Which was decided in the affirmative. And the President declared that the Board stand adjourned until Tuesday, November 29, 1898, at 11 o'clock A. M.

MICHAEL F. BLAKE, Clerk of the Board of Aldermen.

EXECUTIVE DEPARTMENT.

CITY OF NEW YORK—OFFICE OF THE MAYOR.

Know all men by these presents, that I, Robert A. Van Wyck, Mayor of The City of New York, pursuant to the authority vested in me by chapter 174 of the Laws of 1897, do hereby designate the stationary scales owned by Curtis & Blaisdell, and located at No. 100 Washington street,

Borough of Manhattan, City of New York, as scales on which coal or coal vehicles, with or without coal, may be weighed, as in the said law provided. This designation is made subject to compliance upon the part of Curtis & Blaisdell with the provisions of said act, including therein the giving to the City of a bond in the sum of five hundred dollars, conditioned as in said act provided. In witness whereof, I have hereunto set my hand and affixed my seal of office this 22d day of November, A. D. one thousand eight hundred and ninety-eight. [SEAL.] ROBERT A. VAN WYCK, Mayor.

EXECUTIVE DEPARTMENT.

CITY OF NEW YORK—OFFICE OF THE MAYOR.

Know all men by these presents, that I, Robert A. Van Wyck, Mayor of the City of New York, pursuant to the authority vested in me by chapter 174 of the Laws of 1897, do hereby designate the stationary scales owned by L. Edward Muller, and located at No. 556 Washington street, Borough of Manhattan, City of New York, as scales on which coal or coal vehicles, with or without coal, may be weighed, as in the said law provided. This designation is made subject to compliance upon the part of L. Edward Muller with the provisions of said act, including therein the giving to the City of a bond in the sum of five hundred dollars, conditioned as in said act provided. In witness whereof, I have hereunto set my hand and affixed my seal of office, this 22d day of November, A. D. one thousand eight hundred and ninety-eight. [SEAL.] ROBERT A. VAN WYCK, Mayor.

EXECUTIVE DEPARTMENT.

CITY OF NEW YORK—OFFICE OF THE MAYOR.

APPOINTMENTS MADE BY THE MAYOR.

NOVEMBER 22, 1898.

John B. Meyenborg, to be an Assessor of The City of New York, in place of John Delmar, deceased. Albert H. Blenderman, to be a Marshal of The City of New York, in place of Harry Dubert, of the Borough of Brooklyn, deceased, and for the unexpired term of the said Harry Dubert. NOVEMBER 23, 1898.

To the Supervisor of the City Record, City Hall, New York: DEAR SIR—By direction of the Mayor, I transmit herewith, for publication in the CITY RECORD, notice of appointments made by him November 22, 1898. Very respectfully yours, ALFRED M. DOWNES, Secretary to the Mayor.

AQUEDUCT COMMISSION.

Minutes of Special Meeting of the Aqueduct Commissioners, held at their office, No. 209 Stewart Building, on Tuesday, November 1, 1898, at 11 o'clock A. M.

Present—Commissioners Ryan (President), Ten Eyck, Power, and Windolph. The minutes of meeting of October 28, 1898, were approved as read. Commissioner Ten Eyck, as Chairman of the Committee of Finance and Audit, reported the examination and audit of estimates contained in Vouchers Nos. 12,560 and 12,561, amounting to \$55,840.29, and of bills contained in Vouchers Nos. 12,562 to 12,572, inclusive, amounting to \$332.05. Which were approved and ordered certified to the Comptroller for payment by the following vote: Affirmative—Commissioners Ryan, Ten Eyck, Power, and Windolph—4.

By Commissioner Ten Eyck— Resolved, That the following bills for taxes for the year 1898 are hereby approved and ordered certified to the Comptroller for payment, viz.: School District No. 9, Town of Somers, New York..... \$111 50 School District No. 4, Town of Somers, New York..... 66 72

Which was adopted by the following vote: Affirmative—Commissioners Ryan, Ten Eyck, Power, and Windolph—4.

By Commissioner Power— Resolved, That the President be and he is hereby authorized to sign contracts for the necessary telephone service required by the Aqueduct Commission. Which was adopted by the following vote: Affirmative—Commissioners Ryan, Ten Eyck, Power, and Windolph—4.

The following was received from the Board of Estimate and Apportionment: Resolved, That the Comptroller be and hereby is authorized to pay the rent of rooms Nos. 207, 209, 211, 213, 214, 215 and 216 in the Stewart Building, No. 280 Broadway, occupied and used as offices by the Aqueduct Commission, from May 1, 1898, to May 1, 1899, at a rental of seven thousand five hundred dollars (\$7,500) per annum, payable quarterly, at the expiration of each quarter. A true copy of resolution adopted by the Board of Estimate and Apportionment October 31, 1898.

CHAS. V. ADEE, Clerk.

Which was ordered filed. On motion of Commissioner Ten Eyck, the Commissioners adjourned to meet on Wednesday, November 9, 1898, at 1 o'clock P. M.

JEFFERSON GROUB, Acting Secretary.

MUNICIPAL ASSEMBLY.

OFFICE OF THE BOARD OF ALDERMEN, CITY HALL, NEW YORK, November 23, 1898.

To the Members of the Board of Aldermen:

You are hereby respectfully notified that a special meeting of the Board of Aldermen will be held in the Aldermanic Chamber, in the City Hall, Manhattan, on Tuesday, November 29, 1898, at 11 o'clock A. M., sharp, for the purpose of considering general business. Respectfully, MICHAEL F. BLAKE, Clerk.

CITY OF NEW YORK, BOARD OF ALDERMEN, CITY HALL, November 23, 1898.

Supervisor of the City Record:

SIR—A meeting of the Committee on Streets and Highways will be held in the Aldermanic Chamber, Monday, November 28, 1898, at 2 P. M. Respectfully, MICHAEL F. BLAKE, Clerk.

LAW DEPARTMENT.

LAW DEPARTMENT, OFFICE OF THE CORPORATION COUNSEL, NEW YORK, November 4, 1898.

Supervisor of the City Record:

The Corporation Counsel this day appointed Mr. John Francis McLaughlin, No. 114 West Eleventh street, to be Assistant to the Corporation Counsel, at the yearly salary of one thousand dollars. Respectfully yours, JOHN WHALEN, Corporation Counsel.

DEPARTMENT OF PARKS.

DEPARTMENT OF PARKS, CITY OF NEW YORK, THE ARSENAL, CENTRAL PARK, November 22, 1898.

Supervisor of the City Record:

SIR—The Park Commissioner for the Boroughs of Manhattan and Richmond has this day reinstated Frank Demucci, with horse and cart. Respectfully, CLINTON H. SMITH, Assistant Secretary, Park Board.

OFFICIAL DIRECTORY.

STATEMENT OF THE HOURS DURING which the Public Offices in the City are open for business, and at which the Courts regularly open and adjourn, as well as of the places where such offices are kept and such Courts are held; together with the heads of Departments and Courts:

EXECUTIVE DEPARTMENT.

Mayor's Office. No. 3 City Hall, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M. ROBERT A. VAN WYCK, Mayor. ALFRED M. DOWNES, Private Secretary. Bureau of Licenses. No. 1 City Hall, 9 A. M. to 4 P. M. DAVID J. ROCHE, Chief. GEORGE W. BROWN, Jr., Deputy.

COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115 Stewart Building, 9 A. M. to 4 P. M. JOHN C. HEERLE and EDWARD OWEN.

BOARD OF ARMORY COMMISSIONERS.

The Mayor, Chairman; President of Department of Taxes and Assessments, Secretary. Address THOMAS L. FEINBERG, Stewart Building. Office hours, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.

MUNICIPAL ASSEMBLY. THE COUNCIL. RAYMOND HIGGINS, President of the Council...

BOARD OF ALDERMEN. THOMAS F. WILSON, President. MICHAEL F. BLAKE, Clerk.

BOROUGH PRESIDENTS. Borough of Manhattan. Office of the President of the Borough of Manhattan...

Borough of The Bronx. Office of the President of the Borough of The Bronx...

Borough of Brooklyn. President's Office, No. 1 Borough Hall...

Borough of Queens. FREDERICK ROWLEY, President. Office, Long Island City...

Borough of Richmond. GEORGE CROWWELL, President. Office of the President, First National Bank Building...

AQUEDUCT COMMISSIONERS. Room 205 Stewart Building, 375 Broadway...

PUBLIC ADMINISTRATOR. No. 125 Nassau Street...

BOARD OF PUBLIC IMPROVEMENTS. No. 345 Broadway...

Department of Highways. No. 150 Nassau Street...

Department of Sewers. No. 105 and 107 Broadway...

Department of Bridges. Room 127 Stewart Building...

Department of Water Supply. No. 125 Nassau Street...

Department of Street Cleaning. No. 345 Broadway...

Department of Buildings, Lighting and Supplies. No. 345 Broadway...

Department of Finance. Stewart Building, Chambers Street and Broadway...

Department of Docks and Ferries. Pier "A," N. R., Battery Place...

Department of Buildings. Main Office, No. 205 Fourth Avenue...

Department of Public Charities. Central Office, No. 205 Mulberry Street...

Department of Correction. Central Office, No. 148 East Twelfth Street...

Department of Health. See Criminal Court Building, Centre Street...

Department of Education. Board of Education, No. 148 Grand Street...

Department of Parks. Arsenal Building, Central Park...

EDWARD J. CONNELL, Auditor, Borough of The Bronx. FREDERICK W. BLACKWELDER, Deputy Receiver of Taxes...

Office of the City Chamberlain. No. 27 and 27 Stewart Building...

Office of the City Paymaster. No. 31 Rensselaer Street...

Law Department. Office of Corporation Counsel, Staats-Zeitling Building...

Police Department. Central Office, No. 205 Mulberry Street...

Department of Public Charities. Central Office, No. 205 Mulberry Street...

Department of Correction. Central Office, No. 148 East Twelfth Street...

Department of Health. See Criminal Court Building, Centre Street...

