

1834 The legislature passes an act "to provide for deepening the waters adjacent to the wharves, piers, docks, bulkheads and shores in the city of New York."—*Laws of N. Y.* (1834), chap. 186; *ibid.*, (1835), chap. 122.

Apr. 26 In this month, construction of the new custom-house on Wall St. (see J1 13, 1832; S 16, 1833; F 27, 1834) was commenced, on the site of the old one which had just been demolished.—*N. Y. Com. Adv.*, J1 13, 1842; *Hone's Diary*, II: 138. Regarding the progress of the building, see J1 4, 1834; Mr 14, 1835; My 1 and 21, 1842.

May — The old building on this site had been used as a custom-house since Dec. 2, 1816 (*q. v.*).—See "City Hall" in L. M. R. K., III: 977, and "Custom House," III: 974, and authorities there cited. During the decade from 1832 to 1842, while the old building was being demolished and the new one erected, the customs offices were in the building at Nos. 20-22 Pine St. and 64-66 Cedar St.—*N. Y. City Directory* (1832-3), 738; *ibid.* (1841-2), 801. The new building was completed and occupied May 1, 1842 (*q. v.*).

— The N. Y. & Harlem R. R. is opened as far as Yorkville.—From data supplied by the company. Cf. F—; and see, further, Je —. Soon after, work was commenced on the cut at Snake Hill in Harlem from 116th to 124th Sts., which was nearly all rock, and on a wooden truss-bridge between 106th and 109th Sts. The bridge having been completed before the tunnel, the tracks were laid on the bridge, and over the Snake Hill section to 125th St., where a temporary station was built. In this construction the rails were laid on Georgia pine stringers, resting on chestnut ties, this being the origin of the stringer construction, which has ever since been followed in building horse railways. Cars for this section were transported on trucks from 42nd St. over Third Ave., and were run from the north end of the tunnel to Harlem, the fare being a sixpence, so that passengers from downtown in going to Harlem had to walk over the tunnel hill, the fare from Walker St. to Harlem being eighteen pence. The cars on this section, some of which were double deckers, continued to run by horse-power until the tunnel was completed. The tunnel, including the open cut, when completed, was 596 ft. long, and cost about \$96,000.—*Ibid.*

1 "Mr. Astor commenced this morning the demolition of the valuable buildings on the block fronting Broadway from Barclay to Vesey street, on which ground his great hotel is to be erected. The dust and rubbish will be almost intolerable; but the establishment will be a great public advantage, and the edifice an ornament to the city, and for centuries to come will serve, as it was probably intended, as a monument of its wealthy proprietor."—*Hone's Diary*, I: 103. For the landmark history of this site, where the Astor House was built, see L. M. R. K., III: 976; and *N. Y. Times*, My 11, 1913. The buildings which formerly occupied this block, and were demolished at this time, are shown on Pls. 85, 100, 103, Vol. III. One of these, No. 221 Broadway, was occupied by Puff's gallery (see 1811).—Descrip. of Pl. 108, III: 611. See, further, My 15. The south half of the Astor House was demolished in 1913. The north half, unoccupied since that date, stood until 1926.—*Sun*, My 30, 1913; *N. Y. Tribune*, S 3, 1913; *19th Ann. Rep.*, Am. Scen. & Hist. Pres. Soc. (1914), 142-43; L. M. R. K., III: 976; descrip. of Pl. 158-a, III: 841.

2 The legislature passes an act "for supplying the city of New-York with pure and wholesome water." It provides for the appointment of five "water commissioners of the city of New York," whose duty shall be to examine and consider all matters in this connection, with power to employ engineers, surveyors, etc., and who shall adopt the plan which they think most advantageous for procuring such supply of water. They shall report their contracts, etc. to the common council before Jan. 1, 1836. If the plan is approved by the common council, the commissioners shall provide for a referendum on it, to be determined at the time of the next general election of charter officers. If a majority of the electors favour it, it shall be lawful for the common council to raise by loan from time to time, in such amounts as they think fit, a sum not exceeding \$2,000,000 by the creation of a public fund or stock called "The Water Stock of the city of New York." The money so raised shall be applied to carry out the plan.—*Laws of N. Y.* (1834), chap. 256; Colden, *Memoir Croton Aqueduct*, 120, 123.