Department of Education. Board of Education, No. 148 Grand Street...

Department of Parks. Arsenal Building, Central Park...

Office of the Department for the Boroughs of Queens and Richmond, Richmond Hall...

Department of Taxes and Assessments. Stewart Building, 9 A.M. to 4 P.M.;

Bureau of Municipal Statistics. No. 345 Broadway (N. Y. Life Insurance Building)...

Municipal Civil Service Commission. Criminal Court Building, Centre Street...

Board of Assessors. Office, No. 325 Broadway...

Board of Estimate and Apportionment. The Mayor, Chairman; THOMAS L. FITZGERALD...

Sheriff's Office. Stewart Building, 9 A.M. to 4 P.M.

Commissioners of the Sinking Fund. The Mayor, Chairman; IRON S. COLER...

Register's Office. East 61st City Hall Park, 9 A.M. to 4 P.M.

Commissioner of Jurors. Room 127 Stewart Building, Chambers Street...

Special Commissioner of Jurors. No. 121 Fifth Avenue...

New York County Jail. No. 70 Ludlow Street, 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.

The City Record Office. Not a City Hall, 9 A.M. to 5 P.M., except Saturdays...

Office of the Department for the Boroughs of Queens and Richmond, Richmond Hall, New Brighton...

Department of Taxes and Assessments. Stewart Building, 9 A.M. to 4 P.M.;

Bureau of Municipal Statistics. No. 345 Broadway (N. Y. Life Insurance Building)...

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Commissioner of Jurors. Room 127 Stewart Building, Chambers Street...

Special Term, Part VI., Room No. 31. Special Term, Part VII., Room No. 25. Special Term, Part VIII., Room No. 34...

City Court. Brown-stone Building, City Hall Park. General Term, Trial Term, Part I.

Court of Special Sessions. Building for Criminal Courts, Centre Street, between Franklin and White Streets...

Court of General Sessions. Held in the building for Criminal Courts, Centre Elm, White and Franklin Streets...

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

Appellate Division, Supreme Court. Court-house, No. 121 Fifth Avenue, corner Eighth Street. Court opens at 11 A.M.

City Magistrates' Courts. Courts open from 9 A.M. until 4 P.M.

Change of Grade Damage Commission, Twenty-third and Twenty-fourth Wards. Room 56, Schermerhorn Building, No. 56 Broadway...

Coroners. Borough of Manhattan. Office, New Criminal Court Building. Open at all times of day and night.

Surrogates' Court. New County Court-house, Court opens at 10:30 A.M.;

Examining Board of Plumbers. Rooms 14, 15 and 16 Nos. 129 to 131 Church Street. President, JOHN RENNINGER...

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

street. Court open daily (Sundays and legal holidays excepted) from 9 A. M. to 4 P. M.
Wm. F. Moore, Justice. DANIEL WILLIAMS, Clerk.

Fourth District—Tenth and Seventeenth Wards. Court-room, No. 30 First street, corner Second avenue. Court opens 9 A. M. daily, and remains open to close of business.

George F. Rorsch, Justice. JOHN E. LYNCH, Clerk. Fifth District—Seventh, Eleventh and Thirteenth Wards. Court-room, No. 154 Clinton street.

HENRY M. GOLDFACRE, Justice. JEREMIAH HAYES, Clerk. Sixth District—Eighteenth and Twenty-first Wards. Court-room, northwest corner Twenty-third street and Second avenue. Court opens 9 A. M. daily, and continues open to close of business.

DANIEL F. MARTIN, Justice. ABRAHAM BURNARD, Clerk. Seventh District—Nineteenth Ward. Court-room, No. 151 East Fifty-seventh street. Court opens every morning at 9 o'clock (except Sundays and legal holidays), and continues open to close of business.

JOHN B. MCKEAN, Justice. PATRICK McDAVITT, Clerk. Eighth District—Sixteenth and Twentieth Wards. Court-room, northwest corner of Twenty-third street and Eighth avenue. Court opens at 9 A. M. and continues open to close of business.

CLARK'S OFFICE OPEN FROM 9 A. M. TO 4 P. M. EACH COURT DAY. Vival days, Wednesdays, Fridays and Saturdays. Return days Tuesdays, Thursdays and Saturdays.

JOSEPH H. STUMER, Justice. THOMAS COFFMAN, Clerk. Ninth District—Twelfth Ward, except that portion thereof which lies west of the centre line of Lenox or Sixth avenue, and of the Harlem river north of the terminus of Lenox avenue. Court-room, No. 170 East One Hundred and Twenty-first street, southeast corner of Sylvan place. Court opens every morning at 9 o'clock (except Sundays and legal holidays), and continues open to close of business.

JOSEPH P. FALLON, Justice. WILLIAM J. KENNEDY, Clerk. Clerk's office open daily from 9 A. M. to 4 P. M. Tenth District—Twenty-second Ward and all that portion of the Twelfth Ward which is bounded on the north by the centre line of One Hundred and Tenth street, on the east by the centre line of Sixth avenue, and on the west by the North river. Court-room, No. 313 West Fifty-fourth street. Court opens daily (Sundays and legal holidays excepted) from 9 A. M. to 4 P. M.

JAMES A. O'HORMAN, Justice. JAMES J. GALLAGHAN, Clerk. Eleventh District—That portion of the Twelfth Ward which lies north of the centre line of West One Hundred and Tenth street and west of the centre line of Lenox or Sixth avenue, and of the Harlem river north of the terminus of Lenox or Sixth avenue. Court-room, corner of One Hundred and Twenty-sixth street and Columbus avenue. Court opens daily (Sundays and legal holidays excepted) from 9 A. M. to 4 P. M.

FRANCIS J. WICKERTER, Justice. ANDREW N. DUMAS-HAULT, Clerk. Borough of the Bronx. First District—All that part of the Twenty-fourth Ward which was lately annexed to the City and County of New York by chapter 104 of the Laws of 1895, comprising all of the late Town of Westchester and part of the Towns of Wakefield and Williamsbridge. Court-room, Town Hall, Main street, Westchester Village. Court opens daily (Sundays and legal holidays excepted) from 9 A. M. to 4 P. M.

WILLIAM W. PENFIELD, Justice. JOHN N. STEWART, Clerk. Second District—Twenty-third and Twenty-fourth Wards. Court-room, corner of Third avenue and One Hundred and Fifty-eighth street. Office hours from 9 A. M. to 4 P. M. Court opens at 9 A. M. JOHN M. THURNEY, Justice.

Borough of Brooklyn. First District—Comprising First, Second, Third, Fourth, Fifth, Sixth, Tenth and Twelfth Wards of the Borough of Brooklyn. JACOB NEV, Justice. EDWARD MORAN, Clerk. Clerk's office open from 9 A. M. to 4 P. M.

Second District—Seventh, Eighth, Ninth, Eleventh, Twentieth, Twenty-first, Twenty-second and Twenty-third Wards. Court-room located at No. 724 Broadway, Brooklyn. GEORGE B. VAN WART, Justice. WILLIAM H. ALLEN, Chief Clerk. Clerk's office open from 9 A. M. to 4 P. M.

Third District—Includes the Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth and Nineteenth Wards. Court-house, Nos. 6 and 8 Lee avenue, Brooklyn. WILLIAM SCHMITZ, Justice. CHARLES A. CONRADY, Clerk. Clerk's office open from 9 A. M. until 4 P. M. Court opens at 10 o'clock.

Fourth District—Twenty-fourth, Twenty-fifth, Twenty-sixth, Twenty-seventh and Twenty-eighth Wards. Court-room, No. 14 Howard avenue. ANDREW H. GORRONG, Justice. HERMAN TWENTYMOREY, Clerk. JAMES F. SINCOREY, Assistant Clerk. Clerk's office open from 9 A. M. to 4 P. M.

Fifth District—Twenty-ninth, Thirtieth, Thirty-first and Thirty-second Wards. Court-room on Bath avenue and Bay Twenty-second street, Bath Beach. CONNELIUS FURCHESON, Justice. JEREMIAH J. O'LEARY, Clerk. Clerk's office open from 9 A. M. to 4 P. M.

Borough of Queens. First District—First Ward all of Long Island City, formerly composing five Wards. Court-room, Queens County Court-house located temporarily. THOMAS C. KADLER, Justice. THOMAS P. KENNEDY, Clerk. Clerk's office open from 9 A. M. to 4 P. M. each week day. Court held each day, except Saturday.

Second District—Second and Third Wards, which includes the territory of the late Towns of Newtown and Flushing. Court-room in Court-house of late Town of Newtown, corner of Broadway and Court street, Elmhurst, New York. P. O. address, Elmhurst, New York. WILLIAM T. MONTVERDE, Justice. HENRY WALTER, Jr., Clerk. Clerk's office open from 9 A. M. to 4 P. M.

Third District—JAMES F. McLOUGHLIN, Justice. Borough of Richmond. First District—First and Third Wards (Towns of Castleton and Northfield). Court-room, former Village Hall, Lafayette avenue and Second street, New Brighton. JOHN J. KENNEY, Justice. FRANCIS F. LEMAS, Clerk. Court office open from 9 A. M. to 4 P. M. Court held each day, except Saturday, from 10 A. M.

Second District—Second, Fourth and Fifth Wards (Towns of Middletown, Southfield and Westfield). Court-room, former Edgewater Village Hall, Stapleton Park, Stapleton. ALBERT REYNOLD, Justice. PETER TREKMAN, Clerk. Court office open from 9 A. M. to 4 P. M. Court held each day from 10 A. M., and continues until close of business.

OFFICIAL PAPERS.

MORNING—MORNING JOURNAL, TELEGRAPH, Daily News, Evening Sun, Weekly, Weekly Union, Irish American, German, Morgen Journal. WILLIAM A. BUTLER, Supervisor, City Record.

DEPARTMENT OF HEALTH.

New York, November 23, 1898. PROPOSALS FOR ESTIMATES FOR REPAIRS OF STEAMBOAT "FRANKLIN EDSON," FOR THE DEPARTMENT OF HEALTH OF THE CITY OF NEW YORK.

PROPOSALS FOR ESTIMATES FOR REPAIRS of steamboat "Franklin Edson," for the Department of Health of the City of New York, will be received by the Commissioners of the Department, at their office, Criminal Court Building, Centre, White, Elm and Franklin street, until 10 A. M. of the

6TH DAY OF DECEMBER, 1898.

at which time and place they will be publicly opened and read by said Commissioners.

Any person making an estimate for the above work shall furnish the same in a sealed envelope to the head of said Department of Health, indorsed "Estimate for repairs of steamboat 'Franklin Edson,' for the Department of Health of the City of New York," and also with the name of the person or persons presenting the same and the date of its presentation.

Any bidder for this contract must be known to be engaged in and well prepared for the business, and must have satisfactory testimonials to that effect; and the person or persons to whom the contract may be awarded will be required to give security for the performance of the contract by his or their bond, with two sufficient sureties, each in the penal sum of \$1,000.

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

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

Bidders will state in their estimates a price for the whole of the work to be done in conformity with the approved form of contract and the specifications therein set forth, by which price the bids will be rated. 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 performance of the work hereunder.

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

The person or persons to whom the contract may be awarded will be required to attend at this office with the parties 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, or if they will be considered as having abandoned it, and as in default to the Corporation, and the contract will be re-awarded and retent and so on until it be accepted and executed.

Bidders are required to state in their estimates their names and places of residence, the names of all persons interested with them therein, and if no other person be so interested the estimate shall distinctly state the fact; also that the estimate is made without any connection with any other person making an estimate for the same work, and that it is in all respects fair and without collusion or fraud, and also that a member of the Municipal Assembly, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof; which estimate must be verified by the oath, in writing, of the party making the estimate that the several matters stated therein are in all respects true. Where more than one person is interested in it is required that the verification be made and subscribed 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 on its completion, and that which said Corporation, or the Department of Health, 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 rated. 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, and wated in 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, and a like affidavit as to sufficiency shall be required of an officer of a guaranty or surety company so consenting. The adequacy and sufficiency of the sureties offered shall be subject to approval by the Comptroller of the City of New York.

A special deposit of Ten Thousand Dollars (\$10,000) in lawful money of the United States will be required to be made with the Comptroller of the City of New York on or before the execution of said contract, said deposit to be retained by said Comptroller, as provided in said contract, as an additional security for the purpose described in the said contract. The price in the bids or estimates must be written, and most also be given 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 all of the bids should he deem it for the interest of the City so to do. No bid or estimate will be accepted from, nor will the contract be 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 must be accompanied by a certified 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 Two Thousand Five Hundred Dollars (\$2,500), 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 likewise be returned to him or them; but should the said accepted bidder refuse or neglect to execute the said contract within five days after due notice that the said contract has been awarded to him or them, the amount of said deposit shall be forfeited to the City of New York as liquidated damages for such neglect or refusal.

All bids or estimates must be made with reference to the form of contract and the requirements thereof, on file at the main office of the Department of Street Cleaning, or being not so made they will be rejected. The form of agreement (with specifications) showing the manner of payment for the work, may be seen and forms of bids or estimates may be obtained at the main office of the Department.

F. M. GIBSON, Deputy Commissioner of Street Cleaning, Borough of Manhattan, Designated with full powers of Commissioner. Dated New York, November 23, 1898.

of the Board, at his office, Criminal Court Building, Centre, White, Elm and Franklin street, New York, M. G. MURPHY, President.

WM. T. JENKINS, M. D., JOHN R. COSBY, M. D., ALVAH H. DOLY, M. D., BERNARD F. YORK, Commissioners.

DEPARTMENT OF STREET CLEANING.

DEPARTMENT OF STREET CLEANING OF THE CITY OF NEW YORK, MAIN OFFICE, NEW YORK LIFE BUILDING, NO. 346 BROADWAY, BOROUGH OF MANHATTAN.

BOROUGH OF MANHATTAN AND THE BRONX.

PUBLIC NOTICE.

CONTRACT FOR THE REMOVAL OF SNOW AND ICE FROM THE STREETS AND AVENUES AND PUBLIC PLACES, OR PORTIONS THEREOF, OF THE BOROUGH OF MANHATTAN AND THE BRONX, IN THE CITY OF NEW YORK, AND THE UNLOADING AND FINAL DISCHARGE OF THE SAME AT THE SEVERAL DUMPS OR OTHER PLACES OF FINAL DISPOSITION AND DISCHARGE DESIGNATED BY THE COMMISSIONER OF STREET CLEANING, FOR AND DURING THE PERIOD BEGINNING WITH THE DATE OF EXECUTION THEREOF AND UNTIL AND INCLUDING THE 15TH DAY OF APRIL, 1899.

BIDS OR ESTIMATES FOR THE ABOVE contract, included in sealed envelopes, with the title of the work, and indorsed with the name and address of the person or persons making the same, and the date of presentation, will be received at the Main Office of the Department of Street Cleaning, New York Life Building, No. 346 Broadway, Borough of Manhattan, in the City of New York, until 12 M.

FRIDAY, THE 6TH DAY OF DECEMBER, 1898.

at which time and place the said bids or estimates will be publicly opened and read.

The person or persons to whom the said contract may be awarded will be required to execute the said contract within five (5) days after receipt of a notice to that effect, and in case of failure or neglect so to do, the Commissioner of Street Cleaning may re-advertise and let the work and as on until the contract be accepted and executed.

Bidders are required to state, under oath or affirmation in their bids or estimates, their 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 that fact; also that the bid is made without any connection with any other person making any bid or estimate for the above work, and that it is in all respects fair and without collusion or fraud, and also that no member of the Municipal Assembly, head of a department, chief of a bureau, deputy thereof or clerk therein, or other officers of the Corporation, is directly or indirectly interested therein, or in the work to which it relates, or in any portion of the profits thereof. Where more than one person is interested in it is required that both the bid or estimate and the affidavit thereon be made and subscribed by all the parties interested.

Each bid or estimate must 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, or of two guaranty or surety companies duly authorized by law to act as sureties, as shall be satisfactory to the Comptroller of the City of New York, to the effect that if the contract be awarded to the person or persons making the bid or estimate, they will, upon its being so awarded, become bound as his or their sureties for its faithful performance in the amount of Fifty Thousand Dollars (\$50,000); and that if he or they shall omit or refuse to execute the same, they will pay to the City of New York any difference between the sum to which he or they would be entitled upon its completion and that which the City of New York may be obliged to pay to the person or persons to whom the contract may be subsequently awarded, the amount to be calculated upon the estimated amount of work by which the bids are rated. The consent 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 security required for the completion of the contract and stated in the bids or estimates 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, and a like affidavit as to sufficiency shall be required of an officer of a guaranty or surety company so consenting. The adequacy and sufficiency of the sureties offered shall be subject to approval by the Comptroller of the City of New York.

A special deposit of Ten Thousand Dollars (\$10,000) in lawful money of the United States will be required to be made with the Comptroller of the City of New York on or before the execution of said contract, said deposit to be retained by said Comptroller, as provided in said contract, as an additional security for the purpose described in the said contract.

The price in the bids or estimates must be written, and most also be given 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 all of the bids should he deem it for the interest of the City so to do. No bid or estimate will be accepted from, nor will the contract be 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 must be accompanied by a certified 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 Two Thousand Five Hundred Dollars (\$2,500), 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 likewise be returned to him or them; but should the said accepted bidder refuse or neglect to execute the said contract within five days after due notice that the said contract has been awarded to him or them, the amount of said deposit shall be forfeited to the City of New York as liquidated damages for such neglect or refusal.

All bids or estimates must be made with reference to the form of contract and the requirements thereof, on file at the main office of the Department of Street Cleaning, or being not so made they will be rejected. The form of agreement (with specifications) showing the manner of payment for the work, may be seen and forms of bids or estimates may be obtained at the main office of the Department.

F. M. GIBSON, Deputy Commissioner of Street Cleaning, Borough of Manhattan, Designated with full powers of Commissioner. Dated New York, November 23, 1898.

PERSONS HAVING BULKHEADS TO FILL, IN the vicinity of New York Bay, can procure material for that purpose—arsars, street sweepings, etc., such as is collected by the Department of Street Cleaning—free of charge, by applying to the Commissioner of Street Cleaning, 346 Broadway, Borough of Manhattan. JAMES MCCARTNEY, Commissioner of Street Cleaning.

AQUEDUCT COMMISSION.

PUBLIC AUCTION.

THURSDAY, DECEMBER 1, 1898, AT CROTON FALLS AT 10 O'CLOCK A. M.; PURDY'S STATION AT 11 O'CLOCK A. M.; GOLDEN'S BRIDGE AT 1 O'CLOCK P. M., AND KATONAH AT 3 O'CLOCK P. M.

SALE TO CONTINUE UNTIL PROPERTY IS ALL SOLD. THE AQUEDUCT COMMISSIONERS OF THE City of New York will sell at public auction, under the direction of Peter F. Meyer & Co., Auctioneers, on the premises, the following-described buildings now standing within the purchase line of the New Croton Reservoir, at CROTON FALLS, PURDY'S STATION, GOLDEN'S BRIDGE AND KATONAH, WESTCHESTER COUNTY, NEW YORK.

Table with columns: Parcel No., Former Owner, Description, Minimum Price. Lists various parcels and their details for public auction.

TERMS OF SALE. First—The purchase money must be paid on the day of sale. Second—The buildings will be sold to the same foundations. Third—The buildings must be moved off the City's property by February 1, 1899. Fourth—No building will be sold for less than the minimum price given in the City Record and in the posters. Fifth—The buildings must be moved in new sites which are at least two hundred and fifty feet from the Croton river or any of its affluents or any drain emptying therein. Sixth—None of the buildings shall be moved to land required for the New Croton Reservoir, as shown on the map on file in the County Clerk's office at White Plains, Westchester County, N. Y. Seventh—If any building or part of the same is left on the property of the City of New York on and after the first day of February, 1899, the purchaser shall forfeit all right and title to the buildings or any part of building so left, and also to the money part of the consideration paid at the time of sale, and the Aqueduct Commissioners may, at any time on or after the first day of February, 1899, resell said buildings or parts of buildings or remove or destroy the same.