Gov. Marcy re-appointed the same commissioners he had named under the act of Feb. 26, 1833 (*q. v.*), and they employed David B. Douglass, John Martineau, and George W. Cartwright as engineers.—*Man. Com. Coun.* (1854), 219. Myndert Van Schaick, who drafted the act of 1834, described, in his report of 1862, the

financial difficulties on the one hand and the great need on the other caused by the cholera epidemic of 1832.—*Croton Aqueduct Report* (1862). The act of 1834 was amended on April 27, 1840.—*Laws of N. Y.* (1840), chap. 175. Regarding the route and construction of the aqueduct outside of Manhattan Island, see *ibid.* (1836), chaps. 293 and 468; and *ibid.* (1837), chap. 328.

The senate and assembly concur in a resolution to ask the governor to open negotiations with the common council, "with a view to an exchange of the present site and buildings occupied as the state arsenal [see L. M. R. K., III: 993, 994], for a more convenient and eligible location thereof, in the upper part of the city."—*Laws of N. Y.* (1834), 593-94.

Mayor-elect Lawrence is given a great reception upon his arrival in New York from South Amboy.—*N. Y. Eve. Post*, My 12, 1834; *Hone's Diary*, I: 104.

The following "Notice to Firemen" is published: "The large bell on the City Hall has, (under the direction of the Committee of Public Buildings and Repairs,) been so fixed that it will be rung for fires, and the city laid out, or divided into districts, for the purpose of informing Firemen the direction of fires . . ." The notice defines the bell strokes and the respective districts to which they refer.—*Com. Adv.*, My 10, 1834. Both the bell and the system of alarms are criticised in *ibid.*, May 16, after a destructive fire. See also descrip. of Pl. 143-a, III: 712, which appears to be in error in stating that a new bell was placed on the roof of the city hall in 1834.

Mayor C. W. Lawrence (see Ap 10) is inducted into office.—*Courier and Enquirer*, My 14, 1834.

"The unsightly wooden railings in the park have been removed and chestnut posts erected in their place, from which iron chains are to be appended, which will improve the prospect from my house. Astor's buildings are nearly all removed [see My 1]; the dust from the immense mass of rubbish has been almost intolerable for the last fortnight . . ."—*Hone's Diary*, I: 104-5. See My 31, J1 4.

Lafayette dies at Paris, "in the house which is now No. 8, rue d'Anjou."—*Tower, The Marquis de La Fayette* (1895), II: 469. The news reached New York on June 19.—*Courier and Enquirer*, Je 20, 1834. See Je 26.

A map of the Union Place improvements bears this date.—See map No. 707 in bureau of topography, borough president's office.

31 "They have taken away those infamous whitewashed posts, and long strips of narrow plank with which the sides of the footways [in the Park] were decorated and put up in their stead neat locust posts, of uniform shape and size, connected by iron chains."—*N. Y. Mirror*, My 31, 1834. On March 21, 1835, the same paper reported: "The chains attached to the posts in the park have wholly disappeared." On April 4, 1835: "the chains have been replaced." See O 22, 1792.

Cholera is again epidemic.—*Docs., Bd. of Assnts.*, IV: 35; *Man. Com. Coun.* (1858), 632.

"Harlem Railroad—One of the most interesting rides which both citizens and strangers can take in this city, is that on this railroad. For 12½ cents a ride of five miles to Yorkville is obtained. It is true that the route affords no beautiful view of cultivated fields and gardens, but conveys an idea of the great amount of labor bestowed in cutting the track through hills of solid rock from 20 to 60 feet high, affording a correct idea of the geological structure of the island. At the termination of the ride is a spacious hotel, on very elevated ground, affording one of the most extensive, varied and richest prospects to be seen in our country."—*N. Y. Farmer, and Am. Gardener's Mag.*, VII: 173. The hotel was Nowlan's Prospect Hall.—See J1 30; also *N. Y. H. S. Bull.*, Ja, 1926.

Tompkins Square (see J1 30 1833, and Mr 21, 1834) is ordered to be opened on this day.—*Proc., App'd by Mayor*, II: 183. See also *ibid.*, II: 235, and L. M. R. K., III: 971. See, further, J1 23.

7 The *N. Y. Mirror* says of the jail (the old bridewell—see Ag 23, 1830): "This abominable blemish upon the beauty of the Park, still 'cumbers the ground,' although an almost universal desire for its removal has been expressed over and over again [see Je 20 and O 24, 1829]; actually dinned into the ears of the authorities [see N 22 and D 6, 1828]. Everything about it is bad and out of place; in appearance, it is hideous; in its purposes, ungracious and afflictive; in its associations, a perfect nuisance. It rears its ugly front in the midst of beauty, and splendour, and cheerfulness, with an effect not unlike that produced by the sight of a gallows, surrounded by a smiling and verdant landscape."—*N. Y. Mirror*, Je 7 1834. See Mr 21, 1835

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