The Aqueduct Commissioners reserve the right to exclude from such sale any building or buildings that may be designated by the Division Engineer. By order of the Aqueduct Commissioners of the City of New York. JOHN J. RYAN, President.

HARRY W. WACKER, Secretary.

DEPARTMENT OF PUBLIC BUILDINGS, LIGHTING AND SUPPLIES.

DEPARTMENT OF PUBLIC BUILDINGS, LIGHTING AND SUPPLIES, COMMISSIONER'S OFFICE, NO. 346 BROADWAY, BOROUGH OF MANHATTAN, NOVEMBER 24, 1898.

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. 346 Broadway, Room 1141, until one (1) o'clock P. M.

TUESDAY, DECEMBER 6, 1898. The bids will be publicly opened by the head of the Department, in Room 1141, No. 346 Broadway, at the hour above-mentioned.

FOR THE MATERIALS AND WORK REQUIRED FOR ERECTING AN AUTOMATIC LOW-PRESSURE STEAM-HEATING APPARATUS IN THE NEW BRIGHTON VILLAGE HALL AT NEW BRIGHTON, STATEN ISLAND, IN THE BOROUGH OF RICHMOND.

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 Municipal Assembly, 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 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 rated.

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 may be included in a sealed envelope containing the estimate, but must be mailed to the officer or clerk of the Department who has charge of the estimate, and no estimate can be deposited in said envelope 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 BUILDINGS, LIGHTING AND SUPPLIES RESERVES THE RIGHT TO REJECT ALL BIDS RECEIVED FOR ANY PARTICULAR WORK IF HE DEEMS IT FOR THE BEST INTERESTS OF THE CITY.

Plans for above work can be seen, and blank forms of bid or estimate, the proper envelopes in which to enclose the same, the specifications and agreements, and any further information desired can be obtained in the office of the Comptroller of Public Buildings, Lighting and Supplies, Richmond Building, New Brighton, Borough of Richmond.

HENRY S. KEARNEY,
Commissioner of Public Buildings,
Lighting and Supplies.

DEPARTMENT 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 to the Hall of the Board, No. 330 Broadway, eleventh door, Borough of Manhattan, until 4 o'clock P. M. on

MONDAY, DECEMBER 1, 1898.

for alterations, repairs, etc., at Public Schools 70 and 122, in the Borough of Manhattan.

Plans and specifications may be seen and blank proposals obtained at the Annex to the Hall of the Board of Education, Building Room, No. 330 Broadway, twelfth floor.

The attention of bidders is expressly called to the time stated in the contract within which the work must be completed. They are expressly notified that the successful bidder will be held strictly to completion within said time.

The Committee reserves 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 verify his name and place of residence in 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 antecedents disqualify them in the opinion of the Board of Education, or whose responsibility is doubted.

It is required, as a condition precedent to the reception or consideration of any proposals, that a certified check or a certificate of deposit of one of the State or National banks or trust companies of The City of New York, drawn in 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, which shall be deposited in the office of the Comptroller of Public Buildings, Lighting and Supplies, Richmond Building, New Brighton, Borough of Richmond, on or before December 27, 1898, at 11 A. M., at which time and place the said objections will be heard and testimony received in reference thereto.

EDWARD McCUE,
EDWARD CAHILL,
THOS. A. WILSON,
PATRICK M. HAVERTY,
Board of Assessors.

WILLIAM H. JASPER,
Secretary,
No. 330 Broadway,
CITY OF NEW YORK, BOROUGH OF MANHATTAN,
November 25, 1898.

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

BOROUGH OF MANHATTAN.

List 2521, No. 1. Regulating, grading, curbing, flagging and laying crosswalks in One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue.

List 2522, No. 2. Regulating, grading, curbing, flagging and laying crosswalks in Jerome avenue, from Macomb's Dam Bridge to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

BOROUGH OF THE BRONX.

List 2523, No. 1. Regulating, grading, curbing, flagging and laying crosswalks in One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue.

List 2524, No. 2. Regulating, grading, curbing, flagging and laying crosswalks in Jerome avenue, from Macomb's Dam Bridge to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street and to the extent of half the block at the intersecting streets.

BOROUGH OF THE BRONX.

List 2525, No. 1. Regulating, grading, curbing, flagging and laying crosswalks in One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue.

List 2526, No. 2. Regulating, grading, curbing, flagging and laying crosswalks in Jerome avenue, from Macomb's Dam Bridge to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue and to the extent of half the block at the intersecting avenues.

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The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

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No. 2. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

BOROUGH OF THE BRONX.

List 2527, No. 1. Regulating, grading, curbing, flagging and laying crosswalks in One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue.

List 2528, No. 2. Regulating, grading, curbing, flagging and laying crosswalks in Jerome avenue, from Macomb's Dam Bridge to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-seventh street, from Jerome avenue to Sheridan avenue and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Jerome avenue, from the Spryten Duvel and Fort Morris Branch Railroad to the north side of One Hundred and Sixty-second street, together with a list of awards for damages caused by a change of grade.

DEPARTMENT OF WATER SUPPLY.

DEPARTMENT OF WATER SUPPLY,
COMMISSIONER'S OFFICE,
NO. 120 NASSAU STREET,
NEW YORK, November 23, 1898.

NOTICE OF SALE AT PUBLIC AUCTION.

ON WEDNESDAY, DECEMBER 1, 1898, AT 11 O'CLOCK A. M., the Department of Water Supply will sell at public auction, to the highest bidder, by Messrs. Peter F. Meyer & Co., Auctioneers, at the Department Pipe Yard, foot of East Twenty-fourth street—

- About 200 tons of Old Cast Iron.
- About 10 tons of Old Wrought Iron.
- About 1,000 pounds of Old Composition Metal.

TERMS OF SALE.

Cash payment in bankable funds at the time and place of sale. Bidders must name a price per ton for the bid iron and a price per pound for the old composition metal. No bid will be received except for the entire lot of iron and composition metal. The purchaser must remove all the material from the pipe yard within thirty days after the sale, otherwise he will forfeit the money paid at the time of sale, and the ownership to the iron and metal, which will thereafter be sold for the benefit of the City. The purchaser must remove the material as directed by the Officer of the Department in charge, and will not be allowed to select material for removal at will.

WM. DALTON,
Commissioner of Water Supply.

**DEPARTMENT OF WATER SUPPLY,
COMMISSIONER'S OFFICE,
NO. 120 NASSAU STREET,
NEW YORK, November 23, 1898.**

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. 120 Nassau street, corner of Spruce street, in Room No. 1206, until 2 o'clock P. M. on

THURSDAY, DECEMBER 5, 1898.

The bids will be publicly opened by the head of the Department, in Room 1202, No. 120 Nassau street, at the hour above-mentioned.

FOR THE BOROUGH OF BROOKLYN.

No. 1. FOR FURNISHING CAST-IRON WATER-PIPES, BRANCH PIPES AND SPECIAL CASTINGS.

FOR THE BOROUGH OF QUEENS.

No. 2. FOR FURNISHING THE DEPARTMENT OF WATER SUPPLY WITH 800 GROSS TONS (0.240 POUNDS) OF A TON OF EGG-SIZE WHITE A-SH ANTHRACITE COAL AND 2,500 GROSS TONS OF PEANUT-SIZE WHITE ASH ANTHRACITE COAL.

FOR THE BOROUGH OF MANHATTAN.

No. 3. FOR FURNISHING, BUILDING AND PUTTING UP TWO BOILERS AT NINETY-SEVENTH STREET BOILER-HOUSE AND TAKING OUT FOUR OLD BOILERS AND APPURTENANCES.

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 Municipal Assembly, head of a department, chief of a bureau, deputy thereof, or clerk there-

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

BOROUGH OF MANHATTAN.

List 2529, No. 1. Regulating, grading, curbing, flagging and laying crosswalks in Madison avenue, between Forty-fourth and Forty-sixth, Forty-seventh and Fiftieth

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

BOROUGH OF MANHATTAN.

List 2530, No. 1. Regulating, grading, curbing, flagging and laying crosswalks in Madison avenue, between Forty-fourth and Forty-sixth, Forty-seventh and Fiftieth

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

BOROUGH OF MANHATTAN.

List 2531, No. 1. Regulating, grading, curbing, flagging and laying crosswalks in Madison avenue, between Forty-fourth and Forty-sixth, Forty-seventh and Fiftieth

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

BOROUGH OF MANHATTAN.

List 2532, No. 1. Regulating, grading, curbing, flagging and laying crosswalks in Madison avenue, between Forty-fourth and Forty-sixth, Forty-seventh and Fiftieth

In, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or in the work in 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, he 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 in the order of the Comptroller, or money to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such check or money must not be included in a sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimates, 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, shall 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 specified the amount of the deposit will be returned to him.

THE COMMISSIONER OF WATER SUPPLY RESERVES THE RIGHT TO REFLECT 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 include the same, the specifications and agreements, and any further information desired, can be obtained in Room No. 1715.

WM. DALTON, Commissioner of Water Supply.

CIRCUIT COURT OF THE UNITED STATES.

FOR THE SOUTHERN DISTRICT OF NEW YORK.

In the matter of the petition of Thomas F. Gilroy, Commissioner of Public Works, under and in pursuance of chapter 402 of the Laws of the City, and the acts amendatory thereof, on behalf of The Mayor, Aldermen and Community of The City of New York, for the appointment of Commissioners of Appraisal under said act.

IN RE CLAIM OF JEROME BERKERT.

PUBLIC NOTICE IS HEREBY GIVEN THAT the report of Daniel O'Connell, William Murray and George Caulfield, Commissioners of Appraisal in the above-entitled matter, was filed in the office of the Clerk of the Circuit Court of the United States for the Southern District of New York on the 18th day of October, 1898, and a certified copy thereof filed in the office of the Clerk of the County of Westchester, at White Plains, in said county, on the 24th day of October, 1898.

Notice is further given that the said report includes and affects the parcels of land designated as Parcels Nos. 274, 277, 278 and part of 207.

Notice is further given that an application will be made in a stated term of the Circuit Court of the United States for the Southern District of New York, to be held in the Post-office Building, in the City of New York, on Friday, the 10th day of December, 1898, at 11 A. M., or as soon thereafter as counsel can be heard, for an order confirming said report, and for such other or further relief as may be just.

New York, October 27, 1898. JOHN WHALEN, Corporation Counsel, Office and Post-office address, No. 2 Tryon Row, Borough of Manhattan, City of New York.

SUPREME COURT.

FIRST DEPARTMENT.

In the matter of the application of The Mayor, Aldermen and Community 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 CONCORD AVENUE (although not yet named by proper authority), from East One Hundred and Forty-first street to Kelly 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.

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, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 17th day of December, 1898, and that we, the said Commissioners, will hear parties so objecting and for that purpose will be in attendance at our said office on the 17th day of December, 1898, at 10 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, proofs 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, in the Borough of Manhattan, in said city, there to remain until the 27th day of December, 1898.

Third.—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.: Beginning at a point formed by the intersection of the easterly side of Trinity avenue with a line drawn parallel to Westchester avenue and distant 100 feet northwesterly from the northwesterly side thereof, running thence northwesterly along said line drawn parallel to Westchester avenue and distant 100 feet

northwesterly from the northwesterly side thereof to its intersection with the prolongation northwesterly of a line drawn parallel to Wales avenue and distant 200 feet easterly from the easterly side thereof; thence southerly along said prolongation and said line drawn parallel to Wales avenue and distant 100 feet easterly from the easterly side thereof and said line produced southerly to its intersection with a line drawn parallel to the Southton Boulevard and distant 100 feet southeasterly from the southeasterly side thereof; thence northwesterly along said line to its intersection with a line drawn parallel to East One Hundred and Thirty-eighth street and distant 100 feet southerly from the southerly side thereof; thence westerly along said line to its intersection with a line drawn parallel to Robbin avenue and distant 100 feet westerly from the westerly side thereof; thence northwesterly along said line and said line produced to the northwesterly side of Westchester avenue, thence northerly along the easterly side of Trinity avenue to the point or place of beginning; excepting from said area all streets, avenues and roads, or portions thereof, heretofore legally opened, or such area is shown upon any benefit maps deposited as aforesaid.

Fourth.—That our report herein will be presented to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court-house, in the Borough of Manhattan, in The City of New York, on the 27th day of January, 1899, 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 Borough of Manhattan, New York, November 7, 1898.

J. J. TOWNSEND, Chairman; PETER A. WALSH, ROBERT SPURGIS, Commissioners.

JOHN P. DUFFY, Clerk.

FIRST DEPARTMENT.

In the matter of the application of The Mayor, Aldermen and Community of The City of New York, to ascertain the loss and damages and compensation for the lands and premises laid out, taken, set apart and appropriated for and as a public park and the improvements thereon on lot, with interest thereon, pursuant to the provisions of an act entitled "An Act to provide for the acquisition and construction of a public park at the junction of East One Hundred and Ninety-second street, the Kingsbridge road and Grand Boulevard and Concourse, in the Twenty-fourth Ward of The City of New York," being chapter 337 of the Laws of 1897.

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 of the State of New York, First Department, at a Special Term thereof, Part I, to be held at the County Court-house, in the Borough of Manhattan, in The City of New York, on the 30th day of December, 1898, at 10 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 County of New York, there to remain for and during the space of ten days, as required by the provisions of section 99 of title 4 of chapter 17, of chapter 378 of the Laws of 1897.

Dated Borough of Manhattan, New York, October 21, 1898.

HENRY L. NELSON, WM. J. BROWN, H. B. CLOSSON, Commissioners.

FIRST DEPARTMENT.

In the matter of the application of The Mayor, Aldermen and Community 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 TRINITY AVENUE (although not yet named by proper authority), from the New York and Harlem Railroad to the transverse road under the Grand Boulevard and Concourse, 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 of assessment for benefit, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 17th day of December, 1898, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 17th day of December, 1898, at 10 o'clock A. M.

Second.—That the abstract of our said assessment, together with our benefit maps, and also all the affidavits, estimates, proofs 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, in the Borough of Manhattan, in said city, there to remain until the 27th day of December, 1898.

Third.—That pursuant to the notice heretofore given when we filed our estimate of damage the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.: On the north by the middle line of the blocks between East One Hundred and Seventy-eighth street and East One Hundred and Seventy-ninth street, from Third avenue to Park avenue, and by the middle line of the blocks between East One Hundred and Eighty-first street and East One Hundred and Eighty-second street and said middle line produced from Park avenue to Morris avenue, and by the northerly side of Cameron place, from Morris avenue to Jerome avenue; on the south by the middle line of the blocks between East One Hundred and Seventy-fifth street and East One Hundred and Seventy-sixth street, from Third avenue to Park avenue, and by the middle line of the blocks between East One Hundred and Seventy-fourth street and East One Hundred and Seventy-fifth street, from Park avenue to Edon avenue; thence on a straight line to its intersection with the middle line of the blocks between East One Hundred and Seventy-fourth street and Belmont street at Walton avenue; thence along the middle line of the blocks between East One Hundred and Seventy-fourth street and Belmont street to Jerome avenue; on the east by Park avenue from the middle line of the blocks between East One Hundred and Eighty-first street and East One Hundred and Eighty-second street to the middle line of the blocks between East One Hundred and Seventy-eighth street and East One Hundred and Seventy-ninth street, and by Third avenue from the middle line of the blocks between East One Hundred and Seventy-fifth street and East One Hundred and Seventy-sixth street to the middle line of the blocks between East One Hundred and Seventy-sixth street and East One Hundred and Seventy-seventh street, and by Park avenue from the middle line of the blocks

between East One Hundred and Seventy-sixth street and East One Hundred and Seventy-seventh street to the middle line of the blocks between East One Hundred and Seventy-fourth street and East One Hundred and Seventy-fifth street, and on the east by Jerome avenue, as such streets are shown upon the Final Maps of the Twenty-third and Twenty-fourth Wards of the City and County of New York, excepting from said area all streets, avenues and roads, or portions thereof, heretofore legally opened, or such area is shown upon any benefit maps deposited as aforesaid.

Fourth.—That our report herein will be presented to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court-house, in the Borough of Manhattan, in The City of New York, on the 27th day of December, 1898, 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 Borough of Manhattan, New York, November 15, 1898.

STEPHEN B. STANTON, Chairman; JOHN J. NEVILLE, FRANK ADAMS AGER, Commissioners.

JOHN P. DUFFY, Clerk.

FIRST DEPARTMENT.

In the matter of the application of The Mayor, Aldermen and Community 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 FAIRMOUNT PLACE (although not yet named by proper authority), from Crutcher avenue to the westerly side of Boulevard, 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 of the State of New York, First Department, at a Special Term thereof, Part I, to be held at the County Court-house, in the Borough of Manhattan, in The City of New York, on the 30th day of December, 1898, at 10 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 County of New York, there to remain for and during the space of ten days, as required by the provisions of section 99 of title 4 of chapter 17, of chapter 378 of the Laws of 1897.

Dated Borough of Manhattan, New York, November 10, 1898.

THOMAS T. BAYLOR, JOHN F. CROTTY, EDW. BROWN, Commissioners.

JOHN P. DUFFY, Clerk.

FIRST DEPARTMENT.

In the matter of the application of The Mayor, Aldermen and Community 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 River avenue to Walton avenue and from 10th Avenue to Sheridan Avenue, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-third Ward of The City of New York.

NOTICE IS HEREBY GIVEN THAT 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 of the State of New York, First Department, at a Special Term thereof, Part I, to be held at the County Court-house, in the Borough of Manhattan, in The City of New York, on the 30th day of December, 1898, at 10 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 County of New York, there to remain for and during the space of ten days, as required by the provisions of section 99 of title 4 of chapter 17, of chapter 378 of the Laws of 1897.

Dated Borough of Manhattan, New York, November 15, 1898.

J. D. ROMAN BALDWIN, WM. S. KEILEY, WILLIAM H. BARKER, Commissioners.

JOHN P. DUFFY, Clerk.

FIRST DEPARTMENT.

In the matter of the application of The Mayor, Aldermen and Community 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 TRINITY AVENUE (although not yet named by proper authority), from Westchester avenue to East One Hundred and Sixty-sixth 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.

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, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 17th day of November, 1898, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 17th day of November, 1898, at 10 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, proofs 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, in the Borough of Manhattan, in said city, there to remain until the 27th day of December, 1898.

Third.—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, 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 Sixty-ninth street, from the easterly side of Third avenue to the westerly side of Union avenue; on the south by the northerly side of East One Hundred and Forty-ninth street, from the easterly side of St. Ann's avenue to the westerly side of Union avenue; on the east by the westerly side of Union avenue, from the southerly side of East One Hundred and Sixty-ninth street to the northerly side of East One Hundred and

Forty-ninth street, and on the west by the easterly side of St. Ann's avenue, from the northerly side of East One Hundred and Forty-ninth street to its intersection with the southerly side of Third avenue; thence by the easterly side of Third avenue to the southerly side of East One Hundred and Sixty-ninth street, excepting from said area all streets, avenues and roads, or portions thereof, heretofore legally opened, or such area is shown upon any benefit maps deposited as aforesaid.

Fourth.—That our report herein will be presented to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court-house in the Borough of Manhattan, in The City of New York, on the 27th day of December, 1898, 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 Borough of Manhattan, New York, November 2, 1898.

WILLIAM McBRIDE, Chairman; LORENZO S. PALMER, PETER F. RAFFERTY, Commissioners.

JOHN P. DUFFY, Clerk.

DEPARTMENT OF SEWERS.

DEPARTMENT OF SEWERS—COMMISSIONER'S OFFICE, Nos. 205 AND 207 BROADWAY, November 15, 1898.

TO CONTRACTORS.

BIDS OR ESTIMATES INCLOSED IN A sealed envelope, with the title of the work and the name of the bidder indorsed thereon, will be received at this office until

WEDNESDAY, DECEMBER 7, 1898,

at which time they will be publicly opened by the head of the Department, and read. FOR DRAINAGE IN NEW YORK BAY AT THE FOOT OF FORTY-FIFTH STREET, IN THE BOROUGH OF BROOKLYN.

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 to other persons be so interested it shall distinctly state that fact; that it is made without any collusion or fraud, and that no member of the Municipal Assembly, 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 in the order of the Comptroller, or money to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such check or money must not be included in a sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimates, 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 SEWERS RESERVES THE RIGHT TO REFLECT ALL BIDS RECEIVED, IF HE DEEMS IT FOR THE BEST INTERESTS OF THE CITY.

Blank forms of bids or estimates, the proper envelope in which to include the same, the specifications and agreements, and any further information desired, can be obtained at the office of the Deputy Commissioner of Sewers, Municipal Building, Borough of Brooklyn.

JAS. KANE, Commissioner of Sewers.

DEPARTMENT OF SEWERS—COMMISSIONER'S OFFICE, Nos. 205 AND 207 BROADWAY, November 15, 1898.

TO CONTRACTORS.

BIDS OR ESTIMATES INCLOSED IN A sealed envelope, with the title of the work and the name of the bidder indorsed thereon, will be received at this office until

WEDNESDAY, NOVEMBER 30, 1898,

at which time they will be publicly opened by the head of the Department, and read. FOR CONSTRUCTING A TEMPORARY DRAIN IN BRONX PARK, FROM THE END OF THE EXISTING COVERED STONE DRAIN, ABOUT 300 FEET EASTERLY FROM THE EAST HOUSE-LINE OF THE SOUTHERN BOULEVARD, OPPOSITE EAST ONE HUNDRED AND EIGHTY-SEVENTH STREET, NORTHEASTERLY TO A POINT ABOUT 150 FEET SOUTHERLY FROM PELHAM AVENUE AND ABOUT 100 FEET WESTERLY FROM THE BRONX RIVER.

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 to other persons be so interested it shall distinctly state that fact; that it is made without any collusion or fraud, and that no member of the Municipal Assembly, 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

which he is entitled to 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 section 12 of chapter 7 of the Revised Ordinances of The City of New York, if the contract shall be awarded to the person or persons for whom he consents to become surety. The adequacy and sufficiency of the security offered to be approved by the Comptroller of The City of New York.

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

Should the person or persons to whom the contract may be awarded neglect or refuse to accept the contract within five days after written notice that the same has been awarded to him 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 re-advertised and let as provided by law.

Bidders are cautioned to examine the plans and specifications for publication of the work, etc., referred to before making their estimates, and are cautioned against making any amendments or alterations other than those permitted by the Department. Such references are made for writing bids, which they are to make, and will in no case govern the action of the Department in passing upon tenders.

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

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

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

JOHN W. KILLER, President. ADOLPH SIMS, Jr., Commissioner. JAMES FERRY, Commissioner. Department of Public Charities.

BOROUGH OF MANHATTAN.

OFFICE PRESIDENT OF THE BOROUGH OF MANHATTAN, New York, November 23, 1898.

NOTICE IS HEREBY GIVEN, IN ACCORDANCE with section 105 of the Charter of The City of New York, that a petition signed by residents of the Seventeenth and Nineteenth Districts for Local Improvements, appearing for a public hearing relative to the question of the operation of four lines of electric cars upon Amsterdam Avenue, has been filed in this office, and is now ready for public inspection, and that a meeting of the Local Board of the Seventeenth and Nineteenth Districts for Local Improvements will be held in the Borough Office, City Hall, on the 29th day of December, 1898, at 2 P. M., at which meeting said petition will be submitted to the Board.

AUGUSTUS W. PETERS, President. I. E. Riker, Secretary.

OFFICE PRESIDENT OF THE BOROUGH OF MANHATTAN, New York, November 23, 1898.

NOTICE IS HEREBY GIVEN, IN ACCORDANCE with section 105 of the Charter of The City of New York, that a petition signed by residents of the Nineteenth District for Local Improvements, asking that crosswalks be laid at the Hundred and Forty-third and One Hundred and Forty-fourth streets and the Boulevard has been filed in this office, and is now ready for public inspection, and that a meeting of the Local Board of the Nineteenth District for Local Improvements will be held in the Borough Office, City Hall, on the 29th day of December, 1898, at 2 P. M., at which meeting said petition will be submitted to the Board.

AUGUSTUS W. PETERS, President. I. E. Riker, Secretary.

CHANGE OF GRADE DAMAGE COMMISSION, TWENTY-THIRD AND TWENTY-FOURTH WARDS.

PURSUANT TO THE PROVISIONS OF CHAPTER 237 of the Laws of 1883, 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 25, 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 26, 1898. DANIEL LORR, JAMES M. YARNUM, WILLIAM E. STILLINGS, Commissioners.

LAMONT McLOUGHLIN, Clerk.

MUNICIPAL CIVIL SERVICE COMMISSION.

MUNICIPAL CIVIL SERVICE COMMISSION OF THE CITY OF NEW YORK. CENTRE, ECHOLS FRANKS and WHITE STREETS, New York, November 5, 1898.

PUBLIC NOTICE IS HEREBY GIVEN THAT open competitive examinations will be held at the offices of this Commission for the following positions, upon the dates specified:

Friday, November 25, 10 A. M. INSPECTOR OF GAS METERS. Subjects: Handwriting, arithmetic, experience and technical.

Monday, November 28, 10 A. M. EXAMINER TO THE MUNICIPAL CIVIL SERVICE COMMISSION.

Subject: Arithmetic, common and compound, general intelligence, special qualifications, experience.

Tuesday, November 29, 10 A. M. OIL COLLECTOR. Subjects: Handwriting, arithmetic, experience and technical.

Wednesday, November 29, 10 A. M. DISINFECTOR. Subjects: Handwriting, arithmetic, experience and technical.

Thursday, December 1, 10 A. M. NURSE. Subjects: Duties, experience, reading, writing and arithmetic.

Friday, December 3, 10 A. M. STENOGRAPHER AND TYPEWRITER (MALE). Subjects: Accuracy, speed, spelling, writing and arithmetic.

Monday, December 5, 10 A. M. INSPECTOR OF OFFENSIVE TRADES. Subjects: Handwriting, arithmetic, experience and technical.

Thursday, December 8, 10 A. M. TELEPHONE OPERATOR. Subject: Handwriting, arithmetic, experience and technical.

Friday, December 9, 10 A. M. FRUIT INSPECTOR. Subjects: Handwriting, arithmetic, experience and technical.

Monday, December 13, 10 A. M. FOOD INSPECTOR. Subjects: Handwriting, arithmetic, experience and technical.

Tuesday, December 14, 10 A. M. FISH INSPECTOR. Subjects: Handwriting, arithmetic, experience and technical.

Wednesday, December 15, 10 A. M. MEAT INSPECTOR. Subjects: Handwriting, arithmetic, experience and technical.

Thursday, December 15, 10 A. M. JANITOR. Subjects: Duties, experience, handwriting, reading and arithmetic.

Friday, December 17, 10 A. M. JANITRESS. Subjects: Duties, experience, handwriting, reading and arithmetic.

Monday, December 19, 10 A. M. TOPOGRAPHICAL DRAUGHTSMAN. Subject: Handwriting, arithmetic, experience and technical.

Wednesday, December 22, 10 A. M. INSPECTOR OF LAMPS AND GAS. Subjects: Handwriting, arithmetic, experience and technical.

Friday, December 24, 10 A. M. EXAMINER OF CLAIMS, DEPARTMENT OF EDUCATION. Subjects: To be announced later.

LEE PHILLIPS, Secretary.

DEPARTMENT OF CORRECTION.

PROPOSALS FOR 25,000 POUNDS WHITE LEAD.

SEALED BIDS OR ESTIMATES FOR FURNISHING 25,000 POUNDS WHITE LEAD IN OIL, in conformity with specifications, will be received at the office of the Department of Correction, No. 148 East Twentieth Street, in The City of New York, until 10 A. M. of

MONDAY, NOVEMBER 28, 1898.

All goods to be delivered on River East, Twenty-sixth Street or Street to Storehouse, Atlantic Yards, and will be delivered as required on Bluepoint Island, except 5,000 pounds White Lead, strictly pure and subject to chemical analysis. To be delivered at once.

The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for 25,000 pounds White Lead," with his or their name or names, and the date of 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 Commissioner of said Department, or his duly authorized agent, and read.

The Commissioner of Correction reserves the right to reject all bids or estimates if he deems it proper for public interest, as provided in section 105 of chapter 237, Laws of 1883.

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

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

Delivery to be made at once, and as such quantities as may be directed by the said Commissioner.

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 hand, with two sufficient sureties, each in the penal amount of SIX HUNDRED DOLLARS.

Each bid or estimate shall contain and state the name and place of residence of each of the persons making the same, the names of all persons interested with him or them therein, and if no other person be so interested it shall distinctly state that fact; also that it is made without any connection with any other person making an estimate for the same purpose and in all respects fair and without collusion or fraud, and that no member of the Municipal Assembly, head of a department, chief of a bureau, deputy chief or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work in 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 or trust or security companies in The City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for its faithful performance, and that if he shall omit or refuse to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled on its completion and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting, the amount in each case to be calculated upon the estimated amount of the 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 section 12 of chapter 7 of the Revised Ordinances of The City of New York, if the contract shall be awarded to the person or persons for whom he consents to become surety. The adequacy and sufficiency of the security offered to be approved by the Comptroller of The City of New York.

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

within the time aforesaid the amount of his deposit will be returned to him.

Should the person or persons to whom the contract may be awarded neglect or refuse to accept the contract within five days after written notice that the same has been awarded to him 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 re-advertised and let as provided by law.

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

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

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

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

November 24, 1898. FRANCIS J. LANTY, Commissioner, Department of Correction.

ONE THOUSAND FIVE HUNDRED TONS COAL.

PROPOSALS FOR ONE THOUSAND FIVE HUNDRED (1,500) TONS OF WHITE ASH COAL FOR 1898. Sealed bids or estimates for furnishing the Department of Correction at 1898.

ONE THOUSAND FIVE HUNDRED (1,500) TONS (2,240 POUNDS EACH) OF WHITE ASH COAL will be received at the office of the Department of Correction, No. 148 East Twentieth Street, in the City of New York, until 10 o'clock A. M. of

MONDAY, NOVEMBER 28, 1898.

The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for 1,500 Tons of White Ash Coal," 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 Commissioner, or his duly authorized agent, of said Department, and read.

The Commissioner of the Department of Correction reserves the right to reject all bids or estimates if he deems it proper for public interest, as provided in section 105 of chapter 237, Laws of 1883.

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

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

Delivery to be made at once, and as such quantities as may be directed by the said Commissioner.

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 hand, with two sufficient sureties, each in the penal amount of THREE HUNDRED DOLLARS.

Each bid or estimate shall contain and state the name and place of residence of each of the persons making the same, the names of all persons interested with him or them therein, and if no other person be so interested it shall distinctly state that fact; also that it is made without any connection with any other person making an estimate for the same purpose and in all respects fair and without collusion or fraud, and that no member of the Municipal Assembly, head of a department, chief of a bureau, deputy chief or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work in 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 or trust or security companies in The City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for its faithful performance, and that if he shall omit or refuse to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled on its completion and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting, the amount in each case to be calculated upon the estimated amount of the articles by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in The City of New York, and is worth the amount of the security required for the completion of this contract over and above all his debts of every nature, and over and above his liabilities as bail, surety or otherwise, and that he has offered himself as a surety in good faith and with the intention to execute the bond required by section 12 of chapter 7 of the Revised Ordinances of The City of New York, if the contract shall be awarded to the person or persons for whom he consents to become surety. The adequacy and sufficiency of the security offered to be approved by the Comptroller of The City of New York.

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

within the time aforesaid the amount of his deposit will be returned to him.

Should the person or persons to whom the contract may be awarded neglect or refuse to accept the contract within five days after written notice that the same has been awarded to him 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 re-advertised and let as provided by law.

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

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

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

November 24, 1898. FRANCIS J. LANTY, Commissioner, Department of Correction.

POLICE DEPARTMENT.

Police Department—City of New York, 1898.

OWNERS WANTED BY THE PROPERTY CLERK of the Police Department of The City of New York, No. 100 Mulberry Street, Room No. 2, for the following property, now in his custody, without claimants: Boots, caps, iron, lead, male and female clothing, hats, shoes, wire, blankets, diamonds, canned goods, liquor, etc.; also small amount money taken from prisoners and found by Patrolman of this Department. JOHN E. HARRIOT, Property Clerk.

POLICE DEPARTMENT—City of New York, 1898.

OWNERS WANTED BY THE DEPUTY PROPERTY CLERK of the Police Department of The City of New York—Office, Municipal Building, Borough of Brooklyn—for the following property now in his custody without claimants: Boots, caps, iron, lead, male and female clothing, hats, shoes, wire, blankets, diamonds, canned goods, liquor, etc.; also small amount money taken from prisoners and found by Patrolman of this Department. CHARLES D. BLATCHELD, Deputy Property Clerk.

FIRE DEPARTMENT.

Fire Department—City of New York, Borough of Brooklyn and Queens.

THOMAS A. KERRIGAN, AUTHORIZED BY the Board of the Fire Department of The City of New York, Boroughs of Brooklyn and Queens, will offer for sale at public auction, at the Hospital and Training Station, corner of Easton and Bedford Streets, Borough of Brooklyn, on

FRIDAY, DECEMBER 3, 1898,

- at 11 o'clock A. M., the following amount property: 1. Ten (10) tons of registered No. 100. 2. Fifty (50) tons No. 100. 3. One (1) ton No. 100. 4. One (1) ton No. 100. 5. One (1) ton No. 100. 6. One (1) ton No. 100. 7. One (1) ton No. 100. 8. One (1) ton No. 100. 9. One (1) ton No. 100. 10. One (1) ton No. 100. 11. One (1) ton No. 100. 12. One (1) ton No. 100. 13. One (1) ton No. 100. 14. One (1) ton No. 100. 15. One (1) ton No. 100. 16. One (1) ton No. 100. 17. One (1) ton No. 100. 18. One (1) ton No. 100. 19. One (1) ton No. 100. 20. One (1) ton No. 100. 21. One (1) ton No. 100. 22. One (1) ton No. 100. 23. One (1) ton No. 100. 24. One (1) ton No. 100. 25. One (1) ton No. 100. 26. One (1) ton No. 100. 27. One (1) ton No. 100. 28. One (1) ton No. 100. 29. One (1) ton No. 100. 30. One (1) ton No. 100. 31. One (1) ton No. 100. 32. One (1) ton No. 100. 33. One (1) ton No. 100. 34. One (1) ton No. 100. 35. One (1) ton No. 100. 36. One (1) ton No. 100. 37. One (1) ton No. 100. 38. One (1) ton No. 100. 39. One (1) ton No. 100. 40. One (1) ton No. 100. 41. One (1) ton No. 100. 42. One (1) ton No. 100. 43. One (1) ton No. 100. 44. One (1) ton No. 100. 45. One (1) ton No. 100. 46. One (1) ton No. 100. 47. One (1) ton No. 100. 48. One (1) ton No. 100. 49. One (1) ton No. 100. 50. One (1) ton No. 100. 51. One (1) ton No. 100. 52. One (1) ton No. 100. 53. One (1) ton No. 100. 54. One (1) ton No. 100. 55. One (1) ton No. 100. 56. One (1) ton No. 100. 57. One (1) ton No. 100. 58. One (1) ton No. 100. 59. One (1) ton No. 100. 60. One (1) ton No. 100. 61. One (1) ton No. 100. 62. One (1) ton No. 100. 63. One (1) ton No. 100. 64. One (1) ton No. 100. 65. One (1) ton No. 100. 66. One (1) ton No. 100. 67. One (1) ton No. 100. 68. One (1) ton No. 100. 69. One (1) ton No. 100. 70. One (1) ton No. 100. 71. One (1) ton No. 100. 72. One (1) ton No. 100. 73. One (1) ton No. 100. 74. One (1) ton No. 100. 75. One (1) ton No. 100. 76. One (1) ton No. 100. 77. One (1) ton No. 100. 78. One (1) ton No. 100. 79. One (1) ton No. 100. 80. One (1) ton No. 100. 81. One (1) ton No. 100. 82. One (1) ton No. 100. 83. One (1) ton No. 100. 84. One (1) ton No. 100. 85. One (1) ton No. 100. 86. One (1) ton No. 100. 87. One (1) ton No. 100. 88. One (1) ton No. 100. 89. One (1) ton No. 100. 90. One (1) ton No. 100. 91. One (1) ton No. 100. 92. One (1) ton No. 100. 93. One (1) ton No. 100. 94. One (1) ton No. 100. 95. One (1) ton No. 100. 96. One (1) ton No. 100. 97. One (1) ton No. 100. 98. One (1) ton No. 100. 99. One (1) ton No. 100. 100. One (1) ton No. 100.

JOHN J. SCANNELL, Commissioner.

POLICE DEPARTMENT—City of New York, 1898.

THOMAS A. KERRIGAN, AUTHORIZED BY the Board of the Fire Department of The City of New York, Boroughs of Brooklyn and Queens, will offer for sale at public auction, at the Hospital and Training Station, corner of Easton and Bedford Streets, Borough of Brooklyn, on

FRIDAY, DECEMBER 3, 1898,

at 11 o'clock A. M., the following amount property: 1. Ten (10) tons of registered No. 100. 2. Fifty (50) tons No. 100. 3. One (1) ton No. 100. 4. One (1) ton No. 100. 5. One (1) ton No. 100. 6. One (1) ton No. 100. 7. One (1) ton No. 100. 8. One (1) ton No. 100. 9. One (1) ton No. 100. 10. One (1) ton No. 100. 11. One (1) ton No. 100. 12. One (1) ton No. 100. 13. One (1) ton No. 100. 14. One (1) ton No. 100. 15. One (1) ton No. 100. 16. One (1) ton No. 100. 17. One (1) ton No. 100. 18. One (1) ton No. 100. 19. One (1) ton No. 100. 20. One (1) ton No. 100. 21. One (1) ton No. 100. 22. One (1) ton No. 100. 23. One (1) ton No. 100. 24. One (1) ton No. 100. 25. One (1) ton No. 100. 26. One (1) ton No. 100. 27. One (1) ton No. 100. 28. One (1) ton No. 100. 29. One (1) ton No. 100. 30. One (1) ton No. 100. 31. One (1) ton No. 100. 32. One (1) ton No. 100. 33. One (1) ton No. 100. 34. One (1) ton No. 100. 35. One (1) ton No. 100. 36. One (1) ton No. 100. 37. One (1) ton No. 100. 38. One (1) ton No. 100. 39. One (1) ton No. 100. 40. One (1) ton No. 100. 41. One (1) ton No. 100. 42. One (1) ton No. 100. 43. One (1) ton No. 100. 44. One (1) ton No. 100. 45. One (1) ton No. 100. 46. One (1) ton No. 100. 47. One (1) ton No. 100. 48. One (1) ton No. 100. 49. One (1) ton No. 100. 50. One (1) ton No. 100. 51. One (1) ton No. 100. 52. One (1) ton No. 100. 53. One (1) ton No. 100. 54. One (1) ton No. 100. 55. One (1) ton No. 100. 56. One (1) ton No. 100. 57. One (1) ton No. 100. 58. One (1) ton No. 100. 59. One (1) ton No. 100. 60. One (1) ton No. 100. 61. One (1) ton No. 100. 62. One (1) ton No. 100. 63. One (1) ton No. 100. 64. One (1) ton No. 100. 65. One (1) ton No. 100. 66. One (1) ton No. 100. 67. One (1) ton No. 100. 68. One (1) ton No. 100. 69. One (1) ton No. 100. 70. One (1) ton No. 100. 71. One (1) ton No. 100. 72. One (1) ton No. 100. 73. One (1) ton No. 100. 74. One (1) ton No. 100. 75. One (1) ton No. 100. 76. One (1) ton No. 100. 77. One (1) ton No. 100. 78. One (1) ton No. 100. 79. One (1) ton No. 100. 80. One (1) ton No. 100. 81. One (1) ton No. 100. 82. One (1) ton No. 100. 83. One (1) ton No. 100. 84. One (1) ton No. 100. 85. One (1) ton No. 100. 86. One (1) ton No. 100. 87. One (1) ton No. 100. 88. One (1) ton No. 100. 89. One (1) ton No. 100. 90. One (1) ton No. 100. 91. One (1) ton No. 100. 92. One (1) ton No. 100. 93. One (1) ton No. 100. 94. One (1) ton No. 100. 95. One (1) ton No. 100. 96. One (1) ton No. 100. 97. One (1) ton No. 100. 98. One (1) ton No. 100. 99. One (1) ton No. 100. 100. One (1) ton No. 100.

JOHN J. SCANNELL, Commissioner.

PROPOSALS FOR FURNISHING TWO HUNDRED (200) TONS OF CANSEL COAL.

SEALED PROPOSALS FOR FURNISHING TWO HUNDRED (200) TONS OF CANSEL COAL will be received by the Fire Commissioner at the office of the Fire Department, at the office of said Department, Nos. 75 and 76 East Fifty-sixth Street, in the Borough of Manhattan, in The City of New York, until 10 o'clock A. M. of

WEDNESDAY, NOVEMBER 30, 1898,

at which time and place they will be publicly opened by the head of said Department and read.

The coal to be of the best quality of the first quality of the kind known as "Worcester's" Cansel Coal, all to weigh 2,240 pounds in the ton, and be hand picked and free from stone.

where more than one person is interested in the same, the verification to be made and subscribed by all the parties interested.

No estimate will be considered unless accompanied by either a certified check upon one of the banks of the City of New York, or a check on the City of New York, in the amount of the estimate.

Each bid or estimate shall be accompanied by the amount, in writing, of the amount to be paid by the person making the estimate, in full, or in such parts as may be agreed upon by the parties interested.

No estimate will be considered unless accompanied by either a certified check upon one of the banks of the City of New York, or a check on the City of New York, in the amount of the estimate.

JOHN J. SCANNELL, Comptroller.

SPRING PROPOSALS FOR FURNISHING ONE HUNDRED AND TWENTY-FIVE (125) TONS OF GANEXL COAL will be received by the Fire Commissioner, at the office of the Fire Department, at the office of said Department, No. 222nd St., East 22nd Street, in the Borough of Manhattan, in the City of New York, until noon of the 30th day.

WEDNESDAY, NOVEMBER 30, 1898.

at which time and place they will be publicly opened by the Board of Estimate and Apportionment.

All of the bids to be delivered to the various Fuel Deposits and Highways of the Department, in the Boroughs of Brooklyn and Queens, in such quantities and kinds as may be required from time to time, and the same to be subject to the inspection of a Warehouseman, designated by the Board of Estimate and Apportionment, at the office of the Fire Commissioner, at the office of said Department, at the office of said Department, at the office of said Department, at the office of said Department.

The terms of the agreement, with specifications, showing the manner of payment for the coal, and the nature and extent of the contract, may be obtained at the office of the Fire Commissioner, at the office of said Department, at the office of said Department, at the office of said Department.

The award of the contract will be made to the lowest bidder, and the amount of the contract will be paid to the contractor, in full, or in such parts as may be agreed upon by the parties interested.

Each bid or estimate shall be accompanied by the amount, in writing, of the amount to be paid by the person making the estimate, in full, or in such parts as may be agreed upon by the parties interested.

No estimate will be considered unless accompanied by either a certified check upon one of the banks of the City of New York, or a check on the City of New York, in the amount of the estimate.

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PROPOSALS FOR \$1,725,000 OF THREE AND ONE-HALF PER CENT. BONDS AND STOCK OF THE CITY OF NEW YORK.

EXEMPT FROM ALL TAXATION IN THE STATE OF NEW YORK, EXCEPT FOR STATE PURPOSES.

EXECUTORS, ADMINISTRATORS, GUARDIANS AND OTHERS HOLDING TRUST FUNDS ARE AUTHORIZED, BY CHAPTER 65 OF THE LAWS OF 1898, TO INVEST IN THESE BONDS AND STOCK.

SEALED PROPOSALS WILL BE RECEIVED BY THE COMPTROLLER OF THE CITY OF NEW YORK, at his office, No. 28 Broadway, in the City of New York, until

TUESDAY, THE 29TH DAY OF NOVEMBER, 1898,

at which time they will be publicly opened in the presence of the Commissioners of the Sinking Fund, or such of them as shall attend, as provided by law, for the whole or a part of the following-described Registered Bonds and Stock of The City of New York, bearing interest at the rate of three and one-half per cent. per annum, to-wit:

Table with 5 columns: Amount, Title, Authority, Principal Payable, Interest Payable. It lists various bond and stock proposals with their respective amounts and terms.

The above-described stock and bond are free and exempt from all taxation in the State of New York, except for State purposes, pursuant to the provisions of section 27 of chapter 27 of the Laws of 1893.

CONDITIONS OF SALE.

No proposal for bonds or stock shall be accepted for less than the par value of the same. Proposals containing conditions other than those herein set forth will not be accepted or considered. Every bidder, as a condition precedent to the receipt or consideration of his proposal, shall deposit with the Comptroller, in money, or by a certified check drawn to the order of said Comptroller upon one of the State or National Banks of the said city, the sum of ten per cent. of the par value of the bonds or stock bid for in said proposal.

The proposals, together with the security deposits, should be received in a sealed envelope, indorsed "Proposal for Bonds of the Corporation of the City of New York," and then inclosed in a sealed envelope, addressed to the Comptroller of The City of New York.

BIRD S. COLER, Comptroller.

THE CITY OF NEW YORK—DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, NOVEMBER 15, 1898.

DEPARTMENT OF FINANCE.

INTEREST ON BONDS AND STOCKS OF THE CITY OF NEW YORK.

THE INTEREST DUE JANUARY 1, 1898, ON THE REGISTERED BONDS AND STOCKS OF THE FORMER CITY OF NEW YORK, OF THE FORMER CITY OF BROOKLYN, OF THE COUNTY OF KINGS, AND OF CERTAIN FORMER CORPORATIONS IN QUEENS AND RICHMOND COUNTIES, AND INITIATED IN THE CITY OF NEW YORK, WILL BE PAID ON THAT DAY BY THE COMPTROLLER, AT HIS OFFICE, ROOM 27, COOPER BUILDING, CORNER OF BROADWAY AND CLAMBERG STREET.

The Transfer Books thereof will be closed from November 25th to January 1st, 1898.

The interest due January 1, 1898, on the Coupon Bonds and Stock of the former City of New York, will be paid on that day by the Knickerbocker Trust Company, No. 28 Broadway.

The interest due January 1, 1898, on the Coupon Bonds of the late City of Brooklyn will be paid on that day by the Western National Bank of Brooklyn, No. 120 Nassau Street.

BIRD S. COLER, Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, NOVEMBER 15, 1898.

NOTICE TO PROPERTYOWNERS.

IN PURSUANCE OF SECTION 240 OF THE CHARTER OF THE CITY OF NEW YORK, THE COMPTROLLER OF THE CITY OF NEW YORK HEREBY GIVES PUBLIC NOTICE TO ALL PERSONS OWNERS OF PROPERTY, OWNERS OF THE FOLLOWING PARCELS, FOR LOCAL IMPROVEMENTS IN THE BOROUGH OF THE BRONX:

TWENTY-THIRD WARD.

ONE HUNDRED AND FORTY-EIGHTH STREET—PAVING, from Morris to Park Avenue (Halfway Avenue East, Area of assessment: Both sides of One Hundred and Forty-eighth Street, between Morris and Park Avenue, and to the extent of half the block on the terminating streets.

ONE HUNDRED AND FIFTIETH STREET—PAVING, between Railroad and Morris Avenue, Area of assessment: Both sides of One Hundred and Fiftieth Street, between Railroad and Morris Avenue, and to the extent of half the block on the terminating streets.

FORTY AVENUE—PAVING AND LAYING CURBS/WALKS, from the southerly side of One Hundred and Sixty-third Street to Home Street, Area of assessment: Both sides of Forty Avenue, from a point eleven feet south of One Hundred and Sixty-third Street to Home Street, and to the extent of half the block on the terminating streets.

FOURTY AVENUE—PAVING AND LAYING CURBS/WALKS, between One Hundred and Sixty-first and One Hundred and Sixty-third Streets, Area of assessment: Both sides of Forty Avenue, between One Hundred and Sixty-first and One Hundred and Sixty-third Streets, and to the extent of half the block on the terminating streets.

SEVENTH STREET—REGULATING, GRADING, CURBING, FLAGGING AND LAYING CURBS/WALKS, between Lind and Anderson Avenues, Area of assessment: Both sides of Seventh Street, between Lind and Anderson Avenues, and to the extent of half the block on the terminating and terminating avenues.

SEVENTH STREET—REGULATING, GRADING, CURBING, FLAGGING AND LAYING CURBS/WALKS, between Lind and Anderson Avenues, Area of assessment: Both sides of Seventh Street, between Lind and Anderson Avenues, and to the extent of half the block on the terminating and terminating avenues.

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